INHC LOCK REPLACEMENT

Traffic Study

US Army Corps of Engineers

New Orleans, LA

USI Project # 22-077

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STATE OF LOUISIANA

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Chapter 1. DATA COLLECTION

1.1 Introduction

This traffic study was conducted to assess the potential impacts of the proposed replacement of the Inner Harbor Navigational Canal (IHNC) Lock on traffic operations and safety in the surrounding area. The lock is currently located at the LA 46/St. Claude Ave bridge (St Claude) in Orleans Parish, Louisiana. The proposed lock replacement will shift the location to north of the LA 39/Claiborne Avenue bridge (Claiborne) and south of the Florida Avenue bridge (Florida). It is anticipated that the new lock may change the frequency and duration of bridge openings on St Claude, Claiborne and/or Florida. The objective was to present vehicular traffic operations with and without the proposed lock replacement for implementation in 2040 and a 2090 design year representing a 50-year design life for use in an environmental impact analysis.

This traffic study included collecting existing data and estimating future demand of vehicles. This chapter presents an overview of the data collection and a summary of existing conditions. A vicinity map is presented in **Figure 1-1**.



Figure 1-1 Vicinity Map

Source: Google Earth 2022

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1.2 Study Area

The study area was generally the three bridges and the relevant intersections on either side of the canal. On Florida, this included the intersections at France Road and the associated ramps on the west side of the canal and at the Harbor Access Road and Tennessee Street on the east side. On Claiborne, this included the intersections of N Claiborne and at N Robertson Ave at Poland on the west side of the canal and at Tennessee, Reynes and Forstall Streets on the east side. On St. Claude the study area included its intersection with Poland Ave on the west side of the canal and at Reynes and Forstall Streets on the east side.

1.3 Data Collection

USACE provided the following details for bridge opening operations at the time of this report:

- Florida and St Claude bridges are owned, operated, and maintained by the Port of New Orleans (PONO).
- The Claiborne bridge is owned, operated and maintained by the Louisiana Department of Transportation and Development (LADOTD).
- Curfews prohibit bridge openings between 6:30-8:30 AM and 3:30-5:45 PM on weekdays.
- Typical bridge openings were measured as approximately seven (7) minutes long.

The extensive data collection included the following:

- Seven (7) day, twenty-four (24) hour volume counts with classification
- Peak Period Turning Movement Counts
- Bridge opening log review for all three bridges
- Vehicle Speeds
- Vehicle Travel Times
- Field Observations
- Traffic Signal Inventories

The initial data collection was conducted in the first quarter of 2023. A week of traffic volumes that crossed each of the bridges and bridge opening logs were reviewed to select peak periods for additional data collection. The raw data, detailed methodology and results for the Initial Data Collection are presented in **Appendix A**. The selected peak periods for turning movement counts were **4:45-8:15 AM** and **3:00-5:15 PM** on a weekday.

Turning movement counts were collected during the identified peak periods at selected intersections on both sides of the three (3) bridges. Speed data was collected in accordance with the LADOTD Traffic Engineering manual and EDSM V1.1.1.1. Travel time runs were conducted using TruTraffic, GPS devices and laptops to cross each of the bridges during different times of day. Field observations were conducted to document existing conditions including queue lengths during bridge openings, signal operations and other notable driver

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behaviors. Traffic Signal Inventories were obtained from LADOTD for the signalized intersections which provide the traffic signal operational parameters needed for analysis.

Two sources were utilized to determine future traffic demand. The regional transportation model (TRANSCAD model) that is maintained by the Regional Planning Commission (RPC) indicated that the surrounding area is mostly built out and no growth is expected. Estimates available at the time of this study for the proposed Louisiana International Terminal (LIT) that is proposed in Violet, Louisiana by the PONO indicated that any increase in truck traffic across the IHNC would be insignificant. The conclusion at the time of this analysis was that increases in traffic volumes across the three (3) bridges are not anticipated from any documented source.

The detailed methodology, documentation and results for the Final Data Collection are presented in **Appendix B**.

1.4 Appendix A Summary

Appendix A presents a summary of the 7-day vehicle volume data collection methodology and bridge opening data. Appendix A also presents the collected raw 7-day vehicle volumes, maps of where the volumes were collected, bridge opening logs provided by LADOTD and PONO, graphs presenting the volume data versus bridge openings, and Traffic Signal Inventories of signalized intersections near the St. Claude and Claiborne bridges.

1.5 Appendix B Summary

Appendix B presents the raw turning movement count data, the locations the data was collected, travel time data collected, typical vehicle queues observed when the St. Claude and Claiborne bridges are up, and growth rate data provides by RPC and PONO.

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Chapter 2A. EXISTING ANALYSIS

2A.1 Introduction

This chapter summarizes the existing capacity analysis for the street network surrounding the St. Claude, Claiborne and Florida moveable bridges. The purpose was to quantify the existing impacts on vehicular traffic for comparison to the impacts estimated with changes associated with the proposed lock replacement. The existing analysis is also representative of a future No Build scenario because as presented in Chapter 1, the volumes are not expected to increase. A more detailed summary of the capacity analysis and the tools used are presented in **Appendix C**.

2A.2 Analysis Software

Microsimulation modeling using Vissim is favored for analyzing complex roadway networks due to its ability to capture detailed traffic behavior, assess capacity, account for multi-modal interactions, test scenarios, provide visuals and easy to interpret outputs.

Microsimulation modeling using Vissim is considered the best tool for analyzing complex roadway networks for several reasons:

- *Detailed Traffic Flow:*
  Vissim allows for the modeling of individual vehicles and makes calculations for each second. This level of detail provides a more accurate representation than traditional capacity analysis and is the industry standard for analyzing complex interactions and behaviors in the network.

- *Behavioral Realism:*
  Vissim accounts for a variety of driver behaviors for lane-changing, acceleration, deceleration, and reactions to other vehicles, pedestrians, and traffic controls. This represents real world conditions as drivers vary from conservative to aggressive.

- *Capacity Analysis:*
  Vissim simulations provide results for the capacity of intersections and roadways. It considers the conditions upstream and downstream within the network impact traffic flow.

- *Scenario Testing:*
  Vissim is ideal for testing and comparing various scenarios and conditions.

- *Validation and Calibration:*
  Vissim models are first calibrated to match real-world traffic conditions. This ensures that the model accurately represents the actual behavior of drivers and vehicles.

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- *Visualization and Reporting:*
  Vissim software provides visual animations which make it easier to communicate findings to stakeholders, including the public, versus using numbers and technical terms.

- *Cost-Effective Planning:*
  While developing and calibrating a microsimulation model requires an initial investment of time and resources, it can lead to significant cost savings in the long run by allowing planners to identify optimal solutions and avoid costly errors during the design and implementation phases.

These features collectively contribute to Vissim's effectiveness in aiding transportation planners and engineers make informed decisions for complex projects. For these reasons, Vissim is approved by LADOTD for analysis and was the selected tool for this traffic study.

The Vissim modeling conducted was conducted based on LADOTD's "Vissim Modeling Guidance and Techniques". Two models were created: a model including the Florida Bridge traffic network and a model including both St. Claude and Claiborne bridges' traffic network. The LADOTD guidance documentation is included in **Appendix C**.

2A.3 Bridge Openings

Input from the USACE was utilized for the bridge openings to include the duration of the openings, the lag time between St. Claude and Claiborne bridges and the time between openings when more than one occurred within the hour. The existing bridge openings that needed to be modeled for comparison to future scenarios included the following:

Florida Bridge Scenarios

- Base scenario – no openings
- 1a – One (1) opening within the hour
- 3a – Two (2) openings within the hour

Claiborne and St. Claude Bridge Scenarios

- Base scenario – no openings
- 1a – One (1) opening within the hour
- 1c – One (1) opening within the hour (St Claude Bridge only)
- 3a – Two (2) openings within the hour

2A.4 VISSIM Input

Existing conditions were modeled for four (4) times of day which included 8:30-9:30AM, 11:00AM-12:00PM, 2:30-3:30PM, and 5:45-6:45-PM for both the Florida and St. Claude/Claiborne models. The Vissim input parameters included traffic volumes, lane geometry, signal phasing/timing, speed distributions and vehicle classification percentages. In addition to

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the vehicular traffic data, changes to the bridge openings varied by duration and times between openings in the models.

The traffic volumes had to be balanced for each model. The volume, speed, and vehicle classification input are presented graphically in **Appendix C** in **Figures C-1 through C-12**. The lane configurations are presented in **Appendix C** in **Figures C-13 through C-15**.

2A.5 VISSIM Output

The selected MOE outputs were documented for each bridge segment by direction and by each intersection by movement for each of the four (4) times of day. These included volumes/throughput, delays, queues and travel times. Traditionally, capacity analysis is based on the peak fifteen minutes of an hour. For this project, the time period affected by bridge openings was utilized to present the impact. Tables presenting the output for the time frames and scenarios for each model are included in **Appendix C**. The results of the Vissim analysis were used in the without project analysis for the environmental impact analysis.

2A.6 Appendix C Summary

Appendix C presents a summary of the Vissim microsimulation analysis. The summary includes descriptions of the analysis objectives, how the analysis software operates as an analytical tool, inputs into and outputs from the software, and criteria to meet quality assurance targets. The appendix also includes figures with Vissim inputs represented graphically, collected speed data, figures presenting lane configurations, LADOTD Vissim checklists, matrices presenting the scenarios analyzed, and analysis results tables presenting average delay, queues and travel times drivers may experience for each “without project” scenario analyzed.

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Chapter 2B. EXISTING SAFETY ANALYSIS

2B.1 Introduction

This chapter summarizes the existing safety analysis that was conducted for the street network surrounding the St. Claude, Claiborne and Florida moveable bridges. The purpose of the safety analysis was to identify existing crash patterns and/or factors that are contributing to crashes within the study area that may need to be considered as part of the proposed lock replacement.

2B.2 Existing Safety Analysis

The LADOTD TEPR indicates that analysis of three (3) years of safety data is adequate for most projects. Therefore, the safety analysis was prepared using crash data from LADOTD's Highway Crash website from the years of 2019 - 2021. The objective of the existing safety analysis was to identify crash trends, Level of Service of Safety, and opportunities to improve safety.

Important results of the safety analysis are listed below:

- The Claiborne Bridge segment safety analysis indicated larger than average percentages of non-collision, roadway departure, and wet surface related crashes. A review of the crash reports identified the section of metal roadway on the bridge as the reason behind some of these types of crashes.
- The intersection of Poland Ave at N Claiborne Ave / Robertson St indicated a Level of Service of Safety 4, meaning there is high potential for safety improvement at this intersection. A review of the intersection indicated poor or no striping.
- The intersection of Poland Ave at St Claude indicated a Level of Service of Safety 3, meaning moderate to high potential for safety improvement at this intersection. The safety analysis indicated higher than average roadway departure and wet surface related crashes. A review of the crash reports did not yield a specific source of these types of accidents.

A summary of the methodology, details and results of the existing safety analysis are presented in **Appendix D**.

2B.3 Appendix D Summary

Appendix D presents a summary of the safety analysis process including the objective of the analysis, methodology of how crash data was collected/documented, locations of crash data, and crash characteristics of existing study intersections compared to statewide averages for similar intersections. The appendix also presents crash locations on aerials and raw crash output from tools used in the safety analysis.

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Chapter 3. WITH PROJECT CONDITIONS

3.1 Introduction

This chapter summarizes the operational analysis of the various potential scenarios with the lock and bridge replacement. The purpose was to quantify the impacts on vehicular traffic for comparison to the conditions without the project for use in an environmental impact analysis.

3.2 Analysis Software

Vissim microsimulation modeling (described in **2A.2**) was conducted with the same methodology as the existing conditions analysis for direct comparison of the selected MOEs.

3.3 Bridge Openings with project

The potential bridge openings that needed to be modeled for comparison to without project scenarios included the following:

Florida Bridge Scenario

- 5b – Three (3) openings within the hour

Claiborne and St. Claude Bridge Scenarios

- 1b – One (1) opening within the hour, decreased lag time
- 2 – Double Transit (2 vessels) with only one (1) opening within the hour
- 3b – Two (2) openings within the hour
- 4 – Two (2) openings within the hour with double transit (2 vessels) for each
- 5 – Three (3) openings within the hour to represent increased tonnage
- 6 – Four (4) openings within the hour to represent increased tonnage

3.4 VISSIM Input

The potential with project conditions were modeled for one (1) scenario for Florida and six (6) scenarios for St. Claude/Claiborne. The Vissim input parameters (described in **2A.4)** of traffic volumes, speed distributions and vehicle classifications were unchanged from the existing conditions models. Changes to the bridge openings (described in **2A.3** and **3.3)** varied by duration and times between openings in the models. Input from USACE was utilized for the modeling of bridge openings to include the duration of the openings, the lag time between St. Claude and Claiborne bridges and the time between openings when more than one occurred within the hour.

3.5 VISSIM Output

The selected MOEs were documented for each movement on each approach for the seven (7) with project scenarios. For comparison to the model results for the without project conditions, the with project analysis results included volumes/throughput, delays, queues and travel times

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for each fifteen (15) minutes of an hour. Tables presenting the output from the models with project are included in **Appendix E**.

The Vissim analysis results provide data on singular events. The impact of the new lock to the vehicular traffic on the surrounding roadway network will be dependent on the frequency of the singular events/various types of bridge openings. Therefore, the Vissim analysis results themselves are not an indicator of the impact. The results can be used as inputs to calculations to compare conditions with and without the proposed locks.

3.6 Mitigation Measures:

The arrival of vessels on the water dictate the need for bridge openings. The arrivals are sporadic, intermittent, and do not adhere to a schedule other than that bridge openings are not allowed during the morning and evening curfews. The curfews are 6:30 AM to 8:30 AM and 3:30 PM to 5:45 PM to correspond with the times that vehicular traffic is at its highest on St. Claude, Claiborne, and Florida. The bridges are not intended to open during these times, except for vessels in distress (for instance during coastal storms). Outside of the curfews, the operators (LADOTD and the Port of New Orleans) control the opening of bridges, with consideration for the time between consecutive bridge openings and/or whether simultaneous closings occur versus only one bridge being opened at a time. The durations of the bridge openings are dependent on factors such as water levels, the size and configuration of the flotilla (number and arrangement of barges), weather conditions and the efficiency of the vessel pilot. The lock relocation project will at times allow two tow vessels and/or flotillas to enter/exit the lock. The existing condition also allows for two smaller tow vessels to lock at once, but due to the constraints of the lock size, single vessel lockages with fewer barges per tow are more common.

Major road network modifications to add capacity were not identified as necessary mitigation, since the proposed lock relocation and associated bridge replacement will not reduce the capacity of the existing roadways.

Potential mitigation measures that may reduce the impact of the intermittent bridge openings on vehicular traffic, with or without the proposed relocation, were identified and described below with real-world examples in **Figures 3.1**, **3.2** and **3.3**.

- Real-time traffic monitoring on the roadways approaching and crossing the bridges to include, but not be limited to, vehicle counts, speeds, queues, transit schedules and emergency vehicles. The installation of permanent Intelligent Transportation System devices can provide data which can be monitored from the existing Regional Transportation Management Center (RTMC) located at 10 Veterans Blvd in New Orleans. This mitigation is expected to provide real-time data that could be used in combination with other mitigations to make decisions such as lengthening the green time on St. Claude and/or Claiborne at the signalized intersections to clear queues from bridge openings more efficiently, project wait times/delays for vehicles arriving during a bridge opening

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or arriving at a queue from a bridge opening, and allow drivers to make decisions on re-routing if desired. Installations could include the following:

- Fiber communication
- Wireless communication
- In-pavement devices such as inductive loop detectors and magnetometers
- Video and/or radar detection devices installed roadside
- Advanced and/or Adaptive traffic signal control
- Pre-emption systems to modify signal operations during bridge openings, emergency vehicles and/or transit
- Road weather information systems (RWIS), both stationary and mobile, to collect, inform and predict road, weather and surface conditions
- Additional technologies as they are developed such as Connected Vehicles, Autonomous Vehicles, and smart devices.

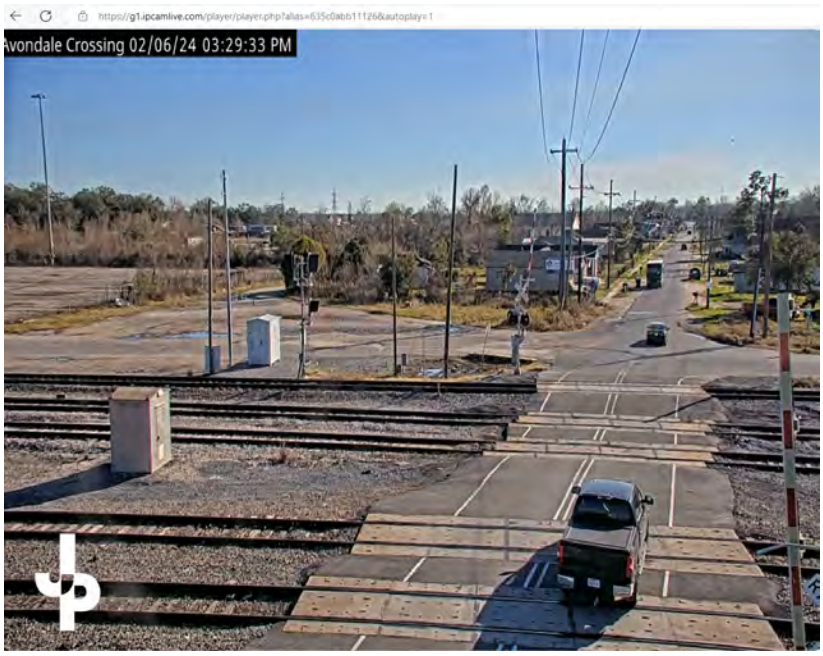
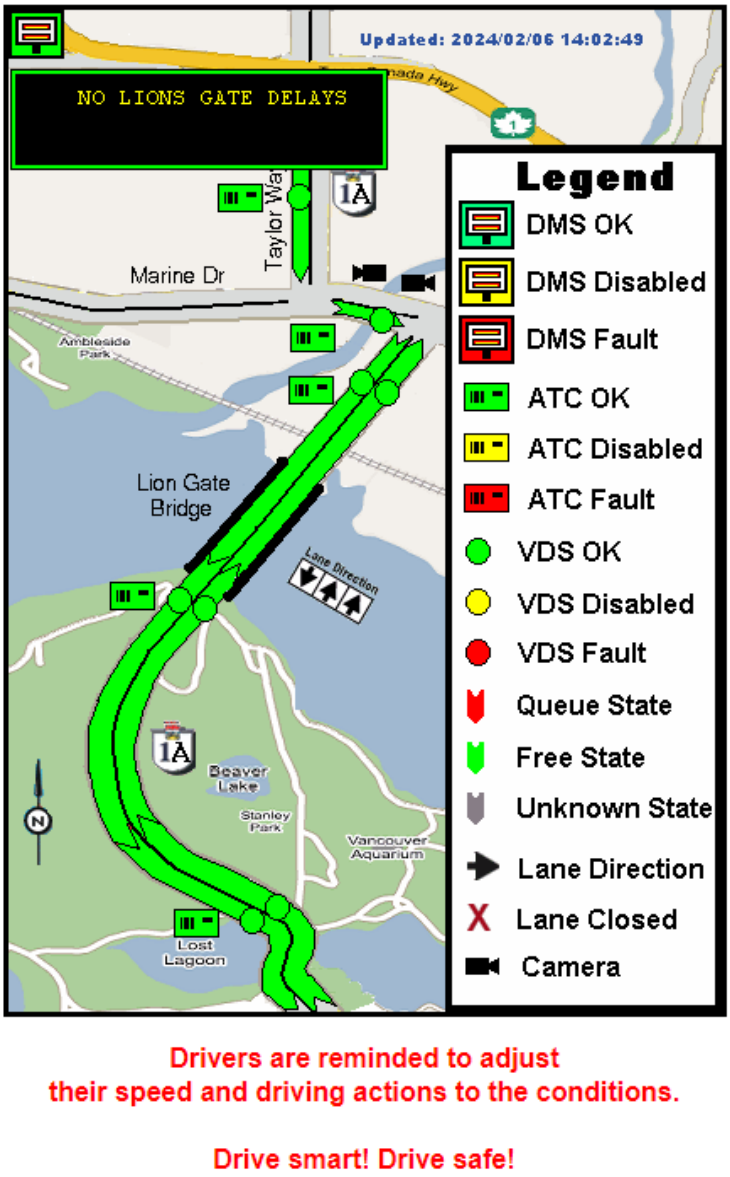


Figure 3.1 Snapshot from Real Time video of Railroad Crossing in Jefferson Parish, Louisiana
(Source https://www.jeffparish.net/departments/emergency-management/rail-road-crossing-cameras)

- Disseminating data in real-time. This a allows for direct correspondence with drivers via phone notifications when a bridge opening is expected/in progress. The real time data includes mostly information such as:
  - General traveler information, including traffic information, transit information (fares, real-time schedules, and transactions), incident information and event information.
  - Emergency traveler information, including alerts and advisories, and evacuation information.

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- Advanced Traveler Information Systems (ATIS) can assist with trip planning using various modes of surface transportation, route options and route guidance. When bridges are open or if there is congestion associated with bridge openings, travelers can use this information to plan their trip before leaving their origins or use the information to make re-routing decisions before reaching the congestion. These can include:
    - Permanent and/or temporary changeable message boards
    - Smartphone applications
    - 511 systems



Drivers are reminded to adjust
their speed and driving actions to the conditions.

Drive smart! Drive safe!

Figure 3.2 Bridge Conditions and ATIS equipment status in British Columbia
(Source: https://www.th.gov.bc.ca/ATIS/lgcws/private.htm)

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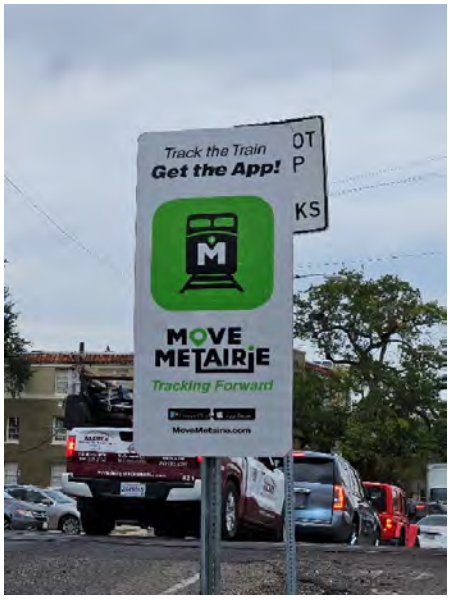


Figure 3.3 Sign for Move Metairie Smartphone app that provides information on when the railroad crossing is closed to traffic by a train in Jefferson Parish, Louisiana
(Photo Alison Catarella Michel)

Poorly conditioned pavement markings were identified on most of the Claiborne Ave/N Robertson St at Poland Ave intersection approaches. The poorly conditioned markings could compound congestion caused by bridge openings due to drivers making late lane changes or potentially causing accidents. Maintaining lane identification markings and striping is important to provide drivers with directional information helping both intersection operations and safety. The implementation of the new lock and bridge is not expected to impact the safety of the roadways or the study intersections. The intersection of Poland Ave at N Robertson St/Claiborne Ave is experiencing LOSS 4 (See Chapter 2b and Appendix D) and could benefit from updated/new pavement markings.

Mitigation measures should be selected based on the relative cost-benefit of each, public input, agency policies, and operation and maintenance requirements. To represent worst case scenarios in regard to impacts to delays, travel times, and queues, the project conditions analysis was conducted without traffic re-routing from one bridge to another during an opening. Aside from traffic analysis, re-routing with the proper mitigation measures in place such as DMS boards and real-time information is expected to decrease wait times. Drivers desiring to re-route after receiving closure information are expected to use roadways designated through DMS boards or signage and reduce re-routing through low-volume residential streets. DMS boards may need to be positioned over-head due to lack of right-of-way on the sides of St. Claude Ave and Claiborne Ave roadways. Potential DMS board locations are presented in **Figure E.1** in **Appendix E**.

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3.7 Traffic Study Summary

This traffic study was conducted to assess the potential impacts of the proposed replacement of the IHNC lock on traffic operations and safety in the surrounding area.

Historic bridge logs, field collected traffic data, historic safety data, and Vissim analysis software were used to create simulations of the existing traffic networks associated with the Florida, Claiborne, and St. Claude bridges. MOEs from the simulations with different frequencies and durations of bridge openings as a potential result of the lock relocation were compared.

The results indicated that relocating the lock does not affect roadway capacity or imply a need for major roadway network modifications. Any increase in frequency and/or duration of Claiborne bridge openings after the lock relocation is anticipated to impact delays, queues, and travel times on a seasonal basis when the river water levels are higher, however, the frequencies and durations of these openings are managed by the operators for the governing agency associated with each bridge (LADOTD and Port of New Orleans).

3.8 Recommendations for Mitigation

The potential improvements to lessen the impact of the bridge openings on vehicles, bicycles and pedestrians would be beneficial with or without the lock replacement project. The identified mitigation methods could be implemented with existing conditions and improve both operations and safety of the roadway network surrounding the IHNC.

Mitigation opportunities that should be considered include, but are not limited to,

- Real-time traffic monitoring with Intelligent Transportation System devices
- Advanced Traveler Information Systems (ATIS)
- New pavement markings and signage

It is recommended that priority is given to installing pre-emption equipment for the traffic signals on the Claiborne and St. Claude bridge approaches at the following locations:

- St. Claude Avenue at Poland Avenue
- St. Claude Avenue at Forstall Street
- N. Claiborne Avenue/N. Robertson Street at St. at Poland Avenue
- Claiborne Avenue/N. Robertson Street at St. at Tennessee Street

Dynamic Message Boards (DMS) at strategic locations prior to anticipated back-of-queue would provide drivers with information needed to make a decision to re-route or wait for the bridge to re-open.

Prior to installing any of the mitigation measures, a Systems Engineering exercise is recommended. The US Department of Transportation, Federal Highway Administration, and Federal Transit Administration's guide/handbook, "*Systems Engineering for Intelligent*

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Transportation Systems", dated January 2007 outlines the process and is included in **Appendix E**. The objective of a systems engineering approach is to reduce the risk of schedule and cost overruns and maximize the positive impacts of the system to the community. The roadway network infrastructure, moveable bridges and vessels on the IHNC are owned, managed and maintained by multiple agencies included, but not limited to:

- Louisiana Department of Transportation and Development
- Port of New Orleans
- City of New Orleans
- St. Bernard Parish
- New Orleans Regional Transit Authority
- United States Army Corps of Engineers

The Systems Engineering handbook/guidebook developed for implementing Intelligent Transportation Systems was created for these specific circumstances, is an "interdisciplinary approach and means to enable the realizing of successful systems," and is strongly recommended prior to implementing any of the identified mitigation measures.

3.9 Appendix E Summary

Appendix E presents analysis results tables presenting average vehicles delay, queues and travel times drivers may experience for each "with project" scenario analyzed. The appendix also presents a figure displaying potential informational DMS board locations, and the FHWA systems engineering guide described in section **3.8**.

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IHNC Traffic Study

Appendix A

Initial Data Collection

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Data Collection Summary

Appendix A Summary

Data Collection Summary

The objectives of this summary were to describe the methodology for the initial data collection and to select peak periods for additional data collection.

Traffic Volume Data

Seven-day, 24-hour videos were collected between Thursday, March 9, 2023, and Wednesday, March 14, 2023, at eleven (11) locations in New Orleans, Louisiana. The video data was used to obtain seven-day, 24-hour roadway counts with vehicle classifications in fifteen (15) minute intervals at, the following eleven (11) locations;

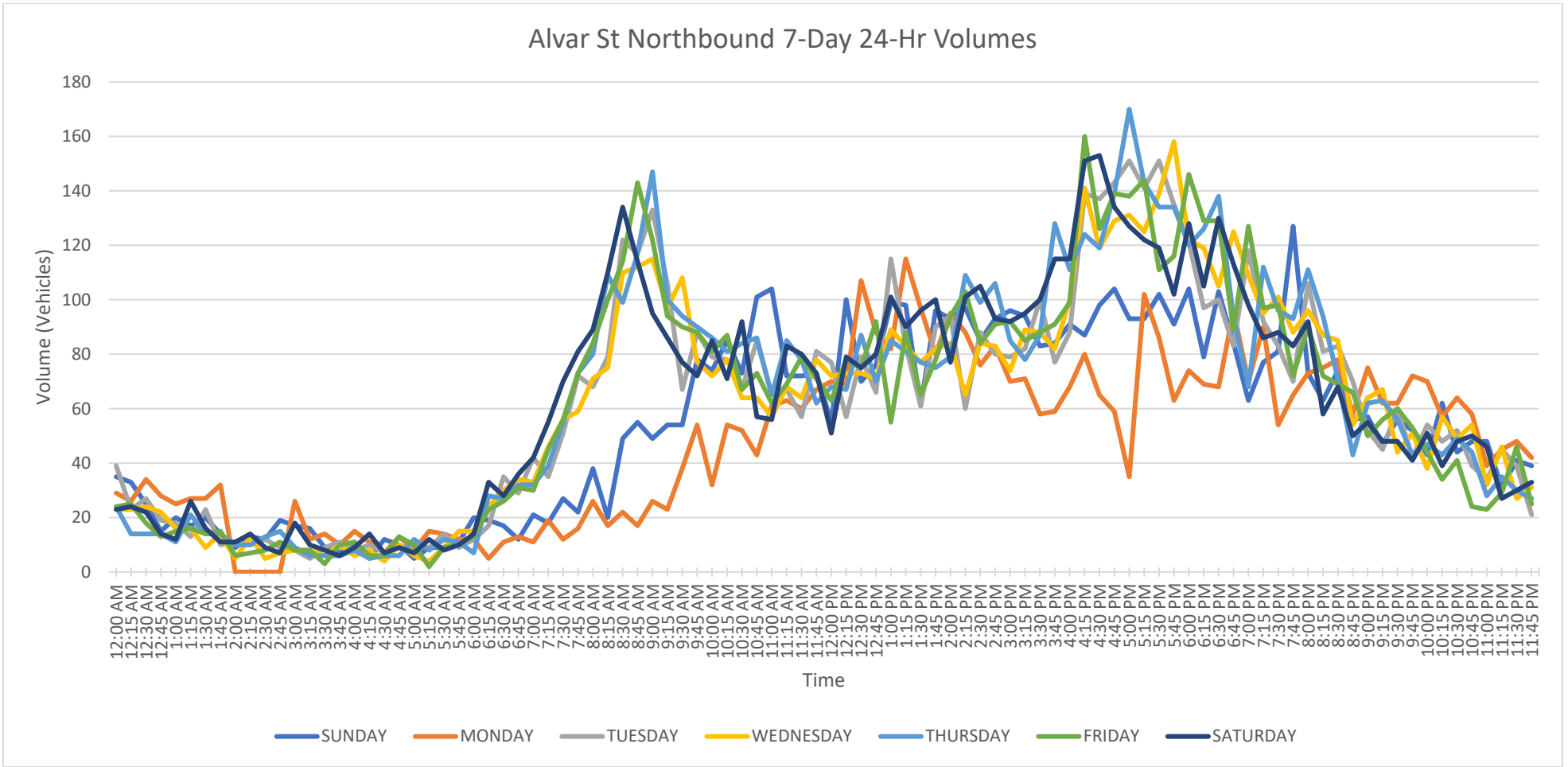
- **Alvar St**
- **Florida Ave Bridge**
- **France St**
- **N Claiborne Ave Bridge**
- **Poland Ave North**
- **Poland Ave South**
- **Reynes St North**
- **Reynes St South**
- **St Claude Ave Bridge**
- **Tennessee St North**
- **Tennessee St South**

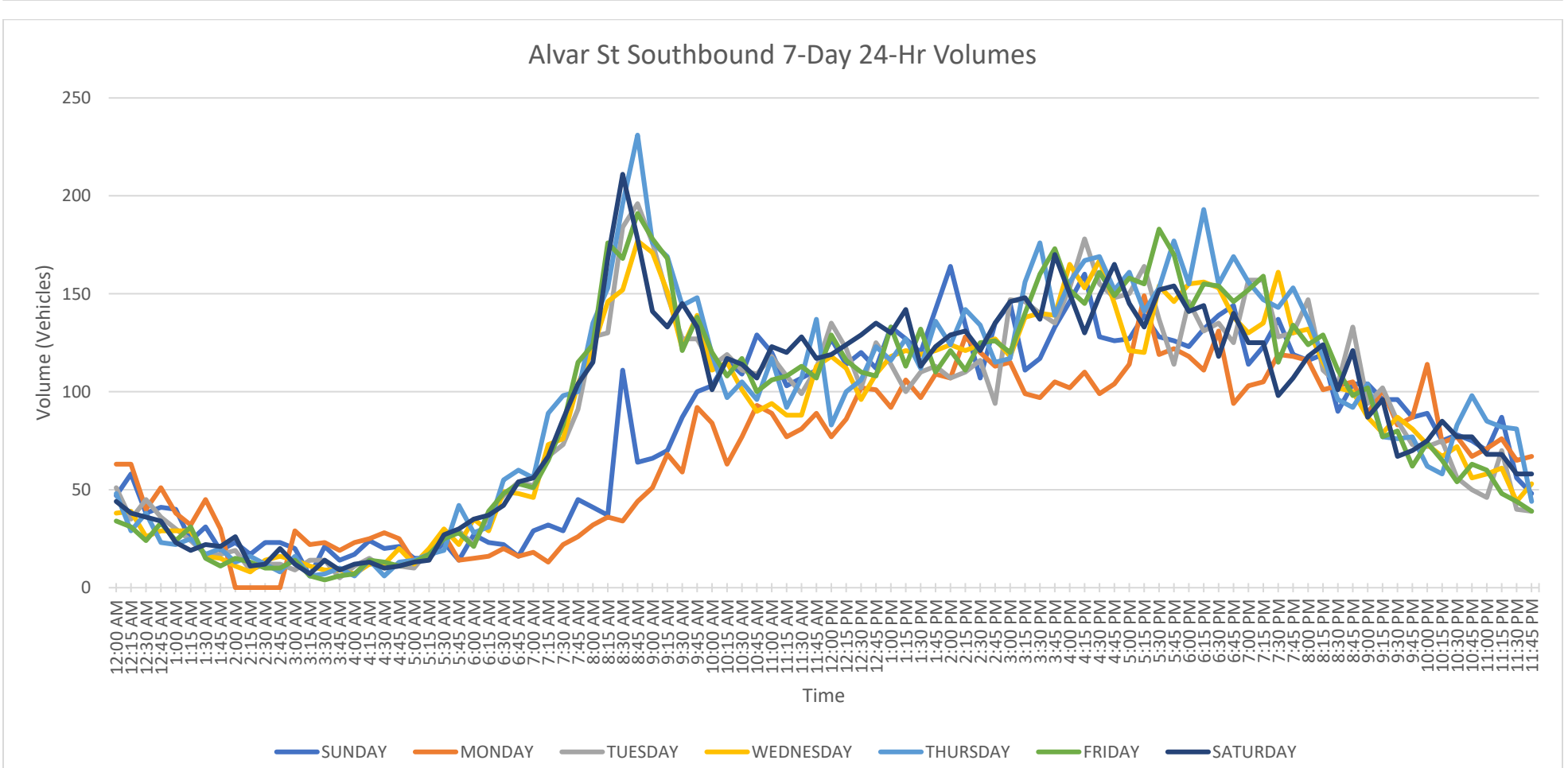
The seven-day 24-hour approach count graphs, a map of the data collection locations and the seven day 24-hour raw count data with classifications are included in **Appendix A**.

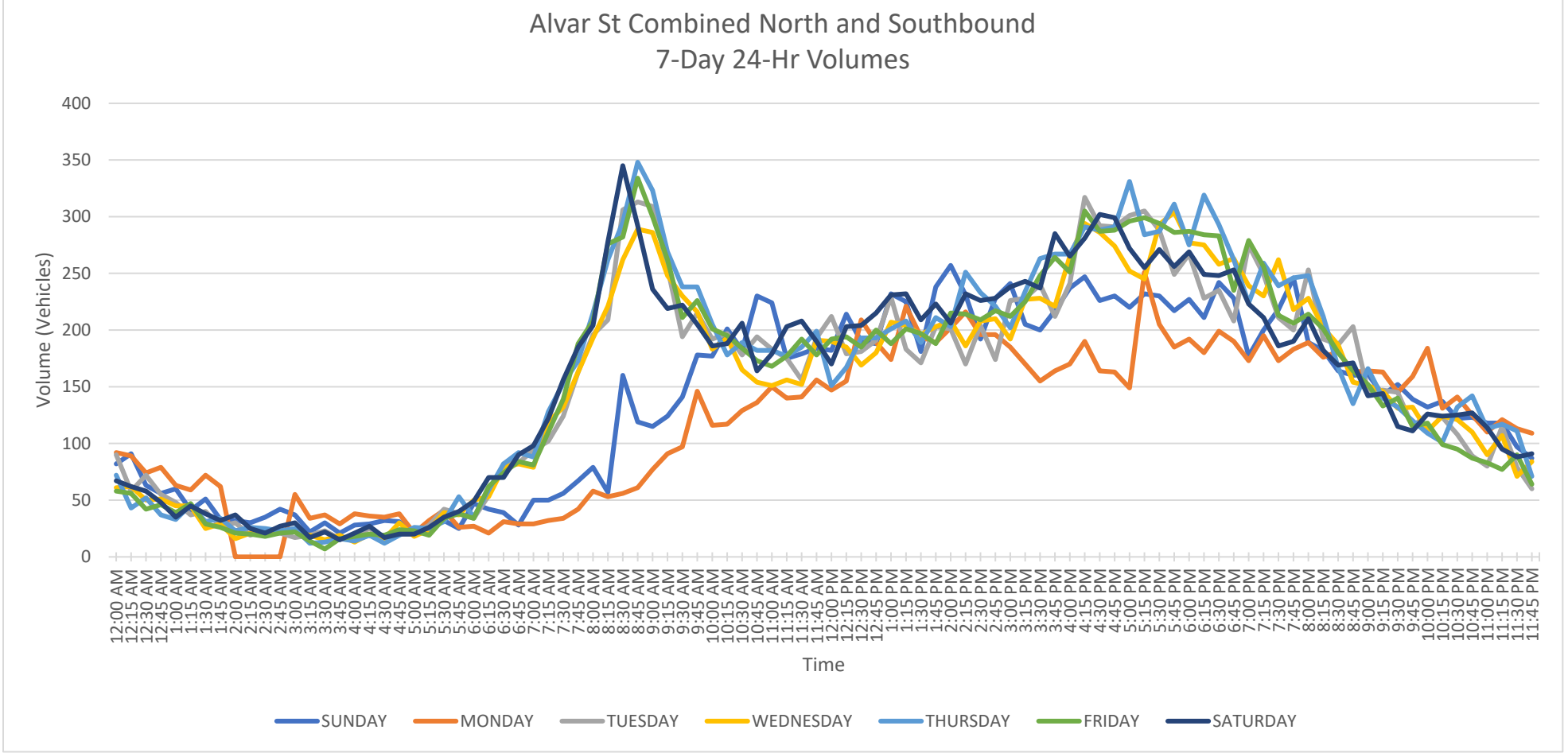
Bridge Openings

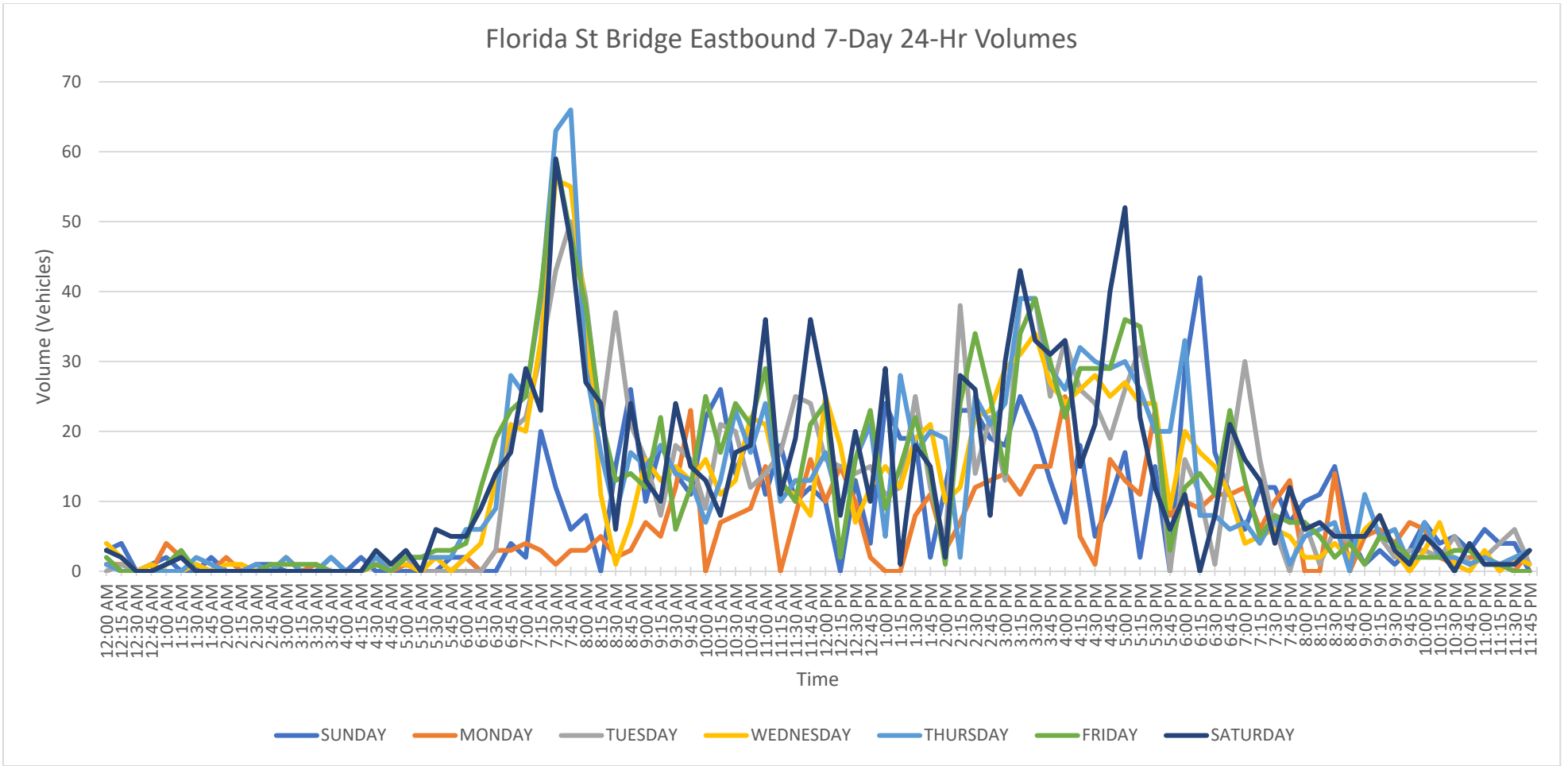
Three (3) bridges' opening logs were included in the data collection. Bridge log data for the St Claude Ave and Florida Ave bridges was provided by the Port of New Orleans and data for the Claiborne Ave bridge was provided by LADOTD. These bridges share a curfew that sets the times that bridges should not be raised. The curfews for all three (3) bridges are **6:30 – 8:30 AM** and **3:30 – 5:45 PM**

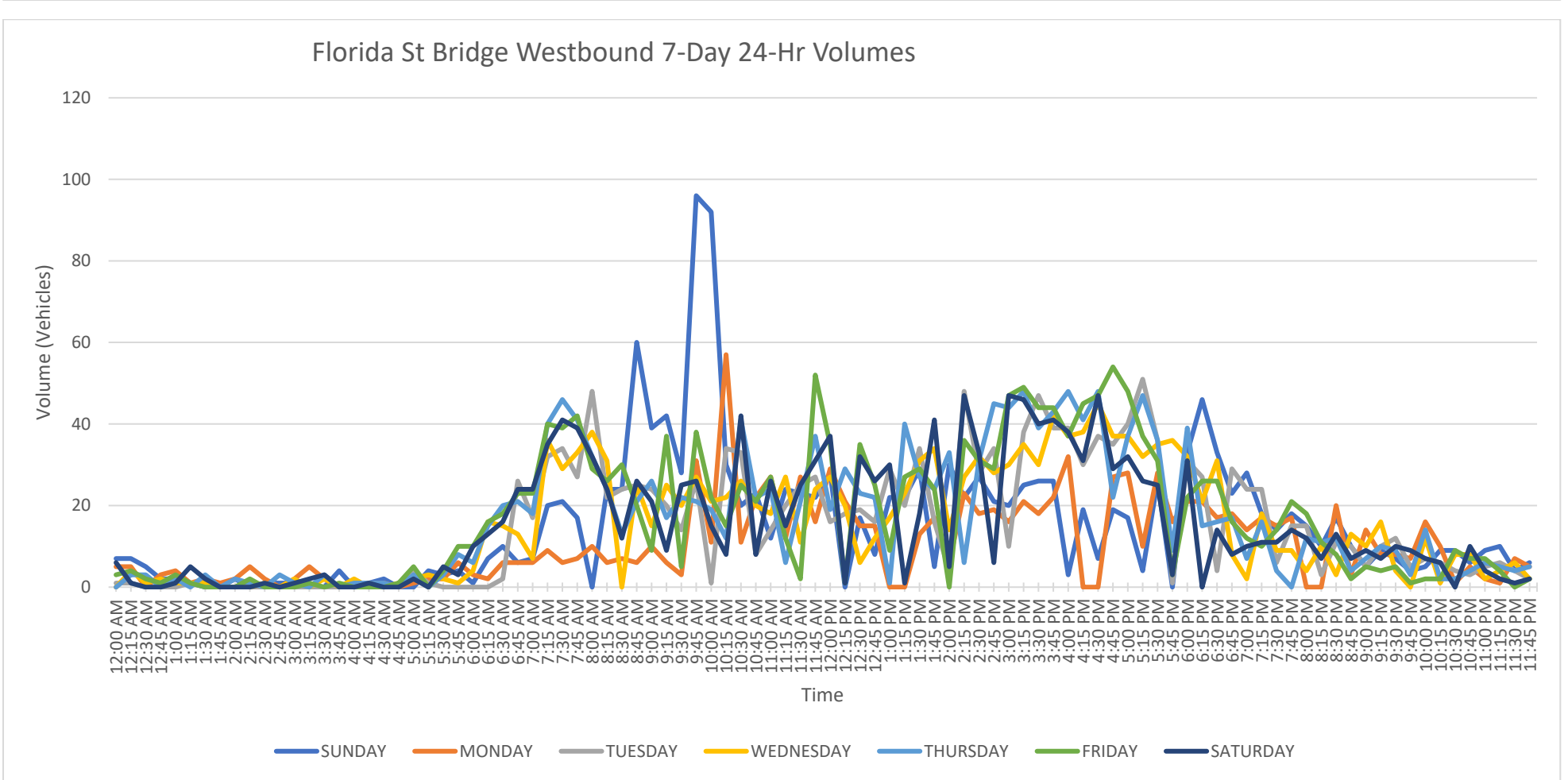
7-Day Volume Graphs

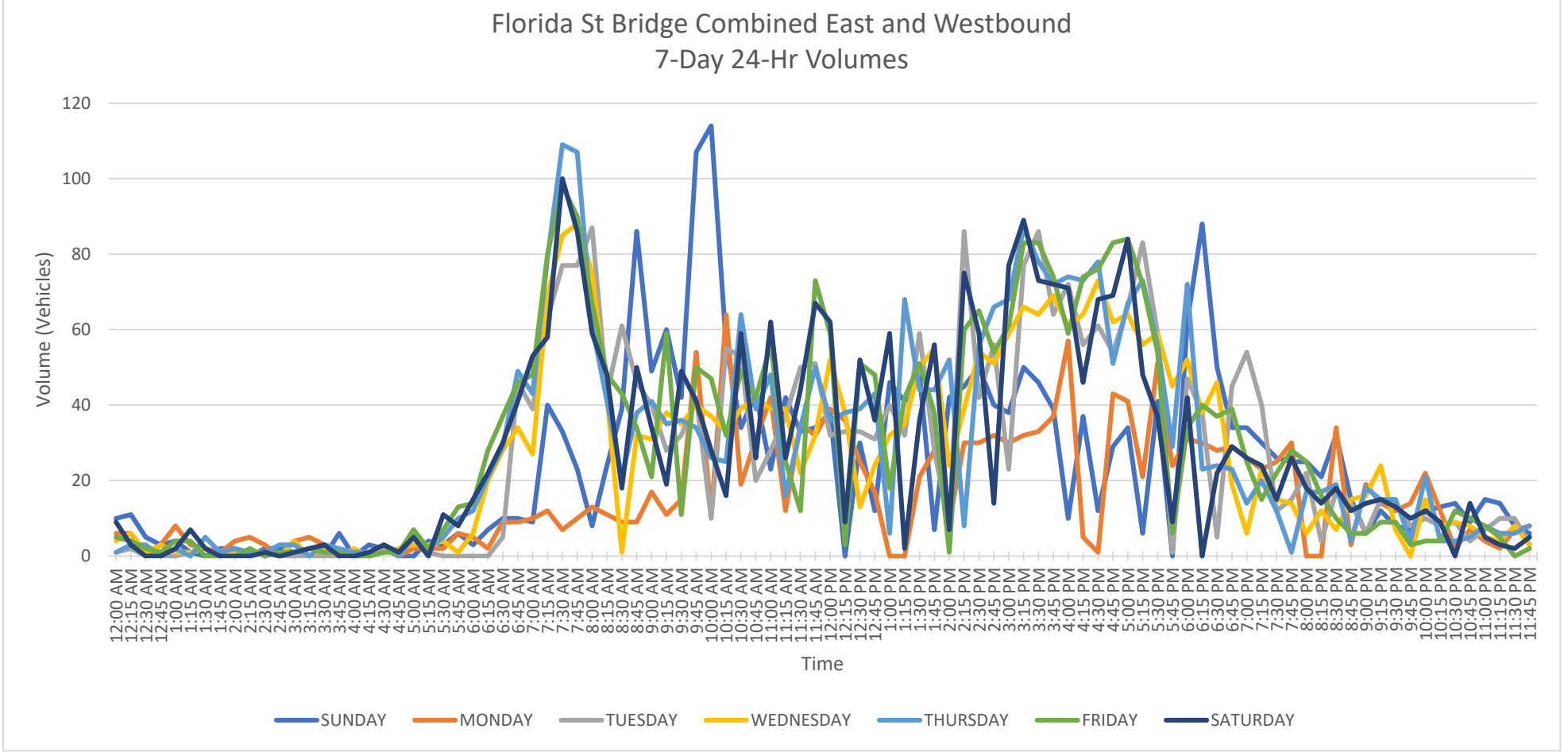

Alvar St Northbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

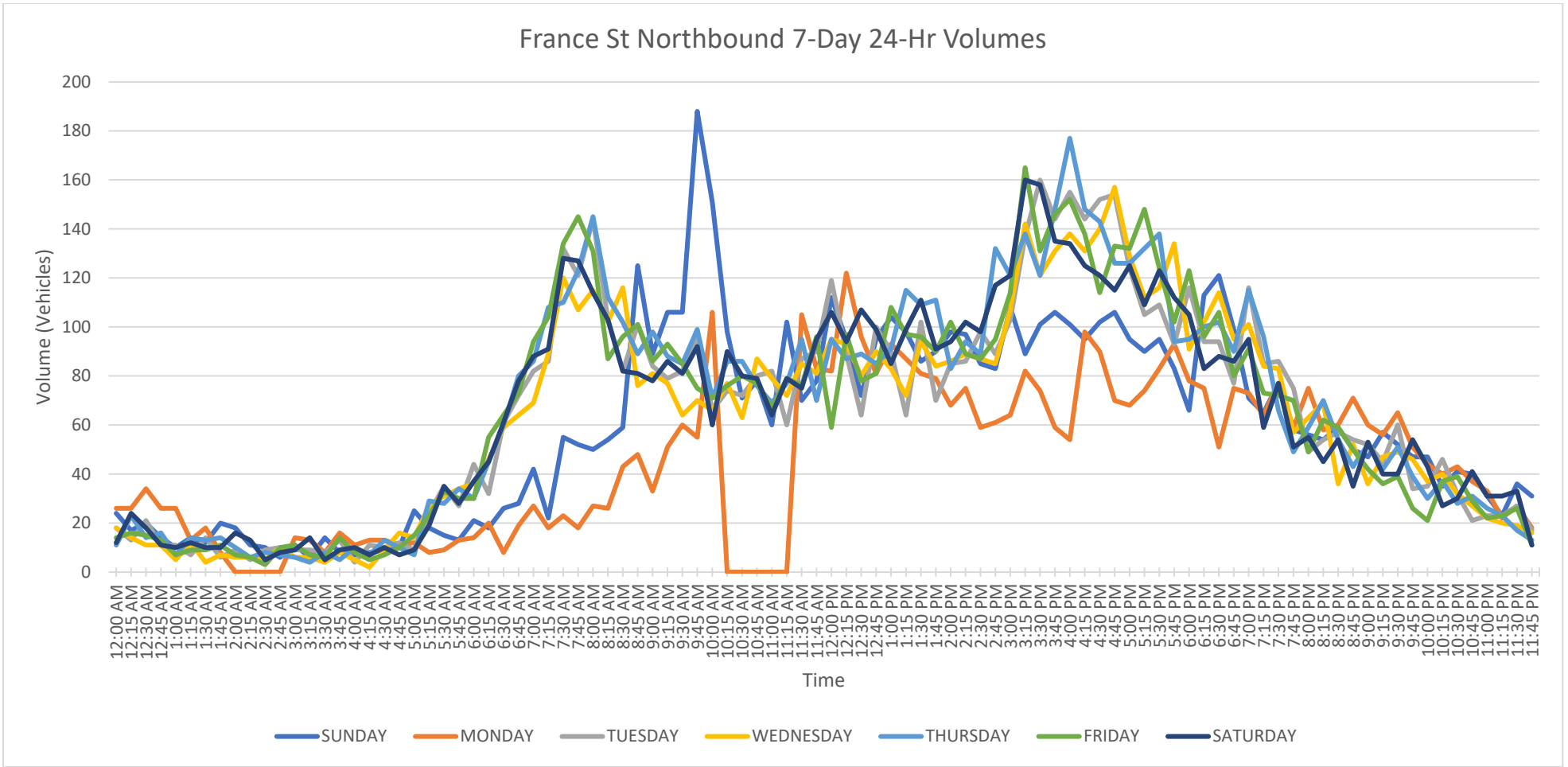

Alvar St Southbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

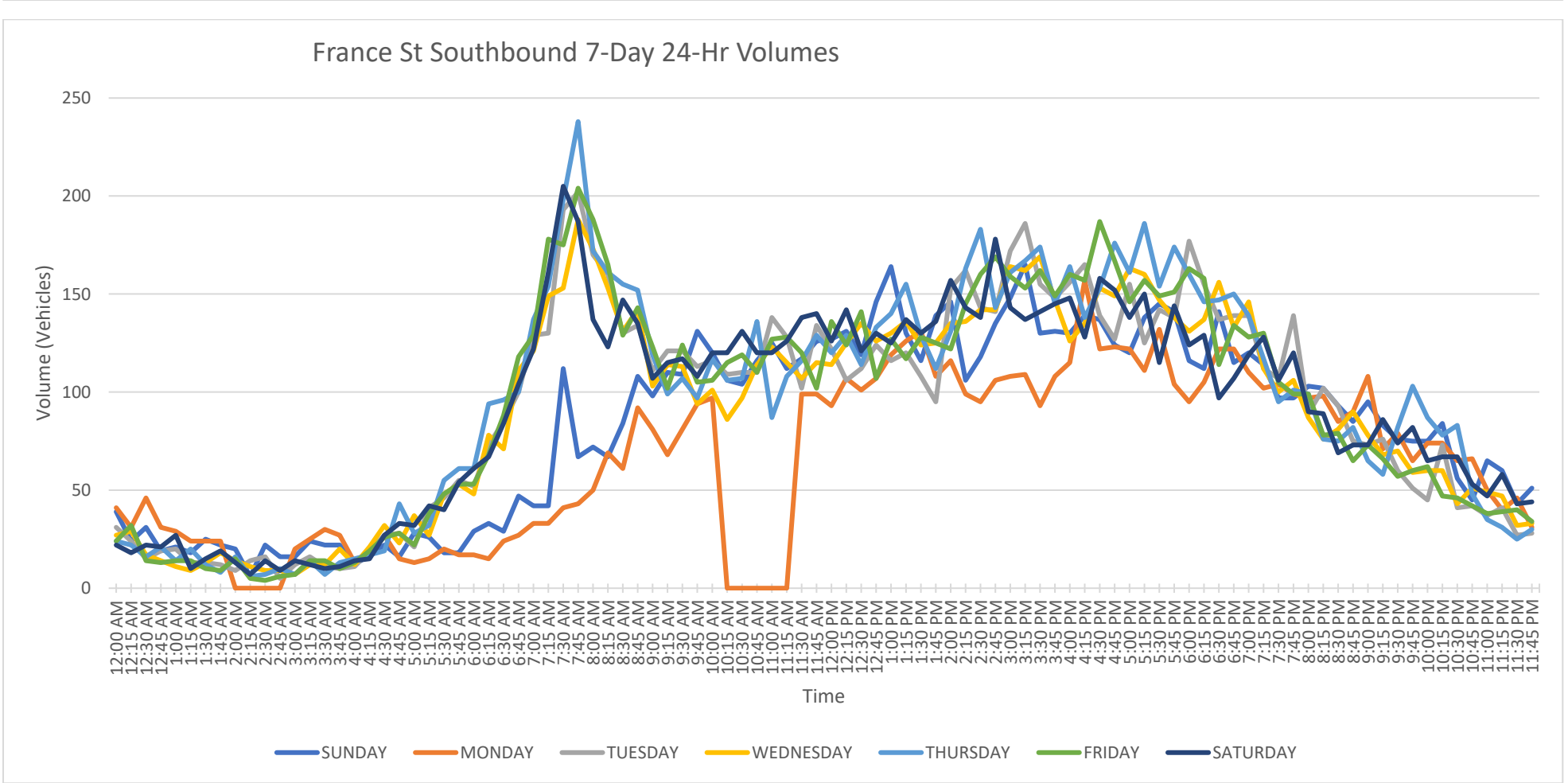

Alvar St Combined North and Southbound
7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

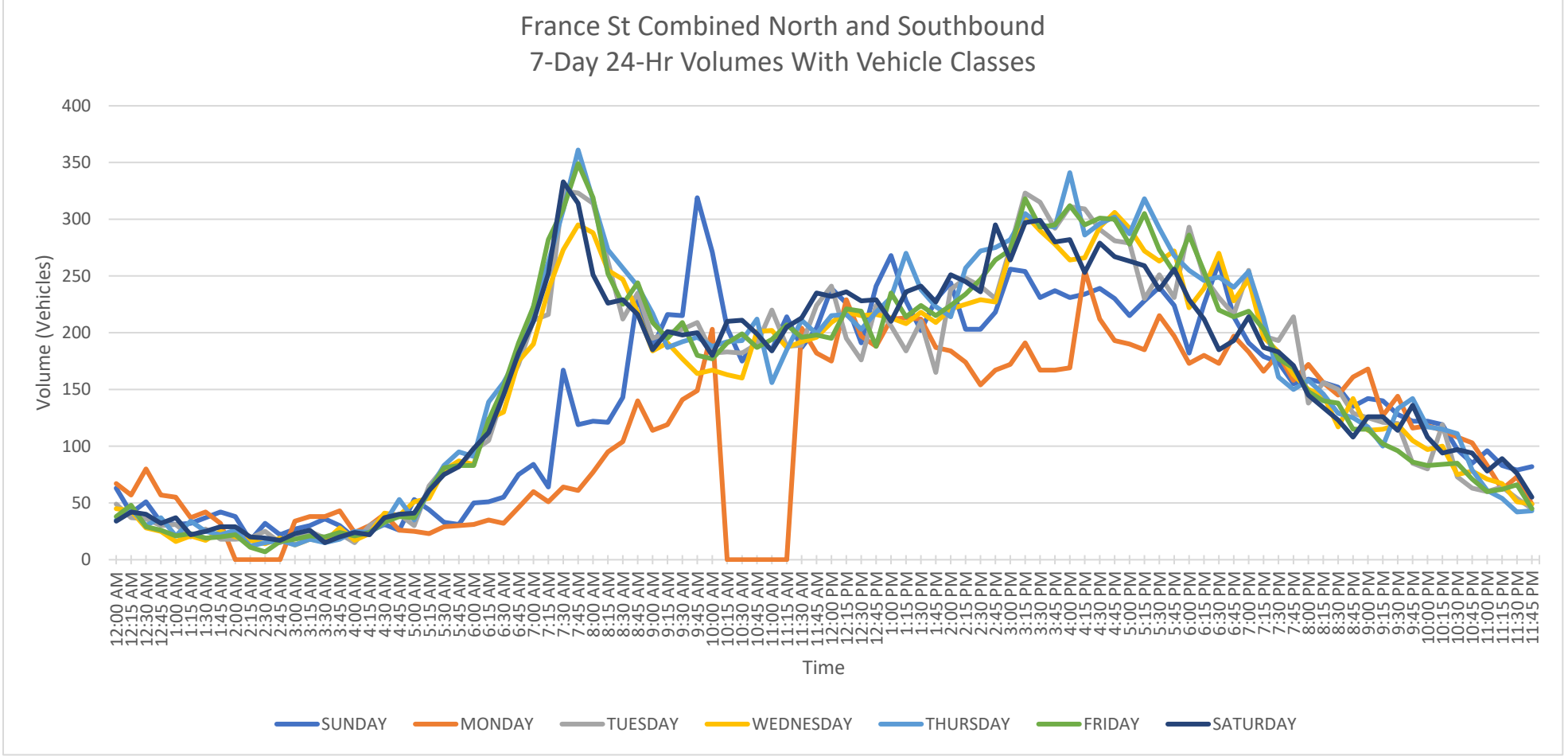

Florida St Bridge Eastbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

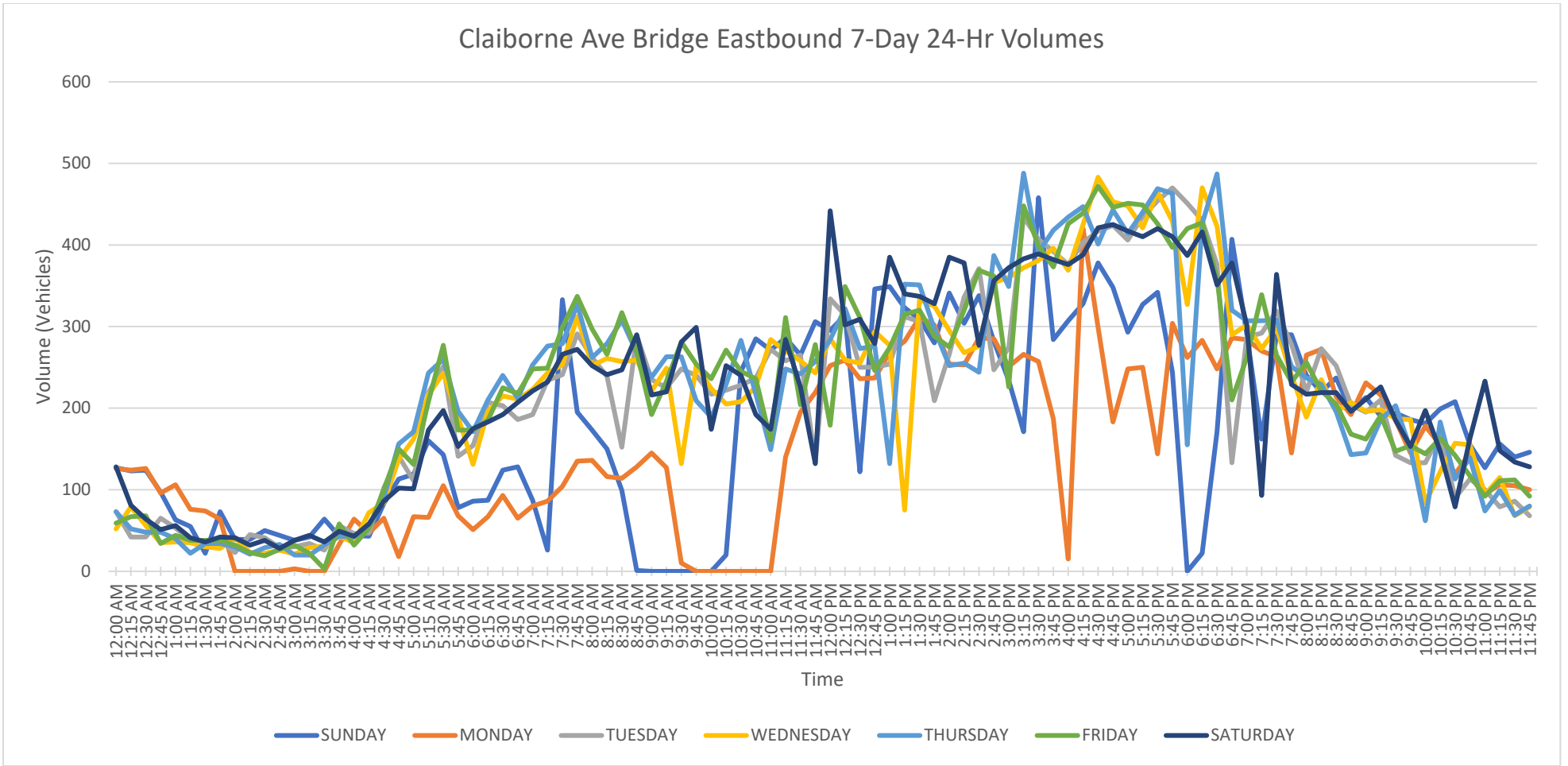

Florida St Bridge Westbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

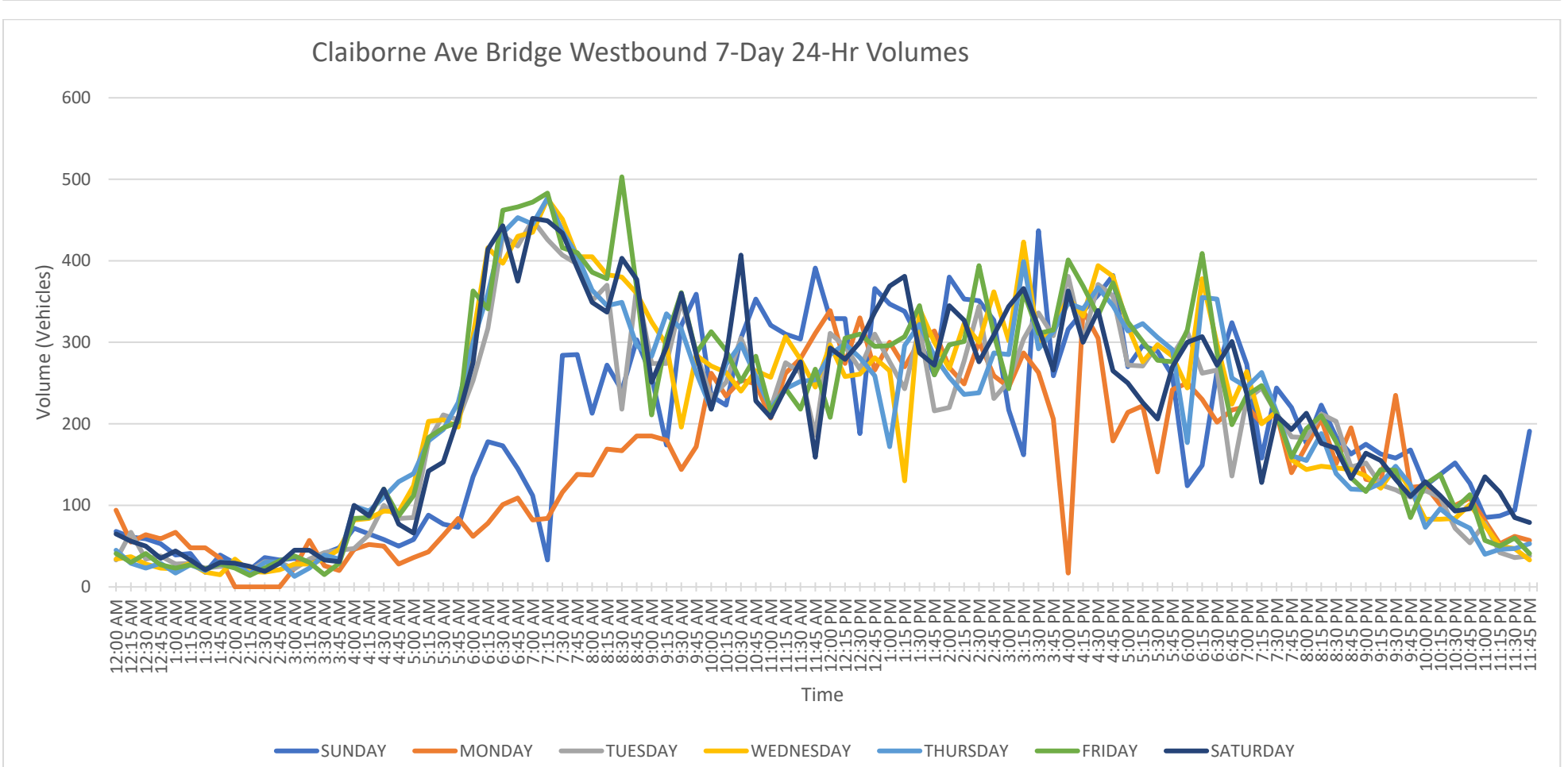

Florida St Bridge Combined East and Westbound
7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

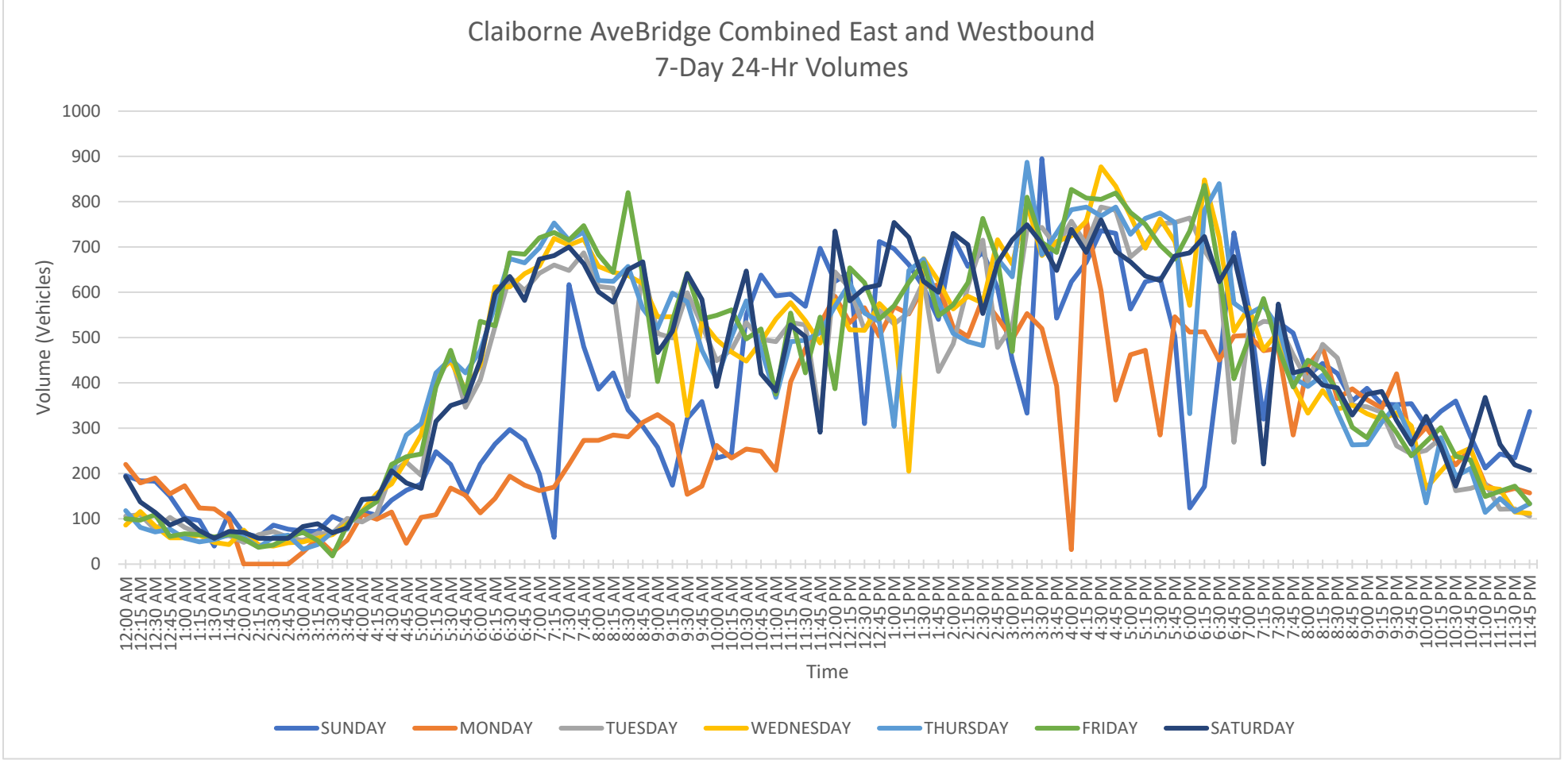

France St Northbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

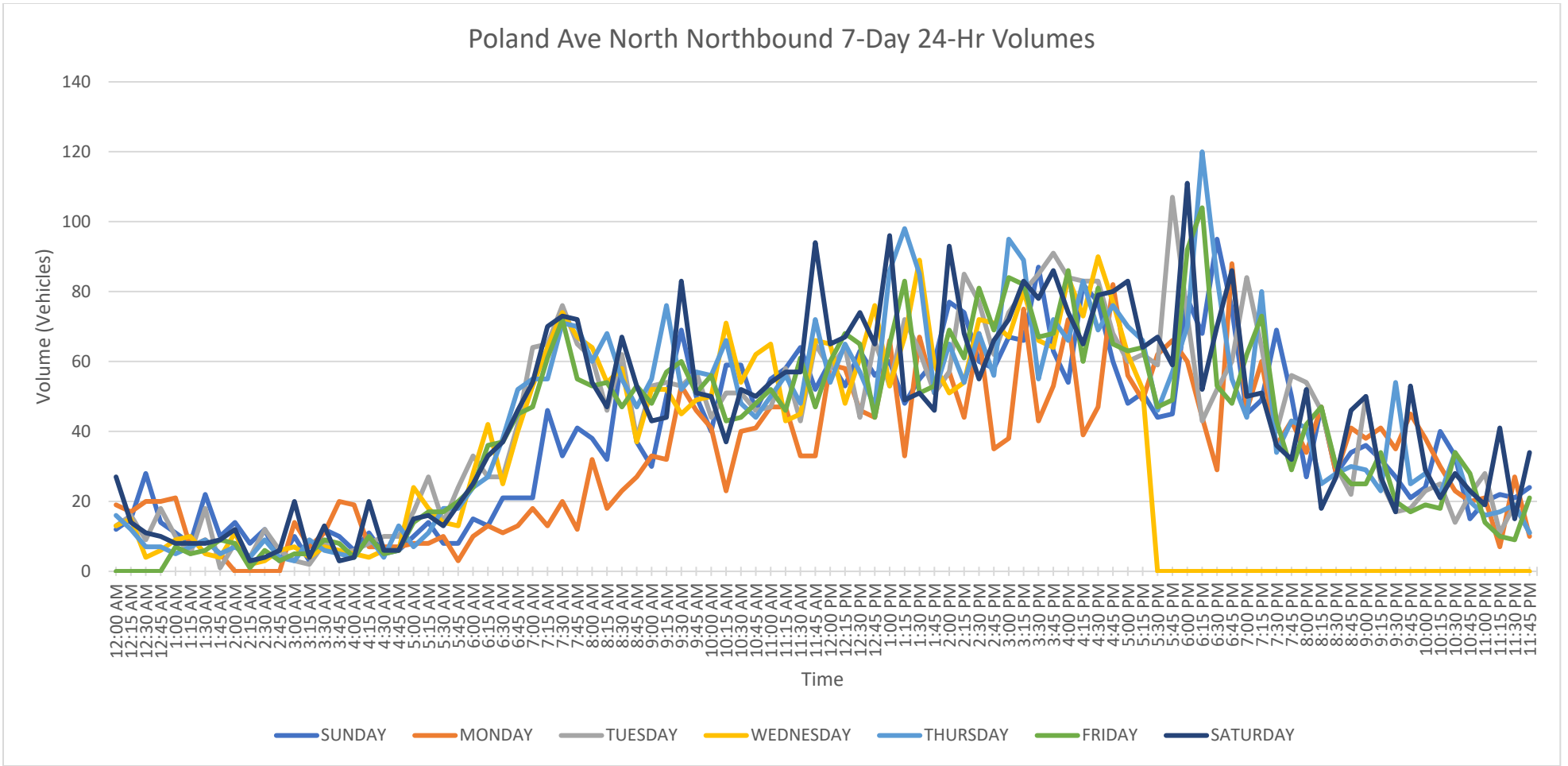

France St Southbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

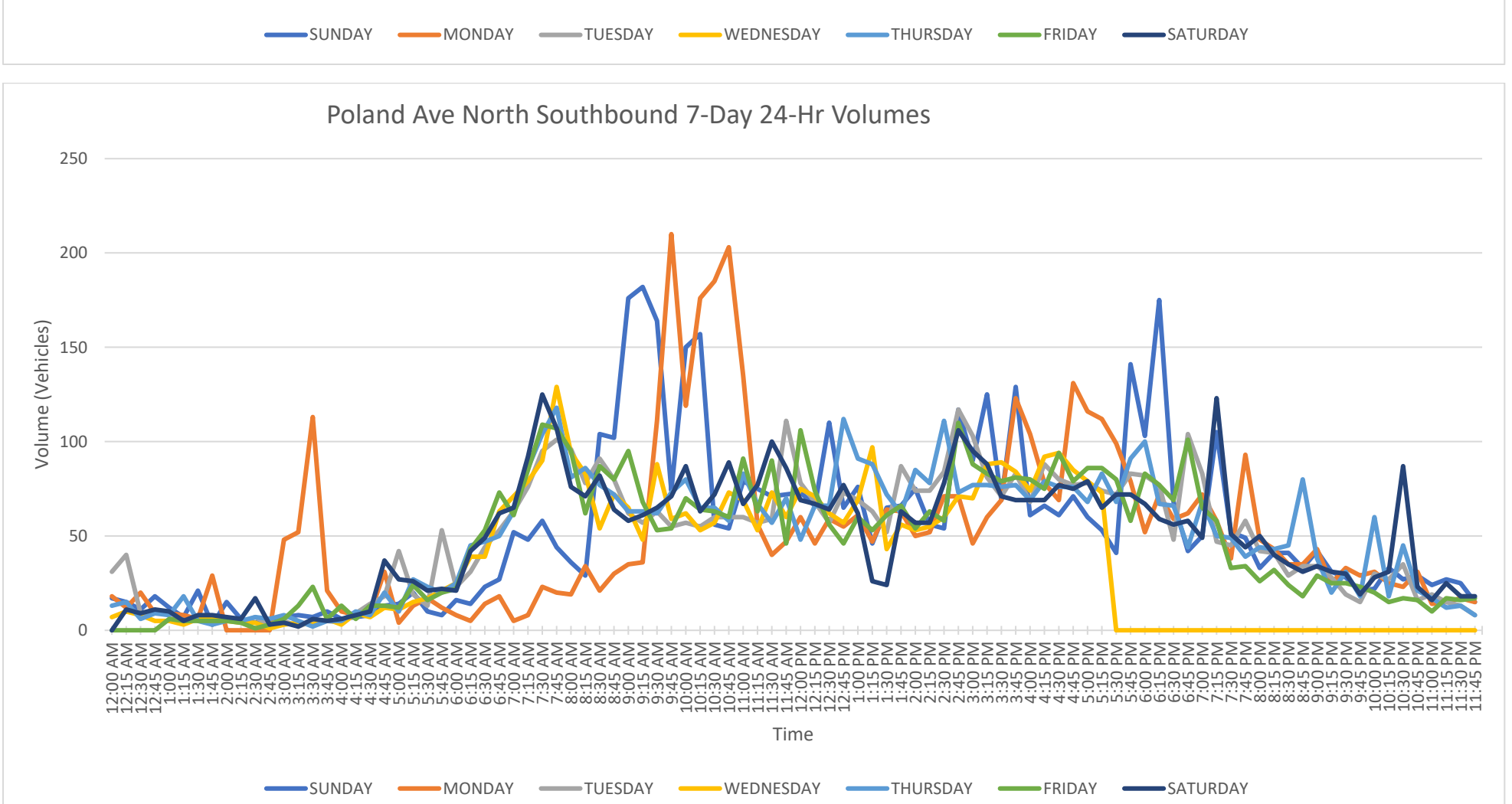

France St Combined North and Southbound
7-Day 24-Hr Volumes With Vehicle Classes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

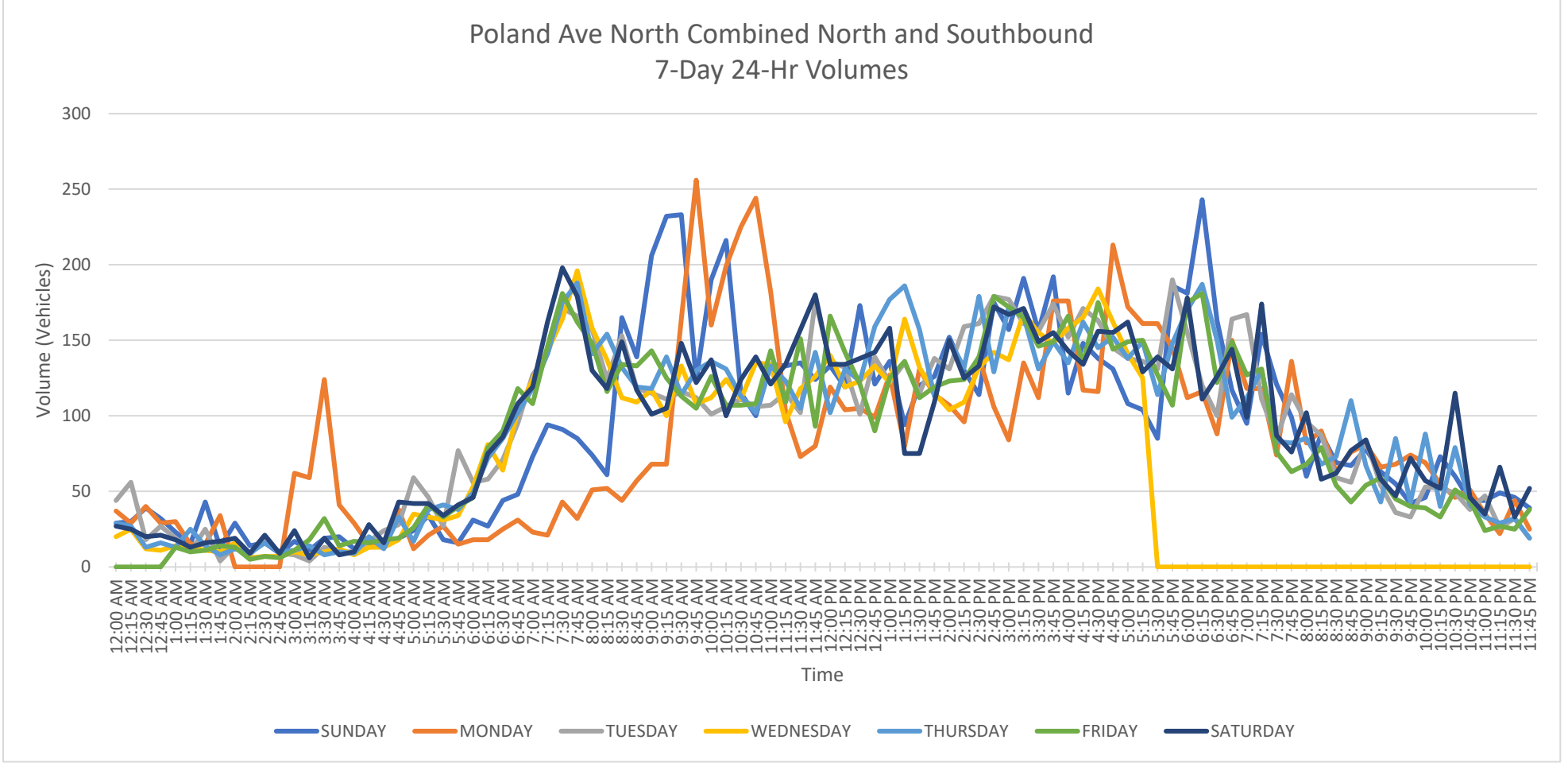

Claiborne Ave Bridge Eastbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

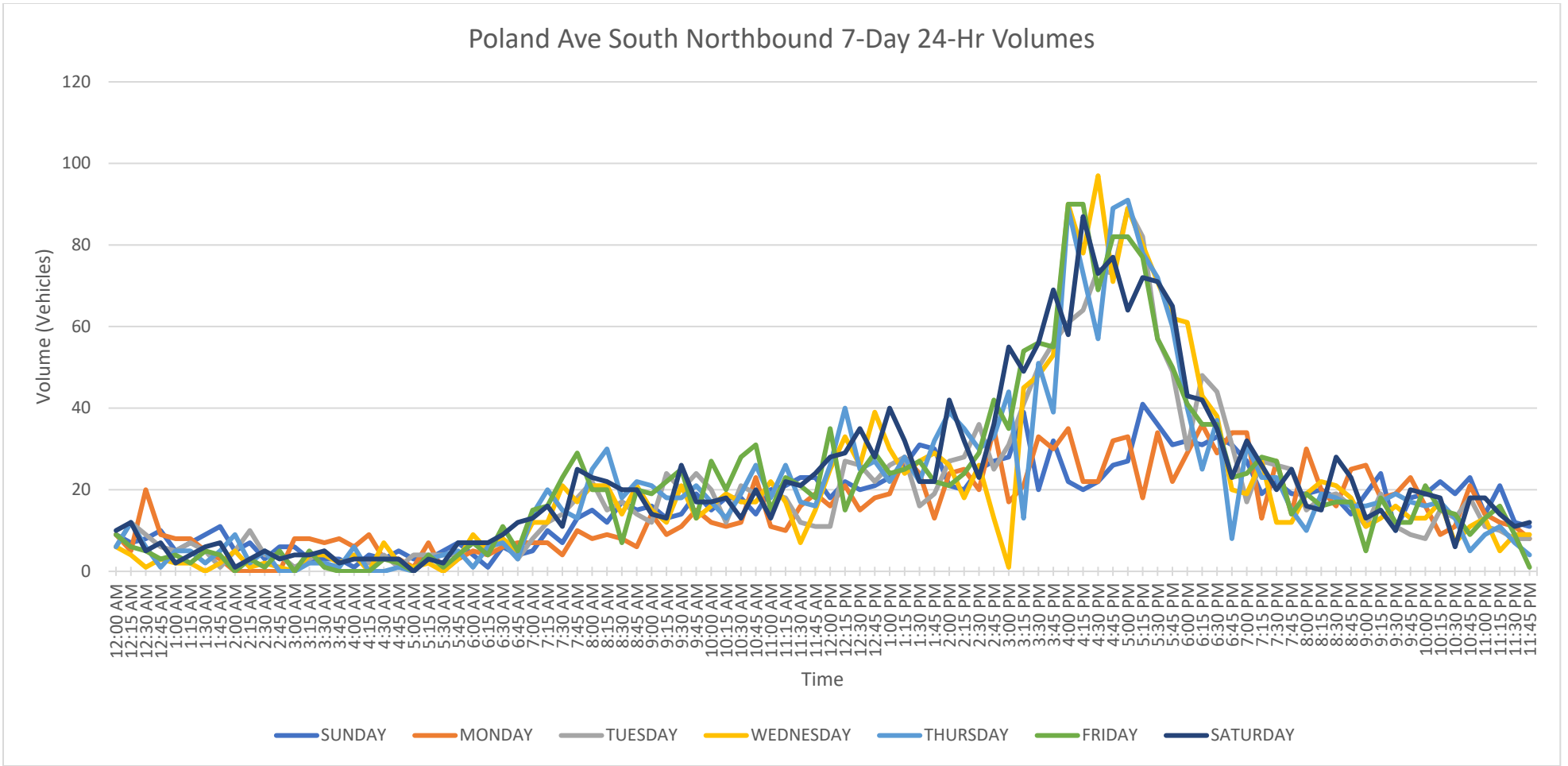

Claiborne Ave Bridge Westbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

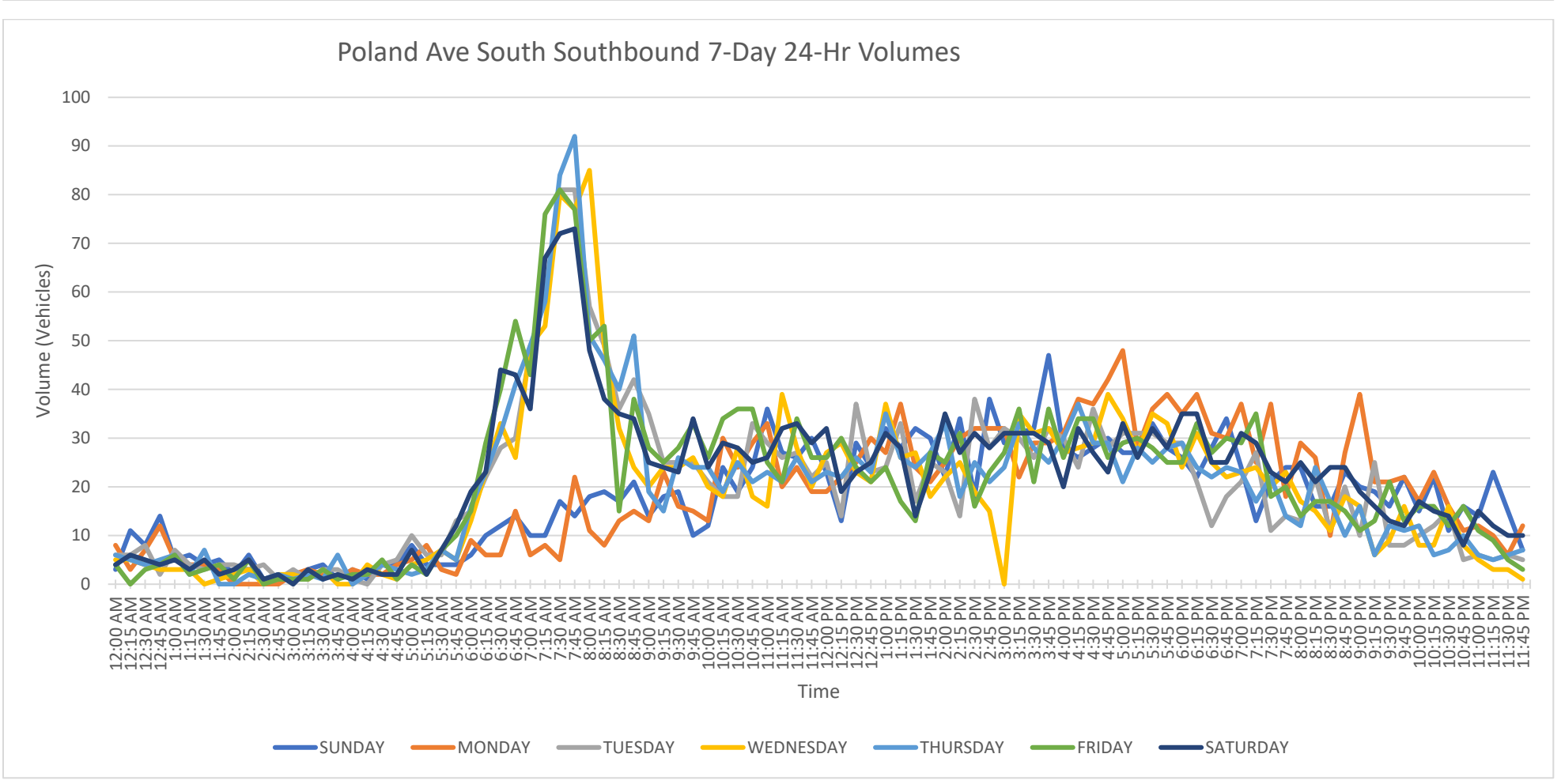

Claiborne AveBridge Combined East and Westbound
7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

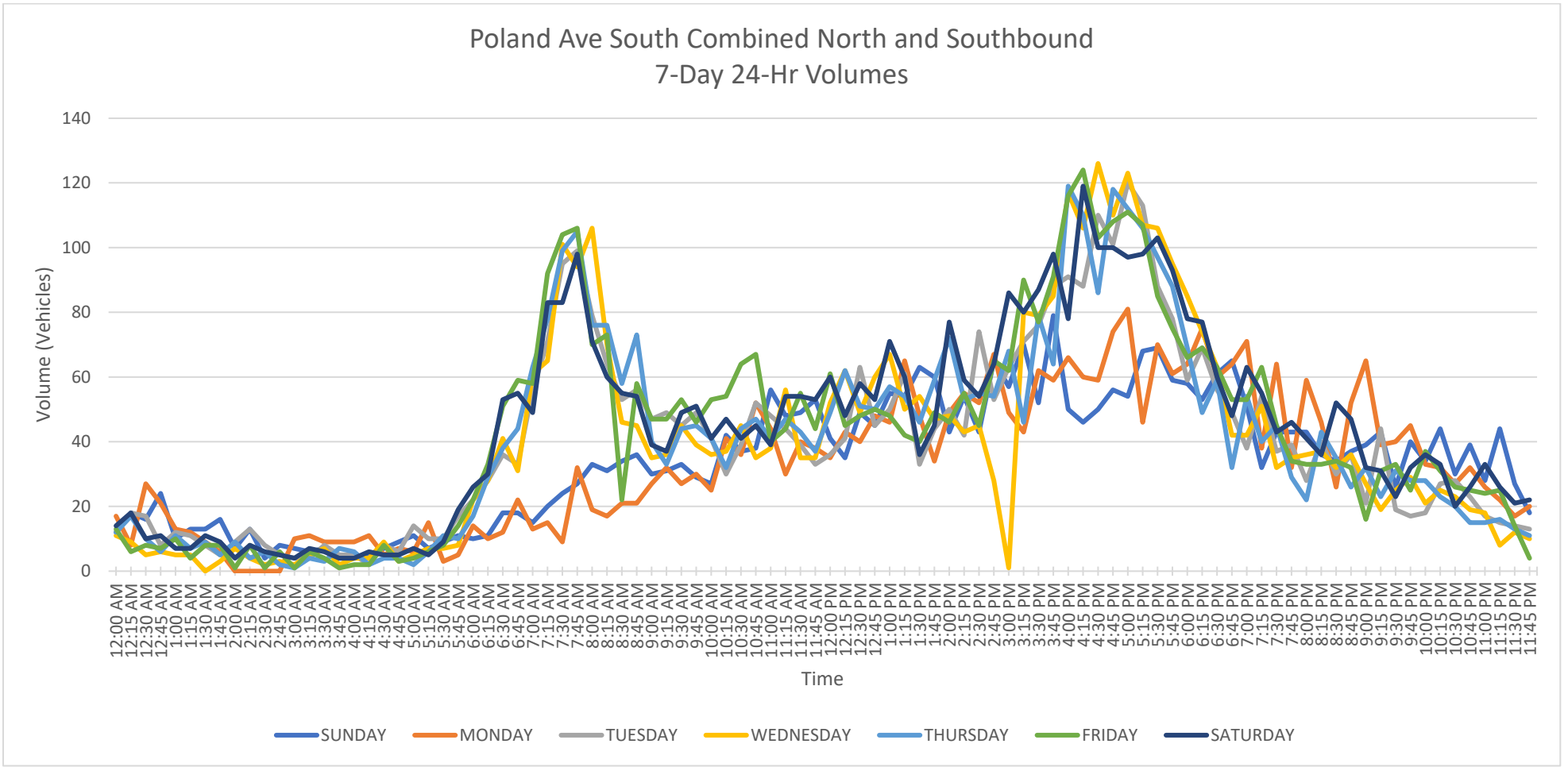

Poland Ave North Northbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

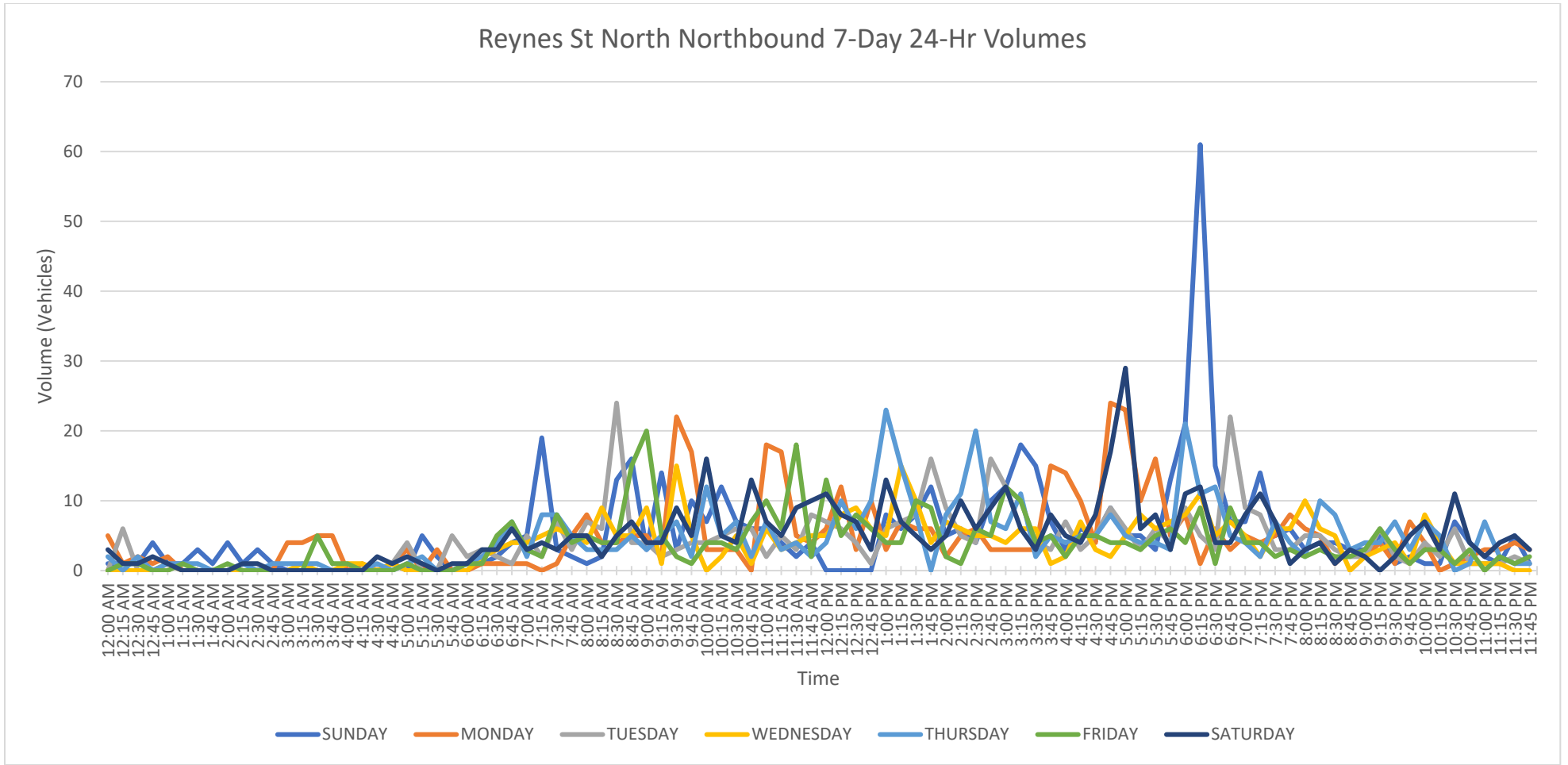

Poland Ave North Southbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

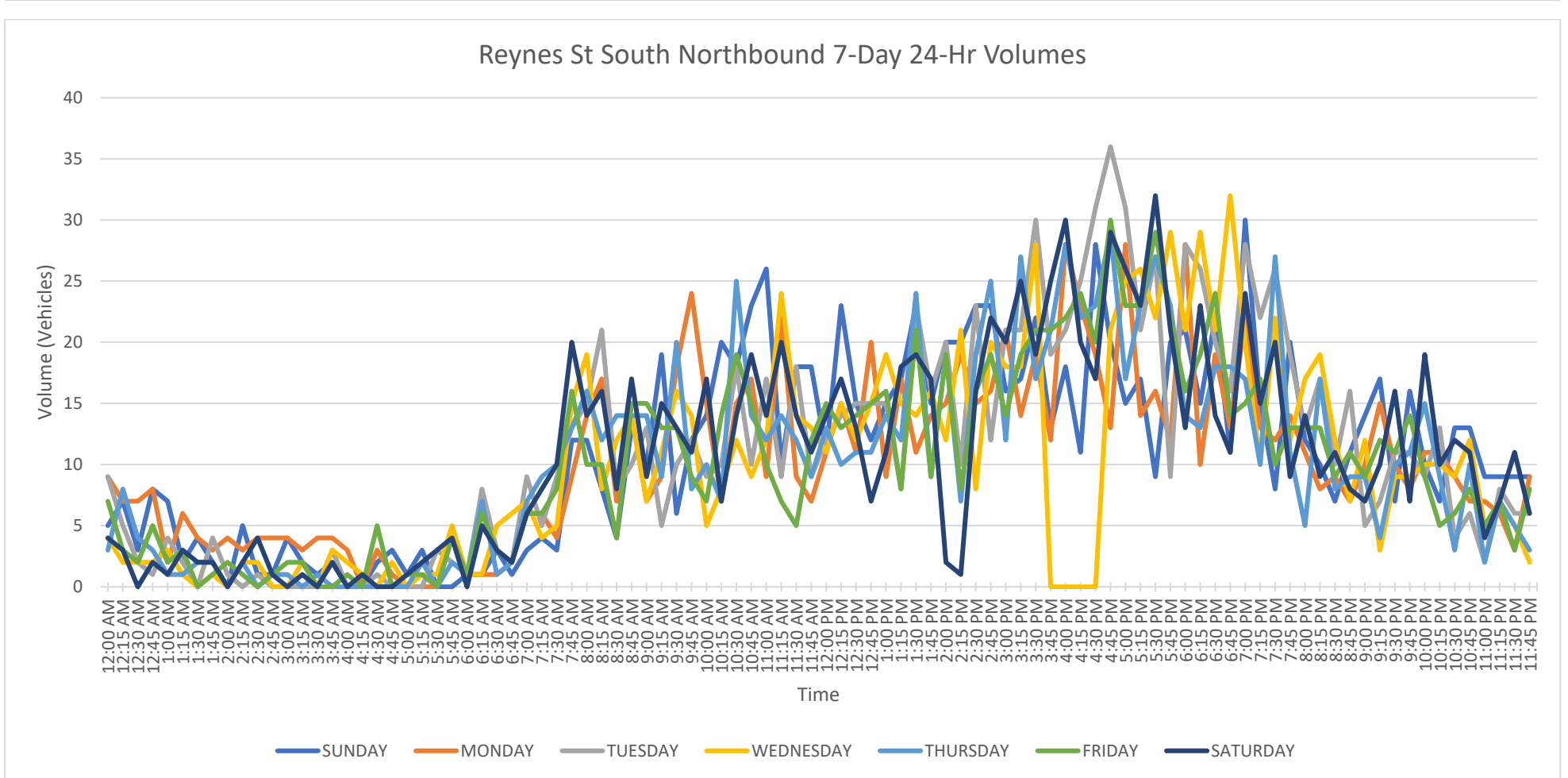

Poland Ave North Combined North and Southbound
7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

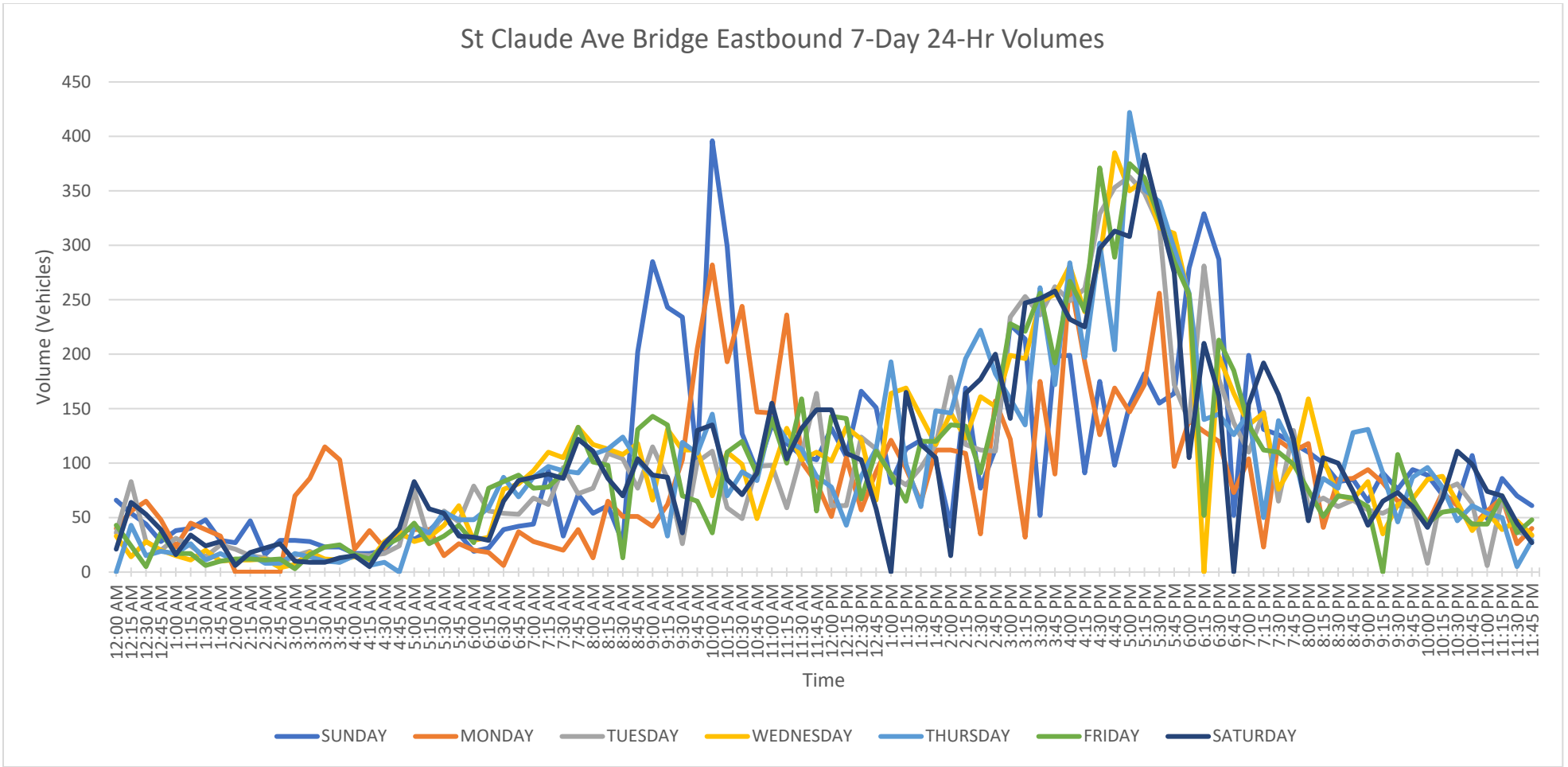

Poland Ave South Northbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

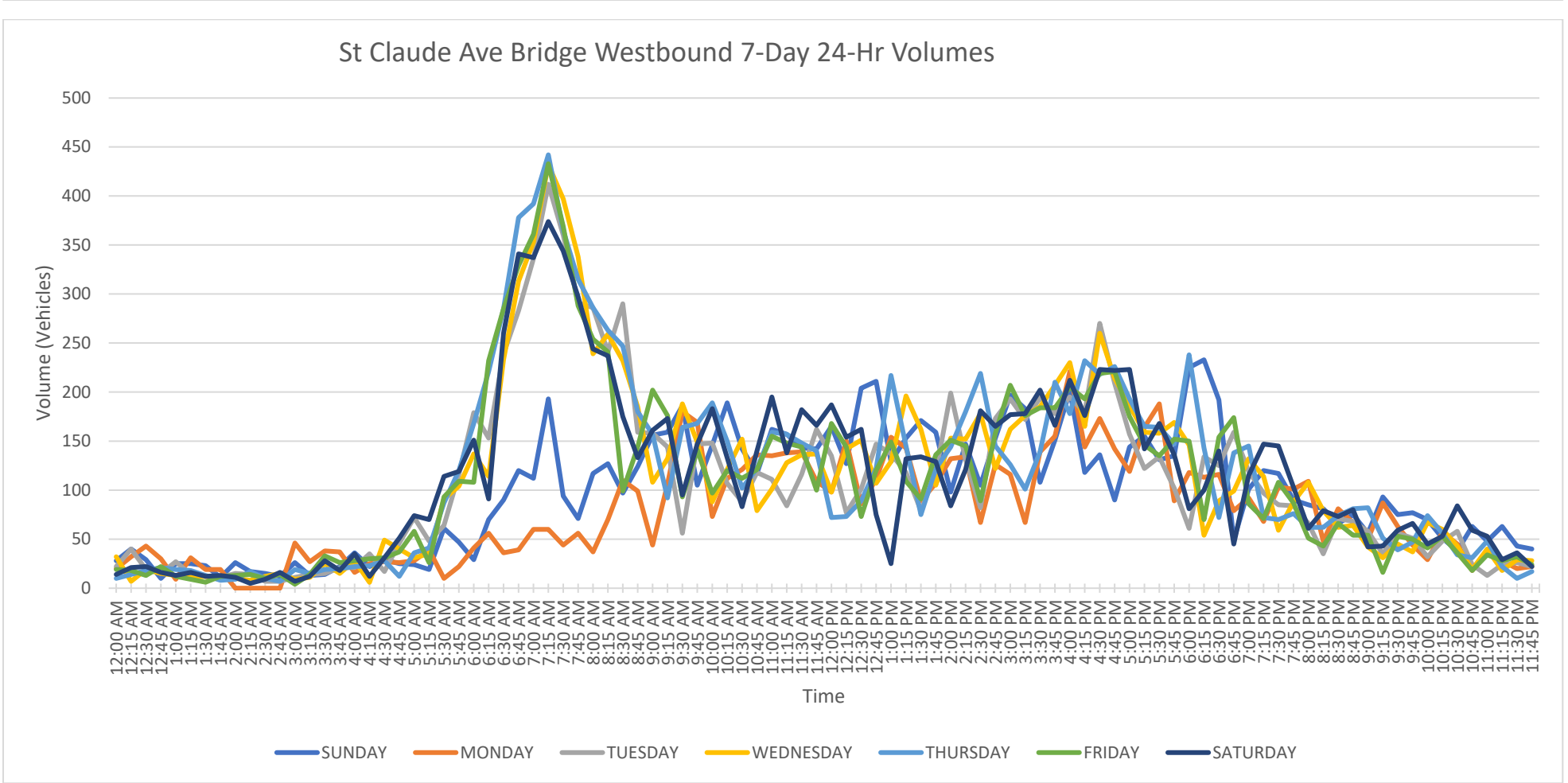

Poland Ave South Southbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

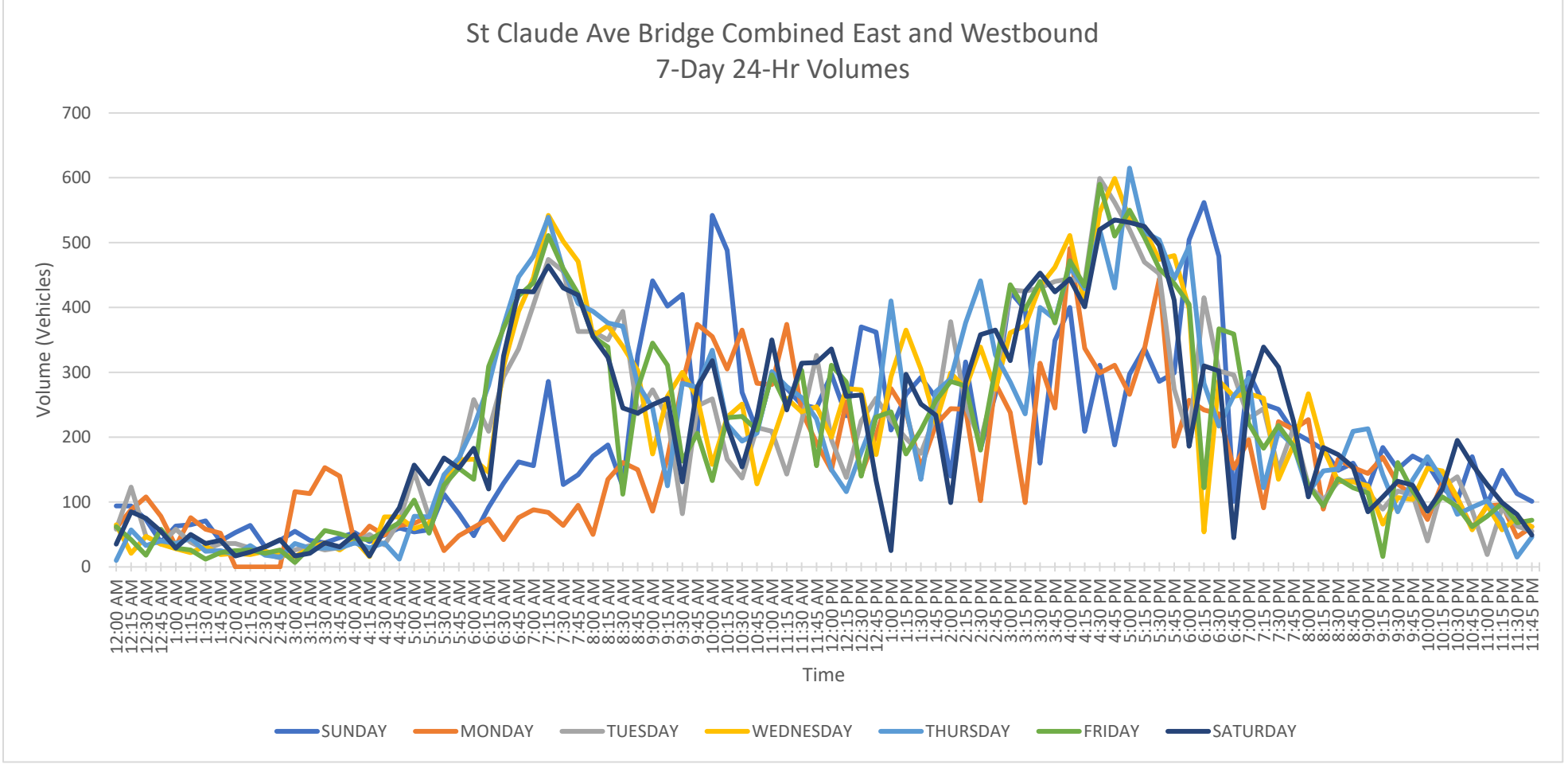

Poland Ave South Combined North and Southbound
7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

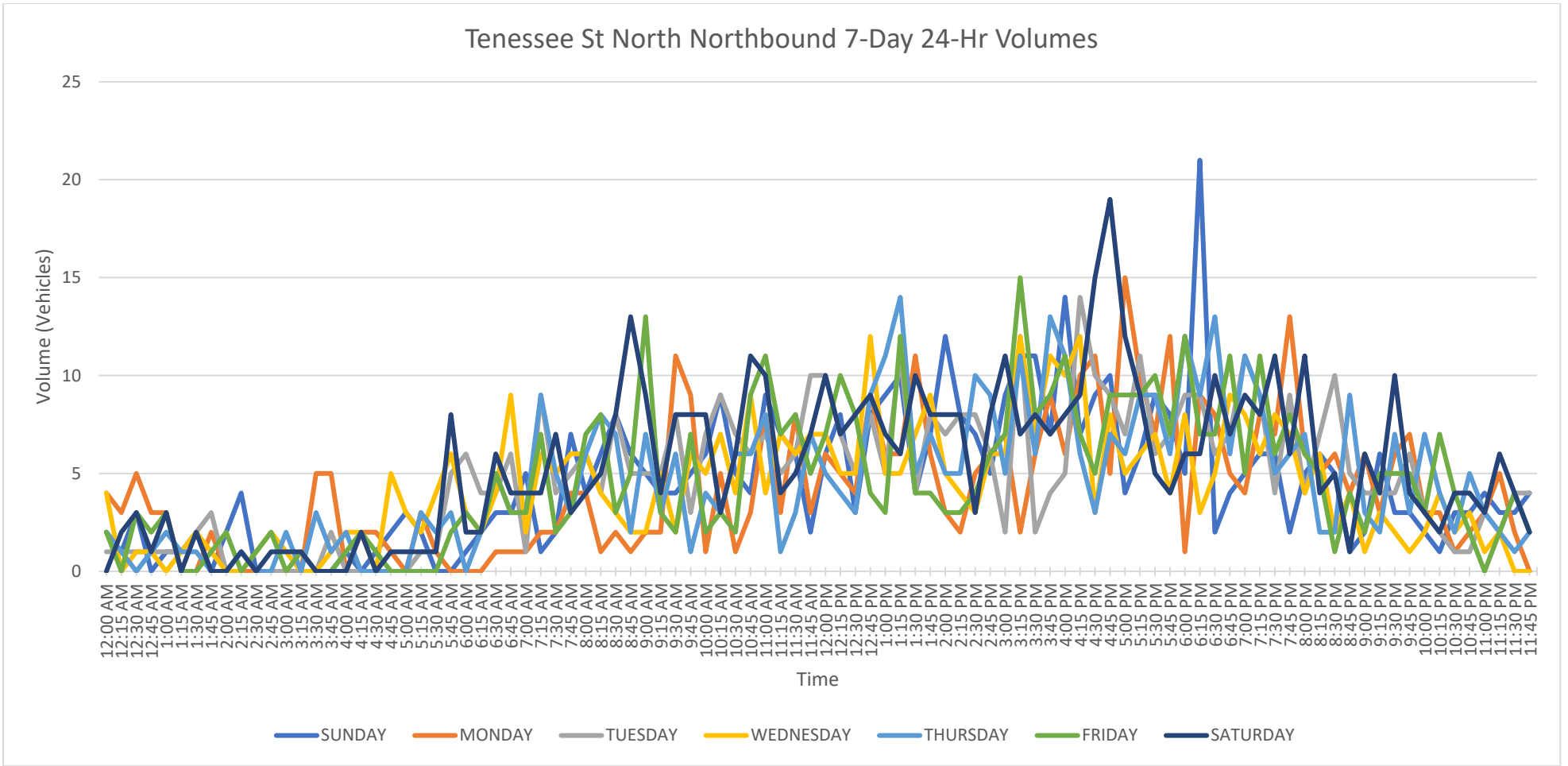

Reynes St North Northbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

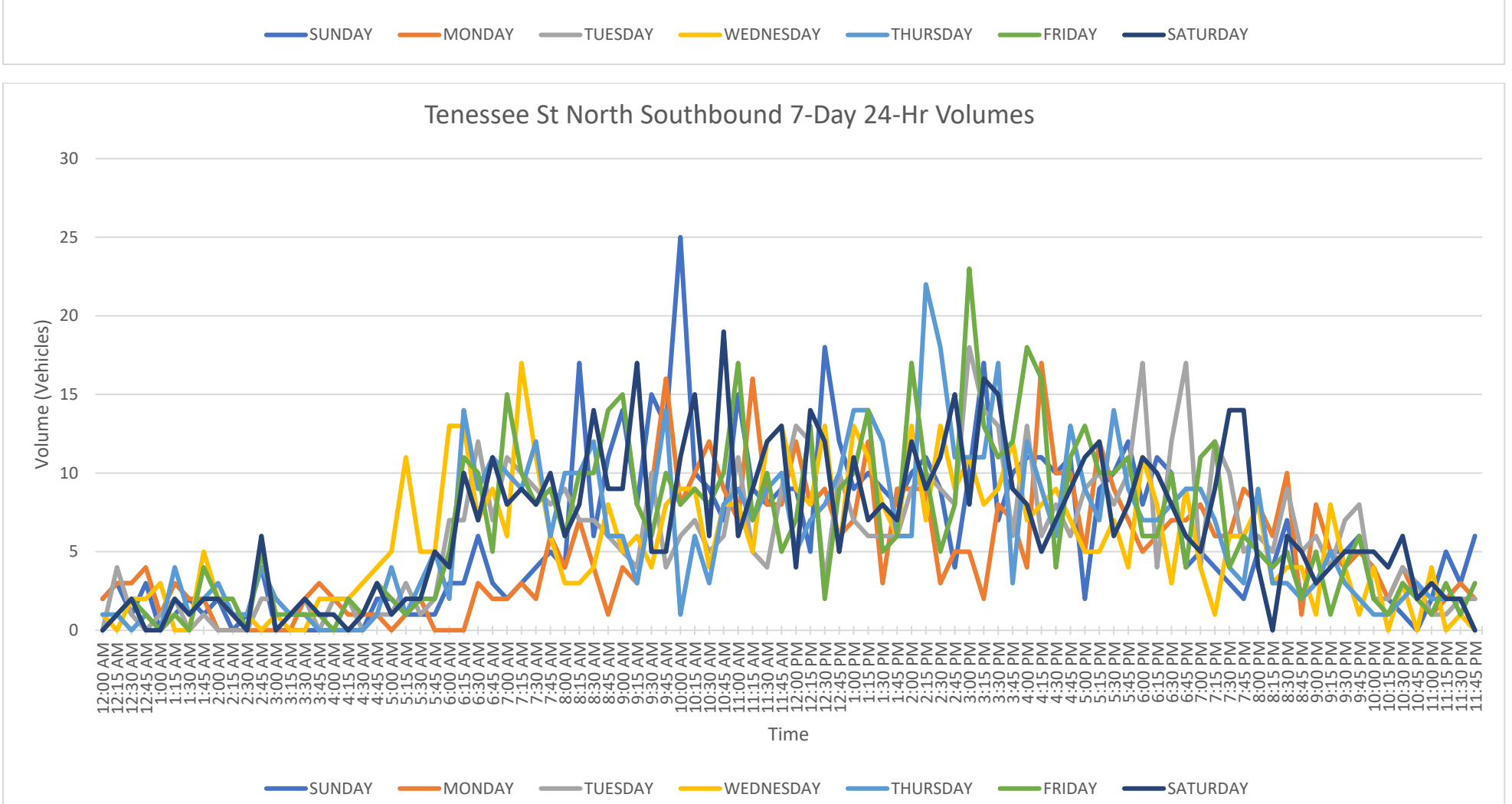

Reynes St South Northbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

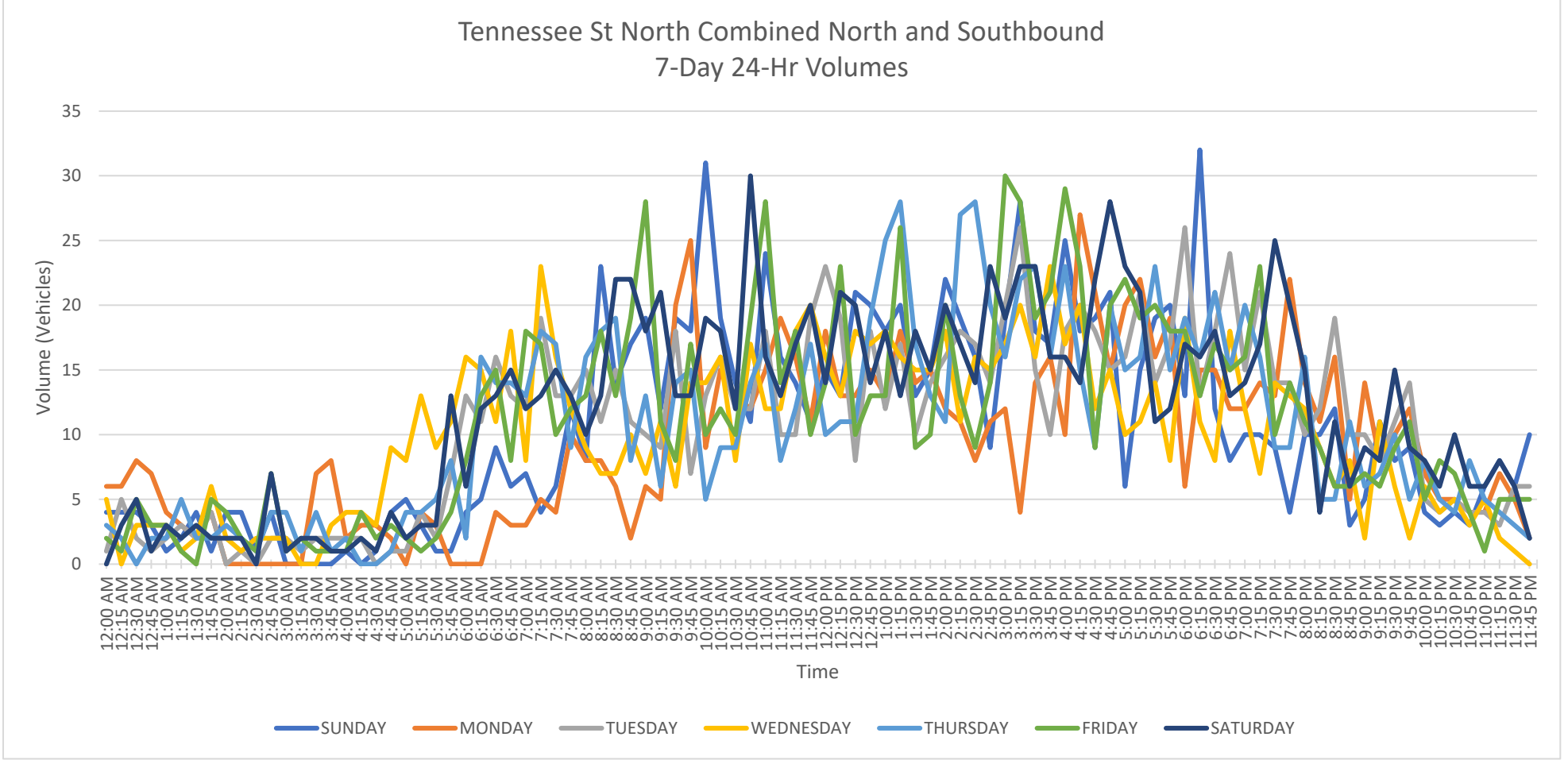

St Claude Ave Bridge Eastbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

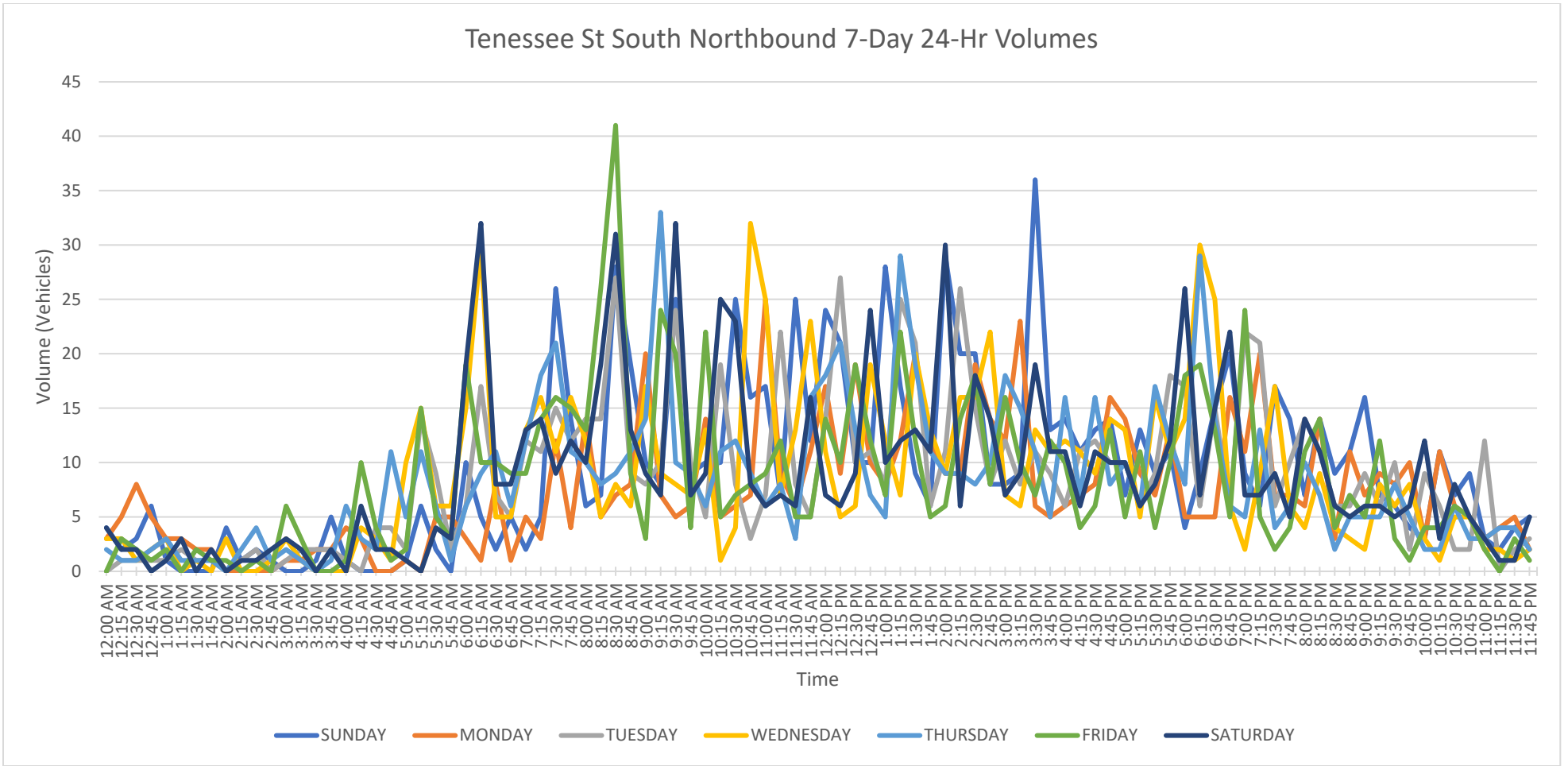

St Claude Ave Bridge Westbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

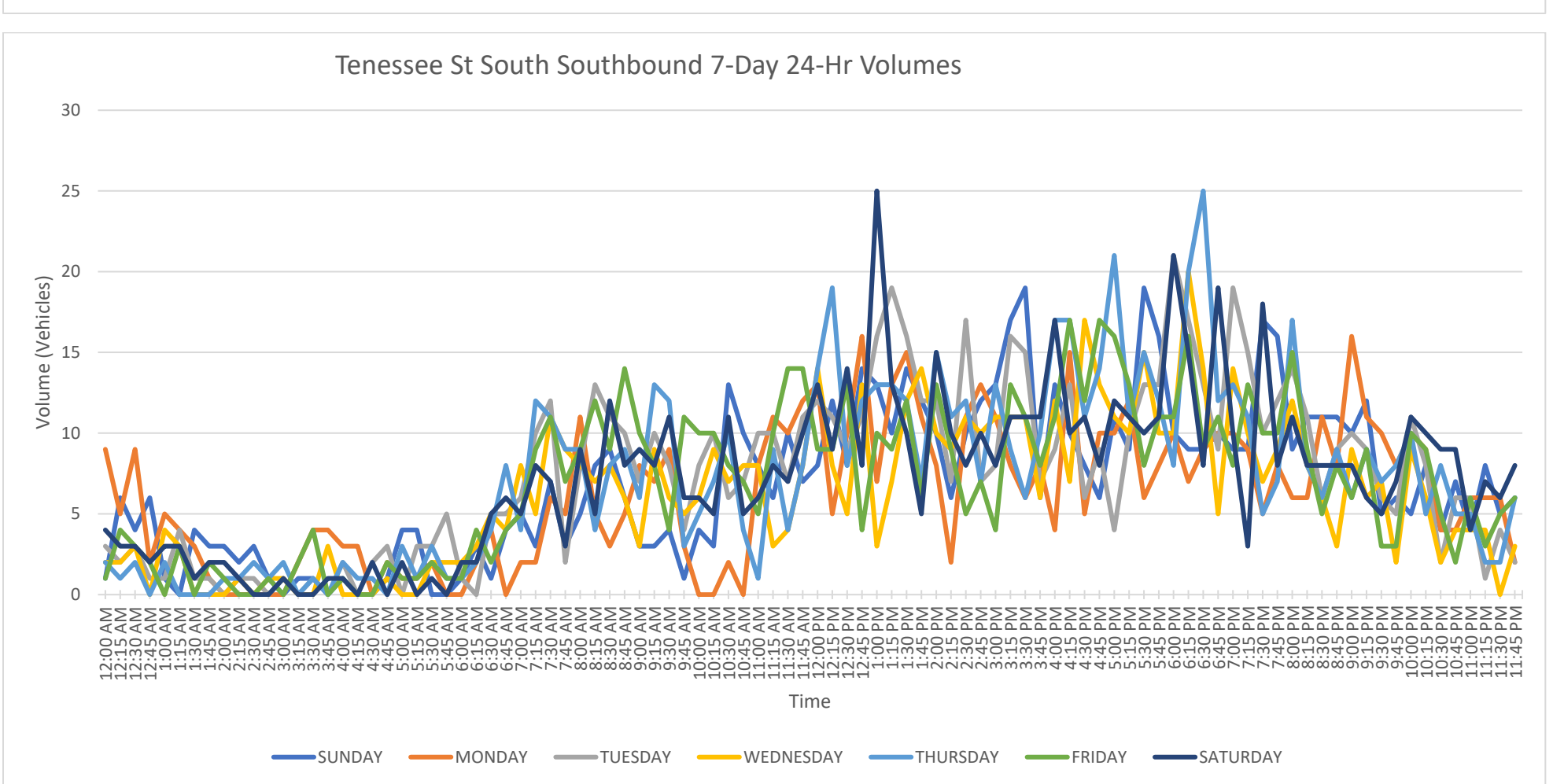

St Claude Ave Bridge Combined East and Westbound
7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

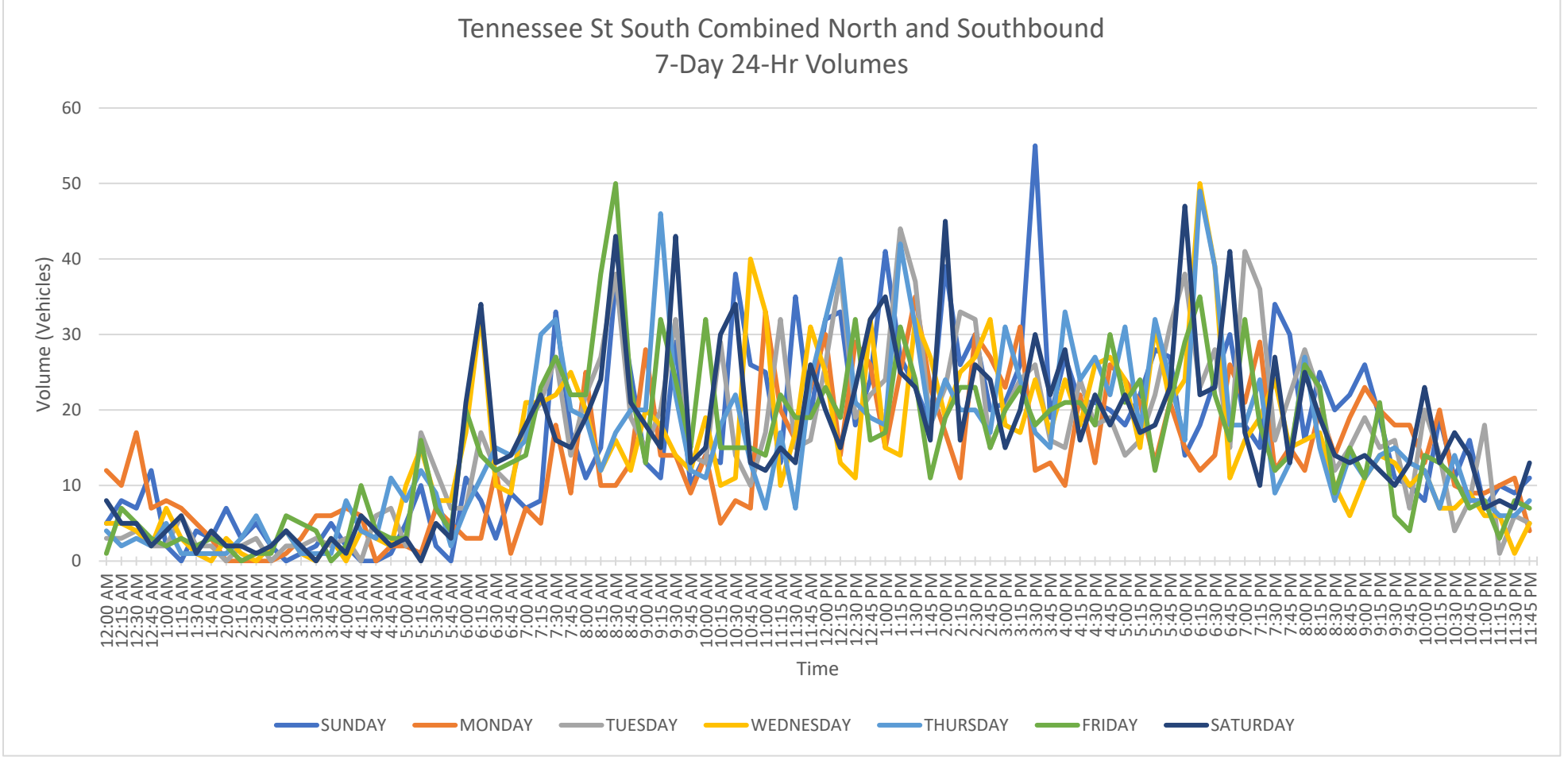

Tenessee St North Northbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY


Tenessee St North Southbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY


Tennessee St North Combined North and Southbound
7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY


Tenessee St South Northbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY


Tenessee St South Southbound 7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY


Tennessee St South Combined North and Southbound
7-Day 24-Hr Volumes
Volume (Vehicles)
Time
SUNDAY
MONDAY
TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY

Data Collection Location Map

Data Collection Location Map

22-077 IHNC Traffic Study

Legend

7-Day 24-Hour Count Location

Alvar 7 day

Florida 7 day

France 7 day

Tenn North 7day

N. Claiborne 7 day

Tenn South 7 day

Reynes North 7 day

Reynes South 7 day

St. Claude 7 day

Poland North 7 day

Poland South 7 day

Alvar St

Florida Ave

Franklin Ave

Abbonaster Ave

N Galvez St

N Miro St

Jonny Jackson Jr Blvd

Google Earth

5000 ft

7-Day Raw Count Data

Alvar St 7-Day Volume with Classifications
3/8/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	0
12:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
12:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
12:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
1:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
1:15 AM	0	19	1	0	1	0	0	0	0	0	0	0	0	21	0	0
1:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
1:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
2:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
2:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
2:30 AM	1	12	0	0	0	0	0	0	0	0	0	0	0	13	0	0
2:45 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
3:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
3:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
3:30 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6	0	0
3:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
4:00 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	8	0	0
4:15 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	5	0	0
4:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
4:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
5:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
5:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
5:30 AM	0	8	0	0	2	1	0	0	1	0	0	0	0	12	0	0
5:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
6:00 AM	1	6	0	0	0	0	0	0	0	0	0	0	0	7	0	0
6:15 AM	0	25	2	0	0	0	0	0	1	0	0	0	0	28	0	0
6:30 AM	0	23	1	0	1	0	0	0	2	0	0	0	0	27	0	0
6:45 AM	0	26	2	0	0	0	0	0	3	1	0	0	0	32	0	0
7:00 AM	0	30	2	0	0	0	0	0	0	0	0	0	0	32	0	0
7:15 AM	0	33	3	0	0	1	0	0	2	0	0	0	0	39	0	0
7:30 AM	0	43	3	3	1	1	0	0	4	0	0	0	0	55	0	0
7:45 AM	0	68	1	1	2	0	0	0	1	0	0	0	0	73	0	0
8:00 AM	0	71	3	3	0	0	0	1	2	0	0	0	0	80	0	0
8:15 AM	0	102	3	2	0	0	0	0	2	0	0	0	0	109	0	0
8:30 AM	0	93	3	1	1	1	0	0	0	0	0	0	0	99	0	0
8:45 AM	0	99	6	8	1	1	0	0	2	0	0	0	0	117	0	0
9:00 AM	0	126	7	9	3	1	0	0	1	0	0	0	0	147	0	0
9:15 AM	0	84	4	4	5	0	0	0	3	0	0	0	0	100	0	0
9:30 AM	0	80	4	1	2	4	0	0	3	0	0	0	0	94	0	0
9:45 AM	0	77	4	0	3	1	0	0	5	0	0	0	0	90	0	0
10:00 AM	0	77	3	0	1	0	0	0	5	0	0	0	0	86	0	0
10:15 AM	0	75	4	1	0	1	0	0	0	0	0	0	0	81	0	0
10:30 AM	0	70	3	0	2	6	0	0	3	0	0	0	0	84	0	0
10:45 AM	0	84	1	0	1	0	0	0	0	0	0	0	0	86	0	0
11:00 AM	0	55	4	0	1	2	0	0	3	0	0	0	0	65	0	0
11:15 AM	0	76	3	0	1	1	0	0	4	0	0	0	0	85	0	0
11:30 AM	0	72	1	0	2	2	0	0	1	0	0	0	0	78	0	0
11:45 AM	0	54	3	0	2	2	0	0	1	0	0	0	0	62	0	0
12:00 PM	0	63	0	0	0	2	0	0	3	0	0	0	0	68	0	0
12:15 PM	0	59	3	0	1	1	0	0	3	0	0	0	0	67	0	0
12:30 PM	0	70	7	0	3	1	2	0	4	0	0	0	0	87	0	0
12:45 PM	0	55	9	0	2	2	0	0	2	0	0	0	0	70	0	0
1:00 PM	1	76	3	0	0	3	0	0	2	0	0	0	0	85	0	0
1:15 PM	0	74	1	0	1	3	1	0	1	0	0	0	0	81	0	0
1:30 PM	0	69	4	1	2	1	0	0	0	0	0	0	0	77	0	0
1:45 PM	0	64	6	0	1	3	1	0	0	0	0	0	0	75	0	0
2:00 PM	0	72	5	0	0	2	0	0	0	0	0	0	0	79	0	0
2:15 PM	0	98	6	0	3	1	0	0	1	0	0	0	0	109	0	0
2:30 PM	0	81	1	8	4	2	0	0	3	0	0	0	0	99	0	0
2:45 PM	0	91	7	3	2	2	0	0	1	0	0	0	0	106	0	0
3:00 PM	0	73	9	0	1	1	0	0	1	0	0	0	0	85	0	0
3:15 PM	0	72	3	1	1	1	0	0	0	0	0	0	0	78	0	0
3:30 PM	1	78	3	0	2	2	0	0	1	0	0	0	0	87	0	0
3:45 PM	0	107	8	3	4	3	0	0	3	0	0	0	0	128	0	0
4:00 PM	0	98	7	3	0	1	0	1	1	0	0	0	0	111	0	0
4:15 PM	0	102	7	4	8	2	0	0	1	0	0	0	0	124	0	0
4:30 PM	0	105	8	4	1	0	0	0	1	0	0	0	0	119	0	0
4:45 PM	0	123	9	7	0	0	0	0	0	0	0	0	0	139	0	0
5:00 PM	0	150	9	7	1	2	0	0	1	0	0	0	0	170	0	0
5:15 PM	0	133	5	1	2	0	0	0	2	0	0	0	0	143	0	0
5:30 PM	0	118	5	5	3	2	1	0	0	0	0	0	0	134	0	0
5:45 PM	0	121	9	4	0	0	0	0	0	0	0	0	0	134	0	0
6:00 PM	0	113	4	2	1	0	0	0	0	0	0	0	0	120	0	0
6:15 PM	0	116	8	1	1	0	0	0	0	0	0	0	0	126	0	0
6:30 PM	0	127	9	1	1	0	0	0	0	0	0	0	0	138	0	0
6:45 PM	0	86	4	2	1	0	0	0	0	0	0	0	0	93	0	0
7:00 PM	0	62	4	0	1	0	0	0	1	0	0	0	0	68	0	0
7:15 PM	0	100	8	2	2	0	0	0	0	0	0	0	0	112	0	0
7:30 PM	1	92	2	1	0	0	0	0	0	0	0	0	0	96	0	0
7:45 PM	0	83	6	3	1	0	0	0	0	0	0	0	0	93	0	0
8:00 PM	0	104	2	5	0	0	0	0	0	0	0	0	0	111	0	0
8:15 PM	0	92	0	1	0	0	0	0	1	0	0	0	0	94	0	0
8:30 PM	0	66	1	1	1	0	0	0	2	0	0	0	0	71	0	0
8:45 PM	0	43	0	0	0	0	0	0	0	0	0	0	0	43	0	0
9:00 PM	0	60	1	0	0	0	0	0	1	0	0	0	0	62	0	0
9:15 PM	0	60	2	0	0	0	0	0	1	0	0	0	0	63	0	0
9:30 PM	0	54	2	0	0	0	0	0	0	0	0	0	0	56	0	0
9:45 PM	0	43	0	0	0	0	0	0	0	0	0	0	0	43	0	0
10:00 PM	0	47	0	0	0	0	0	0	0	0	0	0	0	47	0	0
10:15 PM	0	41	1	0	0	0	0	0	1	0	0	0	0	43	0	0
10:30 PM	0	46	1	0	1	0	0	0	1	0	0	0	0	49	0	0
10:45 PM	0	42	2	0	0	0	0	0	0	0	0	0	0	44	0	0
11:00 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	28	0	0
11:15 PM	0	35	0	0	0	0	0	0	0	0	0	0	0	35	0	0
11:30 PM	0	29	0	0	1	0	0	0	0	0	0	0	0	30	0	0
11:45 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	0
Total	**5**	**5552**	**266**	**103**	**85**	**62**	**5**	**2**	**91**	**1**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	47	1	0	0	0	0	0	0	0	0	0	0	48	0	0
12:15 AM	0	28	0	0	0	0	0	0	1	0	0	0	0	29	0	0
12:30 AM	0	35	0	0	0	0	0	0	3	0	0	0	0	38	0	0
12:45 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	0
1:00 AM	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	0
1:15 AM	0	21	0	0	0	0	0	0	4	0	0	0	0	25	0	0
1:30 AM	0	15	0	0	0	0	0	0	2	0	0	0	0	17	0	0
1:45 AM	0	19	0	0	0	0	0	0	1	0	0	0	0	20	0	0
2:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
2:15 AM	0	15	0	0	0	0	0	0	1	0	0	0	0	16	0	0
2:30 AM	0	10	0	0	1	0	0	0	1	0	0	0	0	12	0	0
2:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:00 AM	0	14	0	0	1	0	0	0	1	0	0	0	0	16	0	0
3:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
3:45 AM	0	7	0	0	1	0	0	1	1	0	0	0	0	10	0	0
4:00 AM	0	4	0	0	0	0	0	0	2	0	0	0	0	6	0	0
4:15 AM	0	13	0	0	0	1	0	0	0	0	0	0	0	14	0	0
4:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
4:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
5:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
5:15 AM	0	14	0	0	0	2	0	0	1	0	0	0	0	17	0	0
5:30 AM	0	16	1	0	2	0	0	0	0	0	0	0	0	19	0	0
5:45 AM	0	37	0	2	1	1	0	0	1	0	0	0	0	42	0	0
6:00 AM	0	27	0	0	0	0	0	0	1	0	0	0	0	28	0	0
6:15 AM	0	27	0	0	0	1	0	0	3	0	0	0	0	31	0	0
6:30 AM	0	48	0	0	2	1	0	0	4	0	0	0	0	55	0	0
6:45 AM	0	52	0	1	4	1	0	0	2	0	0	0	0	60	0	0
7:00 AM	0	47	2	4	0	1	0	0	2	0	0	0	0	56	0	0
7:15 AM	0	74	2	7	1	1	0	0	3	1	0	0	0	89	0	0
7:30 AM	0	89	2	3	1	3	0	0	0	0	0	0	0	98	0	0
7:45 AM	0	90	1	6	2	0	0	0	1	0	0	0	0	100	0	0
8:00 AM	0	116	3	8	6	0	0	0	2	0	0	0	0	135	0	0
8:15 AM	0	143	1	5	1	1	0	0	1	1	0	0	0	153	0	0
8:30 AM	0	175	5	8	3	1	0	0	4	0	0	0	0	196	0	0
8:45 AM	1	210	5	6	2	3	1	0	3	0	0	0	0	231	0	0
9:00 AM	0	159	3	4	4	3	1	1	0	1	0	0	0	176	0	0
9:15 AM	0	153	3	2	6	3	1	0	1	0	0	0	0	169	0	0
9:30 AM	0	126	1	0	5	5	3	1	3	0	0	0	0	144	0	0
9:45 AM	0	135	2	2	2	2	3	0	2	0	0	0	0	148	0	0
10:00 AM	0	102	5	1	4	2	1	1	3	0	0	0	0	119	0	0
10:15 AM	0	88	2	0	1	2	0	0	4	0	0	0	0	97	0	0
10:30 AM	0	93	4	0	6	0	0	0	2	0	0	0	0	105	0	0
10:45 AM	0	85	1	0	4	2	0	1	3	0	0	0	0	96	0	0
11:00 AM	0	101	3	0	2	1	4	0	6	0	0	0	0	117	0	0
11:15 AM	0	80	2	0	3	1	2	0	4	0	0	0	0	92	0	0
11:30 AM	0	97	1	0	1	2	1	0	5	0	0	0	0	107	0	0
11:45 AM	1	115	8	0	4	1	1	1	6	0	0	0	0	137	0	0
12:00 PM	0	72	4	0	4	0	2	0	1	0	0	0	0	83	0	0
12:15 PM	1	87	3	0	3	2	1	1	1	1	0	0	0	100	0	0
12:30 PM	0	88	8	0	1	2	0	0	5	2	0	0	0	106	0	0
12:45 PM	1	115	1	0	3	0	0	0	1	2	0	0	0	123	0	0
1:00 PM	0	97	2	0	5	4	2	1	3	2	0	0	0	116	0	0
1:15 PM	0	118	3	1	1	2	2	0	0	0	0	0	0	127	0	0
1:30 PM	1	97	6	5	0	0	1	0	2	0	0	0	0	112	0	0
1:45 PM	0	123	3	3	1	2	0	0	4	0	0	0	0	136	0	0
2:00 PM	0	114	8	1	1	0	0	0	0	0	0	0	0	124	0	0
2:15 PM	0	127	3	1	3	3	1	1	3	0	0	0	0	142	0	0
2:30 PM	0	111	9	0	3	3	0	0	7	1	0	0	0	134	0	0
2:45 PM	0	101	7	1	2	1	0	0	2	1	0	0	0	115	0	0
3:00 PM	0	105	4	1	2	3	0	0	2	0	0	0	0	117	0	0
3:15 PM	0	140	4	0	5	4	1	1	1	0	0	0	0	156	0	0
3:30 PM	0	155	11	6	2	0	0	0	1	1	0	0	0	176	0	0
3:45 PM	0	115	10	8	2	2	0	0	2	0	0	0	0	139	0	0
4:00 PM	0	140	7	3	1	3	0	0	2	0	0	0	0	156	0	0
4:15 PM	0	148	11	6	0	1	0	0	1	0	0	0	0	167	0	0
4:30 PM	1	157	4	5	0	2	0	0	0	0	0	0	0	169	0	0
4:45 PM	1	133	9	3	6	0	0	0	0	0	0	0	0	152	0	0
5:00 PM	0	148	8	1	0	2	0	0	2	0	0	0	0	161	0	0
5:15 PM	0	130	8	0	1	1	0	0	1	0	0	0	0	141	0	0
5:30 PM	0	142	5	3	1	1	0	0	1	0	0	0	0	153	0	0
5:45 PM	0	165	6	2	1	1	0	0	1	1	0	0	0	177	0	0
6:00 PM	0	148	3	3	0	1	0	0	0	0	0	0	0	155	0	0
6:15 PM	2	177	7	2	3	1	0	0	1	0	0	0	0	193	0	0
6:30 PM	0	146	4	2	1	0	0	0	1	1	0	0	0	155	0	0
6:45 PM	0	158	6	1	3	0	0	0	0	1	0	0	0	169	0	0
7:00 PM	0	150	4	1	0	0	0	0	1	0	0	0	0	156	0	0
7:15 PM	0	138	7	1	0	0	0	0	1	0	0	0	0	147	0	0
7:30 PM	0	134	6	1	0	0	0	1	1	0	0	0	0	143	0	0
7:45 PM	0	142	5	1	2	0	0	0	3	0	0	0	0	153	0	0
8:00 PM	0	131	5	0	1	0	0	0	0	0	0	0	0	137	0	0
8:15 PM	0	112	4	1	0	0	0	0	1	0	0	0	0	118	0	0
8:30 PM	2	90	4	0	0	0	0	0	0	0	0	0	0	96	0	0
8:45 PM	0	88	3	0	0	0	0	0	1	0	0	0	0	92	0	0
9:00 PM	1	100	3	0	0	0	0	0	0	0	0	0	0	104	0	0
9:15 PM	0	74	2	0	0	0	0	0	1	0	0	0	0	77	0	0
9:30 PM	0	71	2	1	0	0	0	0	2	0	0	0	0	76	0	0
9:45 PM	0	75	1	0	0	0	0	0	1	0	0	0	0	77	0	0
10:00 PM	0	60	1	0	1	0	0	0	0	0	0	0	0	62	0	0
10:15 PM	0	55	2	0	0	0	0	0	1	0	0	0	0	58	0	0
10:30 PM	1	78	1	0	1	0	0	0	2	0	0	0	0	83	0	0
10:45 PM	0	96	2	0	0	0	0	0	0	0	0	0	0	98	0	0
11:00 PM	0	83	0	0	1	0	0	0	1	0	0	0	0	85	0	0
11:15 PM	0	80	1	0	0	0	0	0	1	0	0	0	0	82	0	0
11:30 PM	0	79	0	0	0	1	0	0	1	0	0	0	0	81	0	0
11:45 PM	0	43	0	0	0	0	0	0	1	0	0	0	0	44	0	0
Total	**13**	**8275**	**275**	**123**	**131**	**83**	**28**	**11**	**148**	**16**	**0**	**0**	**0**			

Alvar St 7-Day Volume with Classifications
3/9/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	0
12:15 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	0
12:30 AM	0	16	1	0	0	0	0	0	1	0	0	0	0	18	0	0
12:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
1:00 AM	0	14	0	0	0	0	0	0	1	0	0	0	0	15	0	0
1:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
1:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
1:45 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
2:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6	0	0
2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
2:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
2:45 AM	1	10	0	0	0	0	0	0	0	0	0	0	0	11	0	0
3:00 AM	1	7	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:45 AM	0	8	0	0	0	0	0	0	2	0	0	0	0	10	0	0
4:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
4:15 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6	0	0
4:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
4:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
5:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
5:45 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	0
6:00 AM	1	8	1	0	0	0	1	1	1	0	0	0	0	13	0	0
6:15 AM	0	19	1	0	0	0	0	0	3	0	0	0	0	23	0	0
6:30 AM	0	25	0	0	0	0	0	0	1	0	0	0	0	26	0	0
6:45 AM	0	26	2	0	0	0	0	0	3	0	0	0	0	31	0	0
7:00 AM	0	23	3	0	0	2	0	0	2	0	0	0	0	30	0	0
7:15 AM	0	37	4	1	1	0	0	0	2	0	0	0	0	45	0	0
7:30 AM	0	46	2	3	0	2	0	0	3	0	0	0	0	56	0	0
7:45 AM	0	65	6	1	0	0	0	0	1	0	0	0	0	73	0	0
8:00 AM	0	76	2	2	1	2	0	0	1	0	0	0	0	84	0	0
8:15 AM	1	86	7	1	3	0	0	0	2	0	0	0	0	100	0	0
8:30 AM	0	106	5	2	0	0	0	0	1	0	0	0	0	114	0	0
8:45 AM	0	127	4	8	2	1	0	0	1	0	0	0	0	143	0	0
9:00 AM	0	100	5	9	3	1	0	0	4	0	0	0	0	122	0	0
9:15 AM	0	77	8	3	3	1	0	1	1	0	0	0	0	94	0	0
9:30 AM	0	81	4	1	4	0	0	0	0	0	0	0	0	90	0	0
9:45 AM	0	81	3	0	2	0	0	0	2	0	0	0	0	88	0	0
10:00 AM	0	74	1	0	3	0	0	0	3	0	0	0	0	81	0	0
10:15 AM	0	78	2	1	2	3	0	0	1	0	0	0	0	87	0	0
10:30 AM	0	63	1	0	2	0	0	0	1	0	0	0	0	67	0	0
10:45 AM	0	62	3	0	4	0	0	0	4	0	0	0	0	73	0	0
11:00 AM	0	57	2	0	1	0	0	0	2	0	0	0	0	62	0	0
11:15 AM	0	62	2	0	2	0	0	0	3	0	0	0	0	69	0	0
11:30 AM	0	70	3	0	2	1	0	1	2	0	0	0	0	79	0	0
11:45 AM	0	57	6	0	5	2	0	0	1	0	0	0	0	71	0	0
12:00 PM	1	50	5	0	1	3	0	0	3	0	0	0	0	63	0	0
12:15 PM	0	66	5	0	1	3	0	0	3	0	0	0	0	78	0	0
12:30 PM	0	65	2	1	2	2	0	0	3	0	0	0	0	75	0	0
12:45 PM	0	80	5	1	5	0	0	0	1	0	0	0	0	92	0	0
1:00 PM	0	50	3	0	2	0	0	0	0	0	0	0	0	55	0	0
1:15 PM	1	74	4	1	4	1	0	0	3	0	0	0	0	88	0	0
1:30 PM	0	61	2	0	1	0	0	0	1	0	0	0	0	65	0	0
1:45 PM	0	71	4	0	1	0	0	0	2	0	0	0	0	78	0	0
2:00 PM	0	84	2	0	2	4	0	0	2	0	0	0	0	94	0	0
2:15 PM	0	97	2	0	2	1	0	0	1	0	0	0	0	103	0	0
2:30 PM	0	74	4	0	4	1	0	0	1	0	0	0	0	84	0	0
2:45 PM	0	81	6	0	0	3	0	0	1	0	0	0	0	91	0	0
3:00 PM	0	82	5	1	3	0	0	0	1	0	0	0	0	92	0	0
3:15 PM	0	75	5	1	2	0	0	2	0	0	0	0	0	85	0	0
3:30 PM	0	74	8	0	0	2	0	0	4	0	0	0	0	88	0	0
3:45 PM	0	82	5	0	1	0	0	1	2	0	0	0	0	91	0	0
4:00 PM	1	85	10	0	1	1	0	0	1	0	0	0	0	99	0	0
4:15 PM	0	140	7	8	2	1	0	0	2	0	0	0	0	160	0	0
4:30 PM	0	110	8	2	0	1	0	1	4	0	0	0	0	126	0	0
4:45 PM	0	122	6	9	0	2	0	0	0	0	0	0	0	139	0	0
5:00 PM	1	113	13	5	4	2	0	0	0	0	0	0	0	138	0	0
5:15 PM	0	130	6	4	3	1	0	0	0	0	0	0	0	144	0	0
5:30 PM	0	97	6	3	2	0	0	0	2	1	0	0	0	111	0	0
5:45 PM	0	102	7	3	2	1	0	0	1	0	0	0	0	116	0	0
6:00 PM	2	131	7	4	0	2	0	0	0	0	0	0	0	146	0	0
6:15 PM	0	121	5	0	3	0	0	0	0	0	0	0	0	129	0	0
6:30 PM	0	118	9	2	0	0	0	0	0	0	0	0	0	129	0	0
6:45 PM	1	76	10	1	1	0	0	0	0	0	0	0	0	89	0	0
7:00 PM	0	118	4	3	2	0	0	0	0	0	0	0	0	127	0	0
7:15 PM	0	92	4	1	0	0	0	0	0	0	0	0	0	97	0	0
7:30 PM	1	94	1	0	1	0	0	0	1	0	0	0	0	98	0	0
7:45 PM	0	69	0	1	1	0	0	0	1	0	0	0	0	72	0	0
8:00 PM	0	83	2	4	1	0	0	0	0	0	0	0	0	90	0	0
8:15 PM	0	70	2	0	0	0	0	0	0	0	0	0	0	72	0	0
8:30 PM	0	64	3	1	1	0	0	0	0	0	0	0	0	69	0	0
8:45 PM	0	66	0	0	0	0	0	0	0	0	0	0	0	66	0	0
9:00 PM	0	47	1	0	2	0	0	0	0	0	0	0	0	50	0	0
9:15 PM	0	55	1	0	0	0	0	0	0	0	0	0	0	56	0	0
9:30 PM	0	56	3	0	1	0	0	0	0	0	0	0	0	60	0	0
9:45 PM	0	53	0	0	0	0	0	0	0	0	0	0	0	53	0	0
10:00 PM	0	42	1	0	1	0	0	0	0	0	0	0	0	44	0	0
10:15 PM	0	34	0	0	0	0	0	0	0	0	0	0	0	34	0	0
10:30 PM	0	41	0	0	0	0	0	0	0	0	0	0	0	41	0	0
10:45 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	0
11:00 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	0
11:15 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	0
11:30 PM	0	46	0	0	0	0	0	0	0	0	0	0	0	46	0	0
11:45 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	0
Total	**12**	**5404**	**263**	**89**	**99**	**46**	**1**	**7**	**91**	**1**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	33	0	0	0	0	0	0	1	0	0	0	0	34	0	0
12:15 AM	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0	0
12:30 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	0
12:45 AM	1	30	1	0	0	0	0	0	1	0	0	0	0	33	0	0
1:00 AM	0	23	0	0	0	0	0	0	1	0	0	0	0	24	0	0
1:15 AM	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0	0
1:30 AM	0	14	0	0	0	0	0	0	1	0	0	0	0	15	0	0
1:45 AM	0	10	0	0	0	0	0	0	1	0	0	0	0	11	0	0
2:00 AM	0	14	0	0	0	0	0	0	1	0	0	0	0	15	0	0
2:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
2:30 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	10	0	0
2:45 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	10	0	0
3:00 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14	0	0
3:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
3:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4	0	0
3:45 AM	0	3	0	0	2	0	0	0	1	0	0	0	0	6	0	0
4:00 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	7	0	0
4:15 AM	0	12	0	0	1	0	0	0	1	0	0	0	0	14	0	0
4:30 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	13	0	0
4:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
5:00 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	13	0	0
5:15 AM	0	16	0	0	0	0	0	0	1	0	0	0	0	17	0	0
5:30 AM	0	24	0	0	0	0	0	0	1	0	0	0	0	25	0	0
5:45 AM	0	23	0	1	1	1	0	0	2	0	0	0	0	28	0	0
6:00 AM	1	15	1	0	2	0	0	0	2	0	0	0	0	21	0	0
6:15 AM	0	37	0	0	2	0	0	0	0	0	0	0	0	39	0	0
6:30 AM	0	46	0	0	0	0	0	0	2	0	0	0	0	48	0	0
6:45 AM	0	48	1	1	0	0	0	0	3	0	0	0	0	53	0	0
7:00 AM	1	41	0	4	4	0	0	0	1	0	0	0	0	51	0	0
7:15 AM	0	56	1	5	1	0	0	0	2	0	0	0	0	65	0	0
7:30 AM	0	73	4	2	2	1	0	0	1	0	0	0	0	83	0	0
7:45 AM	0	96	3	8	3	3	0	0	1	1	0	0	0	115	0	0
8:00 AM	1	106	1	7	3	1	1	0	4	0	0	0	0	124	0	0
8:15 AM	0	147	7	7	10	0	0	0	5	0	0	0	0	176	0	0
8:30 AM	2	154	3	4	2	1	0	0	2	0	0	0	0	168	0	0
8:45 AM	0	177	4	5	1	3	0	0	1	0	0	0	0	191	0	0
9:00 AM	0	153	7	5	9	0	0	0	4	0	0	0	0	178	0	0
9:15 AM	0	159	2	1	2	0	0	0	4	0	0	0	0	168	0	0
9:30 AM	0	111	3	1	2	0	0	1	3	0	0	0	0	121	0	0
9:45 AM	0	128	2	0	2	2	0	0	4	0	0	0	0	138	0	0
10:00 AM	0	107	2	3	6	1	0	0	1	0	0	0	0	120	0	0
10:15 AM	0	83	5	1	9	2	0	0	8	0	0	0	0	108	0	0
10:30 AM	0	102	3	0	6	3	0	2	1	0	0	0	0	117	0	0
10:45 AM	0	89	2	0	6	2	0	0	1	0	0	0	0	100	0	0
11:00 AM	0	95	2	0	3	1	0	0	5	0	0	0	0	106	0	0
11:15 AM	0	94	1	0	5	4	0	1	3	0	0	0	0	108	0	0
11:30 AM	0	101	2	0	7	1	0	0	2	0	0	0	0	113	0	0
11:45 AM	0	98	2	0	2	1	0	0	4	0	0	0	0	107	0	0
12:00 PM	0	119	5	0	2	2	0	0	1	0	0	0	0	129	0	0
12:15 PM	1	105	5	0	3	0	0	0	2	0	0	0	0	116	0	0
12:30 PM	0	100	4	0	3	1	1	0	1	0	0	0	0	110	0	0
12:45 PM	1	94	4	1	3	1	0	0	3	1	0	0	0	108	0	0
1:00 PM	0	129	2	0	0	1	0	0	0	1	0	0	0	133	0	0
1:15 PM	0	101	3	0	4	2	1	0	1	1	0	0	0	113	0	0
1:30 PM	2	110	9	0	5	3	0	0	3	0	0	0	0	132	0	0
1:45 PM	0	97	7	0	2	1	0	0	3	0	0	0	0	110	0	0
2:00 PM	0	106	7	0	2	2	1	0	3	0	0	0	0	121	0	0
2:15 PM	1	96	7	1	2	2	0	1	1	0	0	0	0	111	0	0
2:30 PM	0	109	5	1	5	1	0	0	4	0	0	0	0	125	0	0
2:45 PM	0	113	5	1	0	1	0	0	6	0	0	0	0	126	0	0
3:00 PM	0	112	5	0	1	1	0	0	0	1	0	0	0	120	0	0
3:15 PM	0	132	4	0	1	1	0	1	1	0	0	0	0	140	0	0
3:30 PM	0	138	5	8	2	3	0	1	3	0	0	0	0	160	0	0
3:45 PM	0	150	5	8	5	1	0	0	3	1	0	0	0	173	0	0
4:00 PM	0	132	8	3	2	0	0	1	4	2	0	0	0	152	0	0
4:15 PM	1	127	8	5	2	1	0	0	1	0	0	0	0	145	0	0
4:30 PM	0	143	6	3	4	2	0	0	3	0	0	0	0	161	0	0
4:45 PM	1	142	4	1	1	0	0	0	0	0	0	0	0	149	0	0
5:00 PM	0	145	9	3	1	0	0	0	0	0	0	0	0	158	0	0
5:15 PM	1	142	10	0	1	0	0	0	1	0	0	0	0	155	0	0
5:30 PM	1	169	7	3	0	1	0	0	2	0	0	0	0	183	0	0
5:45 PM	1	160	6	2	0	0	0	0	1	0	0	0	0	170	0	0
6:00 PM	0	129	9	0	3	0	0	0	0	0	0	0	0	141	0	0
6:15 PM	0	143	8	1	1	0	0	0	2	0	0	0	0	155	0	0
6:30 PM	0	141	9	2	2	0	0	0	0	0	0	0	0	154	0	0
6:45 PM	0	133	8	2	2	0	0	0	1	0	0	0	0	146	0	0
7:00 PM	0	140	4	2	2	0	0	0	4	0	0	0	0	152	0	0
7:15 PM	0	151	5	0	3	0	0	0	0	0	0	0	0	159	0	0
7:30 PM	1	109	3	1	1	0	0	0	0	0	0	0	0	115	0	0
7:45 PM	0	128	2	0	2	0	0	0	2	0	0	0	0	134	0	0
8:00 PM	1	116	7	0	0	0	0	0	0	0	0	0	0	124	0	0
8:15 PM	0	125	3	1	0	0	0	0	0	0	0	0	0	129	0	0
8:30 PM	0	106	4	1	0	0	0	0	0	0	0	0	0	111	0	0
8:45 PM	0	94	3	0	0	0	0	0	1	0	0	0	0	98	0	0
9:00 PM	0	97	3	0	1	0	0	0	1	0	0	0	0	102	0	0
9:15 PM	0	73	1	0	1	0	0	0	2	0	0	0	0	77	0	0
9:30 PM	0	78	0	1	0	0	0	0	1	0	0	0	0	80	0	0
9:45 PM	0	60	2	0	0	0	0	0	0	0	0	0	0	62	0	0
10:00 PM	0	72	1	0	1	0	0	0	0	0	0	0	0	74	0	0
10:15 PM	0	65	0	0	0	0	0	0	0	0	0	0	0	65	0	0
10:30 PM	1	52	0	0	0	0	0	0	1	0	0	0	0	54	0	0
10:45 PM	0	59	1	0	2	0	0	0	1	0	0	0	0	63	0	0
11:00 PM	0	58	1	0	1	0	0	0	0	0	0	0	0	60	0	0
11:15 PM	0	45	1	0	1	0	0	0	1	0	0	0	0	48	0	0
11:30 PM	0	44	0	0	0	0	0	0	0	0	0	0	0	44	0	0
11:45 PM	0	38	0	0	1	0	0	0	0	0	0	0	0	39	0	0
Total	**19**	**7923**	**276**	**106**	**169**	**54**	**4**	**8**	**145**	**9**	**0**	**0**	**0**			

Alvar St 7-Day Volume with Classifications
3/10/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	0
12:15 AM	0	20	4	0	0	0	0	0	0	0	0	0	0	24	0	0
12:30 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	0
12:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
1:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
1:15 AM	0	20	5	0	0	0	0	0	1	0	0	0	0	26	0	0
1:30 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
1:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
2:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
2:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
2:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
2:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
3:00 AM	1	15	2	0	0	0	0	0	0	0	0	0	0	18	0	0
3:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	0
3:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
4:00 AM	0	7	0	0	0	0	0	0	2	0	0	0	0	9	0	0
4:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
4:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
4:45 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	9	0	0
5:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	0
5:15 AM	0	10	0	0	0	0	1	0	1	0	0	0	0	12	0	0
5:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
5:45 AM	1	7	1	0	0	0	0	0	1	0	0	0	0	10	0	0
6:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	0
6:15 AM	0	26	3	1	2	1	0	0	0	0	0	0	0	33	0	0
6:30 AM	0	20	3	0	2	0	0	2	1	0	0	0	0	28	0	0
6:45 AM	0	22	11	0	0	0	1	2	0	0	0	0	0	36	0	0
7:00 AM	0	28	7	3	0	0	0	2	2	0	0	0	0	42	0	0
7:15 AM	0	39	10	1	1	1	0	0	3	0	0	0	0	55	0	0
7:30 AM	0	53	13	0	1	0	0	2	1	0	0	0	0	70	0	0
7:45 AM	0	64	10	3	1	0	0	1	2	0	0	0	0	81	0	0
8:00 AM	0	68	17	1	0	0	0	0	2	1	0	0	0	89	0	0
8:15 AM	0	97	10	0	1	1	0	0	1	0	0	0	0	110	0	0
8:30 AM	0	107	13	10	0	0	0	0	4	0	0	0	0	134	0	0
8:45 AM	0	87	21	2	2	1	0	0	1	0	0	0	0	114	0	0
9:00 AM	0	65	16	4	2	7	0	0	1	0	0	0	0	95	0	0
9:15 AM	0	70	12	1	0	1	0	0	2	0	0	0	0	86	0	0
9:30 AM	0	59	13	0	3	0	0	1	1	0	0	0	0	77	0	0
9:45 AM	0	58	11	0	2	0	0	0	1	0	0	0	0	72	0	0
10:00 AM	1	54	21	0	6	0	0	0	3	0	0	0	0	85	0	0
10:15 AM	1	53	10	0	3	1	0	0	3	0	0	0	0	71	0	0
10:30 AM	0	51	33	0	3	1	0	1	3	0	0	0	0	92	0	0
10:45 AM	1	37	16	0	0	0	0	1	2	0	0	0	0	57	0	0
11:00 AM	1	39	13	0	0	0	0	1	2	0	0	0	0	56	0	0
11:15 AM	0	62	16	0	2	1	0	0	2	0	0	0	0	83	0	0
11:30 AM	0	52	25	0	2	0	0	0	1	0	0	0	0	80	0	0
11:45 AM	0	56	11	0	2	1	0	1	2	0	0	0	0	73	0	0
12:00 PM	0	35	10	0	1	1	0	1	3	0	0	0	0	51	0	0
12:15 PM	1	53	19	2	1	1	1	0	1	0	0	0	0	79	0	0
12:30 PM	0	56	14	1	2	1	0	1	0	0	0	0	0	75	0	0
12:45 PM	0	61	15	0	3	1	0	0	0	0	0	0	0	80	0	0
1:00 PM	0	78	20	0	3	0	0	0	0	0	0	0	0	101	0	0
1:15 PM	0	66	19	0	2	0	0	1	2	0	0	0	0	90	0	0
1:30 PM	0	72	17	0	4	1	0	0	2	0	0	0	0	96	0	0
1:45 PM	0	78	16	0	2	0	0	2	2	0	0	0	0	100	0	0
2:00 PM	0	61	14	0	1	0	0	0	1	0	0	0	0	77	0	0
2:15 PM	1	71	21	2	3	2	0	0	1	0	0	0	0	101	0	0
2:30 PM	0	85	13	1	3	0	0	0	3	0	0	0	0	105	0	0
2:45 PM	0	73	13	2	3	1	0	0	1	0	0	0	0	93	0	0
3:00 PM	0	70	13	1	4	2	0	1	1	0	0	0	0	92	0	0
3:15 PM	0	73	19	0	0	1	0	0	2	0	0	0	0	95	0	0
3:30 PM	0	82	15	1	0	1	0	1	0	0	0	0	0	100	0	0
3:45 PM	1	90	19	2	2	0	0	0	1	0	0	0	0	115	0	0
4:00 PM	0	96	17	1	1	0	0	0	0	0	0	0	0	115	0	0
4:15 PM	0	119	23	6	1	1	0	1	0	0	0	0	0	151	0	0
4:30 PM	0	122	25	4	2	0	0	0	0	0	0	0	0	153	0	0
4:45 PM	0	103	21	6	2	2	0	0	0	0	0	0	0	134	0	0
5:00 PM	2	105	14	4	1	0	0	1	0	0	0	0	0	127	0	0
5:15 PM	0	108	10	4	0	0	0	0	0	0	0	0	0	122	0	0
5:30 PM	0	99	17	1	1	0	0	0	1	0	0	0	0	119	0	0
5:45 PM	0	74	20	6	1	0	0	0	1	0	0	0	0	102	0	0
6:00 PM	0	108	14	3	1	1	0	1	0	0	0	0	0	128	0	0
6:15 PM	0	88	16	1	0	0	0	0	0	0	0	0	0	105	0	0
6:30 PM	0	111	13	3	3	0	0	0	0	0	0	0	0	130	0	0
6:45 PM	1	91	15	3	2	0	0	1	0	0	0	0	0	113	0	0
7:00 PM	0	82	13	1	2	0	0	0	0	0	0	0	0	98	0	0
7:15 PM	1	69	14	1	1	0	0	0	0	0	0	0	0	86	0	0
7:30 PM	0	77	8	1	2	0	0	0	0	0	0	0	0	88	0	0
7:45 PM	0	77	5	0	0	0	0	0	1	0	0	0	0	83	0	0
8:00 PM	0	79	11	0	2	0	0	0	0	0	0	0	0	92	0	0
8:15 PM	0	55	3	0	0	0	0	0	0	0	0	0	0	58	0	0
8:30 PM	0	61	6	0	1	0	0	0	0	0	0	0	0	68	0	0
8:45 PM	0	48	1	0	1	0	0	0	0	0	0	0	0	50	0	0
9:00 PM	0	50	4	0	1	0	0	0	0	0	0	0	0	55	0	0
9:15 PM	0	44	3	0	1	0	0	0	0	0	0	0	0	48	0	0
9:30 PM	0	42	5	0	1	0	0	0	0	0	0	0	0	48	0	0
9:45 PM	0	39	2	0	0	0	0	0	0	0	0	0	0	41	0	0
10:00 PM	0	48	3	0	0	0	0	0	0	0	0	0	0	51	0	0
10:15 PM	0	37	2	0	0	0	0	0	0	0	0	0	0	39	0	0
10:30 PM	0	46	2	0	0	0	0	0	0	0	0	0	0	48	0	0
10:45 PM	0	48	2	0	0	0	0	0	0	0	0	0	0	50	0	0
11:00 PM	0	43	3	0	0	0	0	0	0	0	0	0	0	46	0	0
11:15 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	0
11:30 PM	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	0
11:45 PM	0	31	2	0	0	0	0	0	0	0	0	0	0	33	0	0
Total	**13**	**4909**	**897**	**83**	**96**	**32**	**2**	**24**	**71**	**1**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	38	4	0	0	0	0	1	1	0	0	0	0	44	0	0
12:15 AM	0	38	0	0	0	0	0	0	0	0	0	0	0	38	0	0
12:30 AM	0	35	0	0	0	0	0	0	1	0	0	0	0	36	0	0
12:45 AM	0	34	0	0	0	0	0	0	0	0	0	0	0	34	0	0
1:00 AM	0	22	0	0	0	0	0	0	0	1	0	0	0	23	0	0
1:15 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0
1:30 AM	1	18	2	0	0	0	0	0	1	0	0	0	0	22	0	0
1:45 AM	0	19	1	0	0	0	0	0	1	0	0	0	0	21	0	0
2:00 AM	0	24	1	0	0	0	0	0	0	0	1	0	0	26	0	0
2:15 AM	0	10	0	0	0	0	0	0	1	0	0	0	0	11	0	0
2:30 AM	0	9	2	0	0	0	0	0	1	0	0	0	0	12	0	0
2:45 AM	0	18	1	0	0	0	0	0	1	0	0	0	0	20	0	0
3:00 AM	0	10	0	0	1	0	0	0	1	0	0	0	0	12	0	0
3:15 AM	0	4	1	0	0	0	0	0	2	0	0	0	0	7	0	0
3:30 AM	0	9	0	2	0	0	0	0	3	0	0	0	0	14	0	0
3:45 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9	0	0
4:00 AM	0	10	0	0	0	0	0	0	2	0	0	0	0	12	0	0
4:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
4:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
4:45 AM	0	8	2	0	0	0	0	1	0	0	0	0	0	11	0	0
5:00 AM	0	10	2	0	0	0	0	0	1	0	0	0	0	13	0	0
5:15 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	14	0	0
5:30 AM	0	18	6	1	1	0	0	0	1	0	0	0	0	27	0	0
5:45 AM	0	21	6	0	2	0	0	1	0	0	0	0	0	30	0	0
6:00 AM	0	31	1	0	1	0	0	0	2	0	0	0	0	35	0	0
6:15 AM	1	20	10	0	3	0	0	0	3	0	0	0	0	37	0	0
6:30 AM	1	27	10	0	3	0	0	0	1	0	0	0	0	42	0	0
6:45 AM	0	38	12	0	2	0	0	0	2	0	0	0	0	54	0	1
7:00 AM	0	39	10	3	2	0	0	2	0	0	0	0	0	56	0	0
7:15 AM	0	54	6	4	0	0	0	0	3	0	0	0	0	67	0	0
7:30 AM	0	69	7	3	5	0	0	2	0	0	0	0	0	86	0	0
7:45 AM	0	81	5	13	1	2	0	0	2	0	0	0	0	104	0	0
8:00 AM	0	87	14	6	3	0	0	2	3	0	0	0	0	115	0	0
8:15 AM	0	131	22	6	4	0	0	1	4	0	0	0	0	168	0	0
8:30 AM	0	171	27	3	7	1	0	1	1	0	0	0	0	211	0	0
8:45 AM	0	147	15	5	5	4	0	0	2	0	0	0	0	178	0	0
9:00 AM	1	112	19	4	1	1	0	2	1	0	0	0	0	141	0	0
9:15 AM	0	109	21	0	2	0	0	1	0	0	0	0	0	133	0	0
9:30 AM	0	114	21	1	4	1	0	0	4	0	0	0	0	145	0	0
9:45 AM	0	92	21	2	5	3	0	1	9	0	0	0	0	133	0	0
10:00 AM	0	71	22	1	0	4	0	0	3	0	0	0	0	101	0	0
10:15 AM	0	92	18	1	4	1	0	0	1	0	0	0	0	117	0	0
10:30 AM	0	90	20	0	0	0	0	0	4	0	0	0	0	114	0	0
10:45 AM	0	86	11	1	2	0	0	1	6	0	0	0	0	107	0	0
11:00 AM	0	91	24	1	3	2	0	0	2	0	0	0	0	123	0	0
11:15 AM	1	99	12	1	2	2	0	1	2	0	0	0	0	120	0	0
11:30 AM	1	98	16	0	4	3	0	1	5	0	0	0	0	128	0	0
11:45 AM	0	84	20	0	4	2	0	0	7	0	0	0	0	117	0	0
12:00 PM	0	88	24	0	2	3	0	1	1	0	0	0	0	119	0	0
12:15 PM	0	103	15	0	1	0	0	2	3	0	0	0	0	124	0	0
12:30 PM	0	100	20	2	2	0	0	1	4	0	0	0	0	129	0	0
12:45 PM	0	101	24	0	3	0	0	1	6	0	0	0	0	135	0	0
1:00 PM	0	94	28	1	2	4	0	0	1	0	0	0	0	130	0	0
1:15 PM	0	117	21	0	0	2	0	1	1	0	0	0	0	142	0	0
1:30 PM	0	85	21	0	2	2	0	0	5	0	0	0	0	113	0	0
1:45 PM	0	89	23	1	4	4	0	1	1	0	0	0	0	123	0	0
2:00 PM	1	100	22	0	2	0	0	1	3	0	0	0	0	129	0	0
2:15 PM	0	114	14	0	1	1	0	0	1	0	0	0	0	131	0	0
2:30 PM	0	93	23	0	0	1	0	1	3	0	0	0	0	121	0	0
2:45 PM	0	107	17	1	4	1	0	0	5	0	0	0	0	135	0	0
3:00 PM	0	123	14	2	2	1	1	1	2	0	0	0	0	146	0	0
3:15 PM	0	128	13	0	4	1	0	0	2	0	0	0	0	148	0	0
3:30 PM	0	106	19	3	4	3	0	1	1	0	0	0	0	137	0	0
3:45 PM	0	134	21	10	1	0	0	0	4	0	0	0	0	170	0	0
4:00 PM	0	124	22	0	1	0	0	0	3	0	0	0	0	150	0	0
4:15 PM	0	110	17	1	2	0	0	0	0	0	0	0	0	130	0	0
4:30 PM	0	130	17	2	0	0	0	0	0	0	0	0	0	149	0	0
4:45 PM	0	141	15	2	1	1	0	1	4	0	0	0	0	165	0	0
5:00 PM	0	121	22	1	0	0	0	1	0	0	0	0	0	145	0	0
5:15 PM	0	102	28	1	0	1	0	0	1	0	0	0	0	133	0	0
5:30 PM	0	118	30	2	0	0	0	1	1	0	0	0	0	152	0	0
5:45 PM	0	137	15	2	0	0	0	0	0	0	0	0	0	154	0	0
6:00 PM	0	125	12	0	3	0	0	0	1	0	0	0	0	141	0	0
6:15 PM	0	123	18	0	1	1	0	0	1	0	0	0	0	144	0	0
6:30 PM	0	103	14	0	1	0	0	0	0	0	0	0	0	118	0	0
6:45 PM	0	117	21	1	0	0	0	0	1	0	0	0	0	140	0	0
7:00 PM	0	104	21	0	0	0	0	0	0	0	0	0	0	125	0	0
7:15 PM	1	107	14	1	1	0	0	0	1	0	0	0	0	125	0	0
7:30 PM	0	88	8	0	1	0	0	0	1	0	0	0	0	98	0	0
7:45 PM	0	93	12	1	0	0	0	0	1	0	0	0	0	107	0	0
8:00 PM	0	110	8	0	0	0	0	0	0	0	0	0	0	118	0	0
8:15 PM	1	106	14	0	2	0	0	0	1	0	0	0	0	124	0	0
8:30 PM	0	91	10	0	0	0	0	0	0	0	0	0	0	101	0	0
8:45 PM	0	110	11	0	0	0	0	0	0	0	0	0	0	121	0	0
9:00 PM	0	77	8	0	0	0	0	0	2	0	0	0	0	87	0	0
9:15 PM	0	82	10	1	1	0	0	0	2	0	0	0	0	96	0	0
9:30 PM	0	61	6	0	0	0	0	0	0	0	0	0	0	67	0	0
9:45 PM	0	66	4	0	0	0	0	0	0	0	0	0	0	70	0	0
10:00 PM	0	65	8	0	0	0	0	0	2	0	0	0	0	75	0	0
10:15 PM	0	69	16	0	0	0	0	0	0	0	0	0	0	85	0	0
10:30 PM	0	68	8	0	0	0	0	0	1	0	0	0	0	77	0	0
10:45 PM	0	73	4	0	0	0	0	0	0	0	0	0	0	77	0	0
11:00 PM	0	58	8	0	0	0	0	0	2	0	0	0	0	68	0	0
11:15 PM	0	57	10	0	0	0	0	0	1	0	0	0	0	68	0	0
11:30 PM	0	51	6	0	0	0	0	1	0	0	0	0	0	58	0	0
11:45 PM	1	55	2	0	0	0	0	0	0	0	0	0	0	58	0	0
Total	**10**	**7171**	**1134**	**91**	**120**	**52**	**1**	**32**	**155**	**1**	**1**	**0**	**0**			

Alvar St 7-Day Volume with Classifications
3/11/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	34	1	0	0	0	0	0	0	0	0	0	0	35	0	0
12:15 AM	0	32	0	1	0	0	0	0	0	0	0	0	0	33	0	0
12:30 AM	0	24	0	0	1	0	0	0	0	0	0	0	0	25	0	0
12:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
1:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	0
1:15 AM	0	16	0	0	1	0	0	0	0	0	0	0	0	17	0	0
1:30 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	0
1:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
2:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
2:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
2:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
2:45 AM	1	17	1	0	0	0	0	0	0	0	0	0	0	19	0	0
3:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
3:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
3:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
3:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
4:00 AM	0	10	0	0	0	0	0	0	1	0	0	0	0	11	0	0
4:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:30 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	12	0	0
4:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
5:00 AM	0	3	0	0	0	0	0	0	2	0	0	0	0	5	0	0
5:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
5:30 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	9	0	0
5:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
6:00 AM	0	9	1	0	9	0	0	1	0	0	0	0	0	20	0	0
6:15 AM	0	7	0	0	12	0	0	0	0	0	0	0	0	19	0	0
6:30 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
6:45 AM	1	9	0	1	0	0	0	1	0	0	0	0	0	12	0	0
7:00 AM	0	17	0	0	0	0	2	2	0	0	0	0	0	21	0	0
7:15 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	0
7:30 AM	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	0
7:45 AM	0	20	1	0	0	0	0	0	1	0	0	0	0	22	0	0
8:00 AM	0	37	1	0	0	0	0	0	0	0	0	0	0	38	0	0
8:15 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	0
8:30 AM	0	44	3	0	1	0	0	0	1	0	0	0	0	49	0	0
8:45 AM	0	53	0	0	1	0	0	0	1	0	0	0	0	55	0	0
9:00 AM	0	47	1	0	0	1	0	0	0	0	0	0	0	49	0	0
9:15 AM	0	54	0	0	0	0	0	0	0	0	0	0	0	54	0	0
9:30 AM	0	49	2	0	2	0	0	0	1	0	0	0	0	54	0	0
9:45 AM	0	73	1	2	2	0	0	0	0	0	0	0	0	78	0	0
10:00 AM	0	69	2	0	1	0	0	0	2	0	0	0	0	74	0	0
10:15 AM	0	81	3	0	1	0	0	0	0	0	0	0	0	85	0	0
10:30 AM	0	66	2	0	2	0	1	0	2	0	0	0	0	73	0	0
10:45 AM	1	94	4	0	1	0	0	0	1	0	0	0	0	101	0	0
11:00 AM	0	101	0	0	1	0	0	0	2	0	0	0	0	104	0	0
11:15 AM	1	69	1	1	0	0	0	0	0	0	0	0	0	72	0	0
11:30 AM	0	70	0	0	1	1	0	0	0	0	0	0	0	72	0	0
11:45 AM	0	69	2	0	1	1	0	0	0	0	0	0	0	73	0	0
12:00 PM	0	54	1	0	0	0	0	0	0	0	0	0	0	55	0	0
12:15 PM	0	98	2	0	0	0	0	0	0	0	0	0	0	100	0	0
12:30 PM	0	66	3	0	1	0	0	0	0	0	0	0	0	70	0	0
12:45 PM	0	74	1	0	1	0	0	0	0	0	0	0	0	76	0	0
1:00 PM	0	95	3	0	0	0	0	0	1	0	0	0	0	99	0	0
1:15 PM	0	93	4	1	0	0	0	0	0	0	0	0	0	98	0	0
1:30 PM	0	60	1	0	0	0	0	0	0	0	0	0	0	61	0	0
1:45 PM	0	91	2	1	0	0	0	1	1	0	0	0	0	96	0	0
2:00 PM	0	87	5	0	0	0	0	1	0	0	0	0	0	93	0	0
2:15 PM	0	97	0	0	0	0	0	0	0	0	0	0	0	97	0	0
2:30 PM	0	83	2	0	0	0	0	0	0	0	0	0	0	85	0	0
2:45 PM	0	89	2	0	1	0	0	1	0	0	0	0	0	93	0	0
3:00 PM	1	92	2	0	0	0	0	1	0	0	0	0	0	96	0	0
3:15 PM	1	87	3	0	3	0	0	0	0	0	0	0	0	94	0	0
3:30 PM	5	72	5	1	0	0	0	0	0	0	0	0	0	83	0	0
3:45 PM	0	80	4	0	0	0	0	0	0	0	0	0	0	84	0	0
4:00 PM	0	86	5	0	0	0	0	0	0	0	0	0	0	91	0	0
4:15 PM	2	82	3	0	0	0	0	0	0	0	0	0	0	87	0	0
4:30 PM	0	91	5	0	2	0	0	0	0	0	0	0	0	98	0	0
4:45 PM	0	100	2	0	1	0	0	0	1	0	0	0	0	104	0	0
5:00 PM	1	86	6	0	0	0	0	0	0	0	0	0	0	93	0	0
5:15 PM	0	86	7	0	0	0	0	0	0	0	0	0	0	93	0	0
5:30 PM	1	94	6	0	1	0	0	0	0	0	0	0	0	102	0	0
5:45 PM	0	87	4	0	0	0	0	0	0	0	0	0	0	91	0	0
6:00 PM	2	96	4	0	2	0	0	0	0	0	0	0	0	104	0	0
6:15 PM	2	73	3	0	1	0	0	0	0	0	0	0	0	79	0	0
6:30 PM	0	99	3	1	0	0	0	0	0	0	0	0	0	103	0	0
6:45 PM	0	82	1	1	0	0	0	0	0	0	0	0	0	84	0	0
7:00 PM	0	61	1	0	1	0	0	0	0	0	0	0	0	63	0	0
7:15 PM	0	75	0	0	0	0	0	0	2	0	0	0	0	77	0	0
7:30 PM	7	60	4	0	10	0	0	0	0	0	0	0	0	81	0	0
7:45 PM	0	111	5	0	11	0	0	0	0	0	0	0	0	127	0	0
8:00 PM	1	70	2	0	0	0	0	0	0	0	0	0	0	73	0	0
8:15 PM	0	63	0	0	0	0	0	0	0	0	0	0	0	63	0	0
8:30 PM	1	71	2	0	0	0	0	0	0	0	0	0	0	74	0	0
8:45 PM	0	56	0	0	0	0	0	0	0	0	0	0	0	56	0	0
9:00 PM	0	57	0	0	0	0	0	0	0	0	0	0	0	57	0	0
9:15 PM	0	47	0	0	0	0	0	0	0	0	0	0	0	47	0	0
9:30 PM	0	56	0	0	0	0	0	0	0	0	0	0	0	56	0	0
9:45 PM	0	52	0	0	0	0	0	0	0	0	0	0	0	52	0	0
10:00 PM	0	43	0	0	0	0	0	0	0	0	0	0	0	43	0	0
10:15 PM	0	62	0	0	0	0	0	0	0	0	0	0	0	62	0	0
10:30 PM	0	42	1	0	1	0	0	0	0	0	0	0	0	44	0	0
10:45 PM	0	48	0	0	0	0	0	0	0	0	0	0	0	48	0	0
11:00 PM	0	48	0	0	0	0	0	0	0	0	0	0	0	48	0	0
11:15 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	0
11:30 PM	0	40	0	1	0	0	0	0	0	0	0	0	0	41	0	0
11:45 PM	0	39	0	0	0	0	0	0	0	0	0	0	0	39	0	0
Total	**28**	**4968**	**136**	**9**	**74**	**4**	**1**	**5**	**26**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	47	0	0	0	0	0	0	0	0	0	0	0	47	0	0
12:15 AM	0	58	0	0	0	0	0	0	0	0	0	0	0	58	0	0
12:30 AM	0	37	0	0	1	0	0	0	0	0	0	0	0	38	0	0
12:45 AM	0	39	0	0	0	0	0	0	2	0	0	0	0	41	0	0
1:00 AM	0	40	0	0	0	0	0	0	0	0	0	0	0	40	0	0
1:15 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	0
1:30 AM	0	29	1	0	0	0	0	0	1	0	0	0	0	31	0	0
1:45 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0
2:00 AM	0	22	0	0	0	0	0	0	1	0	0	0	0	23	0	0
2:15 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
2:30 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	0
2:45 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	0
3:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
3:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
3:30 AM	0	20	0	0	0	0	0	0	1	0	0	0	0	21	0	0
3:45 AM	0	11	0	0	0	0	0	0	3	0	0	0	0	14	0	0
4:00 AM	0	16	0	0	1	0	0	0	0	0	0	0	0	17	0	0
4:15 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	0
4:30 AM	0	17	0	0	0	0	1	1	1	0	0	0	0	20	0	0
4:45 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	0
5:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
5:15 AM	0	13	0	0	0	0	0	0	2	0	0	0	0	15	0	0
5:30 AM	0	21	1	1	0	0	0	0	0	0	0	0	0	23	0	0
5:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
6:00 AM	0	24	1	0	1	0	0	0	1	0	0	0	0	27	0	0
6:15 AM	0	19	1	0	3	0	0	0	0	0	0	0	0	23	0	0
6:30 AM	0	17	1	0	0	0	0	0	4	0	0	0	0	22	0	0
6:45 AM	0	14	0	1	1	0	0	0	0	0	0	0	0	16	0	0
7:00 AM	0	27	0	0	0	1	0	0	1	0	0	0	0	29	0	0
7:15 AM	0	29	0	1	0	0	0	0	2	0	0	0	0	32	0	0
7:30 AM	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	0
7:45 AM	0	42	1	0	0	2	0	0	0	0	0	0	0	45	0	0
8:00 AM	0	38	2	0	0	0	0	1	0	0	0	0	0	41	0	0
8:15 AM	0	30	3	0	2	0	0	1	1	0	0	0	0	37	0	0
8:30 AM	9	74	6	0	22	0	0	0	0	0	0	0	0	111	0	0
8:45 AM	0	62	1	0	0	0	0	0	1	0	0	0	0	64	0	0
9:00 AM	0	63	2	0	0	0	0	0	1	0	0	0	0	66	0	0
9:15 AM	0	66	3	0	0	0	0	0	1	0	0	0	0	70	0	0
9:30 AM	0	81	2	0	3	0	0	1	0	0	0	0	0	87	0	0
9:45 AM	0	92	2	1	4	0	0	0	1	0	0	0	0	100	0	0
10:00 AM	0	92	4	1	6	0	0	0	0	0	0	0	0	103	0	0
10:15 AM	0	108	3	0	3	0	0	0	2	0	0	0	0	116	0	0
10:30 AM	0	103	1	0	4	0	0	0	1	0	0	0	0	109	0	0
10:45 AM	0	121	2	0	2	0	0	0	4	0	0	0	0	129	0	0
11:00 AM	0	111	2	0	3	1	0	1	2	0	0	0	0	120	0	0
11:15 AM	0	101	1	0	1	0	0	0	0	0	0	0	0	103	0	0
11:30 AM	0	103	3	0	1	0	0	0	0	0	0	0	0	107	0	0
11:45 AM	0	101	6	0	2	1	0	0	1	0	0	0	0	111	0	0
12:00 PM	0	118	5	0	2	1	0	0	1	0	0	0	0	127	0	0
12:15 PM	0	107	4	1	1	0	0	0	1	0	0	0	0	114	0	0
12:30 PM	0	114	2	1	1	1	0	0	1	0	0	0	0	120	0	0
12:45 PM	0	105	5	0	0	0	0	0	2	0	0	0	0	112	0	0
1:00 PM	0	119	11	0	1	1	0	1	0	0	0	0	0	133	0	0
1:15 PM	0	124	3	0	0	0	0	0	0	0	0	0	0	127	0	0
1:30 PM	0	110	4	1	2	0	0	0	3	0	0	0	0	120	0	0
1:45 PM	0	137	4	0	0	0	0	0	1	0	0	0	0	142	0	0
2:00 PM	1	158	5	0	0	0	0	0	0	0	0	0	0	164	0	0
2:15 PM	1	126	5	0	2	0	0	0	0	0	0	0	0	134	0	0
2:30 PM	0	106	0	0	0	0	0	1	0	0	0	0	0	107	0	0
2:45 PM	1	126	7	0	0	0	0	1	0	0	0	0	0	135	0	0
3:00 PM	0	140	2	1	2	0	0	0	0	0	0	0	0	145	0	0
3:15 PM	0	106	2	2	1	0	0	0	0	0	0	0	0	111	0	0
3:30 PM	1	114	1	1	0	0	0	0	0	0	0	0	0	117	0	0
3:45 PM	3	126	3	0	0	0	0	1	0	0	0	0	0	133	0	0
4:00 PM	0	141	3	0	2	0	0	0	0	0	0	0	0	146	0	0
4:15 PM	1	153	2	0	2	0	0	0	2	0	0	0	0	160	0	0
4:30 PM	3	123	2	0	0	0	0	0	0	0	0	0	0	128	0	0
4:45 PM	0	122	4	0	0	0	0	0	0	0	0	0	0	126	0	0
5:00 PM	0	123	2	0	2	0	0	0	0	0	0	0	0	127	0	0
5:15 PM	0	131	6	0	1	0	0	0	1	0	0	0	0	139	0	0
5:30 PM	0	125	1	0	2	0	0	0	0	0	0	0	0	128	0	0
5:45 PM	2	121	2	0	0	0	0	0	1	0	0	0	0	126	0	0
6:00 PM	0	120	2	0	0	1	0	0	0	0	0	0	0	123	0	0
6:15 PM	0	127	4	0	1	0	0	0	0	0	0	0	0	132	0	0
6:30 PM	1	131	6	1	0	0	0	0	0	0	0	0	0	139	0	0
6:45 PM	0	140	2	0	0	0	0	0	2	0	0	0	0	144	0	0
7:00 PM	0	111	3	0	0	0	0	0	0	0	0	0	0	114	0	0
7:15 PM	0	120	2	0	1	0	0	0	0	0	0	0	0	123	0	0
7:30 PM	0	132	3	0	1	0	0	0	1	0	0	0	0	137	0	0
7:45 PM	1	116	2	0	0	0	0	0	0	0	0	0	0	119	0	0
8:00 PM	0	110	5	0	1	0	0	0	0	0	0	0	0	116	0	0
8:15 PM	2	114	3	0	0	0	0	0	0	0	0	0	0	119	0	0
8:30 PM	2	86	2	0	0	0	0	0	0	0	0	0	0	90	0	0
8:45 PM	0	103	0	0	0	0	0	0	1	0	0	0	0	104	0	0
9:00 PM	0	88	2	0	14	0	0	0	0	0	0	0	0	104	0	0
9:15 PM	1	89	1	0	5	0	0	0	0	0	0	0	0	96	0	0
9:30 PM	1	93	1	0	0	0	0	0	1	0	0	0	0	96	0	0
9:45 PM	0	86	0	0	1	0	0	0	0	0	0	0	0	87	0	0
10:00 PM	0	88	0	0	1	0	0	0	0	0	0	0	0	89	0	0
10:15 PM	0	74	1	0	0	0	0	0	0	0	0	0	0	75	0	0
10:30 PM	0	77	1	0	0	0	0	0	0	0	0	0	0	78	0	0
10:45 PM	0	73	2	0	0	0	0	0	0	0	0	0	0	75	0	0
11:00 PM	0	70	0	0	0	0	0	0	0	0	0	0	0	70	0	0
11:15 PM	0	87	0	0	0	0	0	0	0	0	0	0	0	87	0	0
11:30 PM	0	55	1	0	0	0	0	0	0	0	0	0	0	56	0	0
11:45 PM	0	48	0	0	0	0	0	0	0	0	0	0	0	48	0	0
Total	**30**	**7430**	**183**	**13**	**106**	**9**	**1**	**7**	**54**	**0**	**0**	**0**	**0**			

Alvar St 7-Day Volume with Classifications
3/12/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	0
12:15 AM	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	0
12:30 AM	0	33	1	0	0	0	0	0	0	0	0	0	0	34	0	0
12:45 AM	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	0
1:00 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	0
1:15 AM	0	23	4	0	0	0	0	0	0	0	0	0	0	27	0	0
1:30 AM	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	0
1:45 AM	0	31	1	0	0	0	0	0	0	0	0	0	0	32	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0	0
3:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
3:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
3:45 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	0
4:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
4:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
4:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
4:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
5:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	0
5:15 AM	1	13	1	0	0	0	0	0	0	0	0	0	0	15	0	0
5:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
5:45 AM	0	9	1	0	2	0	0	0	0	0	0	0	0	12	0	0
6:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
6:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
6:30 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	11	0	0
6:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
7:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
7:15 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
7:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	0
7:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
8:00 AM	0	19	5	0	0	0	0	0	2	0	0	0	0	26	0	0
8:15 AM	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0	0
8:30 AM	0	19	2	0	0	0	0	0	1	0	0	0	0	22	0	0
8:45 AM	1	13	3	0	0	0	0	0	0	0	0	0	0	17	0	0
9:00 AM	0	23	1	0	0	0	0	1	1	0	0	0	0	26	0	0
9:15 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	0
9:30 AM	0	27	10	0	1	0	0	0	0	0	0	0	0	38	0	0
9:45 AM	0	47	7	0	0	0	0	0	0	0	0	0	0	54	0	0
10:00 AM	0	29	2	0	0	0	0	0	1	0	0	0	0	32	0	0
10:15 AM	0	46	8	0	0	0	0	0	0	0	0	0	0	54	0	0
10:30 AM	0	43	8	0	0	0	0	0	1	0	0	0	0	52	0	0
10:45 AM	0	39	3	0	1	0	0	0	0	0	0	0	0	43	0	0
11:00 AM	0	45	13	0	1	0	0	0	2	0	0	0	0	61	0	0
11:15 AM	0	57	6	0	0	0	0	0	0	0	0	0	0	63	0	0
11:30 AM	0	53	5	0	0	0	0	0	2	0	0	0	0	60	0	0
11:45 AM	0	61	5	0	1	0	0	0	0	0	0	0	0	67	0	0
12:00 PM	0	62	7	0	1	0	0	0	0	0	0	0	0	70	0	0
12:15 PM	0	59	8	0	0	0	0	0	2	0	0	0	0	69	0	0
12:30 PM	0	93	13	0	0	0	0	0	1	0	0	0	0	107	0	0
12:45 PM	0	77	11	0	0	0	0	0	0	0	0	0	0	88	0	0
1:00 PM	0	72	9	0	1	0	0	0	0	0	0	0	0	82	0	0
1:15 PM	0	95	17	0	1	0	0	1	1	0	0	0	0	115	0	0
1:30 PM	1	93	3	0	0	0	0	0	0	0	0	0	0	97	0	0
1:45 PM	0	69	10	0	0	0	0	0	1	0	0	0	0	80	0	0
2:00 PM	2	81	10	0	1	0	0	1	0	0	0	0	0	95	0	0
2:15 PM	1	75	11	0	0	0	0	0	1	0	0	0	0	88	0	0
2:30 PM	0	67	9	0	0	0	0	0	0	0	0	0	0	76	0	0
2:45 PM	0	77	5	1	0	0	0	0	0	0	0	0	0	83	0	0
3:00 PM	0	56	11	1	1	0	0	0	1	0	0	0	0	70	0	0
3:15 PM	1	63	5	1	0	0	0	0	1	0	0	0	0	71	0	0
3:30 PM	0	52	6	0	0	0	0	0	0	0	0	0	0	58	0	0
3:45 PM	0	55	4	0	0	0	0	0	0	0	0	0	0	59	0	0
4:00 PM	0	62	6	0	0	0	0	0	0	0	0	0	0	68	0	0
4:15 PM	1	67	11	0	0	0	0	0	1	0	0	0	0	80	0	0
4:30 PM	0	54	10	0	1	0	0	0	0	0	0	0	0	65	0	0
4:45 PM	0	51	7	1	0	0	0	0	0	0	0	0	0	59	0	0
5:00 PM	0	30	4	0	0	0	0	0	1	0	0	0	0	35	0	0
5:15 PM	1	91	9	0	0	0	0	0	1	0	0	0	0	102	0	0
5:30 PM	1	78	7	0	0	0	0	0	0	0	0	0	0	86	0	0
5:45 PM	0	58	4	0	0	0	0	0	1	0	0	0	0	63	0	0
6:00 PM	0	65	9	0	0	0	0	0	0	0	0	0	0	74	0	0
6:15 PM	0	62	7	0	0	0	0	0	0	0	0	0	0	69	0	0
6:30 PM	0	63	5	0	0	0	0	0	0	0	0	0	0	68	0	0
6:45 PM	0	86	10	0	0	0	0	0	0	0	0	0	0	96	0	0
7:00 PM	0	61	9	0	0	0	0	0	0	0	0	0	0	70	0	0
7:15 PM	0	80	10	0	0	0	0	0	0	0	0	0	0	90	0	0
7:30 PM	0	50	4	0	0	0	0	0	0	0	0	0	0	54	0	0
7:45 PM	1	57	7	0	0	0	0	0	0	0	0	0	0	65	0	0
8:00 PM	0	65	7	1	0	0	0	0	0	0	0	0	0	73	0	0
8:15 PM	1	64	10	0	0	0	0	0	0	0	0	0	0	75	0	0
8:30 PM	0	70	8	0	0	0	0	0	0	0	0	0	0	78	0	0
8:45 PM	0	54	2	0	1	0	0	1	0	0	0	0	0	58	0	0
9:00 PM	0	68	7	0	0	0	0	0	0	0	0	0	0	75	0	0
9:15 PM	0	57	5	0	0	0	0	0	0	0	0	0	0	62	0	0
9:30 PM	1	58	3	0	0	0	0	0	0	0	0	0	0	62	0	0
9:45 PM	0	64	7	0	0	0	0	0	1	0	0	0	0	72	0	0
10:00 PM	0	66	4	0	0	0	0	0	0	0	0	0	0	70	0	0
10:15 PM	0	50	7	0	0	0	0	0	0	0	0	0	0	57	0	0
10:30 PM	0	58	5	0	0	1	0	0	0	0	0	0	0	64	0	0
10:45 PM	0	52	6	0	0	0	0	0	0	0	0	0	0	58	0	0
11:00 PM	0	34	5	0	0	0	0	0	0	0	0	0	0	39	0	0
11:15 PM	0	41	3	0	0	0	0	0	1	0	0	0	0	45	0	0
11:30 PM	0	43	4	0	0	0	0	0	1	0	0	0	0	48	0	0
11:45 PM	0	36	5	1	0	0	0	0	0	0	0	0	0	42	0	0
Total	**13**	**4040**	**465**	**7**	**12**	**2**	**0**	**3**	**27**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	56	7	0	0	0	0	0	0	0	0	0	0	63	0	0
12:15 AM	0	56	7	0	0	0	0	0	0	0	0	0	0	63	0	0
12:30 AM	0	34	4	0	1	0	0	1	0	0	0	0	0	40	0	0
12:45 AM	0	41	10	0	0	0	0	0	0	0	0	0	0	51	0	0
1:00 AM	0	31	6	1	0	0	0	0	0	0	0	0	0	38	0	0
1:15 AM	0	26	6	0	0	0	0	0	0	0	0	0	0	32	0	0
1:30 AM	0	42	2	0	0	0	0	0	1	0	0	0	0	45	0	0
1:45 AM	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	0
3:15 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	0
3:30 AM	1	19	3	0	0	0	0	0	0	0	0	0	0	23	0	0
3:45 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
4:00 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	0
4:15 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	0
4:30 AM	0	25	2	1	0	0	0	0	0	0	0	0	0	28	0	0
4:45 AM	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	0
5:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
5:15 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	17	0	0
5:30 AM	0	22	3	1	0	0	0	0	1	0	0	0	0	27	0	0
5:45 AM	0	12	1	1	0	0	0	0	0	0	0	0	0	14	0	0
6:00 AM	0	12	1	0	2	0	0	0	0	0	0	0	0	15	0	0
6:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	0
6:30 AM	0	14	6	0	0	0	0	0	0	0	0	0	0	20	0	0
6:45 AM	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	0
7:00 AM	0	14	1	1	0	1	1	0	0	0	0	0	0	18	0	0
7:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
7:30 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	0
7:45 AM	0	18	7	0	0	0	0	0	1	0	0	0	0	26	0	0
8:00 AM	0	26	5	1	0	0	0	0	0	0	0	0	0	32	0	0
8:15 AM	0	28	7	0	0	0	0	0	1	0	0	0	0	36	0	0
8:30 AM	0	29	4	0	0	0	0	1	0	0	0	0	0	34	0	0
8:45 AM	0	40	3	0	0	0	0	0	1	0	0	0	0	44	0	0
9:00 AM	0	44	5	1	0	0	0	0	1	0	0	0	0	51	1	0
9:15 AM	0	58	10	0	0	0	0	0	0	0	0	0	0	68	0	0
9:30 AM	1	54	3	0	0	0	0	0	1	0	0	0	0	59	0	0
9:45 AM	1	84	6	0	0	0	0	1	1	0	0	0	0	92	0	0
10:00 AM	0	73	9	0	0	0	1	0	1	0	0	0	0	84	0	0
10:15 AM	0	59	3	0	1	0	0	0	0	0	0	0	0	63	0	0
10:30 AM	0	68	8	0	0	0	1	0	0	0	0	0	0	77	0	0
10:45 AM	0	77	16	0	0	0	0	0	0	0	0	0	0	93	0	0
11:00 AM	0	70	13	2	0	0	0	0	4	0	0	0	0	89	0	0
11:15 AM	0	62	15	0	0	0	0	0	0	0	0	0	0	77	0	0
11:30 AM	0	65	13	1	0	0	0	0	2	0	0	0	0	81	0	0
11:45 AM	3	69	16	0	0	0	0	0	1	0	0	0	0	89	0	0
12:00 PM	0	63	14	0	0	0	0	0	0	0	0	0	0	77	0	0
12:15 PM	0	67	19	0	0	0	0	0	0	0	0	0	0	86	0	0
12:30 PM	0	91	10	0	1	0	0	0	0	0	0	0	0	102	0	0
12:45 PM	0	87	13	0	0	0	0	0	1	0	0	0	0	101	0	0
1:00 PM	2	78	11	0	0	0	0	0	1	0	0	0	0	92	0	0
1:15 PM	0	90	15	0	0	0	1	0	0	0	0	0	0	106	0	0
1:30 PM	0	84	13	0	0	0	0	0	0	0	0	0	0	97	0	0
1:45 PM	0	100	9	0	0	0	0	0	0	0	0	0	0	109	0	0
2:00 PM	0	95	11	0	0	0	0	0	1	0	0	0	0	107	0	0
2:15 PM	0	113	14	0	0	0	0	0	1	0	0	0	0	128	0	0
2:30 PM	1	106	11	1	0	0	0	0	1	0	0	0	0	120	0	0
2:45 PM	0	98	12	2	1	0	0	0	0	0	0	0	0	113	0	0
3:00 PM	2	106	7	0	0	0	0	0	0	0	0	0	0	115	0	0
3:15 PM	0	90	8	0	0	0	0	0	1	0	0	0	0	99	0	0
3:30 PM	1	89	7	0	0	0	0	0	0	0	0	0	0	97	0	0
3:45 PM	0	94	9	0	0	1	0	0	1	0	0	0	0	105	0	0
4:00 PM	0	93	9	0	0	0	0	0	0	0	0	0	0	102	0	0
4:15 PM	0	97	13	0	0	0	0	0	0	0	0	0	0	110	0	0
4:30 PM	0	90	8	0	0	0	0	0	1	0	0	0	0	99	0	0
4:45 PM	1	91	12	0	0	0	0	0	0	0	0	0	0	104	0	0
5:00 PM	0	102	9	0	0	0	0	0	3	0	0	0	0	114	0	0
5:15 PM	0	137	12	0	0	0	0	0	0	0	0	0	0	149	0	0
5:30 PM	0	105	14	0	0	0	0	0	0	0	0	0	0	119	0	0
5:45 PM	1	110	11	0	0	0	0	0	0	0	0	0	0	122	0	0
6:00 PM	0	108	9	0	0	0	0	0	1	0	0	0	0	118	0	0
6:15 PM	0	104	7	0	0	0	0	0	0	0	0	0	0	111	0	0
6:30 PM	0	119	12	0	0	0	0	0	0	0	0	0	0	131	0	0
6:45 PM	1	88	5	0	0	0	0	0	0	0	0	0	0	94	0	0
7:00 PM	0	97	5	0	0	0	0	0	1	0	0	0	0	103	0	0
7:15 PM	0	99	4	0	0	0	1	0	1	0	0	0	0	105	0	0
7:30 PM	0	107	11	0	0	1	0	0	0	0	0	0	0	119	0	0
7:45 PM	0	108	9	0	0	0	0	0	1	0	0	0	0	118	0	0
8:00 PM	0	104	10	0	1	0	0	0	1	0	0	0	0	116	0	0
8:15 PM	0	88	10	0	2	0	0	0	1	0	0	0	0	101	0	0
8:30 PM	0	87	16	0	0	0	0	0	0	0	0	0	0	103	0	0
8:45 PM	0	91	13	0	1	0	0	0	0	0	0	0	0	105	0	0
9:00 PM	0	78	10	1	0	0	0	0	0	0	0	0	0	89	0	0
9:15 PM	0	93	7	1	0	0	0	0	0	0	0	0	0	101	0	0
9:30 PM	0	78	5	0	0	0	0	0	0	0	0	0	0	83	0	0
9:45 PM	0	79	7	0	1	0	0	0	0	0	0	0	0	87	0	0
10:00 PM	1	104	6	0	0	0	0	0	3	0	0	0	0	114	0	0
10:15 PM	0	68	5	0	0	1	0	0	0	0	0	0	0	74	0	0
10:30 PM	0	66	10	0	0	0	0	0	1	0	0	0	0	77	0	0
10:45 PM	0	60	6	0	0	0	0	1	0	0	0	0	0	67	0	0
11:00 PM	0	65	5	1	0	0	0	0	0	0	0	0	0	71	0	0
11:15 PM	0	68	7	0	1	0	0	0	0	0	0	0	0	76	0	0
11:30 PM	0	61	3	0	0	0	0	0	1	0	0	0	0	65	0	0
11:45 PM	0	60	4	0	0	0	0	0	3	0	0	0	0	67	0	0
Total	**16**	**5928**	**683**	**17**	**13**	**4**	**5**	**3**	**41**	**0**	**0**	**0**	**0**			

Alvar St 7-Day Volume with Classifications
3/13/2023
USI - 22-077

	NORTHBOUND																	
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	33	6	0	0	0	0	0	0	0	0	0	0	39	0	0
12:15 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	0
12:30 AM	0	24	3	0	0	0	0	0	0	0	0	0	0	27	0	0
12:45 AM	0	16	2	0	0	0	0	0	1	0	0	0	0	19	0	0
1:00 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	0
1:15 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13	0	0
1:30 AM	0	21	0	0	0	0	0	1	1	0	0	0	0	23	0	0
1:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
2:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
2:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
2:30 AM	1	9	2	0	0	0	0	0	0	0	0	0	0	12	0	0
2:45 AM	0	7	0	0	0	0	0	1	1	0	0	0	0	9	0	0
3:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
3:30 AM	0	5	2	0	0	0	0	2	0	0	0	0	0	9	0	0
3:45 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11	0	0
4:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
4:15 AM	0	7	2	0	0	0	0	1	0	0	0	0	0	10	0	0
4:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
4:45 AM	0	6	2	0	0	0	0	1	0	0	0	0	0	9	0	0
5:00 AM	0	6	2	0	0	1	0	0	1	0	0	0	0	10	0	0
5:15 AM	0	5	2	0	0	1	0	1	0	0	0	0	0	9	0	0
5:30 AM	0	6	5	0	0	0	0	2	1	0	0	0	0	14	0	0
5:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
6:00 AM	0	8	3	0	0	0	0	0	0	1	0	0	0	12	0	0
6:15 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	0
6:30 AM	0	18	12	0	2	0	2	0	1	0	0	0	0	35	0	0
6:45 AM	0	22	7	0	0	0	0	0	0	0	0	0	0	29	0	0
7:00 AM	0	27	12	0	1	0	1	0	1	0	0	0	0	42	0	0
7:15 AM	0	24	9	0	0	0	0	0	2	0	0	0	0	35	0	0
7:30 AM	0	32	14	0	0	0	2	0	3	0	0	0	0	51	0	0
7:45 AM	0	54	12	0	1	0	0	0	5	0	0	0	0	72	0	0
8:00 AM	0	50	13	3	0	0	0	0	2	0	0	0	0	68	0	0
8:15 AM	0	65	11	0	0	0	0	0	3	0	0	0	0	79	0	0
8:30 AM	0	96	20	0	1	0	1	1	2	1	0	0	0	122	0	0
8:45 AM	0	86	17	11	1	1	0	0	1	0	0	0	0	117	0	0
9:00 AM	0	107	14	7	1	1	1	0	2	0	0	0	0	133	0	0
9:15 AM	0	89	10	3	1	1	0	1	1	0	0	0	0	106	0	0
9:30 AM	0	49	11	2	2	1	0	0	2	0	0	0	0	67	0	0
9:45 AM	0	67	16	0	0	2	0	0	3	0	0	0	0	88	0	0
10:00 AM	0	55	18	1	1	1	1	0	2	0	0	0	0	79	0	0
10:15 AM	0	58	13	0	5	2	0	0	0	0	0	0	0	78	0	0
10:30 AM	0	44	11	2	4	1	1	1	3	0	0	0	0	67	0	0
10:45 AM	0	66	9	0	4	0	2	0	4	0	0	0	0	85	0	0
11:00 AM	0	46	11	0	2	1	0	1	4	0	0	0	0	65	0	0
11:15 AM	0	44	14	0	7	0	0	0	2	0	0	0	0	67	0	0
11:30 AM	0	38	16	0	2	0	0	0	1	0	0	0	0	57	0	0
11:45 AM	0	59	17	0	1	2	0	0	2	0	0	0	0	81	0	0
12:00 PM	0	54	13	1	4	1	2	1	1	0	0	0	0	77	0	0
12:15 PM	0	40	10	0	1	3	0	0	3	0	0	0	0	57	0	0
12:30 PM	0	56	16	0	2	2	1	0	2	0	0	0	0	79	0	0
12:45 PM	0	45	12	4	3	0	0	0	2	0	0	0	0	66	0	0
1:00 PM	0	96	16	0	1	0	0	2	0	0	0	0	0	115	0	0
1:15 PM	0	61	16	0	3	0	0	2	1	0	0	0	0	83	0	0
1:30 PM	0	44	11	1	0	3	0	1	1	0	0	0	0	61	0	0
1:45 PM	0	63	17	1	0	2	2	2	3	0	0	0	0	90	0	0
2:00 PM	0	66	20	0	3	3	0	0	2	0	0	0	0	94	0	0
2:15 PM	0	45	10	0	1	1	0	0	3	0	0	0	0	60	0	0
2:30 PM	0	60	21	0	2	2	1	0	2	0	0	0	0	88	0	0
2:45 PM	0	58	19	0	1	1	0	0	1	0	0	0	0	80	0	0
3:00 PM	0	63	12	0	2	1	0	0	1	0	0	0	0	79	0	0
3:15 PM	0	70	10	0	0	1	0	0	1	0	0	0	0	82	0	0
3:30 PM	0	75	21	1	0	2	0	0	1	0	0	0	0	100	0	0
3:45 PM	0	60	11	0	1	1	1	1	2	0	0	0	0	77	0	0
4:00 PM	0	70	17	0	0	1	0	0	0	0	0	0	0	88	0	0
4:15 PM	0	109	21	6	0	2	1	0	0	0	0	0	0	139	0	0
4:30 PM	0	107	20	4	3	2	0	0	1	0	0	0	0	137	0	0
4:45 PM	0	117	19	5	2	0	0	0	0	0	0	0	0	143	0	0
5:00 PM	0	125	18	5	1	1	0	0	1	0	0	0	0	151	0	0
5:15 PM	0	109	25	5	2	0	0	0	0	0	0	0	0	141	0	0
5:30 PM	0	121	20	6	2	0	0	1	1	0	0	0	0	151	0	0
5:45 PM	0	114	19	2	0	0	0	0	0	0	0	0	0	135	0	0
6:00 PM	0	100	15	5	0	0	0	0	1	0	0	0	0	121	0	0
6:15 PM	0	78	17	2	0	0	0	0	0	0	0	0	0	97	0	0
6:30 PM	0	77	16	5	1	0	0	0	1	0	0	0	0	100	0	0
6:45 PM	0	69	13	0	1	0	0	0	0	0	0	0	0	83	0	0
7:00 PM	0	102	11	3	2	0	0	0	0	0	0	0	0	118	0	0
7:15 PM	0	79	8	2	1	1	1	0	0	0	0	0	0	92	0	0
7:30 PM	0	71	9	0	2	0	1	0	0	0	0	0	0	83	0	0
7:45 PM	0	58	8	3	1	0	0	0	0	0	0	0	0	70	0	0
8:00 PM	0	93	10	1	1	0	0	0	1	0	0	0	0	106	0	0
8:15 PM	1	71	7	2	0	0	0	0	0	0	0	0	0	81	0	0
8:30 PM	0	70	12	0	0	1	0	0	0	0	0	0	0	83	0	0
8:45 PM	0	55	13	0	1	0	0	0	1	0	0	0	0	70	0	0
9:00 PM	0	40	12	0	0	0	0	0	0	0	0	0	0	52	0	0
9:15 PM	0	34	11	0	0	0	0	0	0	0	0	0	0	45	0	0
9:30 PM	0	51	7	0	0	0	0	0	2	0	0	0	0	60	0	0
9:45 PM	0	31	10	0	0	0	0	0	1	0	0	0	0	42	0	0
10:00 PM	0	43	11	0	0	0	0	0	0	0	0	0	0	54	0	0
10:15 PM	0	42	5	0	0	0	0	0	1	0	0	0	0	48	0	0
10:30 PM	0	47	5	0	0	0	0	0	0	0	0	0	0	52	0	0
10:45 PM	0	31	8	0	0	0	0	0	0	0	0	0	0	39	0	0
11:00 PM	0	30	4	0	0	0	0	0	0	0	0	0	0	34	0	0
11:15 PM	0	41	4	0	0	0	0	0	0	0	0	0	0	45	0	0
11:30 PM	0	36	3	0	0	0	0	0	0	0	0	0	0	39	0	0
11:45 PM	0	15	4	0	0	0	0	0	2	0	0	0	0	21	0	0
Total	2	4669	955	93	82	46	21	23	90	2	0	0	0			

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	45	6	0	0	0	0	0	0	0	0	0	0	51	0	0
12:15 AM	0	29	3	0	3	0	0	0	0	0	0	0	0	35	0	0
12:30 AM	0	40	3	0	0	0	0	1	1	0	0	0	0	45	0	0
12:45 AM	0	31	4	0	0	0	0	0	1	0	0	0	0	36	0	0
1:00 AM	0	25	3	0	1	0	0	0	1	0	0	0	0	30	0	0
1:15 AM	0	20	2	0	1	0	0	0	1	0	0	0	0	24	0	0
1:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	0
1:45 AM	0	14	2	0	0	0	0	0	1	0	0	0	0	17	0	0
2:00 AM	0	13	3	0	1	0	0	0	1	1	0	0	0	19	0	0
2:15 AM	0	7	0	0	0	0	0	1	0	1	0	0	0	9	0	0
2:30 AM	0	9	1	0	0	0	0	0	2	0	0	0	0	12	0	0
2:45 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	12	0	0
3:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
3:15 AM	0	10	2	0	2	0	0	0	0	0	0	0	0	14	0	0
3:30 AM	0	9	3	0	0	0	0	1	1	0	0	0	0	14	0	0
3:45 AM	0	2	1	0	1	0	0	0	1	0	0	0	0	5	0	0
4:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	0
4:15 AM	0	9	5	0	0	0	0	0	1	0	0	0	0	15	0	0
4:30 AM	0	6	2	0	1	0	0	0	0	1	0	0	0	10	0	0
4:45 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	0
5:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
5:15 AM	0	9	2	0	1	0	1	2	4	0	0	0	0	19	0	0
5:30 AM	0	14	11	0	1	0	0	2	0	0	0	0	0	28	0	0
5:45 AM	0	19	6	0	2	0	0	1	1	0	0	0	0	29	0	0
6:00 AM	0	14	7	0	0	0	0	1	0	0	0	0	0	22	0	0
6:15 AM	0	22	10	0	0	1	0	1	1	1	1	0	0	37	0	0
6:30 AM	0	29	16	0	2	0	0	0	0	0	0	0	0	47	0	0
6:45 AM	0	38	11	1	3	0	0	1	0	0	0	0	0	54	0	0
7:00 AM	0	27	12	5	2	1	0	0	3	2	0	0	0	52	0	0
7:15 AM	0	42	16	3	2	1	0	0	1	2	0	0	0	67	0	0
7:30 AM	0	51	12	3	4	0	1	1	1	0	0	0	0	73	0	0
7:45 AM	0	60	16	12	2	0	0	0	1	0	0	0	0	91	0	0
8:00 AM	0	103	12	7	2	0	3	0	1	0	0	0	0	128	0	0
8:15 AM	0	109	8	5	3	1	0	1	3	0	0	0	0	130	0	0
8:30 AM	0	139	24	6	3	4	3	1	4	0	0	0	0	184	0	0
8:45 AM	0	160	28	4	2	0	1	0	1	0	0	0	0	196	0	0
9:00 AM	0	148	17	4	4	1	2	0	0	0	0	0	0	176	0	0
9:15 AM	0	123	17	0	6	0	0	1	2	0	0	0	0	149	0	0
9:30 AM	0	96	23	2	3	1	0	0	1	0	1	0	0	127	0	0
9:45 AM	0	90	23	1	6	1	1	3	2	0	0	0	0	127	0	0
10:00 AM	1	83	19	0	1	3	2	1	3	0	0	0	0	113	0	0
10:15 AM	0	92	19	0	2	0	1	2	3	0	0	0	0	119	0	0
10:30 AM	0	88	18	0	3	0	0	0	2	0	0	0	0	111	0	0
10:45 AM	0	84	20	0	1	3	0	0	1	0	0	0	0	109	0	0
11:00 AM	0	92	17	0	2	5	0	0	2	0	0	0	0	118	0	0
11:15 AM	0	80	21	0	3	1	0	0	3	0	0	0	0	108	0	0
11:30 AM	0	78	14	0	4	0	0	1	1	1	0	0	0	99	0	0
11:45 AM	0	74	26	0	4	4	2	1	1	0	0	0	0	112	0	0
12:00 PM	0	111	13	1	1	2	0	1	6	0	0	0	0	135	0	0
12:15 PM	0	100	11	3	2	0	0	3	3	0	0	0	0	122	0	0
12:30 PM	0	82	11	1	1	3	0	0	3	1	0	0	0	102	0	0
12:45 PM	0	103	9	3	4	3	0	0	3	0	0	0	0	125	0	0
1:00 PM	0	98	6	0	2	4	1	0	2	1	0	0	0	114	0	0
1:15 PM	0	86	8	0	2	2	0	0	2	0	0	0	0	100	0	0
1:30 PM	0	90	10	0	1	5	0	0	1	3	0	0	0	110	0	0
1:45 PM	0	89	14	0	2	1	0	2	5	0	0	0	0	113	0	0
2:00 PM	0	84	9	0	6	4	0	0	4	0	0	0	0	107	0	0
2:15 PM	0	88	13	0	2	2	0	1	4	0	0	0	0	110	0	0
2:30 PM	1	90	20	0	1	2	1	0	1	0	0	0	0	116	0	0
2:45 PM	0	70	19	0	1	2	0	0	2	0	0	0	0	94	0	0
3:00 PM	0	118	20	0	2	2	0	0	4	1	0	0	0	147	0	0
3:15 PM	0	116	21	1	2	2	0	2	2	0	0	0	0	146	0	0
3:30 PM	0	115	15	5	1	0	0	2	2	0	0	0	0	140	0	0
3:45 PM	0	103	16	7	5	1	0	0	3	0	0	0	0	135	0	0
4:00 PM	1	126	15	3	0	4	0	2	2	0	0	0	0	153	0	0
4:15 PM	1	153	21	0	0	1	1	1	0	0	0	0	0	178	0	0
4:30 PM	0	117	30	4	0	2	0	0	2	0	0	0	0	155	0	0
4:45 PM	0	121	22	1	1	0	0	0	3	0	0	0	0	148	0	0
5:00 PM	0	126	16	5	1	1	0	0	1	0	0	0	0	150	0	0
5:15 PM	1	130	26	0	1	3	0	1	2	0	0	0	0	164	0	0
5:30 PM	0	104	28	2	1	1	0	0	1	0	0	0	0	137	0	0
5:45 PM	0	101	10	2	0	0	0	0	1	0	0	0	0	114	0	0
6:00 PM	1	129	14	0	2	0	0	0	0	0	0	0	0	146	0	0
6:15 PM	0	107	20	1	2	0	0	0	1	0	0	0	0	131	0	0
6:30 PM	0	117	12	3	0	0	0	0	2	1	0	0	0	135	0	0
6:45 PM	0	111	11	2	1	0	0	0	0	0	0	0	0	125	0	0
7:00 PM	0	123	30	1	1	2	0	0	0	0	0	0	0	157	0	0
7:15 PM	0	121	31	2	1	0	1	0	1	0	0	0	0	157	0	0
7:30 PM	0	110	16	1	0	0	0	0	1	0	0	0	0	128	0	0
7:45 PM	0	111	17	0	1	0	0	0	1	0	0	0	0	130	0	0
8:00 PM	0	130	12	4	1	0	0	0	0	0	0	0	0	147	0	0
8:15 PM	0	96	12	0	1	0	0	0	2	0	0	0	0	111	0	0
8:30 PM	0	85	17	0	0	0	0	1	1	0	0	0	0	104	0	0
8:45 PM	0	112	17	0	0	0	0	1	3	0	0	0	0	133	0	0
9:00 PM	0	80	13	0	0	0	0	0	1	0	0	0	0	94	0	0
9:15 PM	0	81	18	0	1	0	0	0	2	0	0	0	0	102	0	0
9:30 PM	0	70	13	1	1	0	0	0	0	0	0	0	0	85	0	0
9:45 PM	0	58	14	0	0	0	0	0	1	0	0	0	0	73	0	0
10:00 PM	0	61	10	0	1	0	0	0	0	0	0	0	0	72	0	0
10:15 PM	0	61	11	0	2	0	0	1	0	0	0	0	0	75	0	0
10:30 PM	1	42	11	0	1	1	0	0	0	0	0	0	0	56	0	0
10:45 PM	0	39	11	0	0	0	0	0	0	0	0	0	0	50	0	0
11:00 PM	0	38	6	0	0	0	0	0	2	0	0	0	0	46	0	0
11:15 PM	0	61	7	0	1	0	0	0	1	0	0	0	0	70	0	0
11:30 PM	0	33	6	0	0	0	0	0	1	0	0	0	0	40	0	0
11:45 PM	0	33	6	0	0	0	0	0	0	0	0	0	0	39	0	0
Total	7	6822	1193	106	134	77	21	42	133	15	2	0	0			

Alvar St 7-Day Volume with Classifications
3/14/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
12:15 AM	0	16	5	0	1	0	0	0	1	0	0	0	0	**23**	**0**	**0**
12:30 AM	0	19	5	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**0**
12:45 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
1:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
1:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
1:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:15 AM	0	11	1	0	0	0	0	0	1	0	0	0	0	**13**	**0**	**0**
2:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:45 AM	1	3	2	0	0	0	0	0	1	0	0	0	0	**7**	**0**	**0**
3:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
4:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
4:15 AM	0	3	5	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:00 AM	0	2	3	0	1	0	0	0	0	0	0	0	0	**6**	**0**	**0**
5:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:30 AM	0	7	0	0	0	1	0	1	0	0	0	0	0	**9**	**0**	**0**
5:45 AM	1	11	3	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
6:00 AM	0	11	2	0	0	1	0	0	1	0	0	0	0	**15**	**0**	**0**
6:15 AM	0	17	3	0	0	0	0	2	2	0	0	0	0	**24**	**0**	**0**
6:30 AM	0	21	4	1	1	0	0	2	0	1	0	0	0	**30**	**0**	**0**
6:45 AM	0	28	4	0	0	0	0	0	2	0	0	0	0	**34**	**0**	**0**
7:00 AM	0	23	8	0	0	0	0	1	1	0	0	0	0	**33**	**0**	**0**
7:15 AM	0	31	9	1	1	2	1	1	0	0	0	0	0	**46**	**0**	**0**
7:30 AM	0	47	1	3	0	0	0	2	0	0	3	0	0	**56**	**0**	**0**
7:45 AM	0	47	6	0	1	1	1	2	1	0	0	0	0	**59**	**0**	**0**
8:00 AM	0	55	11	2	1	0	1	0	1	0	0	0	0	**71**	**0**	**0**
8:15 AM	0	69	2	1	1	0	0	0	2	0	0	0	0	**75**	**0**	**0**
8:30 AM	0	105	2	0	1	1	0	0	0	1	0	0	0	**110**	**0**	**0**
8:45 AM	0	95	3	12	2	0	0	0	0	0	0	0	0	**112**	**0**	**0**
9:00 AM	0	105	5	1	2	0	0	2	0	0	0	0	0	**115**	**0**	**0**
9:15 AM	0	88	1	2	3	0	0	1	2	0	0	0	0	**97**	**0**	**0**
9:30 AM	0	99	3	0	2	1	1	2	0	0	0	0	0	**108**	**0**	**0**
9:45 AM	0	70	2	0	1	0	2	1	1	0	0	0	0	**77**	**0**	**0**
10:00 AM	0	68	1	0	1	0	0	1	1	0	0	0	0	**72**	**0**	**0**
10:15 AM	0	65	3	1	5	1	0	2	1	0	0	0	0	**78**	**0**	**0**
10:30 AM	0	44	2	3	3	2	0	5	4	1	0	0	0	**64**	**0**	**0**
10:45 AM	0	59	2	0	2	0	0	1	0	0	0	0	0	**64**	**0**	**0**
11:00 AM	0	52	2	0	1	1	0	1	0	0	0	0	0	**57**	**0**	**0**
11:15 AM	0	57	1	1	4	2	1	0	2	0	0	0	0	**68**	**0**	**0**
11:30 AM	0	56	1	0	2	1	0	3	0	1	0	0	0	**64**	**0**	**0**
11:45 AM	0	69	0	0	2	0	1	2	3	1	0	0	0	**78**	**0**	**0**
12:00 PM	0	55	4	1	4	2	2	1	3	0	0	0	0	**72**	**0**	**0**
12:15 PM	0	58	3	0	6	0	2	1	3	0	0	0	0	**73**	**0**	**0**
12:30 PM	0	61	2	1	2	0	1	5	0	1	0	0	0	**73**	**0**	**0**
12:45 PM	0	62	5	0	1	1	0	0	2	0	0	0	0	**71**	**0**	**0**
1:00 PM	0	71	4	1	3	0	6	0	3	1	0	0	0	**89**	**0**	**0**
1:15 PM	0	75	4	0	0	0	1	0	2	1	0	0	0	**83**	**0**	**0**
1:30 PM	0	73	1	1	1	0	1	0	0	0	0	0	0	**77**	**0**	**0**
1:45 PM	0	72	3	0	4	0	1	2	0	0	0	0	0	**82**	**0**	**0**
2:00 PM	0	76	4	0	1	0	1	2	0	0	0	0	0	**84**	**0**	**0**
2:15 PM	0	57	4	1	1	0	1	0	1	0	0	0	0	**65**	**0**	**0**
2:30 PM	0	74	6	0	1	0	0	2	1	0	0	0	0	**84**	**0**	**0**
2:45 PM	0	77	2	0	0	0	2	1	1	0	0	0	0	**83**	**0**	**0**
3:00 PM	0	70	2	1	0	0	0	0	1	0	0	0	0	**74**	**0**	**0**
3:15 PM	0	79	4	1	1	0	0	1	3	0	0	0	0	**89**	**0**	**0**
3:30 PM	0	82	1	2	1	0	1	0	1	0	0	0	0	**88**	**0**	**0**
3:45 PM	0	70	4	0	2	0	2	3	1	0	0	0	0	**82**	**0**	**0**
4:00 PM	0	87	5	1	2	0	1	2	1	1	0	0	0	**100**	**0**	**0**
4:15 PM	0	127	4	7	1	0	1	0	1	0	0	0	0	**141**	**0**	**0**
4:30 PM	0	110	2	4	1	0	1	0	1	0	0	0	0	**119**	**0**	**0**
4:45 PM	0	119	1	4	0	0	1	3	1	0	0	0	0	**129**	**0**	**0**
5:00 PM	0	121	2	6	0	0	2	0	0	0	0	0	0	**131**	**0**	**0**
5:15 PM	0	117	2	3	1	0	0	0	2	0	0	0	0	**125**	**0**	**0**
5:30 PM	0	125	6	5	1	0	1	0	1	0	0	0	0	**139**	**0**	**0**
5:45 PM	0	148	4	2	0	0	0	2	2	0	0	0	0	**158**	**0**	**0**
6:00 PM	0	112	0	6	2	0	0	0	2	0	0	0	0	**122**	**0**	**0**
6:15 PM	0	112	4	1	0	0	0	0	2	0	0	0	0	**119**	**0**	**0**
6:30 PM	0	99	3	2	0	0	0	0	1	0	0	0	0	**105**	**0**	**0**
6:45 PM	0	117	4	3	1	0	0	0	0	0	0	0	0	**125**	**0**	**0**
7:00 PM	0	102	1	3	2	0	0	0	1	0	0	0	0	**109**	**0**	**0**
7:15 PM	0	91	3	1	0	0	0	0	0	0	0	0	0	**95**	**0**	**0**
7:30 PM	0	96	2	2	1	0	0	0	0	0	0	0	0	**101**	**0**	**0**
7:45 PM	0	84	3	1	0	0	0	0	0	0	0	0	0	**88**	**0**	**0**
8:00 PM	0	94	0	2	0	0	0	0	0	0	0	0	0	**96**	**0**	**0**
8:15 PM	0	82	1	1	3	0	0	0	0	0	0	0	0	**87**	**0**	**0**
8:30 PM	0	83	2	0	0	0	0	0	0	0	0	0	0	**85**	**0**	**0**
8:45 PM	0	53	0	0	0	0	0	0	1	0	0	0	0	**54**	**0**	**0**
9:00 PM	0	60	3	0	0	0	0	0	1	0	0	0	0	**64**	**0**	**0**
9:15 PM	0	61	6	0	0	0	0	0	0	0	0	0	0	**67**	**0**	**0**
9:30 PM	0	41	2	0	0	0	0	0	1	0	0	0	0	**44**	**0**	**0**
9:45 PM	0	51	0	0	0	0	0	0	0	0	0	0	0	**51**	**0**	**0**
10:00 PM	0	37	0	0	0	0	0	0	1	0	0	0	0	**38**	**0**	**0**
10:15 PM	0	55	1	0	0	0	0	1	0	0	0	0	0	**57**	**0**	**0**
10:30 PM	0	49	0	0	0	0	0	0	0	0	0	0	0	**49**	**0**	**0**
10:45 PM	0	53	0	1	0	0	0	0	0	0	0	0	0	**54**	**0**	**0**
11:00 PM	0	32	0	0	0	0	0	0	0	0	0	0	0	**32**	**0**	**0**
11:15 PM	0	44	2	0	0	0	0	0	0	0	0	0	0	**46**	**0**	**0**
11:30 PM	0	25	1	0	0	0	0	0	1	0	0	0	0	**27**	**0**	**0**
11:45 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	**31**	**0**	**0**
Total	**2**	**5335**	**233**	**92**	**81**	**17**	**36**	**58**	**69**	**9**	**3**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	34	3	0	0	0	0	0	1	0	0	0	0	**38**	**0**	**0**
12:15 AM	0	36	3	0	0	0	0	0	0	0	0	0	0	**39**	**0**	**0**
12:30 AM	0	22	3	0	0	1	0	0	0	0	0	0	0	**26**	**0**	**0**
12:45 AM	0	24	4	0	0	0	0	0	1	0	0	0	0	**29**	**0**	**0**
1:00 AM	0	26	2	0	0	0	0	0	1	0	0	0	0	**29**	**0**	**0**
1:15 AM	0	27	1	1	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
1:30 AM	0	15	0	0	0	0	1	0	0	0	0	0	0	**16**	**0**	**0**
1:45 AM	0	14	0	0	0	0	0	1	0	0	0	0	0	**15**	**0**	**0**
2:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
2:30 AM	0	11	2	0	0	0	0	1	0	0	0	0	0	**14**	**0**	**0**
2:45 AM	0	14	1	0	0	0	0	0	1	0	0	0	0	**16**	**0**	**0**
3:00 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**	**0**	**0**
3:15 AM	0	10	0	0	0	0	0	1	0	0	0	0	0	**11**	**0**	**0**
3:30 AM	0	6	1	1	0	1	0	0	0	0	0	0	0	**9**	**0**	**0**
3:45 AM	0	7	0	0	2	0	0	0	0	0	0	0	0	**9**	**0**	**0**
4:00 AM	0	4	1	0	1	0	0	1	0	0	0	0	0	**7**	**0**	**0**
4:15 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**	**0**	**0**
4:30 AM	0	9	2	0	0	0	0	1	0	0	0	0	0	**12**	**0**	**0**
4:45 AM	0	17	2	0	0	0	0	1	0	0	0	0	0	**20**	**0**	**0**
5:00 AM	0	9	2	0	0	1	0	0	0	0	0	0	0	**12**	**0**	**0**
5:15 AM	0	13	4	0	0	0	0	1	2	0	0	0	0	**20**	**0**	**0**
5:30 AM	0	17	6	0	2	1	0	2	2	0	0	0	0	**30**	**0**	**0**
5:45 AM	0	17	2	0	1	0	0	1	1	0	0	0	0	**22**	**0**	**0**
6:00 AM	0	23	7	0	2	0	0	2	1	0	0	0	0	**35**	**0**	**0**
6:15 AM	0	20	6	0	0	0	0	2	1	0	0	0	0	**29**	**0**	**0**
6:30 AM	0	38	7	0	0	0	0	2	1	1	0	0	0	**49**	**0**	**0**
6:45 AM	0	33	10	1	1	0	0	1	2	0	0	0	0	**48**	**0**	**0**
7:00 AM	0	33	5	3	1	1	0	2	1	0	0	0	0	**46**	**0**	**0**
7:15 AM	0	51	11	6	1	0	0	2	2	0	0	0	0	**73**	**0**	**0**
7:30 AM	0	52	16	2	1	2	0	2	1	0	0	0	0	**76**	**0**	**0**
7:45 AM	1	65	24	9	2	0	0	3	0	0	0	0	0	**104**	**0**	**0**
8:00 AM	0	86	27	6	2	0	0	1	0	0	0	0	0	**122**	**0**	**0**
8:15 AM	0	105	24	9	2	0	0	3	3	0	0	0	0	**146**	**0**	**0**
8:30 AM	0	124	18	4	2	3	0	1	0	0	0	0	0	**152**	**0**	**0**
8:45 AM	0	145	25	2	1	0	0	3	1	0	0	0	0	**177**	**0**	**0**
9:00 AM	0	135	25	2	6	0	0	1	2	0	0	0	0	**171**	**0**	**0**
9:15 AM	0	105	32	2	4	3	2	1	1	1	0	0	0	**151**	**0**	**0**
9:30 AM	0	89	21	0	1	5	1	1	4	0	0	0	0	**122**	**0**	**0**
9:45 AM	0	92	38	2	2	1	0	3	1	0	0	0	0	**139**	**0**	**0**
10:00 AM	0	83	24	1	0	0	0	2	1	0	0	0	0	**111**	**0**	**0**
10:15 AM	0	91	19	0	3	0	0	1	1	0	0	0	0	**115**	**0**	**0**
10:30 AM	1	69	23	2	3	1	0	1	1	0	0	0	0	**101**	**0**	**0**
10:45 AM	1	61	18	0	8	1	0	0	1	0	0	0	0	**90**	**0**	**0**
11:00 AM	0	70	17	1	3	0	0	3	0	0	0	0	0	**94**	**0**	**0**
11:15 AM	0	52	27	0	4	1	0	1	3	0	0	0	0	**88**	**0**	**0**
11:30 AM	0	50	28	1	4	0	0	4	1	0	0	0	0	**88**	**0**	**0**
11:45 AM	0	68	28	0	6	2	3	5	1	0	0	0	0	**113**	**0**	**0**
12:00 PM	0	88	16	0	7	1	1	3	2	0	0	0	0	**118**	**0**	**0**
12:15 PM	0	76	23	0	5	1	0	3	4	0	0	0	0	**112**	**0**	**0**
12:30 PM	0	74	19	0	2	1	0	0	0	0	0	0	0	**96**	**0**	**0**
12:45 PM	0	84	14	0	4	0	2	2	3	0	0	0	0	**109**	**0**	**0**
1:00 PM	0	88	22	0	5	1	1	1	0	0	0	0	0	**118**	**0**	**0**
1:15 PM	0	96	14	1	2	2	0	3	3	0	0	0	0	**121**	**0**	**0**
1:30 PM	0	87	21	0	7	0	0	0	4	0	0	0	0	**119**	**0**	**0**
1:45 PM	0	102	8	0	7	0	0	1	3	0	0	0	0	**121**	**0**	**0**
2:00 PM	0	111	6	0	1	0	1	5	0	0	0	0	0	**124**	**0**	**0**
2:15 PM	0	110	4	0	3	1	0	0	3	0	0	0	0	**121**	**0**	**0**
2:30 PM	0	103	13	0	4	0	0	3	1	0	0	0	0	**124**	**0**	**0**
2:45 PM	1	116	3	1	4	0	0	0	2	0	0	0	0	**127**	**0**	**0**
3:00 PM	0	96	14	1	2	0	0	3	2	0	0	0	0	**118**	**0**	**0**
3:15 PM	0	129	3	1	3	0	0	1	1	0	0	0	0	**138**	**0**	**0**
3:30 PM	1	109	12	3	3	2	0	5	4	1	0	0	0	**140**	**0**	**0**
3:45 PM	0	116	9	6	4	3	0	1	0	0	0	0	0	**139**	**0**	**0**
4:00 PM	1	148	8	3	3	1	1	0	1	0	0	0	0	**165**	**0**	**0**
4:15 PM	0	131	9	3	2	3	1	2	1	1	0	0	0	**153**	**0**	**0**
4:30 PM	0	140	9	3	5	1	2	1	6	0	0	0	0	**167**	**0**	**0**
4:45 PM	0	135	6	1	0	0	1	1	1	0	0	0	0	**145**	**0**	**0**
5:00 PM	0	110	5	2	1	1	0	1	1	0	0	0	0	**121**	**0**	**0**
5:15 PM	1	104	14	0	0	1	0	0	0	0	0	0	0	**120**	**0**	**0**
5:30 PM	0	135	15	3	1	0	0	0	0	0	0	0	0	**154**	**0**	**0**
5:45 PM	0	136	6	0	2	1	0	0	1	0	0	0	0	**146**	**0**	**0**
6:00 PM	0	143	9	0	0	0	1	0	1	1	0	0	0	**155**	**0**	**0**
6:15 PM	0	147	7	2	0	0	0	0	0	0	0	0	0	**156**	**0**	**0**
6:30 PM	1	139	6	4	1	0	2	0	0	0	0	0	0	**153**	**0**	**0**
6:45 PM	0	125	13	0	0	0	0	0	0	0	0	0	0	**138**	**0**	**0**
7:00 PM	0	112	15	3	0	0	0	0	0	0	0	0	0	**130**	**0**	**0**
7:15 PM	0	120	13	1	0	0	0	0	1	0	0	0	0	**135**	**0**	**0**
7:30 PM	0	149	9	1	1	0	0	0	1	0	0	0	0	**161**	**0**	**0**
7:45 PM	0	116	11	1	1	0	0	0	1	0	0	0	0	**130**	**0**	**0**
8:00 PM	0	124	8	0	0	0	0	0	0	0	0	0	0	**132**	**0**	**0**
8:15 PM	0	105	8	1	0	0	0	1	0	0	0	0	0	**115**	**1**	**0**
8:30 PM	0	99	2	1	0	0	0	0	0	0	0	0	0	**102**	**0**	**0**
8:45 PM	0	96	3	0	0	0	0	1	0	0	0	0	0	**100**	**0**	**0**
9:00 PM	0	83	2	1	1	0	0	0	0	0	0	0	0	**87**	**0**	**0**
9:15 PM	0	74	3	1	0	0	0	1	0	0	0	0	0	**79**	**0**	**0**
9:30 PM	0	84	0	1	0	0	1	0	1	0	0	0	0	**87**	**0**	**0**
9:45 PM	1	78	1	0	0	0	0	0	1	0	0	0	0	**81**	**0**	**0**
10:00 PM	0	71	0	0	0	0	0	2	0	0	0	0	0	**73**	**0**	**0**
10:15 PM	0	66	0	0	0	0	0	0	0	1	0	0	0	**67**	**0**	**0**
10:30 PM	0	68	1	0	2	0	0	0	1	0	0	0	0	**72**	**0**	**0**
10:45 PM	0	53	1	0	0	0	0	1	1	0	0	0	0	**56**	**0**	**0**
11:00 PM	0	55	1	1	1	0	0	0	0	0	0	0	0	**58**	**0**	**0**
11:15 PM	0	57	2	0	1	0	0	1	0	0	0	0	0	**61**	**0**	**0**
11:30 PM	0	43	0	0	0	0	0	1	0	0	0	0	0	**44**	**0**	**0**
11:45 PM	0	48	0	1	0	0	0	2	1	1	0	0	0	**53**	**0**	**0**
Total	**8**	**6991**	**910**	**102**	**152**	**44**	**21**	**103**	**90**	**8**	**0**	**0**	**0**			

Florida Ave 7-Day Volume with Classifications
3/8/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:00 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	0
6:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
6:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
6:45 AM	0	23	1	2	0	0	1	0	1	0	0	0	0	28	0	0
7:00 AM	0	21	1	2	0	0	0	0	0	1	0	0	0	25	0	0
7:15 AM	0	32	1	1	0	0	2	0	0	3	0	0	0	39	0	0
7:30 AM	1	54	4	3	0	0	0	0	1	0	0	0	0	63	0	0
7:45 AM	0	58	0	5	0	0	0	1	0	2	0	0	0	66	0	0
8:00 AM	0	22	2	1	1	1	1	0	1	0	0	0	0	29	0	0
8:15 AM	0	14	0	0	0	0	0	0	3	0	0	0	0	17	0	0
8:30 AM	0	4	1	0	0	0	0	1	2	0	0	0	0	8	0	0
8:45 AM	0	14	1	0	0	0	0	0	2	0	0	0	0	17	0	0
9:00 AM	0	11	3	0	0	0	0	0	1	0	0	0	0	15	1	0
9:15 AM	0	9	2	0	1	2	1	0	2	1	0	0	0	18	0	0
9:30 AM	0	11	1	0	0	0	0	0	2	0	0	0	0	14	0	0
9:45 AM	0	8	0	0	0	0	1	0	2	2	0	0	0	13	1	0
10:00 AM	0	6	0	0	0	0	1	0	0	0	0	0	0	7	0	0
10:15 AM	1	7	3	0	0	0	0	0	0	2	0	0	0	13	0	0
10:30 AM	0	15	1	0	0	0	2	1	2	2	0	0	0	23	0	0
10:45 AM	0	14	0	0	2	0	0	0	1	0	0	0	0	17	0	0
11:00 AM	0	15	3	0	3	0	0	0	3	0	0	0	0	24	0	0
11:15 AM	0	4	2	0	1	0	0	0	3	0	0	0	0	10	0	0
11:30 AM	0	10	1	1	0	0	1	0	0	0	0	0	0	13	0	0
11:45 AM	0	7	1	0	0	2	0	0	1	2	0	0	0	13	2	0
12:00 PM	0	10	4	0	2	0	0	0	0	1	0	0	0	17	0	0
12:15 PM	0	6	1	0	1	0	0	0	1	0	0	0	0	9	0	0
12:30 PM	0	13	1	0	0	0	0	0	2	0	0	0	0	16	0	0
12:45 PM	1	15	2	0	0	0	2	0	1	0	0	0	0	21	0	0
1:00 PM	0	4	0	0	0	0	0	0	1	0	0	0	0	5	0	0
1:15 PM	0	21	2	1	0	1	1	0	2	0	0	0	0	28	0	0
1:30 PM	0	12	1	0	0	0	0	0	1	3	0	0	0	17	0	0
1:45 PM	0	14	1	0	2	2	1	0	0	0	0	0	0	20	0	0
2:00 PM	0	16	0	1	0	1	0	0	1	0	0	0	0	19	1	0
2:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
2:30 PM	0	15	8	0	0	0	0	0	1	1	0	0	0	25	0	1
2:45 PM	0	19	0	0	0	0	1	0	0	1	0	0	0	21	0	0
3:00 PM	0	16	4	0	1	0	1	0	2	0	0	0	0	24	0	0
3:15 PM	0	32	2	2	2	0	0	0	0	1	0	0	0	39	0	0
3:30 PM	0	29	3	4	2	0	0	0	1	0	0	0	0	39	0	0
3:45 PM	0	23	3	1	0	1	0	0	0	1	0	0	0	29	0	0
4:00 PM	0	21	2	0	1	0	0	0	2	0	0	0	0	26	0	0
4:15 PM	0	27	1	2	1	0	0	0	0	1	0	0	0	32	0	0
4:30 PM	0	22	3	1	0	0	0	0	3	1	0	0	0	30	0	0
4:45 PM	1	23	2	1	0	0	0	0	2	0	0	0	0	29	0	0
5:00 PM	0	25	2	1	1	0	0	0	1	0	0	0	0	30	0	0
5:15 PM	1	24	0	1	0	0	0	0	0	0	0	0	0	26	0	0
5:30 PM	0	16	3	1	0	0	0	0	0	0	0	0	0	20	0	0
5:45 PM	0	18	1	1	0	0	0	0	0	0	0	0	0	20	1	0
6:00 PM	0	32	0	0	1	0	0	0	0	0	0	0	0	33	0	0
6:15 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0	0
6:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	1	0
6:45 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	0
7:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
7:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4	1	0
7:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
8:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
8:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
9:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0
10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
Total	**5**	**945**	**82**	**34**	**24**	**10**	**16**	**3**	**48**	**25**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	3	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	3	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:45 AM	0	4	2	0	0	0	1	0	0	0	0	0	0	8	0	0
6:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
6:15 AM	0	8	4	2	0	0	1	0	0	0	0	0	0	15	0	0
6:30 AM	0	11	5	1	0	0	1	0	1	1	0	0	0	20	0	0
6:45 AM	0	13	3	2	0	3	0	0	0	0	0	0	0	21	0	0
7:00 AM	0	15	0	2	0	0	0	0	1	0	0	0	0	18	0	0
7:15 AM	0	26	4	6	1	0	0	1	1	1	0	0	0	40	0	0
7:30 AM	0	33	9	1	0	0	1	0	2	0	0	0	0	46	0	0
7:45 AM	0	36	3	1	0	0	1	0	0	0	0	0	0	41	0	0
8:00 AM	0	23	6	1	0	0	0	0	1	1	0	0	0	32	0	0
8:15 AM	0	17	3	0	1	1	0	0	2	0	0	0	0	24	0	0
8:30 AM	0	9	1	1	0	0	1	0	1	0	0	0	0	13	0	0
8:45 AM	0	15	1	0	2	1	0	0	1	1	0	0	0	21	0	0
9:00 AM	0	15	2	1	1	0	1	0	4	2	0	0	0	26	0	0
9:15 AM	0	11	2	0	1	0	0	0	1	2	0	0	0	17	0	0
9:30 AM	0	16	1	0	4	0	0	0	0	1	0	0	0	22	0	0
9:45 AM	0	16	2	0	0	0	1	0	1	1	0	0	0	21	0	0
10:00 AM	0	15	2	0	0	0	0	0	2	0	0	0	0	19	0	0
10:15 AM	0	3	3	0	2	0	0	0	4	0	0	0	0	12	0	0
10:30 AM	0	28	5	0	1	2	0	1	4	0	0	0	0	41	0	0
10:45 AM	0	13	5	0	1	1	0	0	2	0	0	0	0	22	0	0
11:00 AM	0	17	2	0	1	0	1	0	2	1	0	0	0	24	0	0
11:15 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	6	0	0
11:30 AM	0	14	1	0	3	0	0	0	3	0	0	0	0	21	0	0
11:45 AM	0	33	2	0	0	0	1	0	1	0	0	0	0	37	0	0
12:00 PM	0	13	2	0	0	0	1	0	3	0	0	0	0	19	0	0
12:15 PM	0	14	8	0	3	4	0	0	0	0	0	0	0	29	0	0
12:30 PM	0	11	8	0	0	1	0	0	0	3	0	0	0	23	0	0
12:45 PM	0	12	3	0	1	2	1	0	3	0	0	0	0	22	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 PM	1	25	6	0	2	0	0	0	3	3	0	0	0	40	0	0
1:30 PM	0	21	5	0	0	0	1	0	0	0	0	0	0	27	0	0
1:45 PM	0	13	6	2	1	0	1	0	0	1	0	0	0	24	0	0
2:00 PM	0	21	2	0	0	0	1	0	9	0	0	0	0	33	0	0
2:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:30 PM	0	19	4	1	2	1	0	0	3	1	0	0	0	31	0	1
2:45 PM	0	30	11	1	1	0	0	0	1	1	0	0	0	45	0	0
3:00 PM	0	28	7	0	2	0	1	0	6	0	0	0	0	44	0	0
3:15 PM	0	35	6	3	0	0	0	0	3	1	0	0	0	48	1	0
3:30 PM	0	31	6	2	0	0	0	0	0	0	0	0	0	39	2	0
3:45 PM	0	27	12	1	1	0	0	0	1	1	0	0	0	43	0	0
4:00 PM	2	35	8	1	0	1	0	0	1	0	0	0	0	48	0	0
4:15 PM	0	29	10	0	0	0	0	0	2	0	0	0	0	41	0	0
4:30 PM	1	34	10	2	0	0	0	0	1	0	0	0	0	48	1	0
4:45 PM	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	0
5:00 PM	1	29	6	1	0	0	0	0	0	0	0	0	0	37	0	0
5:15 PM	0	40	5	2	0	0	0	0	0	0	0	0	0	47	0	0
5:30 PM	0	30	5	0	0	0	0	0	1	0	0	0	0	36	0	0
5:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
6:00 PM	1	36	2	0	0	0	0	0	0	0	0	0	0	39	0	0
6:15 PM	0	12	2	0	1	0	0	0	0	0	0	0	0	15	0	0
6:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
6:45 PM	1	15	1	0	0	0	0	0	0	0	0	0	0	17	0	0
7:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
7:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
8:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
8:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:00 PM	1	5	1	0	0	0	0	0	0	0	0	0	0	7	23	0
9:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	0
9:30 PM	1	6	1	0	1	0	0	0	0	0	0	0	0	9	0	0
9:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
10:00 PM	0	12	1	0	1	0	0	0	0	0	0	0	0	14	0	0
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
Total	**9**	**1162**	**219**	**34**	**34**	**16**	**19**	**2**	**68**	**26**	**0**	**0**	**0**			

Florida Ave 7-Day Volume with Classifications
3/9/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
6:15 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	12	0	0
6:30 AM	0	14	1	1	0	1	1	0	1	0	0	0	0	19	0	0
6:45 AM	0	21	0	2	0	0	0	0	0	0	0	0	0	23	0	0
7:00 AM	0	22	1	1	0	0	1	0	0	0	0	0	0	25	0	0
7:15 AM	0	34	1	1	0	0	3	1	0	0	0	0	0	40	0	0
7:30 AM	0	54	0	1	0	0	0	1	0	3	0	0	0	59	1	0
7:45 AM	0	41	0	4	1	0	2	0	0	0	0	0	0	48	0	0
8:00 AM	0	30	2	1	1	1	3	0	0	0	0	0	0	38	0	0
8:15 AM	0	14	4	1	0	0	1	1	1	0	0	0	0	22	0	0
8:30 AM	0	11	0	0	0	0	0	0	2	0	0	0	0	13	0	0
8:45 AM	1	11	1	0	0	0	1	0	0	0	0	0	0	14	0	0
9:00 AM	0	10	0	1	0	0	1	0	0	0	0	0	0	12	0	0
9:15 AM	0	15	3	1	1	0	1	0	1	0	0	0	0	22	0	0
9:30 AM	0	3	1	0	0	0	1	1	0	0	0	0	0	6	0	0
9:45 AM	0	5	3	0	1	2	0	0	1	0	0	0	0	12	0	0
10:00 AM	0	19	2	0	1	1	1	0	1	0	0	0	0	25	0	0
10:15 AM	0	11	1	0	1	2	0	0	0	2	0	0	0	17	0	0
10:30 AM	0	18	0	0	1	1	1	0	3	0	0	0	0	24	0	0
10:45 AM	0	16	2	0	0	2	0	0	1	0	0	0	0	21	0	0
11:00 AM	0	22	2	0	0	0	1	0	3	1	0	0	0	29	0	0
11:15 AM	0	10	1	0	1	0	0	0	1	0	0	0	0	13	0	0
11:30 AM	0	6	2	0	1	0	0	0	1	0	0	0	0	10	0	0
11:45 AM	0	14	4	0	0	0	1	0	0	2	0	0	0	21	0	0
12:00 PM	0	21	2	0	0	0	0	0	1	0	0	0	0	24	0	0
12:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0
12:30 PM	0	9	0	1	1	0	1	0	4	0	0	0	0	16	0	0
12:45 PM	0	18	3	0	0	0	0	0	2	0	0	0	0	23	0	0
1:00 PM	0	7	0	0	1	0	0	0	1	0	0	0	0	9	0	0
1:15 PM	0	10	2	0	0	0	2	0	1	0	0	0	0	15	0	0
1:30 PM	0	17	1	0	0	0	0	1	1	2	0	0	0	22	0	0
1:45 PM	0	11	1	0	1	1	0	0	0	0	0	0	0	14	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 PM	0	19	1	0	1	0	0	0	1	2	0	0	0	24	0	0
2:30 PM	0	22	3	0	6	1	0	0	2	0	0	0	0	34	0	0
2:45 PM	0	17	4	0	2	0	0	0	1	1	0	0	0	25	0	0
3:00 PM	0	8	1	0	2	0	0	0	0	3	0	0	0	14	0	0
3:15 PM	0	26	2	3	0	1	0	0	2	0	0	0	0	34	0	0
3:30 PM	0	33	0	3	0	0	0	0	3	0	0	0	0	39	0	0
3:45 PM	0	22	2	2	0	0	0	0	2	2	0	0	0	30	0	0
4:00 PM	0	17	2	2	0	0	0	0	0	1	0	0	0	22	0	0
4:15 PM	0	25	0	2	0	0	0	0	2	0	0	0	0	29	0	0
4:30 PM	0	24	0	1	1	1	0	0	2	0	0	0	0	29	0	0
4:45 PM	0	26	2	0	0	0	0	0	1	0	0	0	0	29	0	0
5:00 PM	0	31	3	1	0	0	0	0	0	1	0	0	0	36	0	0
5:15 PM	0	30	3	2	0	0	0	0	0	0	0	0	0	35	1	0
5:30 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	0
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 PM	0	11	0	1	0	0	0	0	0	0	0	0	0	12	0	0
6:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
6:30 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	0
6:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	0
7:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:30 PM	0	6	0	0	1	0	1	0	0	0	0	0	0	8	0	0
7:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
8:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**986**	**65**	**33**	**25**	**16**	**23**	**5**	**43**	**20**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:45 AM	0	7	1	0	0	0	2	0	0	0	0	0	0	10	0	0
6:00 AM	0	6	2	0	0	0	2	0	0	0	0	0	0	10	0	0
6:15 AM	0	10	1	3	1	0	1	0	0	0	0	0	0	16	0	0
6:30 AM	0	7	5	2	2	0	1	0	1	0	0	0	0	18	0	0
6:45 AM	0	14	3	3	0	2	1	0	0	0	0	0	0	23	0	0
7:00 AM	0	17	1	3	0	0	2	0	0	0	0	0	0	23	0	0
7:15 AM	0	34	4	2	0	0	0	0	0	0	0	0	0	40	0	0
7:30 AM	0	31	2	1	0	1	3	0	1	0	0	0	0	39	0	0
7:45 AM	0	34	2	3	0	1	0	0	1	1	0	0	0	42	0	0
8:00 AM	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	0
8:15 AM	0	18	2	1	0	2	2	0	1	0	0	0	0	26	0	0
8:30 AM	0	27	1	0	0	1	1	0	0	0	0	0	0	30	0	0
8:45 AM	0	16	2	1	0	1	0	0	0	0	0	0	0	20	0	0
9:00 AM	0	6	1	0	0	0	0	0	1	1	0	0	0	9	0	0
9:15 AM	0	21	5	0	3	3	1	0	3	1	0	0	0	37	0	0
9:30 AM	0	4	0	0	0	0	1	0	0	0	0	0	0	5	1	0
9:45 AM	0	21	4	0	5	1	1	0	3	3	0	0	0	38	0	0
10:00 AM	0	17	0	0	0	4	0	0	1	0	0	0	0	22	0	0
10:15 AM	0	13	0	0	1	0	0	0	1	0	0	0	0	15	0	0
10:30 AM	0	18	3	0	1	2	0	0	1	0	0	0	0	25	0	0
10:45 AM	0	15	3	0	1	1	0	0	0	1	0	0	0	21	0	0
11:00 AM	0	13	5	0	4	1	0	0	4	0	0	0	0	27	0	0
11:15 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	12	0	0
11:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0
11:45 AM	0	40	5	0	2	0	1	0	4	0	0	0	0	52	0	0
12:00 PM	1	22	7	0	2	1	0	0	1	1	0	0	0	35	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM	0	25	2	0	3	1	1	0	2	1	0	0	0	35	0	0
12:45 PM	0	20	4	0	1	0	0	0	0	0	0	0	0	25	0	0
1:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
1:15 PM	0	21	1	0	0	1	1	1	1	1	0	0	0	27	0	0
1:30 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	0
1:45 PM	0	15	2	0	0	0	0	0	4	3	0	0	0	24	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	23	5	0	1	1	0	0	5	0	1	0	0	36	0	0
2:30 PM	0	21	4	0	2	1	0	0	1	2	0	0	0	31	0	0
2:45 PM	0	26	2	0	0	0	0	0	1	0	0	0	0	29	0	0
3:00 PM	0	30	9	3	0	0	0	0	4	1	0	0	0	47	0	0
3:15 PM	1	37	5	1	0	1	2	0	2	0	0	0	0	49	0	0
3:30 PM	0	38	5	1	0	0	0	0	0	0	0	0	0	44	0	0
3:45 PM	0	33	10	1	0	0	0	0	0	0	0	0	0	44	0	0
4:00 PM	0	26	10	0	1	0	0	0	0	0	0	0	0	37	0	0
4:15 PM	0	33	9	2	0	0	0	0	1	0	0	0	0	45	0	0
4:30 PM	0	36	10	0	0	0	0	0	0	1	0	0	0	47	0	0
4:45 PM	0	40	13	0	0	1	0	0	0	0	0	0	0	54	0	0
5:00 PM	0	40	6	1	0	0	0	0	1	0	0	0	0	48	0	0
5:15 PM	0	29	8	0	0	0	0	0	0	0	0	0	0	37	0	0
5:30 PM	0	28	2	1	0	0	0	0	0	0	0	0	0	31	0	0
5:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0	0
6:15 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	0
6:30 PM	0	23	2	1	0	0	0	0	0	0	0	0	0	26	0	0
6:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
7:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
7:15 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	0
7:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
7:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	0
8:00 PM	0	17	0	0	1	0	0	0	0	0	0	0	0	18	0	0
8:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
10:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total	**2**	**1253**	**185**	**30**	**34**	**27**	**23**	**1**	**47**	**17**	**1**	**0**	**0**			

Florida Ave 7-Day Volume with Classifications
3/10/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
6:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	5	0	0
6:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
6:30 AM	0	10	2	1	0	0	1	0	0	0	0	0	0	14	0	0
6:45 AM	0	13	1	2	0	0	0	1	0	0	0	0	0	17	0	0
7:00 AM	0	25	2	2	0	0	0	0	0	0	0	0	0	29	0	0
7:15 AM	0	17	4	1	0	0	0	0	1	0	0	0	0	23	0	0
7:30 AM	0	47	5	4	0	0	0	2	0	1	0	0	0	59	1	0
7:45 AM	0	39	5	2	1	0	0	0	0	0	0	0	0	47	0	0
8:00 AM	0	19	3	1	0	1	1	0	1	1	0	0	0	27	0	0
8:15 AM	0	17	4	0	0	0	0	0	1	2	0	0	0	24	0	0
8:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
8:45 AM	0	16	4	0	0	1	1	0	2	0	0	0	0	24	0	0
9:00 AM	0	6	4	0	1	1	0	0	1	0	0	0	0	13	0	0
9:15 AM	0	5	1	0	1	1	0	0	2	0	0	0	0	10	0	0
9:30 AM	0	16	4	0	1	1	0	0	1	1	0	0	0	24	0	0
9:45 AM	0	5	5	0	1	0	0	0	2	2	0	0	0	15	0	1
10:00 AM	0	8	2	0	0	1	0	0	2	0	0	0	0	13	0	0
10:15 AM	0	2	4	0	1	1	0	0	0	0	0	0	0	8	0	0
10:30 AM	0	12	1	0	0	2	0	0	1	1	0	0	0	17	0	0
10:45 AM	0	10	5	0	0	2	1	0	0	0	0	0	0	18	0	0
11:00 AM	0	25	8	0	0	1	0	0	1	1	0	0	0	36	0	0
11:15 AM	0	7	3	0	0	0	0	0	1	0	0	0	0	11	0	0
11:30 AM	0	13	2	0	0	1	0	0	2	1	0	0	0	19	0	0
11:45 AM	0	25	10	0	0	0	0	0	0	1	0	0	0	36	0	0
12:00 PM	1	16	4	0	3	0	1	0	0	0	0	0	0	25	0	0
12:15 PM	0	2	3	0	1	0	0	1	1	0	0	0	0	8	0	0
12:30 PM	0	12	3	0	0	1	0	1	3	0	0	0	0	20	0	0
12:45 PM	0	5	2	0	1	0	0	0	2	0	0	0	0	10	0	0
1:00 PM	0	19	6	0	0	0	0	0	3	1	0	0	0	29	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
1:30 PM	0	11	4	0	0	1	0	0	2	0	0	0	0	18	0	0
1:45 PM	0	8	4	2	0	0	0	0	0	1	0	0	0	15	0	0
2:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0
2:15 PM	0	17	5	0	2	2	0	0	2	0	0	0	0	28	0	0
2:30 PM	0	14	9	0	1	0	0	0	1	1	0	0	0	26	0	0
2:45 PM	0	4	1	1	1	0	0	0	0	1	0	0	0	8	1	0
3:00 PM	0	21	7	1	0	0	0	0	0	1	0	0	0	30	0	0
3:15 PM	0	28	12	2	1	0	0	0	0	0	0	0	0	43	0	0
3:30 PM	0	18	11	1	1	1	0	0	1	0	0	0	0	33	0	0
3:45 PM	0	23	6	1	1	0	0	0	0	0	0	0	0	31	0	0
4:00 PM	0	19	10	3	1	0	0	0	0	0	0	0	0	33	0	0
4:15 PM	0	7	1	3	0	1	1	1	1	0	0	0	0	15	0	0
4:30 PM	0	16	3	1	0	0	1	0	0	0	0	0	0	21	0	0
4:45 PM	1	32	6	0	0	0	0	0	1	0	0	0	0	40	0	0
5:00 PM	0	37	13	1	0	0	0	1	0	0	0	0	0	52	0	0
5:15 PM	0	17	4	1	0	0	0	0	0	0	0	0	0	22	0	0
5:30 PM	0	7	5	0	0	0	0	0	0	0	0	0	0	12	0	0
5:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	0
6:00 PM	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
6:45 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	0
7:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	1	0
7:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
7:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
7:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	1	0
8:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
8:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
8:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Total	**2**	**847**	**216**	**30**	**19**	**21**	**8**	**5**	**34**	**19**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	4	0	0	0	0	1	0	0	0	0	0	0	5	0	0
5:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 AM	0	6	3	1	0	0	0	0	0	0	0	0	0	10	0	0
6:15 AM	0	5	3	1	0	0	2	0	1	1	0	0	0	13	0	0
6:30 AM	0	7	5	3	1	0	0	0	0	0	0	0	0	16	0	0
6:45 AM	0	10	7	5	0	0	0	0	0	2	0	0	0	24	0	0
7:00 AM	0	21	2	1	0	0	0	0	0	0	0	0	0	24	0	0
7:15 AM	0	26	5	2	0	0	1	0	0	1	0	0	0	35	0	0
7:30 AM	0	33	4	1	0	0	2	1	0	0	0	0	0	41	0	0
7:45 AM	0	26	9	2	0	1	0	0	1	0	0	0	0	39	0	0
8:00 AM	0	26	4	1	1	0	0	0	0	0	0	0	0	32	0	0
8:15 AM	0	18	3	0	0	1	0	0	2	0	0	0	0	24	0	0
8:30 AM	0	8	2	0	1	0	1	0	0	0	0	0	0	12	0	0
8:45 AM	0	15	5	0	2	0	0	0	2	2	0	0	0	26	0	0
9:00 AM	0	12	6	0	1	1	1	0	0	0	0	0	0	21	0	0
9:15 AM	0	4	1	0	2	0	0	0	1	1	0	0	0	9	0	0
9:30 AM	1	16	5	0	1	1	0	0	0	1	0	0	0	25	1	0
9:45 AM	0	13	7	0	3	1	2	0	0	0	0	0	0	26	0	0
10:00 AM	0	8	4	0	0	2	1	0	0	0	0	0	0	15	0	0
10:15 AM	0	1	5	0	1	0	0	0	1	0	0	0	0	8	0	0
10:30 AM	0	19	16	0	1	0	1	0	2	3	0	0	0	42	0	0
10:45 AM	0	1	2	0	0	0	0	0	3	2	0	0	0	8	0	0
11:00 AM	0	15	9	0	0	0	0	0	2	0	0	0	0	26	0	0
11:15 AM	0	9	2	0	1	0	1	0	2	0	0	0	0	15	0	0
11:30 AM	0	9	6	0	2	1	0	0	5	2	0	0	0	25	0	0
11:45 AM	0	18	10	0	2	1	0	0	0	0	0	0	0	31	0	0
12:00 PM	0	25	6	1	1	0	2	2	0	0	0	0	0	37	0	0
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM	0	15	10	0	2	2	0	1	1	1	0	0	0	32	0	0
12:45 PM	0	20	5	0	0	1	0	0	0	0	0	0	0	26	0	0
1:00 PM	0	19	10	0	0	0	0	0	1	0	0	0	0	30	0	0
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 PM	0	7	2	0	2	1	0	0	3	3	0	0	0	18	0	0
1:45 PM	0	26	12	1	0	0	0	0	1	1	0	0	0	41	0	0
2:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0
2:15 PM	1	32	11	1	1	1	0	0	0	0	0	0	0	47	0	0
2:30 PM	0	22	7	1	2	0	0	0	1	0	0	0	0	33	0	0
2:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	0
3:00 PM	0	36	8	1	1	0	0	0	1	0	0	0	0	47	0	0
3:15 PM	1	33	10	1	0	0	0	0	0	1	0	0	0	46	0	0
3:30 PM	0	24	10	2	1	1	0	0	1	1	0	0	0	40	0	0
3:45 PM	0	20	16	2	0	0	0	0	2	0	0	0	1	41	0	0
4:00 PM	0	25	12	0	0	0	0	0	1	0	0	0	0	38	0	0
4:15 PM	0	28	2	1	0	0	0	0	0	0	0	0	0	31	0	0
4:30 PM	0	30	15	1	0	0	0	0	0	1	0	0	0	47	0	0
4:45 PM	0	22	5	0	0	0	0	0	2	0	0	0	0	29	0	0
5:00 PM	0	24	7	0	0	0	0	0	1	0	0	0	0	32	0	0
5:15 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	0
5:30 PM	0	18	7	0	0	0	0	0	0	0	0	0	0	25	0	0
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 PM	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
6:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
7:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
7:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	0
7:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
7:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
8:00 PM	0	10	0	0	0	0	0	0	1	1	0	0	0	12	0	0
8:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
8:30 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
8:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
9:00 PM	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0
9:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
9:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
9:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:15 PM	0	5	0	0	0	0	1	0	0	0	0	0	0	6	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total	**4**	**997**	**309**	**29**	**29**	**17**	**15**	**4**	**39**	**23**	**0**	**0**	**1**			

Florida Ave 7-Day Volume with Classifications
3/11/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:15 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	0
7:30 AM	0	11	0	0	0	0	0	1	0	0	0	0	0	12	0	0
7:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
8:00 AM	0	5	2	0	0	0	0	1	0	0	0	0	0	8	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	0
8:45 AM	0	24	1	0	0	1	0	0	0	0	0	0	0	26	0	0
9:00 AM	0	8	1	0	0	0	0	0	0	1	0	0	0	10	1	0
9:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	0
9:30 AM	1	11	1	0	0	0	0	1	0	0	0	0	0	14	0	0
9:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
10:00 AM	1	16	5	0	0	0	0	0	0	0	0	0	0	22	0	0
10:15 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26	1	0
10:30 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	0
10:45 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	0
11:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
11:15 AM	1	14	2	0	0	0	0	0	1	0	0	0	0	18	0	0
11:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	0
11:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	0
12:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	1	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	12	0	0	0	0	0	0	0	0	0	0	0	13	0	0
12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
1:00 PM	0	20	3	0	1	0	0	0	0	0	0	0	0	24	0	0
1:15 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
1:30 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
1:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
2:00 PM	0	7	5	0	0	0	0	0	0	0	0	0	0	12	0	0
2:15 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	0
2:30 PM	0	14	9	0	0	0	0	0	0	0	0	0	0	23	0	0
2:45 PM	1	12	6	0	0	0	0	0	0	0	0	0	0	19	0	0
3:00 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	0
3:15 PM	0	18	7	0	0	0	0	0	0	0	0	0	0	25	0	0
3:30 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
3:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	1	0
4:00 PM	0	6	0	0	0	0	0	0	1	0	0	0	0	7	0	0
4:15 PM	0	10	6	0	0	0	1	0	1	0	0	0	0	18	0	0
4:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
4:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	1	0
5:00 PM	0	10	6	0	0	0	0	0	0	1	0	0	0	17	0	0
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:30 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	22	7	0	0	0	0	0	0	0	0	0	0	29	0	0
6:15 PM	0	38	4	0	0	0	0	0	0	0	0	0	0	42	0	0
6:30 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	0
6:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
7:00 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	6	0	0
7:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
7:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
7:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
8:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
8:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	1	0
8:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:15 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	0
10:30 PM	1	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**6**	**709**	**109**	**0**	**1**	**2**	**1**	**3**	**4**	**2**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
12:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0
5:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	1	6	0	0	0	0	0	0	0	0	0	0	7	0	0
6:30 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	10	0	0
6:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
7:00 AM	0	5	1	0	0	0	0	1	0	0	0	0	0	7	0	0
7:15 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	0
7:30 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	21	0	0
7:45 AM	0	8	7	1	0	0	0	0	1	0	0	0	0	17	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	18	5	0	0	0	0	1	0	0	0	0	0	24	0	0
8:30 AM	0	17	6	0	0	0	0	1	0	0	0	0	0	24	1	0
8:45 AM	0	49	10	1	0	0	0	0	0	0	0	0	0	60	0	0
9:00 AM	0	30	9	0	0	0	0	0	0	0	0	0	0	39	0	0
9:15 AM	0	37	5	0	0	0	0	0	0	0	0	0	0	42	1	0
9:30 AM	0	23	5	0	0	0	0	0	0	0	0	0	0	28	0	0
9:45 AM	0	77	17	0	0	1	1	1	0	0	0	0	0	96	0	0
10:00 AM	0	73	18	0	1	0	0	0	0	0	0	0	0	92	0	0
10:15 AM	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	0
10:30 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	0
10:45 AM	0	18	5	0	0	0	0	0	0	0	0	0	0	23	0	0
11:00 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	0
11:15 AM	0	21	2	0	0	0	1	0	0	0	0	0	0	24	0	0
11:30 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	0
11:45 AM	0	15	6	0	0	0	1	0	0	0	0	0	0	22	0	0
12:00 PM	0	21	7	0	0	0	0	0	0	0	0	0	0	28	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0	0
12:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
1:00 PM	0	16	5	1	0	0	0	0	0	0	0	0	0	22	0	0
1:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22	1	0
1:30 PM	0	22	6	0	1	0	0	0	0	0	0	0	0	29	0	0
1:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
2:00 PM	1	20	9	0	0	0	0	0	0	0	0	0	0	30	0	0
2:15 PM	0	16	6	0	0	0	0	0	0	0	0	0	0	22	0	0
2:30 PM	0	20	7	0	0	0	0	0	0	0	0	0	0	27	0	0
2:45 PM	0	16	5	0	0	0	0	0	0	0	0	0	0	21	0	0
3:00 PM	0	15	3	0	1	0	0	0	1	0	0	0	0	20	0	0
3:15 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	0
3:30 PM	1	20	4	0	0	0	1	0	0	0	0	0	0	26	0	0
3:45 PM	0	21	4	0	0	0	0	1	0	0	0	0	0	26	0	0
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:15 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19	1	0
4:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
4:45 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	0
5:00 PM	1	10	6	0	0	0	0	0	0	0	0	0	0	17	0	0
5:15 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	4	0	0
5:30 PM	0	19	7	0	0	0	0	0	0	0	0	0	0	26	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	27	6	0	0	0	0	0	0	0	0	0	0	33	0	0
6:15 PM	0	37	9	0	0	0	0	0	0	0	0	0	0	46	1	0
6:30 PM	0	30	2	0	0	0	0	1	0	0	0	0	0	33	0	0
6:45 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	0
7:00 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	28	0	0
7:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	0
7:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
7:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	0
8:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
8:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
8:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	0
8:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
9:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
10:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
10:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
11:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
Total	**3**	**1206**	**237**	**4**	**4**	**0**	**2**	**4**	**6**	**0**	**0**	**0**	**0**			

Florida Ave 7-Day Volume with Classifications
3/12/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
8:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
9:15 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	5	0	0
9:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
9:45 AM	1	22	0	0	0	0	0	0	0	0	0	0	0	23	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
10:45 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9	0	0
11:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
11:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
12:00 PM	0	9	0	0	0	0	0	0	1	0	0	0	0	10	1	0
12:15 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	0
12:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
1:45 PM	1	9	1	0	0	0	0	0	0	0	0	0	0	11	0	0
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
2:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
2:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
3:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
3:15 PM	1	10	0	0	0	0	0	0	0	0	0	0	0	11	2	0
3:30 PM	1	10	4	0	0	0	0	0	0	0	0	0	0	15	0	0
3:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
4:00 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	0
4:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	0
5:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
5:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
5:30 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	2
5:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
6:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	1	0
6:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
6:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
6:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
7:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
7:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
7:30 PM	1	9	0	0	0	0	0	0	0	0	0	0	0	10	0	0
7:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
10:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Total	**5**	**508**	**25**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
6:30 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0	0
6:45 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	6	0	0
7:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
7:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
7:30 AM	0	3	1	1	0	0	0	0	1	0	0	0	0	6	0	0
7:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
8:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
8:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
8:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
8:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	1
9:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:45 AM	0	25	6	0	0	0	0	0	0	0	0	0	0	31	0	0
10:00 AM	0	8	2	1	0	0	0	0	0	0	0	0	0	11	3	0
10:15 AM	0	50	6	0	0	0	0	0	1	0	0	0	0	57	0	0
10:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	1	0
10:45 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	0
11:00 AM	1	23	3	0	0	0	0	0	0	0	0	0	0	27	0	0
11:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
11:30 AM	1	24	0	0	1	0	0	0	1	0	0	0	0	27	0	0
11:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
12:00 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	0
12:15 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21	1	0
12:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
12:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
1:45 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	1	0
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:15 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	0
2:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	0
2:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
3:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
3:15 PM	0	16	5	0	0	0	0	0	0	0	0	0	0	21	0	0
3:30 PM	0	12	5	1	0	0	0	0	0	0	0	0	0	18	0	0
3:45 PM	0	16	6	0	0	0	0	0	0	0	0	0	0	22	0	0
4:00 PM	0	31	1	0	0	0	0	0	0	0	0	0	0	32	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	21	6	0	0	0	0	0	0	0	0	0	0	27	1	0
5:00 PM	1	26	1	0	0	0	0	0	0	0	0	0	0	28	0	0
5:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
5:30 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	28	0	0
5:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	0
6:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21	2	0
6:15 PM	1	18	2	0	0	0	0	0	0	0	0	0	0	21	0	0
6:30 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	0
6:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	0
7:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
7:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
7:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
7:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	2	18	0	0	0	0	0	0	0	0	0	0	0	20	0	0
8:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
9:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
9:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
9:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
9:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	0
10:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
Total	**6**	**881**	**105**	**3**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**			

Florida Ave 7-Day Volume with Classifications
3/13/2023
USI - 22-077

	NORTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0
6:45 AM	0	15	3	2	0	0	0	0	0	0	0	0	0	20	0	0
7:00 AM	0	15	5	1	0	0	1	0	0	0	0	0	0	22	0	0
7:15 AM	0	27	3	1	0	0	0	0	0	0	0	0	0	31	0	0
7:30 AM	0	35	6	1	0	0	0	0	1	0	0	0	0	43	0	0
7:45 AM	0	35	6	5	1	0	0	0	0	3	0	0	0	50	0	0
8:00 AM	0	32	2	0	0	2	0	1	1	1	0	0	0	39	0	0
8:15 AM	0	17	3	0	0	0	0	0	0	1	0	0	0	21	0	0
8:30 AM	0	25	7	0	0	2	0	0	2	1	0	0	0	37	0	0
8:45 AM	0	13	5	0	0	1	0	0	2	0	0	0	0	21	0	0
9:00 AM	0	11	2	0	1	1	0	0	0	1	0	0	0	16	0	0
9:15 AM	0	4	2	1	0	1	0	0	0	0	0	0	0	8	0	0
9:30 AM	0	11	2	0	1	1	0	0	2	1	0	0	0	18	0	0
9:45 AM	0	11	2	0	1	1	0	0	2	0	0	0	0	16	0	0
10:00 AM	0	4	3	0	0	0	0	0	0	2	0	0	0	9	0	0
10:15 AM	0	10	8	0	0	2	0	0	1	0	0	0	0	21	0	0
10:30 AM	0	14	5	0	0	0	0	0	1	0	0	0	0	20	0	0
10:45 AM	0	5	5	0	2	0	0	0	0	0	0	0	0	12	0	0
11:00 AM	0	6	5	0	0	0	0	0	3	0	0	0	0	14	0	0
11:15 AM	0	11	3	0	1	0	0	0	1	1	0	0	0	17	0	1
11:30 AM	0	14	7	0	1	0	0	1	1	1	0	0	0	25	0	0
11:45 AM	0	19	2	0	0	2	0	0	0	1	0	0	0	24	0	0
12:00 PM	0	7	4	0	3	0	0	0	2	0	0	0	0	16	0	0
12:15 PM	0	9	2	1	1	1	0	0	1	0	0	0	0	15	0	0
12:30 PM	0	11	1	0	1	1	0	0	0	0	0	0	0	14	0	0
12:45 PM	0	7	2	0	0	2	0	1	3	0	0	0	0	15	0	0
1:00 PM	1	8	0	0	0	1	0	1	0	0	0	0	0	11	0	0
1:15 PM	0	8	1	0	0	0	0	1	2	0	0	0	0	12	0	0
1:30 PM	0	18	1	0	1	2	0	1	1	1	0	0	0	25	0	0
1:45 PM	0	9	0	0	1	0	0	1	0	1	0	0	0	12	0	0
2:00 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	4	1	0
2:15 PM	0	28	3	0	1	3	0	0	3	0	0	0	0	38	0	0
2:30 PM	0	10	1	0	1	0	0	0	1	1	0	0	0	14	0	0
2:45 PM	0	19	0	0	0	0	0	0	2	1	0	0	0	22	0	0
3:00 PM	0	12	0	0	0	0	0	0	0	1	0	0	0	13	0	0
3:15 PM	0	28	4	2	2	1	0	0	2	0	0	0	0	39	0	0
3:30 PM	0	34	1	4	0	0	0	0	0	0	0	0	0	39	0	0
3:45 PM	0	20	1	1	2	0	0	0	0	1	0	0	0	25	0	0
4:00 PM	0	24	5	3	0	0	0	0	1	0	0	0	0	33	0	0
4:15 PM	0	16	5	2	0	0	0	0	3	0	0	0	0	26	0	0
4:30 PM	1	16	4	1	0	0	0	0	2	0	0	0	0	24	0	0
4:45 PM	0	14	3	1	0	0	0	0	1	0	0	0	0	19	0	0
5:00 PM	0	19	5	0	1	0	0	1	0	0	0	0	0	26	0	0
5:15 PM	0	30	0	1	0	0	0	0	1	0	0	0	0	32	0	0
5:30 PM	0	18	4	1	0	0	0	0	0	0	0	0	0	23	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	14	1	1	0	0	0	0	0	0	0	0	0	16	0	0
6:15 PM	0	9	0	2	0	0	0	0	0	0	0	0	0	11	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45 PM	0	12	3	1	0	0	0	0	0	0	0	0	0	16	0	0
7:00 PM	0	26	3	0	1	0	0	0	0	0	0	0	0	30	1	0
7:15 PM	0	9	7	0	0	0	0	0	0	0	0	0	0	16	0	0
7:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	4	2	1	0	0	0	0	0	0	0	0	0	7	0	0
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
8:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total	2	833	155	34	23	23	1	8	43	19	0	0	0			

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
5:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0
6:45 AM	0	15	6	2	0	0	0	0	2	1	0	0	0	26	0	0
7:00 AM	0	11	2	2	0	0	2	0	0	0	0	0	0	17	0	0
7:15 AM	0	23	3	5	0	0	0	1	1	0	0	0	0	32	0	0
7:30 AM	0	25	5	1	0	1	0	0	2	0	0	0	0	34	0	0
7:45 AM	0	18	6	2	0	0	0	0	1	0	0	0	0	27	0	0
8:00 AM	0	37	9	0	0	0	0	1	1	0	0	0	0	48	0	0
8:15 AM	0	17	3	0	0	0	1	0	1	0	0	0	0	22	0	0
8:30 AM	1	15	6	0	0	1	0	0	1	0	0	0	0	24	0	0
8:45 AM	0	20	3	0	0	1	0	0	0	1	0	0	0	25	0	0
9:00 AM	0	16	6	1	0	1	0	0	0	0	0	0	0	24	0	0
9:15 AM	0	12	5	0	0	0	0	2	1	0	0	0	0	20	1	0
9:30 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0	0
9:45 AM	0	15	9	0	1	0	0	0	1	0	0	0	0	26	0	0
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:15 AM	0	22	8	0	2	0	0	0	2	0	0	0	0	34	0	0
10:30 AM	0	20	8	0	1	0	0	0	3	1	0	0	0	33	0	0
10:45 AM	0	4	1	0	0	2	0	0	1	0	0	0	0	8	0	0
11:00 AM	0	2	7	0	1	1	0	0	2	1	0	0	0	14	0	0
11:15 AM	0	12	5	0	0	3	0	0	0	0	0	0	0	20	0	0
11:30 AM	0	13	5	0	1	4	0	0	2	0	0	0	0	25	0	0
11:45 AM	0	18	6	0	1	0	0	0	2	0	0	0	0	27	0	0
12:00 PM	0	13	0	0	0	0	0	0	3	0	0	0	0	16	0	0
12:15 PM	0	12	2	0	1	3	0	0	0	0	0	0	0	18	0	0
12:30 PM	0	8	7	0	0	1	0	0	2	1	0	0	0	19	0	0
12:45 PM	0	11	2	0	0	0	0	0	3	0	0	0	0	16	0	0
1:00 PM	0	18	3	0	1	1	0	0	5	1	0	0	0	29	0	0
1:15 PM	0	11	3	0	0	0	0	2	3	1	0	0	0	20	0	0
1:30 PM	0	25	7	0	0	0	0	0	2	0	0	0	0	34	0	0
1:45 PM	0	9	4	0	1	1	0	0	1	0	0	0	0	16	0	0
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:15 PM	0	34	5	0	0	0	0	1	4	4	0	0	0	48	0	0
2:30 PM	0	23	2	0	0	3	0	0	0	0	0	0	0	28	0	0
2:45 PM	0	26	5	1	0	0	0	0	2	0	0	0	0	34	0	0
3:00 PM	0	6	1	0	0	0	0	1	2	0	0	0	0	10	0	0
3:15 PM	0	29	2	2	0	1	0	0	3	1	0	0	0	38	0	0
3:30 PM	1	32	8	1	1	0	0	0	3	1	0	0	0	47	0	0
3:45 PM	0	29	6	1	1	0	0	0	1	1	0	0	0	39	0	0
4:00 PM	0	31	4	1	1	0	0	1	0	1	0	0	0	39	0	0
4:15 PM	0	24	2	2	0	0	0	0	1	1	0	0	0	30	0	0
4:30 PM	0	35	1	0	0	0	0	1	0	0	0	0	0	37	0	0
4:45 PM	0	30	4	0	0	0	0	0	1	0	0	0	0	35	0	0
5:00 PM	0	33	6	0	1	0	0	0	0	0	0	0	0	40	0	0
5:15 PM	0	43	2	5	1	0	0	0	0	0	0	0	0	51	1	0
5:30 PM	0	33	3	0	0	0	0	0	0	0	0	0	0	36	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:00 PM	0	23	8	0	0	0	0	0	0	0	0	0	0	31	0	0
6:15 PM	0	22	2	0	0	0	0	1	2	0	0	0	0	27	0	0
6:30 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	4	0	0
6:45 PM	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	0
7:00 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	0
7:15 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24	1	0
7:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
7:45 PM	0	11	2	1	1	0	0	0	0	0	0	0	0	15	0	0
8:00 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	1	0
8:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
8:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
8:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	0
9:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	0
9:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
10:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	0
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
11:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total	2	1080	223	28	18	24	4	8	61	17	0	0	0			

Florida Ave 7-Day Volume with Classifications
3/14/2023
USI - 22-077

	NORTHBOUND																	
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
6:30 AM	0	11	0	1	0	0	0	0	1	0	0	0	0	13	0	0
6:45 AM	0	17	0	2	0	0	1	0	0	1	0	0	0	21	0	0
7:00 AM	0	16	2	2	0	0	0	0	0	0	0	0	0	20	0	0
7:15 AM	0	27	2	1	0	1	0	1	0	1	0	0	0	33	0	0
7:30 AM	0	47	3	4	0	1	0	0	0	1	0	0	0	56	0	0
7:45 AM	1	43	3	3	1	2	0	0	1	1	0	0	0	55	0	0
8:00 AM	0	33	2	0	0	0	0	0	1	1	0	0	0	37	1	0
8:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	0	4	1	0	0	1	0	0	1	0	0	0	0	7	0	0
9:00 AM	0	13	2	0	0	0	1	0	0	0	0	0	0	16	0	0
9:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
9:30 AM	0	10	3	0	2	0	0	0	0	0	0	0	0	15	0	0
9:45 AM	1	6	2	0	0	0	0	0	2	2	0	0	0	13	0	0
10:00 AM	0	10	0	0	2	2	1	0	0	1	0	0	0	16	0	0
10:15 AM	0	7	1	0	1	0	0	0	1	1	0	0	0	11	0	0
10:30 AM	0	10	2	0	0	0	0	0	1	0	0	0	0	13	0	0
10:45 AM	0	13	2	0	1	3	1	0	2	0	0	0	0	22	0	0
11:00 AM	0	13	6	0	1	1	0	0	0	0	0	0	0	21	0	0
11:15 AM	0	4	1	0	2	0	0	1	4	0	0	0	0	12	0	0
11:30 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11	0	0
11:45 AM	0	5	1	0	1	0	0	0	1	0	0	0	0	8	0	0
12:00 PM	0	14	6	0	0	1	2	0	1	1	0	0	0	25	0	0
12:15 PM	0	11	3	0	2	0	0	0	1	1	0	0	0	18	0	0
12:30 PM	0	5	0	0	0	0	0	0	1	1	0	0	0	7	0	0
12:45 PM	0	5	3	0	1	0	0	0	3	0	0	0	0	12	0	0
1:00 PM	0	7	3	0	0	0	0	0	3	2	0	0	0	15	0	0
1:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
1:30 PM	0	13	3	0	0	1	0	0	1	1	0	0	0	19	0	0
1:45 PM	0	17	2	0	0	0	1	0	0	1	0	0	0	21	0	0
2:00 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	10	0	0
2:15 PM	0	9	1	0	1	0	0	0	0	1	0	0	0	12	0	0
2:30 PM	0	17	1	0	0	1	0	0	2	1	0	0	0	22	0	0
2:45 PM	0	14	6	0	1	0	1	0	0	1	0	0	0	23	0	0
3:00 PM	0	18	7	0	1	0	0	0	3	0	0	0	0	29	0	0
3:15 PM	0	23	5	2	0	1	0	0	0	0	0	0	0	31	0	0
3:30 PM	0	26	2	1	2	0	0	0	2	1	0	0	0	34	0	0
3:45 PM	0	23	2	1	0	0	0	0	1	0	0	0	0	27	0	0
4:00 PM	0	18	3	2	1	0	0	0	0	0	0	0	0	24	0	0
4:15 PM	0	21	2	2	0	0	0	0	1	0	0	0	0	26	1	0
4:30 PM	0	24	1	2	0	0	0	0	1	0	0	0	0	28	0	0
4:45 PM	0	20	4	0	0	1	0	0	0	0	0	0	0	25	0	0
5:00 PM	0	22	3	0	0	0	1	0	1	0	0	0	0	27	1	0
5:15 PM	0	19	3	1	1	0	0	0	0	0	0	0	0	24	0	0
5:30 PM	0	21	2	1	0	0	0	0	0	0	0	0	0	24	0	0
5:45 PM	0	7	1	1	0	0	0	0	0	0	0	0	0	9	0	0
6:00 PM	1	16	2	1	0	0	0	0	0	0	0	0	0	20	0	0
6:15 PM	0	14	2	1	0	0	0	0	0	0	0	0	0	17	0	0
6:30 PM	0	13	1	1	0	0	0	0	0	0	0	0	0	15	0	0
6:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
7:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total	3	830	111	29	23	16	9	2	36	20	0	0	0			

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	3	0	0
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4	0	0
6:15 AM	0	13	0	3	0	0	0	0	0	0	0	0	0	16	0	0
6:30 AM	0	8	3	2	0	0	0	0	0	2	0	0	0	15	0	0
6:45 AM	0	8	1	2	0	0	1	0	0	1	0	0	0	13	0	0
7:00 AM	0	6	0	0	0	0	1	0	0	0	0	0	0	7	0	0
7:15 AM	0	28	3	4	0	0	1	0	0	0	0	0	0	36	0	0
7:30 AM	0	22	5	2	0	0	0	0	0	0	0	0	0	29	0	0
7:45 AM	0	25	5	1	1	0	0	0	1	0	0	0	0	33	0	0
8:00 AM	0	32	4	1	1	0	0	0	0	0	0	0	0	38	0	0
8:15 AM	0	23	5	1	0	1	0	0	1	0	0	0	0	31	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	18	3	0	2	0	0	0	0	2	0	0	0	25	0	0
9:00 AM	1	13	0	0	0	1	0	0	0	0	0	0	0	15	0	0
9:15 AM	0	18	2	0	1	0	0	0	2	2	0	0	0	25	0	0
9:30 AM	0	18	1	0	0	0	0	0	0	1	0	0	0	20	1	0
9:45 AM	0	17	3	0	2	0	2	1	2	0	0	0	0	27	0	0
10:00 AM	0	15	2	0	2	0	0	0	2	0	0	0	0	21	0	0
10:15 AM	0	11	1	0	4	0	2	0	4	0	0	0	0	22	0	0
10:30 AM	0	13	8	0	1	0	1	0	3	0	0	0	0	26	0	0
10:45 AM	0	17	1	0	1	0	0	0	1	0	0	0	0	20	0	0
11:00 AM	1	10	3	0	1	0	1	0	1	1	0	0	0	18	0	0
11:15 AM	0	17	4	0	0	0	1	0	2	2	1	0	0	27	0	0
11:30 AM	0	7	3	0	0	0	0	0	0	1	0	0	0	11	0	0
11:45 AM	0	15	3	0	1	1	0	0	3	1	0	0	0	24	0	0
12:00 PM	0	18	5	0	2	0	0	0	1	1	0	0	0	27	0	0
12:15 PM	0	13	4	0	0	0	0	1	2	0	0	0	0	20	0	0
12:30 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	6	0	0
12:45 PM	0	7	1	0	0	1	0	0	1	2	0	0	0	12	0	0
1:00 PM	1	10	4	0	0	0	0	0	2	0	0	0	0	17	0	0
1:15 PM	0	15	6	0	1	0	0	0	0	1	0	0	0	23	0	0
1:30 PM	0	25	2	0	0	1	0	0	1	1	1	0	0	31	0	0
1:45 PM	0	27	5	0	1	0	1	0	0	0	0	0	0	34	0	0
2:00 PM	0	8	2	0	0	0	0	0	1	3	0	0	0	14	0	0
2:15 PM	0	16	4	0	1	1	2	0	1	2	0	0	0	27	0	0
2:30 PM	0	26	5	0	0	0	0	0	0	1	0	0	0	32	0	0
2:45 PM	0	22	3	1	0	0	0	0	2	0	0	0	0	28	1	0
3:00 PM	0	21	3	0	2	1	0	0	3	0	0	0	0	30	0	0
3:15 PM	0	28	1	2	2	1	0	0	1	0	0	0	0	35	0	0
3:30 PM	1	23	4	1	0	0	0	0	1	0	0	0	0	30	0	0
3:45 PM	0	33	5	2	0	1	0	0	1	0	0	0	0	42	0	0
4:00 PM	0	28	6	1	1	0	0	0	1	0	0	0	0	37	0	0
4:15 PM	0	31	4	1	0	2	0	0	0	0	0	0	0	38	0	0
4:30 PM	1	35	5	2	1	0	0	0	1	0	0	0	0	45	0	0
4:45 PM	0	33	2	0	1	0	0	0	1	0	0	0	0	37	0	0
5:00 PM	0	32	3	2	0	0	0	0	0	0	0	0	0	37	0	0
5:15 PM	0	28	2	2	0	0	0	0	0	0	0	0	0	32	0	0
5:30 PM	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	0
5:45 PM	0	33	2	0	1	0	0	0	0	0	0	0	0	36	0	0
6:00 PM	0	26	3	1	0	1	0	0	0	1	0	0	0	32	0	0
6:15 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	0
6:30 PM	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	0
6:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:15 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	0
7:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
7:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
8:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:45 PM	0	12	0	0	0	0	0	0	1	0	0	0	0	13	0	0
9:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
9:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
10:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total	5	1145	155	31	30	13	12	5	46	25	0	0	0			

France St 7-Day Volume with Classifications
3/8/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
12:15 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	0
12:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
12:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
1:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
1:30 AM	1	11	0	0	1	0	0	0	0	0	0	0	0	13	0	0
1:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
2:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
2:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
2:30 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	8	0	0
2:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
3:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
3:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4	0	0
3:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
4:15 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	7	0	0
4:30 AM	0	9	0	1	2	0	0	0	1	0	0	0	0	13	0	0
4:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
5:00 AM	1	6	0	0	0	0	0	0	0	0	0	0	0	7	0	0
5:15 AM	0	26	2	0	0	0	0	1	0	0	0	0	0	29	0	0
5:30 AM	0	23	3	0	0	0	0	1	1	0	0	0	0	28	0	0
5:45 AM	0	28	2	0	0	0	0	2	2	0	0	0	0	34	0	0
6:00 AM	0	22	8	0	0	0	0	0	0	0	0	0	0	30	0	0
6:15 AM	0	31	7	1	1	1	0	1	2	1	0	0	0	45	0	0
6:30 AM	0	46	4	3	1	0	1	1	4	0	0	0	0	60	0	0
6:45 AM	0	63	12	2	0	0	0	1	2	0	0	0	0	80	0	0
7:00 AM	0	64	17	2	0	0	0	1	1	2	0	0	0	86	0	0
7:15 AM	0	85	17	4	0	0	0	0	1	1	0	0	0	108	1	0
7:30 AM	0	90	11	4	1	2	0	0	2	0	0	0	0	110	0	0
7:45 AM	0	98	17	5	0	1	0	0	2	0	0	0	0	123	0	0
8:00 AM	0	101	21	12	5	2	1	0	2	1	0	0	0	145	0	0
8:15 AM	0	84	16	5	1	2	0	1	3	0	0	0	0	112	0	0
8:30 AM	0	71	20	1	2	2	2	1	3	0	0	0	0	102	0	0
8:45 AM	0	69	11	0	2	0	0	1	6	0	0	0	0	89	0	0
9:00 AM	0	76	15	0	0	1	0	1	5	0	0	0	0	98	0	0
9:15 AM	0	74	9	1	1	2	0	1	0	0	0	0	0	88	0	0
9:30 AM	0	58	11	0	3	3	2	1	5	2	0	0	0	85	0	0
9:45 AM	0	80	11	0	2	0	0	3	3	0	0	0	0	99	0	0
10:00 AM	0	50	18	0	1	0	0	1	1	0	0	0	0	71	0	0
10:15 AM	0	62	15	0	1	2	0	0	6	0	0	0	0	86	0	0
10:30 AM	0	62	18	0	1	2	1	1	1	0	0	0	0	86	0	0
10:45 AM	0	58	13	0	1	1	1	0	2	0	0	0	0	76	0	0
11:00 AM	0	54	9	0	1	0	0	1	3	1	0	0	0	69	0	0
11:15 AM	0	53	16	0	1	2	1	0	4	0	0	0	0	77	0	0
11:30 AM	0	61	23	0	2	3	1	2	3	0	0	0	0	95	0	0
11:45 AM	0	45	19	0	0	1	2	0	2	1	0	0	0	70	0	0
12:00 PM	2	71	16	1	0	2	0	1	2	0	0	0	0	95	0	0
12:15 PM	0	66	15	0	2	0	2	1	0	1	0	0	0	87	0	0
12:30 PM	0	65	16	1	2	2	2	0	0	1	0	0	0	89	0	0
12:45 PM	0	55	22	0	0	2	2	1	3	0	0	0	0	85	0	0
1:00 PM	0	73	11	0	0	2	2	3	0	0	0	0	0	91	0	0
1:15 PM	0	90	18	1	1	2	0	1	1	1	0	0	0	115	0	0
1:30 PM	0	86	6	6	2	2	1	3	2	1	0	0	0	109	0	0
1:45 PM	0	81	21	3	2	2	0	1	1	0	0	0	0	111	0	0
2:00 PM	0	64	14	2	0	2	0	0	1	0	0	0	0	83	0	0
2:15 PM	0	73	15	1	0	2	0	0	3	0	0	0	0	94	0	0
2:30 PM	1	68	14	0	1	2	0	1	2	0	0	0	0	89	0	0
2:45 PM	0	93	27	3	2	4	0	0	3	0	0	0	0	132	0	0
3:00 PM	1	88	24	3	0	2	0	1	2	0	0	0	0	121	0	0
3:15 PM	2	99	20	5	8	3	0	0	1	0	0	0	0	138	0	0
3:30 PM	0	98	17	4	1	0	0	0	1	0	0	0	0	121	0	0
3:45 PM	0	103	37	7	1	0	0	0	0	0	0	0	0	148	0	0
4:00 PM	0	137	30	8	1	0	0	0	1	0	0	0	0	177	0	0
4:15 PM	1	118	22	3	2	0	0	0	2	0	0	0	0	148	0	0
4:30 PM	0	98	34	6	1	0	1	3	0	0	0	0	0	143	0	0
4:45 PM	0	96	24	4	1	1	0	0	0	0	0	0	0	126	0	0
5:00 PM	1	101	21	2	1	0	0	0	0	0	0	0	0	126	0	0
5:15 PM	0	116	14	2	0	0	0	0	0	0	0	0	0	132	0	0
5:30 PM	0	112	24	1	1	0	0	0	0	0	0	0	0	138	0	0
5:45 PM	0	75	16	3	0	0	0	0	0	0	0	0	0	94	0	0
6:00 PM	0	78	16	0	0	0	0	0	1	0	0	0	0	95	0	0
6:15 PM	1	85	10	2	2	0	0	0	0	0	0	0	0	100	0	0
6:30 PM	0	101	0	1	0	0	0	0	0	0	0	0	0	102	0	0
6:45 PM	0	82	4	3	1	0	0	0	0	0	0	0	0	90	0	0
7:00 PM	0	106	4	4	1	0	0	0	0	0	0	0	0	115	0	0
7:15 PM	0	91	3	1	0	0	0	0	1	0	0	0	0	96	0	0
7:30 PM	0	59	2	2	1	0	0	0	2	0	0	0	0	66	0	0
7:45 PM	0	49	0	0	0	0	0	0	0	0	0	0	0	49	0	0
8:00 PM	0	56	2	0	0	0	0	0	1	0	0	0	0	59	0	0
8:15 PM	0	68	1	0	0	0	0	0	1	0	0	0	0	70	0	0
8:30 PM	0	53	1	0	0	0	0	0	0	0	0	0	0	54	0	0
8:45 PM	0	43	0	0	0	0	0	0	0	0	0	0	0	43	0	0
9:00 PM	0	50	2	0	0	0	0	0	0	0	0	0	0	52	0	0
9:15 PM	0	40	0	0	1	0	0	0	1	0	0	0	0	42	0	0
9:30 PM	0	49	1	0	0	0	0	0	1	0	0	0	0	51	0	0
9:45 PM	0	38	1	0	0	0	0	0	0	0	0	0	0	39	0	0
10:00 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	0
10:15 PM	0	37	0	0	0	0	0	0	0	0	0	0	0	37	0	0
10:30 PM	0	27	0	1	0	0	0	0	0	0	0	0	0	28	0	0
10:45 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	0
11:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	26	0	0
11:15 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	0
11:30 PM	0	15	1	0	0	0	0	0	1	0	0	0	0	17	0	0
11:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
Total	**11**	**5200**	**884**	**121**	**65**	**58**	**22**	**38**	**104**	**11**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	0
12:15 AM	0	17	2	0	0	0	0	2	1	0	0	0	0	22	0	0
12:30 AM	0	14	0	0	0	0	0	0	2	0	0	0	0	16	0	0
12:45 AM	0	20	0	0	0	0	0	0	1	0	0	0	0	21	0	0
1:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
1:15 AM	0	16	2	0	1	0	0	0	1	0	0	0	0	20	0	0
1:30 AM	0	10	0	0	0	1	0	0	1	0	0	0	0	12	1	0
1:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
2:00 AM	0	14	0	0	1	0	0	0	1	0	0	0	0	16	0	0
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
2:45 AM	0	7	0	0	1	1	0	0	1	0	0	0	0	10	0	0
3:00 AM	0	4	0	0	0	1	0	0	2	0	0	0	0	7	0	0
3:15 AM	0	13	0	0	0	0	0	1	0	0	0	0	0	14	0	0
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
3:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
4:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
4:15 AM	0	13	1	0	0	0	0	2	1	0	0	0	0	17	0	0
4:30 AM	0	14	3	0	0	2	0	0	0	0	0	0	0	19	0	0
4:45 AM	0	35	3	2	2	0	0	0	1	0	0	0	0	43	0	0
5:00 AM	0	25	2	0	0	0	0	0	1	0	0	0	0	28	0	0
5:15 AM	0	21	7	0	0	0	0	1	3	0	0	0	0	32	0	0
5:30 AM	0	42	7	0	1	1	0	0	4	0	0	0	0	55	0	0
5:45 AM	0	44	9	2	2	0	0	1	3	0	0	0	0	61	0	0
6:00 AM	0	42	12	4	0	1	0	0	2	0	0	0	0	61	0	0
6:15 AM	0	62	19	7	1	0	0	1	4	0	0	0	0	94	0	0
6:30 AM	0	83	6	3	1	2	0	1	0	0	0	0	0	96	0	0
6:45 AM	0	83	7	6	2	0	0	0	2	0	0	0	0	100	0	0
7:00 AM	1	105	14	10	3	0	0	1	2	1	0	0	0	137	0	0
7:15 AM	0	126	18	5	0	2	0	0	2	1	0	0	0	154	0	0
7:30 AM	0	160	22	9	1	0	2	0	4	0	0	0	0	198	0	0
7:45 AM	1	200	23	8	0	1	0	2	3	0	0	0	0	238	0	0
8:00 AM	0	141	18	3	3	2	2	0	2	1	0	0	0	172	0	0
8:15 AM	0	127	20	2	7	2	1	0	2	0	0	0	0	161	0	0
8:30 AM	0	114	24	0	2	7	2	0	6	0	0	0	0	155	0	0
8:45 AM	0	113	28	2	0	0	4	1	4	0	0	0	0	152	0	0
9:00 AM	0	91	16	2	4	2	1	0	3	0	0	0	0	119	0	0
9:15 AM	0	72	18	1	1	0	2	1	4	0	0	0	0	99	0	0
9:30 AM	0	74	26	0	4	0	0	0	3	0	0	0	0	107	0	0
9:45 AM	0	73	14	0	4	0	1	1	4	0	0	0	0	97	0	0
10:00 AM	0	87	17	0	1	4	2	0	4	2	0	0	0	117	0	0
10:15 AM	0	75	19	0	3	0	2	2	5	0	0	0	0	106	0	0
10:30 AM	0	78	19	0	1	1	1	2	4	1	0	0	0	107	0	0
10:45 AM	1	92	27	0	6	0	1	2	6	1	0	0	0	136	0	0
11:00 AM	0	67	11	1	3	2	2	0	1	0	0	0	0	87	0	0
11:15 AM	1	78	19	0	2	1	2	2	3	0	0	0	0	108	0	0
11:30 AM	0	75	28	1	0	1	1	2	6	2	0	0	0	116	0	0
11:45 AM	1	101	20	1	3	0	0	0	2	1	0	0	0	129	0	0
12:00 PM	0	85	20	0	3	0	0	0	3	3	0	0	0	120	0	0
12:15 PM	0	97	27	1	1	2	1	0	0	0	0	0	0	129	0	0
12:30 PM	1	87	17	5	0	0	2	0	2	0	0	0	0	114	0	0
12:45 PM	0	106	15	3	1	0	2	1	5	0	0	0	0	133	0	0
1:00 PM	0	126	9	1	2	1	0	0	1	0	0	0	0	140	0	0
1:15 PM	0	125	15	1	4	1	3	3	2	1	0	0	0	155	0	0
1:30 PM	0	103	15	0	1	1	0	2	5	2	0	0	0	129	0	0
1:45 PM	0	93	14	1	0	0	1	0	3	0	0	0	0	112	0	0
2:00 PM	0	109	12	1	1	2	2	1	3	0	0	0	0	131	0	0
2:15 PM	0	134	20	0	3	3	2	0	1	0	0	0	0	163	0	0
2:30 PM	0	143	29	8	0	1	0	0	2	0	0	0	0	183	0	0
2:45 PM	0	102	22	7	6	3	0	1	2	0	0	0	0	143	0	0
3:00 PM	0	125	27	3	2	2	0	1	1	0	0	0	0	161	0	0
3:15 PM	0	128	27	7	1	1	0	0	3	0	0	0	0	167	0	0
3:30 PM	1	148	18	4	0	2	0	0	1	0	0	0	0	174	0	0
3:45 PM	1	119	18	3	0	4	0	0	0	0	0	0	0	145	0	0
4:00 PM	0	141	16	2	0	0	2	1	2	0	0	0	0	164	0	0
4:15 PM	0	113	23	0	0	1	0	0	1	0	0	0	0	138	0	0
4:30 PM	0	135	14	3	0	0	0	0	1	0	0	0	0	153	0	0
4:45 PM	0	156	16	2	0	0	0	0	0	2	0	0	0	176	0	0
5:00 PM	0	138	19	3	0	0	1	1	0	0	0	0	0	161	0	0
5:15 PM	2	151	28	2	1	0	0	1	1	0	0	0	0	186	0	0
5:30 PM	0	117	33	2	0	0	0	0	1	1	0	0	0	154	0	0
5:45 PM	0	138	32	1	0	1	1	0	0	1	0	0	0	174	0	0
6:00 PM	0	137	21	1	0	0	0	0	1	0	0	0	0	160	0	0
6:15 PM	0	131	13	1	0	0	0	0	1	0	0	0	0	146	0	0
6:30 PM	0	132	12	1	0	0	0	0	2	0	0	0	0	147	0	0
6:45 PM	0	135	10	2	0	0	0	0	3	0	0	0	0	150	0	0
7:00 PM	0	125	13	1	0	0	0	0	0	0	0	0	0	139	0	0
7:15 PM	0	109	6	1	0	0	0	0	1	0	0	0	0	117	0	0
7:30 PM	2	88	5	0	0	0	0	0	0	0	0	0	0	95	0	0
7:45 PM	0	93	7	0	0	0	0	0	1	0	0	0	0	101	0	0
8:00 PM	1	85	12	0	0	0	0	0	1	0	0	0	0	99	0	0
8:15 PM	0	68	7	0	0	0	0	0	1	0	0	0	0	76	0	0
8:30 PM	0	67	5	1	0	0	0	0	2	0	0	0	0	75	0	0
8:45 PM	0	78	3	0	0	0	0	0	1	0	0	0	0	82	0	0
9:00 PM	0	58	5	0	1	0	0	0	1	0	0	0	0	65	0	0
9:15 PM	0	48	9	0	0	0	0	0	1	0	0	0	0	58	0	0
9:30 PM	1	73	6	0	0	0	0	0	2	0	0	0	0	82	1	0
9:45 PM	0	88	15	0	0	0	0	0	0	0	0	0	0	103	0	0
10:00 PM	0	79	7	0	0	0	0	0	1	0	0	0	0	87	0	0
10:15 PM	0	73	4	0	0	0	0	0	1	0	0	0	0	78	0	0
10:30 PM	0	73	8	0	0	0	0	1	1	0	0	0	0	83	0	0
10:45 PM	0	43	4	0	0	0	0	0	1	0	0	0	0	48	0	0
11:00 PM	0	29	5	0	0	0	0	0	1	0	0	0	0	35	0	0
11:15 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	31	0	0
11:30 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	0
11:45 PM	1	26	2	0	0	0	0	0	1	0	0	0	0	30	0	0
Total	**15**	**7527**	**1154**	**137**	**87**	**59**	**48**	**38**	**164**	**21**	**0**	**0**	**0**			

France St 7-Day Volume with Classifications
3/9/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	14	0	0
12:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
12:30 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
12:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
1:00 AM	0	5	1	0	0	0	0	1	0	0	0	0	0	7	0	0
1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
1:30 AM	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0
1:45 AM	1	10	0	0	0	0	0	0	0	0	0	0	0	11	0	0
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:45 AM	0	7	1	0	0	0	0	0	2	0	0	0	0	10	0	0
3:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
3:15 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7	0	0
3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
3:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
4:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
4:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
4:45 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	0
5:00 AM	1	11	0	0	1	1	0	1	0	0	0	0	0	15	0	0
5:15 AM	0	20	0	0	1	0	0	2	0	0	0	0	0	23	2	0
5:30 AM	0	30	2	0	0	0	0	0	1	0	0	0	0	33	0	0
5:45 AM	0	23	4	0	0	0	0	1	2	0	0	0	0	30	0	0
6:00 AM	0	21	3	2	0	2	0	0	2	0	0	0	0	30	0	0
6:15 AM	0	44	5	2	0	1	0	1	2	0	0	0	0	55	0	0
6:30 AM	0	51	3	3	0	1	0	2	4	0	0	0	0	64	0	0
6:45 AM	0	67	3	1	0	0	1	0	1	0	0	0	0	73	0	0
7:00 AM	0	76	11	2	0	2	1	1	1	0	0	0	0	94	0	0
7:15 AM	1	88	8	2	2	1	0	0	2	0	0	0	0	104	0	0
7:30 AM	0	122	8	3	0	0	0	0	1	0	0	0	0	134	0	0
7:45 AM	0	121	9	9	1	1	1	1	2	0	0	0	0	145	0	0
8:00 AM	0	105	7	10	2	3	0	0	4	0	0	0	0	131	0	0
8:15 AM	0	71	6	4	1	1	1	2	1	0	0	0	0	87	0	0
8:30 AM	0	84	7	0	2	2	0	1	0	0	0	0	0	96	0	0
8:45 AM	0	78	15	0	2	1	0	2	3	0	0	0	0	101	0	0
9:00 AM	0	72	8	1	1	1	0	0	3	0	0	0	0	86	0	0
9:15 AM	0	67	13	2	7	2	1	0	1	0	0	0	0	93	0	0
9:30 AM	0	70	9	0	3	0	0	0	2	1	0	0	0	85	0	0
9:45 AM	0	61	7	0	3	0	0	0	4	0	0	0	0	75	0	0
10:00 AM	0	58	10	0	1	1	0	0	1	0	0	0	0	71	0	0
10:15 AM	0	60	9	0	1	1	0	1	4	0	0	0	0	76	0	0
10:30 AM	0	66	10	0	2	0	0	1	1	0	0	0	0	80	0	0
10:45 AM	0	57	11	0	2	1	1	4	1	0	0	0	0	77	0	0
11:00 AM	1	50	6	1	2	3	0	0	4	0	0	0	0	67	0	0
11:15 AM	0	63	9	0	1	1	1	0	4	0	0	0	0	79	0	0
11:30 AM	0	61	10	1	0	1	0	1	2	0	0	0	0	76	0	0
11:45 AM	0	71	18	1	4	2	0	0	0	0	0	0	0	96	0	0
12:00 PM	0	46	11	0	1	1	0	0	0	0	0	0	0	59	0	0
12:15 PM	1	76	9	1	2	1	2	0	4	1	0	0	0	97	0	0
12:30 PM	0	67	8	0	0	1	0	0	2	0	0	0	0	78	0	0
12:45 PM	0	62	12	1	0	1	0	2	3	0	0	0	0	81	0	0
1:00 PM	0	88	13	0	2	4	1	0	0	0	0	0	0	108	0	0
1:15 PM	0	86	7	0	1	1	0	0	2	0	0	0	0	97	0	0
1:30 PM	0	77	12	0	3	2	1	0	1	0	0	0	0	96	0	0
1:45 PM	1	74	9	0	2	3	0	0	1	0	0	0	0	90	0	0
2:00 PM	0	84	13	2	1	0	0	1	1	0	0	0	0	102	0	0
2:15 PM	0	73	13	0	2	0	0	1	0	0	0	0	0	89	0	0
2:30 PM	0	67	12	0	0	0	2	1	5	0	0	0	0	87	0	0
2:45 PM	0	79	13	0	1	0	0	1	1	0	0	0	0	95	0	0
3:00 PM	1	89	19	0	0	0	0	2	3	0	0	0	0	114	0	0
3:15 PM	0	141	13	8	0	1	0	1	1	0	0	0	0	165	0	0
3:30 PM	0	109	13	2	1	1	0	2	2	1	0	0	0	131	0	0
3:45 PM	0	120	12	10	1	2	1	0	0	0	0	0	0	146	0	0
4:00 PM	1	123	18	6	3	1	0	0	0	0	0	0	0	152	0	0
4:15 PM	0	116	14	4	3	1	0	0	0	0	0	0	0	138	0	1
4:30 PM	0	91	13	5	1	0	0	0	4	0	0	0	0	114	0	0
4:45 PM	0	106	22	3	1	1	0	0	0	0	0	0	0	133	0	0
5:00 PM	3	110	12	4	1	2	0	0	0	0	0	0	0	132	0	0
5:15 PM	0	131	14	2	1	0	0	0	0	0	0	0	0	148	0	0
5:30 PM	0	111	12	1	0	0	0	0	0	0	0	0	0	124	0	0
5:45 PM	1	86	12	2	1	0	0	0	0	0	0	0	0	102	0	0
6:00 PM	0	109	10	3	0	0	0	1	0	0	0	0	0	123	0	0
6:15 PM	1	86	8	1	0	0	0	0	0	0	0	0	0	96	0	2
6:30 PM	0	95	7	1	1	0	0	0	2	0	0	0	0	106	0	0
6:45 PM	0	73	5	0	1	0	0	0	1	0	0	0	0	80	0	0
7:00 PM	0	82	4	3	2	0	0	0	0	0	0	0	0	91	1	0
7:15 PM	0	66	7	0	0	0	0	0	0	0	0	0	0	73	0	0
7:30 PM	0	62	9	1	0	0	0	0	0	0	0	0	0	72	0	0
7:45 PM	0	63	7	0	0	0	0	0	0	0	0	0	0	70	0	0
8:00 PM	0	42	6	1	0	0	0	0	0	0	0	0	0	49	0	0
8:15 PM	0	56	6	0	0	0	0	0	0	0	0	0	0	62	0	0
8:30 PM	0	53	5	0	1	0	0	0	0	0	0	0	0	59	0	0
8:45 PM	0	46	4	0	0	0	0	0	0	0	0	0	0	50	0	0
9:00 PM	0	36	5	0	1	0	0	0	0	0	0	0	0	42	0	0
9:15 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	0
9:30 PM	0	37	2	0	0	0	0	0	0	0	0	0	0	39	0	0
9:45 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	0
10:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	0
10:15 PM	2	32	3	0	0	0	0	0	0	0	0	0	0	37	0	0
10:30 PM	0	36	3	0	0	0	0	0	0	0	0	0	0	39	0	0
10:45 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	29	0	0
11:00 PM	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	0
11:15 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	0
11:30 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	0
11:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	0
Total	**16**	**5305**	**631**	**106**	**74**	**52**	**14**	**34**	**89**	**3**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	23	0	0	0	0	0	1	0	0	0	0	0	24	0	0
12:15 AM	0	31	1	0	0	0	0	0	0	0	0	0	0	32	0	0
12:30 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	14	0	0
12:45 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	13	0	0
1:00 AM	0	11	2	0	0	0	0	1	0	0	0	0	0	14	0	0
1:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
1:30 AM	0	9	0	0	0	0	0	1	0	0	0	0	0	10	0	0
1:45 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	9	0	0
2:00 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	15	0	0
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4	0	0
2:45 AM	0	3	0	0	2	0	0	0	1	0	0	0	0	6	0	0
3:00 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	7	0	0
3:15 AM	0	11	1	0	1	0	0	0	1	0	0	0	0	14	0	0
3:30 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	14	0	0
3:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
4:00 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	13	0	0
4:15 AM	0	18	0	0	0	0	0	0	1	0	0	0	0	19	0	0
4:30 AM	0	24	1	0	0	0	0	0	1	0	0	0	0	26	0	0
4:45 AM	0	22	2	1	0	1	0	2	0	0	0	0	0	28	0	0
5:00 AM	1	17	0	0	1	2	0	0	1	0	0	0	0	22	0	0
5:15 AM	0	36	0	0	2	0	0	0	0	0	0	0	0	38	0	0
5:30 AM	0	45	1	0	0	0	0	1	1	0	0	0	0	48	0	0
5:45 AM	0	47	2	1	0	0	0	1	2	0	0	0	0	53	0	0
6:00 AM	1	40	3	5	2	0	0	1	1	0	0	0	0	53	0	0
6:15 AM	0	56	3	5	1	0	1	0	2	0	0	0	0	68	0	0
6:30 AM	0	80	2	2	2	1	0	0	1	0	0	0	0	88	0	0
6:45 AM	0	98	5	8	2	1	0	2	0	2	0	0	0	118	0	0
7:00 AM	1	104	8	8	1	1	1	1	4	0	0	0	0	129	1	0
7:15 AM	0	139	16	7	4	3	2	1	6	0	0	0	0	178	0	0
7:30 AM	2	154	8	4	1	1	2	0	2	1	0	0	0	175	0	0
7:45 AM	0	180	14	6	0	0	2	1	1	0	0	0	0	204	0	0
8:00 AM	0	157	12	5	8	1	1	0	4	0	0	0	0	188	0	0
8:15 AM	0	152	6	1	2	0	0	0	4	0	0	0	0	165	0	0
8:30 AM	0	115	7	1	0	0	1	2	3	0	0	0	0	129	0	0
8:45 AM	0	124	11	0	2	1	0	2	2	1	0	0	0	143	0	0
9:00 AM	0	99	10	5	4	1	2	1	1	0	0	0	0	123	0	0
9:15 AM	0	77	5	1	6	2	1	2	7	1	0	0	0	102	0	0
9:30 AM	0	105	7	0	4	3	1	3	1	0	0	0	0	124	0	0
9:45 AM	0	87	8	1	3	1	2	2	1	0	0	0	0	105	0	0
10:00 AM	0	91	5	0	2	1	0	0	6	1	0	0	0	106	0	0
10:15 AM	0	93	8	0	5	1	1	2	4	1	0	0	0	115	0	0
10:30 AM	0	103	5	0	3	1	0	4	3	0	0	0	0	119	0	0
10:45 AM	0	93	7	0	3	2	1	0	4	0	0	0	0	110	0	0
11:00 AM	0	118	7	0	0	1	0	0	1	0	0	0	0	127	0	0
11:15 AM	1	110	9	0	3	0	0	0	5	0	0	0	0	128	0	0
11:30 AM	0	108	5	0	3	2	0	0	1	1	0	0	0	120	0	0
11:45 AM	1	88	6	1	1	1	0	0	3	1	0	0	0	102	0	0
12:00 PM	0	129	4	0	0	1	0	0	1	1	0	0	0	136	0	0
12:15 PM	0	106	9	0	3	2	0	0	2	1	1	0	0	124	0	0
12:30 PM	2	116	10	1	2	1	0	2	7	0	0	0	0	141	0	0
12:45 PM	0	97	6	1	0	0	0	1	2	0	0	0	0	107	0	0
1:00 PM	0	114	7	0	0	3	0	0	3	0	0	0	0	127	0	0
1:15 PM	1	104	5	1	1	3	1	1	0	0	0	0	0	117	0	0
1:30 PM	0	110	8	1	3	0	0	1	5	0	0	0	0	128	0	0
1:45 PM	0	111	7	1	0	0	1	0	5	0	0	0	0	125	0	0
2:00 PM	1	112	6	0	1	1	0	0	0	1	0	0	0	122	0	0
2:15 PM	0	131	9	0	1	1	0	1	2	0	0	0	0	145	0	0
2:30 PM	0	138	5	8	2	1	1	2	3	0	0	0	0	160	0	0
2:45 PM	0	141	9	8	5	0	0	0	5	1	0	0	0	169	0	0
3:00 PM	0	142	5	3	2	1	0	0	4	2	0	0	0	159	0	0
3:15 PM	1	135	7	5	1	0	1	1	2	0	0	0	0	153	0	0
3:30 PM	0	147	5	3	2	2	0	0	2	1	0	0	0	162	0	0
3:45 PM	1	140	6	1	1	0	0	0	0	0	0	0	0	149	0	0
4:00 PM	1	149	5	3	2	0	0	0	0	0	0	0	0	160	0	0
4:15 PM	1	146	6	0	2	1	0	0	1	0	0	0	0	157	0	0
4:30 PM	1	175	5	2	1	1	0	0	2	0	0	0	0	187	0	0
4:45 PM	1	159	4	2	0	0	0	0	1	0	0	0	0	167	0	0
5:00 PM	0	140	4	2	0	0	0	0	0	0	0	0	0	146	0	0
5:15 PM	0	148	5	1	1	0	0	0	2	0	0	0	0	157	0	1
5:30 PM	0	139	6	2	2	0	0	0	0	0	0	0	0	149	0	0
5:45 PM	0	141	6	3	0	0	0	0	1	0	0	0	0	151	0	0
6:00 PM	0	152	5	2	0	0	0	0	4	0	0	0	0	163	0	0
6:15 PM	0	149	7	1	1	0	0	0	0	0	0	0	0	158	0	0
6:30 PM	1	106	3	1	1	0	0	0	2	0	0	0	0	114	0	0
6:45 PM	0	129	2	0	1	1	0	0	1	0	0	0	0	134	0	0
7:00 PM	1	119	8	0	0	0	0	0	0	0	0	0	0	128	0	0
7:15 PM	0	124	5	1	0	0	0	0	0	0	0	0	0	130	0	0
7:30 PM	0	97	6	1	0	0	0	0	1	0	0	0	0	105	0	0
7:45 PM	0	93	5	1	0	0	0	0	0	0	0	0	0	99	0	0
8:00 PM	0	93	4	0	0	0	0	1	1	0	0	0	0	99	0	0
8:15 PM	0	72	4	0	0	0	0	0	2	0	0	0	0	78	0	0
8:30 PM	0	73	4	1	0	0	0	0	1	0	0	0	0	79	0	0
8:45 PM	0	60	5	0	0	0	0	0	0	0	0	0	0	65	0	0
9:00 PM	0	65	7	0	1	0	0	0	0	0	0	0	0	73	0	0
9:15 PM	0	64	2	0	0	0	0	0	0	0	0	0	0	66	0	0
9:30 PM	1	52	3	0	0	0	0	0	1	0	0	0	0	57	0	0
9:45 PM	0	53	4	0	2	0	0	1	0	0	0	0	0	60	0	0
10:00 PM	0	56	6	0	0	0	0	0	0	0	0	0	0	62	0	0
10:15 PM	0	42	3	0	0	0	0	0	2	0	0	0	0	47	0	0
10:30 PM	0	41	5	0	0	0	0	0	0	0	0	0	0	46	0	0
10:45 PM	0	36	5	1	0	0	0	0	0	0	0	0	0	42	0	0
11:00 PM	0	31	5	0	0	0	0	0	2	0	0	0	0	38	0	0
11:15 PM	0	34	5	0	0	0	0	0	0	0	0	0	0	39	0	0
11:30 PM	0	35	4	0	0	0	0	0	1	0	0	0	0	40	0	0
11:45 PM	0	30	4	0	0	0	0	0	0	0	0	0	0	34	0	0
Total	**20**	**7953**	**448**	**119**	**107**	**47**	**22**	**43**	**150**	**16**	**0**	**0**	**0**			

France St 7-Day Volume with Classifications
3/10/2023
USI - 22-077

	NORTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**	**0**	**0**
12:15 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	**24**	**0**	**0**
12:30 AM	0	16	1	0	0	0	0	0	1	0	0	0	0	**18**	**0**	**0**
12:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
1:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
1:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
1:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
1:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**2**	**0**
2:00 AM	0	13	2	0	1	0	0	0	0	0	0	0	0	**16**	**0**	**0**
2:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**1**	**0**
2:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:00 AM	0	5	2	0	0	0	0	0	2	0	0	0	0	**9**	**0**	**0**
3:15 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
3:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
3:45 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	**9**	**0**	**0**
4:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
4:15 AM	0	5	0	0	1	0	0	0	1	0	0	0	0	**7**	**0**	**0**
4:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
4:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
5:00 AM	0	6	1	0	1	0	0	0	1	0	0	0	0	**9**	**0**	**0**
5:15 AM	1	17	1	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
5:30 AM	0	26	5	1	2	0	1	0	0	0	0	0	0	**35**	**0**	**0**
5:45 AM	0	18	6	0	2	0	1	1	0	0	0	0	0	**28**	**0**	**0**
6:00 AM	0	26	5	1	1	1	0	1	2	0	0	0	0	**37**	**0**	**0**
6:15 AM	0	31	7	3	0	0	0	0	4	0	0	0	0	**45**	**0**	**0**
6:30 AM	0	38	14	2	0	1	1	0	5	0	0	0	0	**61**	**0**	**0**
6:45 AM	0	55	13	3	2	1	0	0	4	0	0	0	0	**78**	**0**	**0**
7:00 AM	0	61	21	2	1	0	0	0	3	0	0	0	0	**88**	**0**	**0**
7:15 AM	0	70	15	2	1	0	0	0	3	0	0	0	0	**91**	**0**	**0**
7:30 AM	0	102	17	4	2	0	2	0	1	0	0	0	0	**128**	**0**	**0**
7:45 AM	0	89	25	8	1	0	0	0	4	0	0	0	0	**127**	**0**	**0**
8:00 AM	0	86	17	1	7	2	0	0	1	0	0	0	0	**114**	**0**	**0**
8:15 AM	0	74	8	4	9	4	1	1	2	0	0	0	0	**103**	**0**	**0**
8:30 AM	0	62	14	1	1	2	0	0	2	0	0	0	0	**82**	**0**	**0**
8:45 AM	0	60	14	0	3	1	0	0	3	0	0	0	0	**81**	**0**	**0**
9:00 AM	0	61	11	0	5	0	0	0	1	0	0	0	0	**78**	**0**	**0**
9:15 AM	1	63	15	0	2	2	0	0	3	0	0	0	0	**86**	**0**	**0**
9:30 AM	1	60	9	0	2	2	1	1	5	0	0	0	0	**81**	**0**	**0**
9:45 AM	1	68	15	0	2	0	2	0	4	0	0	0	0	**92**	**0**	**0**
10:00 AM	0	47	10	0	0	0	0	0	3	0	0	0	0	**60**	**0**	**0**
10:15 AM	0	66	17	0	4	1	0	0	2	0	0	0	0	**90**	**0**	**0**
10:30 AM	1	59	16	0	2	1	0	0	1	0	0	0	0	**80**	**0**	**0**
10:45 AM	0	61	11	0	1	2	0	0	4	0	0	0	0	**79**	**0**	**0**
11:00 AM	0	45	12	0	0	2	1	0	4	0	0	0	0	**64**	**0**	**0**
11:15 AM	0	62	11	2	0	1	1	0	2	0	0	0	0	**79**	**0**	**0**
11:30 AM	0	58	14	1	0	0	1	0	1	0	0	0	0	**75**	**0**	**0**
11:45 AM	0	76	15	0	2	2	0	0	0	0	0	0	0	**95**	**0**	**0**
12:00 PM	0	84	14	0	4	2	0	0	2	0	0	0	0	**106**	**0**	**0**
12:15 PM	0	75	14	0	1	0	1	0	3	0	0	0	0	**94**	**0**	**0**
12:30 PM	0	85	13	1	4	0	1	0	3	0	0	0	0	**107**	**0**	**0**
12:45 PM	0	68	24	0	2	0	0	0	5	0	0	0	0	**99**	**0**	**0**
1:00 PM	0	69	13	0	2	0	1	0	0	0	0	0	0	**85**	**0**	**0**
1:15 PM	1	76	13	2	3	2	0	0	2	0	0	0	0	**99**	**0**	**0**
1:30 PM	0	84	21	2	2	0	0	0	2	0	0	0	0	**111**	**0**	**0**
1:45 PM	1	67	17	1	2	1	1	0	1	0	0	0	0	**91**	**0**	**0**
2:00 PM	0	69	15	1	6	1	0	0	2	0	0	0	0	**94**	**0**	**0**
2:15 PM	0	73	25	0	1	0	1	0	2	0	0	0	0	**102**	**0**	**0**
2:30 PM	0	72	22	1	0	0	0	1	2	0	0	0	0	**98**	**0**	**0**
2:45 PM	1	83	29	2	2	0	0	0	0	0	0	0	0	**117**	**0**	**0**
3:00 PM	0	93	26	1	1	0	0	0	0	0	0	0	0	**121**	**0**	**0**
3:15 PM	0	122	27	8	0	1	0	0	2	0	0	0	0	**160**	**0**	**0**
3:30 PM	0	120	32	4	1	0	0	1	0	0	0	0	0	**158**	**0**	**0**
3:45 PM	0	100	27	4	3	1	0	0	0	0	0	0	0	**135**	**0**	**0**
4:00 PM	1	99	28	3	2	0	0	0	1	0	0	0	0	**134**	**0**	**0**
4:15 PM	0	98	22	5	0	0	0	0	0	0	0	0	0	**125**	**0**	**0**
4:30 PM	0	88	28	3	1	0	0	0	1	0	0	0	0	**121**	**0**	**0**
4:45 PM	0	78	29	7	0	0	0	0	1	0	0	0	0	**115**	**0**	**0**
5:00 PM	0	92	29	1	1	2	0	0	0	0	0	0	0	**125**	**0**	**0**
5:15 PM	0	84	22	2	1	0	0	0	0	0	0	0	0	**109**	**0**	**0**
5:30 PM	0	94	24	3	2	0	0	0	0	0	0	0	0	**123**	**0**	**0**
5:45 PM	0	84	21	2	4	0	0	0	1	0	0	0	0	**112**	**0**	**0**
6:00 PM	0	87	15	1	2	0	0	0	0	0	0	0	0	**105**	**0**	**0**
6:15 PM	1	66	13	2	1	0	0	0	0	0	0	0	0	**83**	**0**	**0**
6:30 PM	0	72	14	1	1	0	0	0	0	0	0	0	0	**88**	**0**	**0**
6:45 PM	0	72	13	0	0	0	0	0	1	0	0	0	0	**86**	**0**	**0**
7:00 PM	0	81	13	0	0	0	0	0	1	0	0	0	0	**95**	**0**	**0**
7:15 PM	1	52	6	0	0	0	0	0	0	0	0	0	0	**59**	**0**	**1**
7:30 PM	1	63	12	1	0	0	0	0	0	0	0	0	0	**77**	**0**	**0**
7:45 PM	0	45	5	0	1	0	0	0	0	0	0	0	0	**51**	**0**	**0**
8:00 PM	0	46	9	0	0	0	0	0	0	0	0	0	0	**55**	**0**	**0**
8:15 PM	0	37	6	0	2	0	0	0	0	0	0	0	0	**45**	**0**	**0**
8:30 PM	0	45	8	0	0	1	0	0	0	0	0	0	0	**54**	**0**	**0**
8:45 PM	0	31	4	0	0	0	0	0	0	0	0	0	0	**35**	**0**	**0**
9:00 PM	0	43	10	0	0	0	0	0	0	0	0	0	0	**53**	**0**	**0**
9:15 PM	0	36	4	0	0	0	0	0	0	0	0	0	0	**40**	**0**	**0**
9:30 PM	0	34	6	0	0	0	0	0	0	0	0	0	0	**40**	**0**	**0**
9:45 PM	0	46	8	0	0	0	0	0	0	0	0	0	0	**54**	**0**	**0**
10:00 PM	0	37	6	0	0	0	0	0	0	0	0	0	0	**43**	**0**	**0**
10:15 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
10:30 PM	0	27	3	0	0	0	0	0	0	0	0	0	0	**30**	**0**	**0**
10:45 PM	0	37	4	0	0	0	0	0	0	0	0	0	0	**41**	**0**	**0**
11:00 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**	**0**	**0**
11:15 PM	0	26	4	1	0	0	0	0	0	0	0	0	0	**31**	**0**	**0**
11:30 PM	0	28	4	0	1	0	0	0	0	0	0	0	0	**33**	**0**	**0**
11:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**1**
Total	**12**	**4870**	**1066**	**94**	**109**	**36**	**17**	**6**	**103**	**0**	**0**	**0**	**0**			

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	21	0	0	0	0	0	1	0	0	0	0	0	**22**	**0**	**0**
12:15 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
12:30 AM	1	18	3	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
12:45 AM	0	19	1	0	0	0	0	0	1	0	0	0	0	**21**	**0**	**0**
1:00 AM	0	22	4	0	0	0	0	0	1	0	0	0	0	**27**	**0**	**0**
1:15 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	**10**	**0**	**0**
1:30 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	**15**	**0**	**0**
1:45 AM	0	17	0	0	1	0	0	0	1	0	0	0	0	**19**	**0**	**0**
2:00 AM	1	9	1	0	1	0	0	0	1	0	0	0	0	**13**	**0**	**0**
2:15 AM	0	5	0	0	0	0	0	0	2	0	0	0	0	**7**	**0**	**0**
2:30 AM	0	9	0	0	2	0	0	0	3	0	0	0	0	**14**	**0**	**0**
2:45 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**	**0**	**0**
3:00 AM	0	10	2	0	0	0	0	0	2	0	0	0	0	**14**	**0**	**0**
3:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
3:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
3:45 AM	0	9	1	0	0	1	0	0	0	0	0	0	0	**11**	**0**	**0**
4:00 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	**14**	**0**	**0**
4:15 AM	0	14	0	0	0	0	0	1	0	0	0	0	0	**15**	**0**	**0**
4:30 AM	0	22	2	0	0	2	0	0	1	0	0	0	0	**27**	**0**	**0**
4:45 AM	0	26	3	0	2	2	0	0	0	0	0	0	0	**33**	**0**	**0**
5:00 AM	0	26	3	0	1	0	0	0	2	0	0	0	0	**32**	**0**	**0**
5:15 AM	2	28	4	0	3	1	0	2	2	0	0	0	0	**42**	**0**	**0**
5:30 AM	0	30	5	0	2	1	1	0	1	0	0	0	0	**40**	**0**	**0**
5:45 AM	0	45	4	1	2	0	0	0	2	0	0	0	0	**54**	**0**	**0**
6:00 AM	1	46	6	3	1	1	1	0	2	0	0	0	0	**61**	**0**	**0**
6:15 AM	0	47	13	4	0	0	0	0	3	0	0	0	0	**67**	**0**	**0**
6:30 AM	0	60	16	2	2	1	1	0	2	0	0	0	0	**84**	**0**	**0**
6:45 AM	0	74	13	13	0	0	1	1	2	0	0	0	0	**104**	**0**	**0**
7:00 AM	0	89	18	7	3	0	0	0	5	0	0	0	0	**122**	**0**	**0**
7:15 AM	0	120	26	6	1	2	1	1	4	0	0	0	0	**161**	**0**	**0**
7:30 AM	0	172	16	3	6	4	2	0	2	0	0	0	0	**205**	**0**	**0**
7:45 AM	0	157	14	6	3	2	2	1	2	0	0	0	0	**187**	**0**	**0**
8:00 AM	1	112	13	5	0	0	1	1	4	0	0	0	0	**137**	**0**	**0**
8:15 AM	0	110	10	0	0	0	1	0	2	0	0	0	0	**123**	**0**	**0**
8:30 AM	0	124	11	1	6	1	0	1	3	0	0	0	0	**147**	**0**	**0**
8:45 AM	0	108	8	2	5	1	0	1	10	0	0	0	0	**135**	**0**	**0**
9:00 AM	0	90	6	1	2	1	1	0	6	0	0	0	0	**107**	**0**	**0**
9:15 AM	0	95	12	1	5	1	0	0	1	0	0	0	0	**115**	**0**	**0**
9:30 AM	0	103	9	0	1	0	0	0	4	0	0	0	0	**117**	**0**	**0**
9:45 AM	0	90	6	1	3	0	0	0	8	0	0	0	0	**108**	**0**	**0**
10:00 AM	0	101	11	1	3	0	2	0	2	0	0	0	0	**120**	**0**	**0**
10:15 AM	1	104	6	1	2	0	2	1	3	0	0	0	0	**120**	**0**	**0**
10:30 AM	1	105	13	0	3	0	2	1	6	0	0	0	0	**131**	**0**	**0**
10:45 AM	0	93	13	0	4	2	0	0	8	0	0	0	0	**120**	**0**	**0**
11:00 AM	0	107	9	0	0	2	1	0	1	0	0	0	0	**120**	**0**	**0**
11:15 AM	0	112	8	0	1	0	0	1	4	0	0	0	0	**126**	**0**	**0**
11:30 AM	0	120	9	2	2	0	0	0	5	0	0	0	0	**138**	**0**	**0**
11:45 AM	0	120	10	0	3	0	0	0	7	0	0	0	0	**140**	**0**	**0**
12:00 PM	0	103	14	1	2	2	2	0	2	0	0	0	0	**126**	**0**	**0**
12:15 PM	0	124	14	0	0	2	1	0	1	0	0	0	0	**142**	**0**	**0**
12:30 PM	0	100	14	0	1	1	0	0	5	0	0	0	0	**121**	**0**	**0**
12:45 PM	0	103	14	1	6	3	1	0	2	0	0	0	0	**130**	**0**	**0**
1:00 PM	1	111	7	0	2	1	0	0	3	0	0	0	0	**125**	**0**	**0**
1:15 PM	0	122	12	0	0	0	2	0	1	0	0	0	0	**137**	**0**	**0**
1:30 PM	0	113	12	0	0	0	1	0	4	0	0	0	0	**130**	**0**	**0**
1:45 PM	0	108	15	2	5	0	1	0	5	0	0	0	0	**136**	**1**	**0**
2:00 PM	0	127	21	2	2	2	0	0	3	0	0	0	0	**157**	**0**	**0**
2:15 PM	0	113	20	0	4	0	1	0	5	0	0	0	0	**143**	**0**	**0**
2:30 PM	0	109	16	3	4	3	1	0	2	0	0	0	0	**138**	**0**	**0**
2:45 PM	0	139	23	10	2	0	0	0	4	0	0	0	0	**178**	**0**	**0**
3:00 PM	1	119	18	0	2	0	0	0	3	0	0	0	0	**143**	**0**	**0**
3:15 PM	0	118	16	1	2	0	0	0	0	0	0	0	0	**137**	**0**	**0**
3:30 PM	0	128	11	2	0	0	0	0	0	0	0	0	0	**141**	**0**	**0**
3:45 PM	0	127	9	2	0	2	1	0	4	0	0	0	0	**145**	**0**	**0**
4:00 PM	0	134	11	2	0	0	0	0	1	0	0	0	0	**148**	**0**	**0**
4:15 PM	0	111	15	1	0	0	1	0	0	0	0	0	0	**128**	**0**	**0**
4:30 PM	0	141	11	2	0	2	0	0	2	0	0	0	0	**158**	**0**	**0**
4:45 PM	0	135	15	2	0	0	0	0	0	0	0	0	0	**152**	**0**	**0**
5:00 PM	0	124	11	0	2	0	0	0	1	0	0	0	0	**138**	**0**	**0**
5:15 PM	0	129	17	0	2	0	1	0	1	0	0	0	0	**150**	**0**	**0**
5:30 PM	0	103	12	0	0	0	0	0	0	0	0	0	0	**115**	**0**	**0**
5:45 PM	0	123	19	1	0	0	0	0	1	0	0	0	0	**144**	**0**	**0**
6:00 PM	0	109	14	0	1	0	0	0	0	0	0	0	0	**124**	**0**	**0**
6:15 PM	0	118	8	1	1	0	0	0	1	0	0	0	0	**129**	**1**	**0**
6:30 PM	0	86	9	0	1	0	0	0	1	0	0	0	0	**97**	**0**	**0**
6:45 PM	0	95	10	1	0	1	0	0	0	0	0	0	0	**107**	**0**	**0**
7:00 PM	0	108	11	0	0	0	0	0	0	0	0	0	0	**119**	**0**	**0**
7:15 PM	1	112	12	0	2	0	0	0	1	0	0	0	0	**128**	**0**	**0**
7:30 PM	0	96	10	0	0	0	0	0	0	0	0	0	0	**106**	**0**	**0**
7:45 PM	0	110	10	0	0	0	0	0	0	0	0	0	0	**120**	**0**	**0**
8:00 PM	0	82	6	0	0	0	0	0	2	0	0	0	0	**90**	**0**	**0**
8:15 PM	0	76	9	0	2	0	0	0	2	0	0	0	0	**89**	**0**	**0**
8:30 PM	0	58	11	0	0	0	0	0	0	0	0	0	0	**69**	**0**	**0**
8:45 PM	0	62	11	0	0	0	0	0	0	0	0	0	0	**73**	**0**	**0**
9:00 PM	0	61	10	0	0	0	0	0	2	0	0	0	0	**73**	**0**	**0**
9:15 PM	0	76	10	0	0	0	0	0	0	0	0	0	0	**86**	**0**	**0**
9:30 PM	0	66	7	0	0	0	0	0	1	0	0	0	0	**74**	**0**	**0**
9:45 PM	0	70	12	0	0	0	0	0	0	0	0	0	0	**82**	**0**	**0**
10:00 PM	0	56	7	0	0	0	0	0	2	0	0	0	0	**65**	**0**	**0**
10:15 PM	0	57	9	0	0	0	0	0	1	0	0	0	0	**67**	**0**	**0**
10:30 PM	0	56	10	0	0	0	0	0	1	0	0	0	0	**67**	**0**	**0**
10:45 PM	0	48	5	0	0	0	0	0	0	0	0	0	0	**53**	**1**	**0**
11:00 PM	0	42	5	0	0	0	0	0	0	0	0	0	0	**47**	**0**	**0**
11:15 PM	0	52	6	0	0	0	0	0	0	0	0	0	0	**58**	**0**	**0**
11:30 PM	0	37	5	0	0	0	0	1	0	0	0	0	0	**43**	**0**	**0**
11:45 PM	0	36	6	0	0	0	0	0	2	0	0	0	0	**44**	**0**	**0**
Total	**11**	**7502**	**873**	**94**	**115**	**44**	**33**	**13**	**183**	**0**	**0**	**0**	**0**			

France St 7-Day Volume with Classifications
3/11/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	0
12:15 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	17	0	0
12:30 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	0
12:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
1:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
1:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
1:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
1:45 AM	1	17	2	0	0	0	0	0	0	0	0	0	0	20	0	0
2:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	0
2:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
2:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
2:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
3:00 AM	0	8	2	0	0	0	0	1	0	0	0	0	0	11	0	0
3:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	0
3:30 AM	0	12	1	0	0	0	0	0	1	0	0	0	0	14	0	0
3:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
4:00 AM	0	4	1	0	0	0	0	0	2	0	0	0	0	7	0	0
4:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
4:30 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9	0	0
4:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	0
5:00 AM	0	9	3	0	13	0	0	0	0	0	0	0	0	25	0	0
5:15 AM	0	9	1	0	8	0	0	0	0	0	0	0	0	18	0	0
5:30 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	0
5:45 AM	1	9	0	0	1	0	0	2	0	0	0	0	0	13	0	0
6:00 AM	0	13	4	0	1	0	0	2	1	0	0	0	0	21	0	0
6:15 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	0
6:30 AM	0	23	2	0	0	0	0	0	1	0	0	0	0	26	0	0
6:45 AM	0	20	7	0	0	1	0	0	0	0	0	0	0	28	0	0
7:00 AM	0	34	8	0	0	0	0	0	0	0	0	0	0	42	0	0
7:15 AM	0	15	6	0	0	0	0	0	1	0	0	0	0	22	0	0
7:30 AM	0	44	10	0	1	0	0	0	0	0	0	0	0	55	0	0
7:45 AM	0	39	10	0	1	1	0	0	1	0	0	0	0	52	0	0
8:00 AM	0	43	6	0	1	0	0	0	0	0	0	0	0	50	0	0
8:15 AM	0	43	10	0	0	0	0	0	1	0	0	0	0	54	0	0
8:30 AM	0	50	8	0	1	0	0	0	0	0	0	0	0	59	0	0
8:45 AM	0	104	18	2	1	0	0	0	0	0	0	0	0	125	0	0
9:00 AM	0	71	14	1	1	0	0	0	2	0	0	0	0	89	0	0
9:15 AM	0	85	16	0	2	0	0	1	2	0	0	0	0	106	0	0
9:30 AM	0	90	11	0	2	0	1	0	2	0	0	0	0	106	0	0
9:45 AM	1	166	19	0	0	0	0	0	2	0	0	0	0	188	0	0
10:00 AM	0	135	13	0	0	1	0	0	2	0	0	0	0	151	0	0
10:15 AM	1	91	4	1	0	0	1	0	0	0	0	0	0	98	0	0
10:30 AM	0	65	5	0	1	0	0	0	0	0	0	0	0	71	0	0
10:45 AM	0	64	13	0	1	0	0	0	0	0	0	0	0	78	0	0
11:00 AM	0	55	5	0	0	0	0	0	0	0	0	0	0	60	0	0
11:15 AM	0	93	9	0	0	0	0	0	0	0	0	0	0	102	0	0
11:30 AM	0	56	11	1	1	0	0	0	1	0	0	0	0	70	0	0
11:45 AM	0	72	4	0	2	0	0	0	0	0	0	0	0	78	0	0
12:00 PM	0	108	3	0	0	0	0	0	1	0	0	0	0	112	0	0
12:15 PM	1	87	6	1	0	0	0	0	0	0	0	0	0	95	4	0
12:30 PM	0	69	3	0	0	0	0	0	0	0	0	0	0	72	0	0
12:45 PM	0	83	9	1	0	0	0	1	1	0	0	0	0	95	0	0
1:00 PM	0	93	10	0	0	0	0	1	0	0	0	0	0	104	0	0
1:15 PM	0	91	7	0	0	0	0	0	0	0	0	0	0	98	0	0
1:30 PM	0	81	5	0	0	0	0	0	0	0	0	0	0	86	0	0
1:45 PM	0	80	8	0	0	1	0	0	1	0	0	0	0	90	0	0
2:00 PM	2	87	8	0	0	0	0	0	1	0	0	0	0	98	0	0
2:15 PM	1	82	12	0	1	1	0	0	0	0	0	0	0	97	0	0
2:30 PM	5	70	9	1	0	0	0	0	0	0	0	0	0	85	0	0
2:45 PM	0	71	11	0	0	0	0	0	1	0	0	0	0	83	0	0
3:00 PM	2	94	11	0	1	0	0	0	0	0	0	0	0	108	0	0
3:15 PM	1	81	7	0	0	0	0	0	0	0	0	0	0	89	0	0
3:30 PM	0	92	7	0	2	0	0	0	0	0	0	0	0	101	0	0
3:45 PM	0	95	10	0	0	0	0	0	1	0	0	0	0	106	0	0
4:00 PM	1	85	15	0	0	0	0	0	0	0	0	0	0	101	2	0
4:15 PM	1	83	11	0	0	0	0	0	0	0	0	0	0	95	0	0
4:30 PM	0	82	20	0	0	0	0	0	0	0	0	0	0	102	0	0
4:45 PM	2	94	10	0	0	0	0	0	0	0	0	0	0	106	0	0
5:00 PM	0	83	10	0	2	0	0	0	0	0	0	0	0	95	0	0
5:15 PM	2	73	13	1	1	0	0	0	0	0	0	0	0	90	0	0
5:30 PM	0	84	11	0	0	0	0	0	0	0	0	0	0	95	0	0
5:45 PM	0	72	10	1	0	0	0	0	0	0	0	0	0	83	1	0
6:00 PM	0	58	8	0	0	0	0	0	0	0	0	0	0	66	0	0
6:15 PM	0	103	8	0	0	0	0	0	2	0	0	0	0	113	0	0
6:30 PM	8	78	12	0	22	0	1	0	0	0	0	0	0	121	0	0
6:45 PM	0	84	14	0	1	0	0	0	0	0	0	0	0	99	0	0
7:00 PM	0	67	4	0	0	0	0	0	0	0	0	0	0	71	0	0
7:15 PM	1	62	2	0	0	0	0	0	0	0	0	0	0	65	0	0
7:30 PM	0	73	4	0	0	0	0	0	0	0	0	0	0	77	0	0
7:45 PM	0	54	4	0	0	0	0	0	0	0	0	0	0	58	0	0
8:00 PM	0	51	5	0	0	0	0	0	0	0	0	0	0	56	0	0
8:15 PM	0	48	6	0	0	0	0	0	0	0	0	0	0	54	0	0
8:30 PM	0	56	3	0	0	0	0	0	0	0	0	0	0	59	0	0
8:45 PM	0	48	2	0	0	0	0	0	0	0	0	0	0	50	0	0
9:00 PM	0	46	1	0	0	0	0	0	0	0	0	0	0	47	0	0
9:15 PM	0	55	2	0	0	0	0	0	0	0	0	0	0	57	0	0
9:30 PM	0	48	3	0	1	0	0	0	0	0	0	0	0	52	0	0
9:45 PM	0	43	4	0	0	0	0	0	0	0	0	0	0	47	0	0
10:00 PM	0	44	3	0	0	0	0	0	0	0	0	0	0	47	0	0
10:15 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	35	0	0
10:30 PM	0	36	4	0	1	0	0	0	0	0	0	0	0	41	0	0
10:45 PM	0	38	2	0	0	0	0	0	0	0	0	0	0	40	0	0
11:00 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	31	0	0
11:15 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	0
11:30 PM	0	33	3	0	0	0	0	0	0	0	0	0	0	36	0	0
11:45 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	0
Total	**31**	**4997**	**578**	**10**	**71**	**5**	**3**	**7**	**29**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	38	1	0	0	0	0	0	0	0	0	0	0	39	0	0
12:15 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	0
12:30 AM	0	28	2	0	0	0	0	1	0	0	0	0	0	31	0	0
12:45 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
1:00 AM	0	18	2	0	0	0	0	1	0	0	0	0	0	21	0	0
1:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	0
1:30 AM	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	0
1:45 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	0
2:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	0
2:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
2:30 AM	0	19	2	0	0	0	0	0	1	0	0	0	0	22	0	0
2:45 AM	0	11	2	0	0	0	0	0	2	1	0	0	0	16	0	0
3:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	0
3:15 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	0
3:30 AM	0	16	3	0	0	0	0	1	2	0	0	0	0	22	0	0
3:45 AM	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0	0
4:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	0
4:15 AM	0	13	2	0	0	0	0	1	1	0	0	0	0	17	0	0
4:30 AM	0	16	5	1	0	0	0	0	0	0	0	0	0	22	0	0
4:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
5:00 AM	0	24	2	0	2	0	0	0	0	0	0	0	0	28	0	0
5:15 AM	0	20	3	0	3	0	0	0	0	0	0	0	0	26	0	0
5:30 AM	0	13	1	0	0	0	0	4	0	0	0	0	0	18	0	1
5:45 AM	0	15	1	1	1	0	0	0	0	0	0	0	0	18	0	0
6:00 AM	0	23	4	0	0	1	0	0	1	0	0	0	0	29	0	1
6:15 AM	0	27	2	1	0	0	0	1	2	0	0	0	0	33	0	0
6:30 AM	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	0
6:45 AM	0	39	6	0	0	1	0	0	1	0	0	0	0	47	0	0
7:00 AM	0	39	2	0	0	0	0	0	1	0	0	0	0	42	0	0
7:15 AM	0	34	5	0	1	0	0	1	1	0	0	0	0	42	0	0
7:30 AM	9	73	9	1	20	0	0	0	0	0	0	0	0	112	0	0
7:45 AM	0	60	6	0	0	0	0	0	1	0	0	0	0	67	0	0
8:00 AM	0	61	10	0	0	0	0	0	1	0	0	0	0	72	0	0
8:15 AM	0	58	8	0	0	0	0	0	1	0	0	0	0	67	0	0
8:30 AM	0	73	8	1	1	0	0	1	0	0	0	0	0	84	0	0
8:45 AM	0	91	14	1	1	0	0	0	1	0	0	0	0	108	0	0
9:00 AM	0	84	9	1	4	0	0	0	0	0	0	0	0	98	0	0
9:15 AM	0	100	9	0	0	1	0	0	0	0	0	0	0	110	0	0
9:30 AM	0	96	11	0	1	0	0	0	1	0	0	0	0	109	0	0
9:45 AM	0	118	7	0	2	0	0	0	4	0	0	0	0	131	0	0
10:00 AM	0	109	5	0	2	2	0	0	2	0	0	0	0	120	0	0
10:15 AM	0	98	7	0	1	0	0	0	0	0	0	0	0	106	0	0
10:30 AM	0	89	13	0	1	0	0	0	1	0	0	0	0	104	0	0
10:45 AM	0	101	13	0	1	1	0	0	0	0	0	0	0	116	0	0
11:00 AM	0	109	12	0	2	1	0	0	1	0	0	0	0	125	0	0
11:15 AM	0	96	13	1	1	0	0	0	1	0	0	0	0	112	0	0
11:30 AM	0	103	12	2	0	0	0	0	0	0	0	0	0	117	0	0
11:45 AM	0	115	9	0	0	0	0	0	2	0	0	0	0	126	0	1
12:00 PM	0	116	8	0	1	1	0	1	0	0	0	0	0	127	0	0
12:15 PM	0	118	13	0	0	0	0	0	0	0	0	0	0	131	0	0
12:30 PM	0	103	12	1	0	0	0	0	3	0	0	0	0	119	0	0
12:45 PM	0	130	15	0	0	0	0	0	1	0	0	0	0	146	0	0
1:00 PM	1	147	16	0	0	0	0	0	0	0	0	0	0	164	0	0
1:15 PM	1	116	12	0	1	0	0	0	0	0	0	0	0	130	0	0
1:30 PM	0	104	11	0	0	0	0	0	1	0	0	0	0	116	0	0
1:45 PM	1	121	16	0	0	0	0	0	1	0	0	0	0	139	0	0
2:00 PM	0	125	18	2	1	0	0	0	0	0	0	0	0	146	0	0
2:15 PM	0	89	15	1	1	0	0	0	0	0	0	0	0	106	0	0
2:30 PM	1	106	10	1	0	0	0	0	0	0	0	0	0	118	0	1
2:45 PM	3	116	15	0	0	0	0	0	1	0	0	0	0	135	0	0
3:00 PM	0	135	12	0	1	0	0	0	0	0	0	0	0	148	0	0
3:15 PM	1	146	14	0	2	0	0	0	2	0	0	0	0	165	0	0
3:30 PM	3	113	14	0	0	0	0	0	0	0	0	0	0	130	0	0
3:45 PM	0	117	14	0	0	0	0	0	0	0	0	0	0	131	0	0
4:00 PM	0	112	16	0	2	0	0	0	0	0	0	0	0	130	0	0
4:15 PM	0	115	21	0	2	0	0	0	1	0	0	0	0	139	0	0
4:30 PM	0	116	19	0	2	0	0	0	0	0	0	0	0	137	0	0
4:45 PM	2	108	13	0	0	0	0	0	1	0	0	0	0	124	0	0
5:00 PM	0	109	11	0	0	0	0	0	0	0	0	0	0	120	0	0
5:15 PM	0	122	16	0	0	0	0	0	0	0	0	0	0	138	0	0
5:30 PM	1	127	16	1	0	0	0	0	0	0	0	0	0	145	0	0
5:45 PM	0	125	14	0	0	0	0	0	2	0	0	0	0	141	0	0
6:00 PM	0	104	12	0	0	0	0	0	0	0	0	0	0	116	0	0
6:15 PM	0	103	8	0	1	0	0	0	0	0	0	0	0	112	0	0
6:30 PM	0	131	8	0	1	0	0	0	1	0	0	0	0	141	0	0
6:45 PM	1	107	7	0	0	0	0	0	0	0	0	0	0	115	0	0
7:00 PM	0	115	3	1	1	0	0	0	0	0	0	0	0	120	0	0
7:15 PM	2	111	1	0	0	0	0	0	0	0	0	0	0	114	0	0
7:30 PM	2	92	2	0	1	0	0	0	0	0	0	0	0	97	0	0
7:45 PM	0	88	8	0	0	0	0	1	0	0	0	0	0	97	0	0
8:00 PM	0	87	2	0	14	0	0	0	0	0	0	0	0	103	0	0
8:15 PM	1	89	7	0	5	0	0	0	0	0	0	0	0	102	0	0
8:30 PM	1	86	5	0	0	0	0	0	1	0	0	0	0	93	0	0
8:45 PM	0	81	4	0	0	0	0	0	0	0	0	0	0	85	0	0
9:00 PM	0	90	4	0	1	0	0	0	0	0	0	0	0	95	0	0
9:15 PM	0	79	3	0	1	0	0	0	0	0	0	0	0	83	0	0
9:30 PM	0	73	3	0	0	0	0	0	0	0	0	0	0	76	0	0
9:45 PM	0	71	4	0	0	0	0	0	0	0	0	0	0	75	0	0
10:00 PM	0	72	3	0	0	0	0	0	0	0	0	0	0	75	0	0
10:15 PM	0	79	5	0	0	0	0	0	0	0	0	0	0	84	0	0
10:30 PM	0	52	4	0	0	0	0	0	0	0	0	0	0	56	0	0
10:45 PM	0	43	2	0	0	0	0	0	0	0	0	0	0	45	0	0
11:00 PM	0	60	5	0	0	0	0	0	0	0	0	0	0	65	0	0
11:15 PM	0	58	2	0	0	0	0	0	0	0	0	0	0	60	0	0
11:30 PM	0	39	3	0	0	0	0	1	0	0	0	0	0	43	0	0
11:45 PM	0	48	3	0	0	0	0	0	0	0	0	0	0	51	0	0
Total	**30**	**7049**	**693**	**17**	**83**	**8**	**0**	**9**	**48**	**1**	**0**	**0**	**0**			

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3/12/2023
USI - 22-077

	NORTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	25	0	0	1	0	0	0	0	0	0	0	0	26	0	0
12:15 AM	0	25	0	0	1	0	0	0	0	0	0	0	0	26	0	0
12:30 AM	0	34	0	0	0	0	0	0	0	0	0	0	0	34	0	0
12:45 AM	0	26	0	0	0	0	0	0	0	0	0	0	0	26	0	0
1:00 AM	1	25	0	0	0	0	0	0	0	0	0	0	0	26	0	0
1:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
1:30 AM	0	17	0	0	1	0	0	0	0	0	0	0	0	18	0	0
1:45 AM	1	7	0	0	0	0	0	0	0	0	0	0	0	8	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
3:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
3:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
4:00 AM	1	9	1	0	0	0	0	0	0	0	0	0	0	11	0	0
4:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
4:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
4:45 AM	2	9	0	0	0	0	0	0	0	0	0	0	0	11	0	0
5:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
5:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
5:30 AM	0	8	0	0	0	0	0	1	0	0	0	0	0	9	0	0
5:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
6:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
6:15 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
6:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
6:45 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0
7:00 AM	0	25	0	0	0	0	0	2	0	0	0	0	0	27	0	0
7:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	0
7:30 AM	0	22	0	0	0	0	0	1	0	0	0	0	0	23	0	0
7:45 AM	1	17	0	0	0	0	0	0	0	0	0	0	0	18	0	0
8:00 AM	0	24	1	0	0	0	0	1	1	0	0	0	0	27	0	0
8:15 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0	0
8:30 AM	0	39	1	2	1	0	0	0	0	0	0	0	0	43	0	0
8:45 AM	0	46	1	0	0	0	0	0	1	0	0	0	0	48	0	0
9:00 AM	0	32	1	0	0	0	0	0	0	0	0	0	0	33	0	0
9:15 AM	0	50	1	0	0	0	0	0	0	0	0	0	0	51	0	0
9:30 AM	0	54	4	1	0	0	0	0	1	0	0	0	0	60	0	0
9:45 AM	0	51	3	0	0	1	0	0	0	0	0	0	0	55	0	0
10:00 AM	0	95	6	1	2	0	0	0	2	0	0	0	0	106	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	100	2	1	1	0	0	0	1	0	0	0	0	105	8	15
11:45 AM	0	78	3	0	2	0	0	0	0	0	0	0	0	83	2	5
12:00 PM	0	80	2	0	0	0	0	0	0	0	0	0	0	82	0	0
12:15 PM	0	117	1	0	2	0	0	1	1	0	0	0	0	122	0	0
12:30 PM	1	95	0	0	0	0	0	0	0	0	0	0	0	96	0	0
12:45 PM	0	79	1	0	0	0	0	0	1	0	0	0	0	81	0	0
1:00 PM	2	87	2	0	1	0	0	1	0	0	0	0	0	93	0	0
1:15 PM	0	83	3	0	0	0	0	0	1	0	0	0	0	87	1	0
1:30 PM	0	79	2	0	0	0	0	0	0	0	0	0	0	81	0	0
1:45 PM	0	77	0	0	1	0	0	0	1	0	0	0	0	79	1	0
2:00 PM	0	63	2	1	2	0	0	0	0	0	0	0	0	68	1	0
2:15 PM	1	69	4	0	0	0	0	0	1	0	0	0	0	75	0	0
2:30 PM	0	57	2	0	0	0	0	0	0	0	0	0	0	59	0	0
2:45 PM	0	60	1	0	0	0	0	0	0	0	0	0	0	61	0	0
3:00 PM	0	62	2	0	0	0	0	0	0	0	0	0	0	64	0	0
3:15 PM	1	79	1	0	0	0	0	0	1	0	0	0	0	82	0	0
3:30 PM	1	71	1	0	1	0	0	0	0	0	0	0	0	74	0	0
3:45 PM	0	56	2	1	0	0	0	0	0	0	0	0	0	59	0	0
4:00 PM	0	50	3	0	0	0	0	1	0	0	0	0	0	54	0	0
4:15 PM	0	95	1	0	1	0	0	0	1	0	0	0	0	98	0	0
4:30 PM	1	85	4	0	0	0	0	0	0	0	0	0	0	90	1	0
4:45 PM	0	68	1	0	0	0	0	0	1	0	0	0	0	70	0	0
5:00 PM	0	66	2	0	0	0	0	0	0	0	0	0	0	68	0	0
5:15 PM	0	69	4	0	1	0	0	0	0	0	0	0	0	74	0	0
5:30 PM	0	82	1	0	0	0	0	0	0	0	0	0	0	83	0	0
5:45 PM	0	92	1	0	0	0	0	0	0	0	0	0	0	93	1	0
6:00 PM	0	77	1	0	0	0	0	0	0	0	0	0	0	78	0	0
6:15 PM	0	74	1	0	0	0	0	0	0	0	0	0	0	75	0	0
6:30 PM	0	50	1	0	0	0	0	0	0	0	0	0	0	51	0	0
6:45 PM	1	72	2	0	0	0	0	0	0	0	0	0	0	75	0	0
7:00 PM	0	71	1	1	0	0	0	0	0	0	0	0	0	73	0	0
7:15 PM	1	62	1	0	0	0	0	0	0	0	0	0	0	64	0	0
7:30 PM	0	74	2	0	0	0	0	0	1	0	0	0	0	77	0	0
7:45 PM	0	57	0	0	1	0	0	0	1	0	0	0	0	59	0	0
8:00 PM	0	75	0	0	0	0	0	0	0	0	0	0	0	75	0	0
8:15 PM	0	58	0	0	0	0	0	0	0	0	0	0	0	58	0	0
8:30 PM	1	59	0	0	0	0	0	0	0	0	0	0	0	60	0	0
8:45 PM	0	70	0	0	0	0	0	0	1	0	0	0	0	71	0	0
9:00 PM	0	60	0	0	0	0	0	0	0	0	0	0	0	60	0	0
9:15 PM	0	55	1	0	0	0	0	0	0	0	0	0	0	56	0	0
9:30 PM	0	65	0	0	0	0	0	0	0	0	0	0	0	65	0	0
9:45 PM	0	50	1	0	0	0	0	0	0	0	0	0	0	51	0	0
10:00 PM	0	43	0	0	0	0	0	0	1	0	0	0	0	44	0	0
10:15 PM	1	39	0	0	0	0	0	0	0	0	0	0	0	40	0	0
10:30 PM	0	41	0	0	1	0	0	0	1	0	0	0	0	43	0	0
10:45 PM	0	36	1	0	0	0	0	0	0	0	0	0	0	37	0	0
11:00 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	33	0	0
11:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	0
11:30 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	0
11:45 PM	0	17	0	0	0	0	0	1	0	0	0	0	0	18	0	0
Total	**17**	**4152**	**81**	**8**	**20**	**1**	**0**	**3**	**25**	**0**	**0**	**0**	**0**			

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	40	0	0	0	0	0	1	0	0	0	0	0	41	0	0
12:15 AM	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	0
12:30 AM	0	45	0	0	0	0	0	0	1	0	0	0	0	46	0	0
12:45 AM	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	0
1:00 AM	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	0
1:15 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	0
1:30 AM	1	23	0	0	0	0	0	0	0	0	0	0	0	24	0	0
1:45 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	0
3:15 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	0
3:30 AM	0	29	0	1	0	0	0	0	0	0	0	0	0	30	0	0
3:45 AM	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	0
4:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
4:15 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	17	0	0
4:30 AM	0	25	0	1	0	0	0	0	1	0	0	0	0	27	0	0
4:45 AM	0	14	0	1	0	0	0	0	0	0	0	0	0	15	0	0
5:00 AM	0	11	0	0	2	0	0	0	0	0	0	0	0	13	0	0
5:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
5:30 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
5:45 AM	0	16	0	1	0	0	0	0	0	0	0	0	0	17	0	0
6:00 AM	0	14	0	1	0	0	0	0	2	0	0	0	0	17	0	0
6:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
6:30 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	0
6:45 AM	0	26	0	0	0	0	0	1	0	0	0	0	0	27	0	0
7:00 AM	0	31	1	1	0	0	0	0	0	0	0	0	0	33	0	0
7:15 AM	0	32	0	0	0	0	0	1	0	0	0	0	0	33	0	0
7:30 AM	0	39	1	0	0	0	0	1	0	0	0	0	0	41	0	0
7:45 AM	0	41	1	0	0	0	0	0	1	0	0	0	0	43	0	0
8:00 AM	0	46	1	1	0	0	0	2	0	0	0	0	0	50	1	0
8:15 AM	0	65	4	0	0	0	0	0	0	0	0	0	0	69	0	0
8:30 AM	1	59	0	0	0	0	0	1	0	0	0	0	0	61	0	0
8:45 AM	1	89	1	0	0	0	0	1	0	0	0	0	0	92	0	0
9:00 AM	0	77	2	0	0	0	0	2	0	0	0	0	0	81	0	0
9:15 AM	0	65	0	0	2	0	1	0	0	0	0	0	0	68	0	0
9:30 AM	0	79	0	0	1	0	0	0	1	0	0	0	0	81	0	0
9:45 AM	0	91	1	2	0	0	0	0	0	0	0	0	0	94	0	0
10:00 AM	0	90	0	1	2	0	0	0	3	1	0	0	0	97	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	97	1	0	1	0	0	0	0	0	0	0	0	99	0	0
11:45 AM	0	94	2	0	2	0	0	0	1	0	0	0	0	99	0	0
12:00 PM	2	88	2	0	0	0	0	0	1	0	0	0	0	93	0	0
12:15 PM	0	102	2	0	2	0	0	0	1	0	0	0	0	107	0	0
12:30 PM	0	97	2	0	2	0	0	0	0	0	0	0	0	101	0	0
12:45 PM	0	106	1	0	0	0	0	0	0	0	0	0	0	107	0	0
1:00 PM	0	116	2	0	0	0	0	0	1	0	0	0	0	119	0	0
1:15 PM	0	123	0	0	2	0	0	0	1	0	0	0	0	126	0	0
1:30 PM	1	124	3	2	0	0	0	0	1	0	0	0	0	131	0	0
1:45 PM	0	102	2	2	2	0	0	0	0	0	0	0	0	108	0	0
2:00 PM	1	112	2	0	1	0	0	0	0	0	0	0	0	116	1	0
2:15 PM	1	95	2	0	0	0	0	0	1	0	0	0	0	99	0	0
2:30 PM	0	94	1	0	0	0	0	0	0	0	0	0	0	95	1	0
2:45 PM	0	102	2	0	1	0	0	0	1	0	0	0	0	106	0	0
3:00 PM	0	106	2	0	0	0	0	0	0	0	0	0	0	108	0	0
3:15 PM	0	107	2	0	0	0	0	0	0	0	0	0	0	109	0	0
3:30 PM	0	91	1	0	0	0	0	0	1	0	0	0	0	93	0	0
3:45 PM	0	107	1	0	0	0	0	0	0	0	0	0	0	108	0	0
4:00 PM	1	108	3	0	0	1	0	0	2	0	0	0	0	115	0	0
4:15 PM	0	153	4	0	0	0	0	0	0	0	0	0	0	157	0	0
4:30 PM	0	117	5	0	0	0	0	0	0	0	0	0	0	122	0	0
4:45 PM	1	118	3	1	0	0	0	0	0	0	0	0	0	123	0	0
5:00 PM	0	119	2	0	0	0	0	0	1	0	0	0	0	122	0	0
5:15 PM	0	109	1	0	1	0	0	0	0	0	0	0	0	111	0	0
5:30 PM	0	129	2	0	1	0	0	0	0	0	0	0	0	132	0	0
5:45 PM	1	99	4	0	0	0	0	0	0	0	0	0	0	104	0	0
6:00 PM	0	92	2	0	0	0	0	0	1	0	0	0	0	95	0	0
6:15 PM	0	102	1	0	0	0	1	0	1	0	0	0	0	105	0	0
6:30 PM	0	118	2	0	1	0	1	0	0	0	0	0	0	122	0	0
6:45 PM	0	117	3	1	0	0	0	0	1	0	0	0	0	122	0	0
7:00 PM	0	107	1	0	1	0	0	0	1	0	0	0	0	110	0	0
7:15 PM	0	98	1	0	2	0	0	0	1	0	0	0	0	102	0	0
7:30 PM	0	102	2	0	0	0	0	0	0	0	0	0	0	104	0	0
7:45 PM	0	97	0	0	1	1	0	0	0	0	0	0	0	99	0	0
8:00 PM	0	96	0	1	0	0	0	0	0	0	0	0	0	97	0	0
8:15 PM	0	96	0	0	2	0	0	0	0	0	0	0	0	98	0	0
8:30 PM	0	85	0	0	0	0	0	0	0	0	0	0	0	85	0	0
8:45 PM	0	89	0	0	1	0	0	0	0	0	0	0	0	90	0	0
9:00 PM	0	105	0	0	0	0	0	0	0	3	0	0	0	108	0	0
9:15 PM	0	70	0	0	1	0	0	0	0	0	0	0	0	71	0	0
9:30 PM	0	78	0	0	0	0	0	0	1	0	0	0	0	79	0	0
9:45 PM	0	63	1	0	1	0	0	0	0	0	0	0	0	65	0	0
10:00 PM	0	73	0	1	0	0	0	0	0	0	0	0	0	74	0	0
10:15 PM	0	74	0	0	0	0	0	0	0	0	0	0	0	74	0	0
10:30 PM	0	64	0	0	0	0	0	0	1	0	0	0	0	65	0	0
10:45 PM	0	60	3	0	0	0	0	0	2	1	0	0	0	66	0	0
11:00 PM	0	49	1	0	0	0	0	0	0	0	0	0	0	50	0	0
11:15 PM	0	36	1	0	3	0	0	0	0	0	0	0	0	40	0	0
11:30 PM	0	44	1	0	0	0	0	0	1	0	0	0	0	46	0	0
11:45 PM	0	30	0	0	0	0	0	0	1	0	0	0	0	31	0	0
Total	**11**	**6119**	**87**	**18**	**36**	**2**	**3**	**2**	**43**	**2**	**0**	**0**	**0**			

France St 7-Day Volume with Classifications
3/13/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	1	17	0	0	0	0	0	0	0	0	0	0	0	18	0	0
12:15 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	13	0	0
12:30 AM	0	19	1	0	0	0	0	0	1	0	0	0	0	21	0	0
12:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
1:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
1:30 AM	1	12	0	0	0	0	0	0	1	0	0	0	0	14	0	0
1:45 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6	0	0
2:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:30 AM	0	7	0	0	0	0	0	0	2	0	0	0	0	9	0	0
2:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
3:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
3:15 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	9	0	0
3:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:45 AM	0	11	0	0	1	0	0	0	1	0	0	0	0	13	0	0
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
4:15 AM	0	9	0	0	1	0	0	0	1	0	0	0	0	11	0	0
4:30 AM	0	7	1	0	0	0	0	0	2	0	0	0	0	10	0	0
4:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
5:00 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	9	0	0
5:15 AM	0	23	0	0	0	0	0	0	1	0	0	0	0	24	0	0
5:30 AM	0	29	3	0	1	0	0	0	2	0	0	0	0	35	1	0
5:45 AM	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	0
6:00 AM	0	41	1	0	0	0	0	0	2	0	0	0	0	44	0	0
6:15 AM	0	30	1	0	0	0	0	0	1	0	0	0	0	32	0	0
6:30 AM	0	45	1	3	10	0	0	0	2	0	0	0	0	61	0	0
6:45 AM	0	60	4	1	2	0	0	0	5	0	0	0	0	72	0	0
7:00 AM	0	69	7	2	1	1	0	0	2	0	0	0	0	82	2	0
7:15 AM	0	76	4	1	0	1	1	0	3	0	0	0	0	86	0	0
7:30 AM	0	114	11	2	1	1	0	0	2	1	0	0	0	132	0	0
7:45 AM	0	98	8	10	1	2	1	0	1	0	0	0	0	121	0	0
8:00 AM	0	125	6	8	1	1	0	0	2	1	0	0	0	144	0	0
8:15 AM	0	89	5	1	4	0	0	0	4	0	0	0	0	103	0	0
8:30 AM	1	66	7	2	1	3	0	0	2	0	0	0	0	82	0	0
8:45 AM	0	86	5	0	0	3	0	0	6	1	0	0	0	101	0	0
9:00 AM	0	75	4	1	1	1	0	0	2	0	0	0	0	84	0	0
9:15 AM	0	66	5	0	1	5	0	0	2	0	0	0	0	79	0	0
9:30 AM	0	61	4	0	8	2	0	0	7	0	0	0	0	82	0	0
9:45 AM	1	75	6	0	4	6	0	0	4	0	0	0	0	96	0	0
10:00 AM	0	54	7	0	1	2	0	0	2	0	0	0	0	66	0	0
10:15 AM	0	59	2	0	8	2	0	0	3	0	0	0	0	74	0	0
10:30 AM	0	62	6	0	2	1	0	0	1	0	0	0	0	72	0	0
10:45 AM	0	72	1	0	2	2	0	0	2	1	0	0	0	80	0	0
11:00 AM	0	63	5	1	4	6	0	0	3	0	0	0	0	82	0	0
11:15 AM	0	47	1	0	0	8	0	0	4	0	0	0	0	60	0	0
11:30 AM	0	72	3	0	3	6	0	0	3	0	0	0	0	87	0	0
11:45 AM	0	78	3	4	2	1	0	0	2	0	0	0	0	90	0	0
12:00 PM	0	109	4	0	0	5	0	0	1	0	0	0	0	119	0	0
12:15 PM	0	72	6	1	2	5	0	1	2	0	0	0	0	89	0	0
12:30 PM	0	51	4	0	1	6	0	0	2	0	0	0	0	64	0	0
12:45 PM	0	82	5	0	2	7	0	0	4	0	0	0	0	100	0	0
1:00 PM	0	76	6	0	3	3	0	0	2	0	0	0	0	90	0	0
1:15 PM	0	55	4	0	1	1	0	0	3	0	0	0	0	64	0	0
1:30 PM	0	90	5	0	2	2	1	0	2	0	0	0	0	102	0	0
1:45 PM	0	62	3	0	0	2	1	0	2	0	0	0	0	70	0	0
2:00 PM	0	78	2	0	2	2	0	0	1	0	0	0	0	85	0	0
2:15 PM	0	79	5	0	0	0	0	0	2	0	0	0	0	86	0	0
2:30 PM	0	93	3	0	0	1	0	0	0	1	0	0	0	98	0	0
2:45 PM	0	78	4	0	1	3	0	0	3	0	0	0	0	89	0	0
3:00 PM	0	97	4	0	1	1	0	0	0	0	0	0	0	103	0	0
3:15 PM	1	117	7	7	2	2	0	1	0	0	0	0	0	137	0	0
3:30 PM	0	142	7	5	2	0	0	0	4	0	0	0	0	160	0	0
3:45 PM	0	122	11	5	1	2	0	1	0	2	0	0	0	144	0	0
4:00 PM	0	140	6	4	2	1	0	0	1	1	0	0	0	155	0	0
4:15 PM	0	131	6	5	0	2	0	0	0	0	0	0	0	144	0	0
4:30 PM	0	130	12	6	2	1	0	0	1	0	0	0	0	152	0	0
4:45 PM	0	138	14	1	1	0	0	0	0	0	0	0	0	154	0	0
5:00 PM	0	111	5	6	1	0	0	0	1	0	0	0	0	124	0	0
5:15 PM	0	97	5	2	0	1	0	0	0	0	0	0	0	105	0	0
5:30 PM	0	93	11	4	0	0	0	0	0	1	0	0	0	109	0	0
5:45 PM	0	87	4	1	1	0	0	0	0	0	0	0	0	93	0	0
6:00 PM	0	106	5	3	2	0	0	0	0	0	0	0	0	116	0	0
6:15 PM	0	83	6	3	1	1	0	0	0	0	0	0	0	94	0	0
6:30 PM	0	88	3	0	2	0	0	1	0	0	0	0	0	94	0	0
6:45 PM	0	66	8	2	1	0	0	0	0	0	0	0	0	77	0	0
7:00 PM	0	108	5	1	1	0	0	0	1	0	0	0	0	116	0	0
7:15 PM	1	78	4	2	0	0	0	0	0	0	0	0	0	85	0	0
7:30 PM	1	83	1	0	0	0	0	0	1	0	0	0	0	86	0	0
7:45 PM	0	70	3	0	1	0	0	0	1	0	0	0	0	75	0	0
8:00 PM	0	47	2	0	0	0	0	0	0	0	0	0	0	49	0	0
8:15 PM	0	52	2	0	0	0	0	0	0	0	0	0	0	54	0	0
8:30 PM	0	53	2	0	0	0	0	0	2	0	0	0	0	57	0	0
8:45 PM	0	53	0	0	0	0	0	0	1	0	0	0	0	54	0	0
9:00 PM	0	51	0	0	0	0	0	0	1	0	0	0	0	52	0	0
9:15 PM	0	45	0	0	0	0	0	0	0	0	0	0	0	45	0	0
9:30 PM	0	59	1	0	0	0	0	0	0	0	0	0	0	60	0	0
9:45 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	34	0	0
10:00 PM	0	35	0	0	0	0	0	0	0	0	0	0	0	35	0	0
10:15 PM	0	46	0	0	0	0	0	0	0	0	0	0	0	46	0	0
10:30 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32	0	0
10:45 PM	0	19	0	0	0	0	0	0	2	0	0	0	0	21	0	0
11:00 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	0
11:15 PM	0	21	0	0	1	0	0	0	1	0	0	0	0	23	0	0
11:30 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	0
11:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
Total	**7**	**5579**	**307**	**94**	**97**	**102**	**4**	**4**	**122**	**9**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	28	1	0	1	0	0	0	1	0	0	0	0	31	0	0
12:15 AM	0	21	1	0	1	0	0	0	1	0	0	0	0	24	0	0
12:30 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	0
12:45 AM	0	17	1	0	0	0	0	0	1	0	0	0	0	19	0	0
1:00 AM	0	17	0	0	0	0	0	0	3	0	0	0	0	20	0	0
1:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
1:30 AM	0	10	0	0	0	0	0	0	3	0	0	0	0	13	0	0
1:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
2:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
2:15 AM	0	12	0	0	1	0	0	0	1	0	0	0	0	14	0	0
2:30 AM	0	14	0	0	0	0	0	0	2	0	0	0	0	16	0	0
2:45 AM	0	3	0	0	1	0	0	0	1	0	0	0	0	5	0	0
3:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
3:15 AM	0	14	1	0	0	0	0	0	1	0	0	0	0	16	0	0
3:30 AM	0	8	0	0	1	0	0	0	2	0	0	0	0	11	0	0
3:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
4:00 AM	0	10	0	0	0	0	0	0	1	0	0	0	0	11	0	0
4:15 AM	0	14	0	0	1	0	0	0	4	0	0	0	0	19	0	0
4:30 AM	0	24	1	0	0	2	0	0	0	0	0	0	0	27	0	0
4:45 AM	0	25	0	0	0	0	0	0	3	0	0	0	0	28	0	0
5:00 AM	0	19	1	0	0	0	0	0	1	0	0	0	0	21	0	0
5:15 AM	0	36	0	0	0	0	0	0	5	0	0	0	0	41	0	0
5:30 AM	0	43	1	0	0	0	0	0	2	0	0	0	0	46	0	0
5:45 AM	0	48	3	1	0	1	0	0	2	0	0	0	0	55	0	0
6:00 AM	0	38	1	6	0	1	0	0	6	0	0	0	0	52	0	0
6:15 AM	0	62	0	5	2	0	0	0	4	0	0	0	0	73	0	0
6:30 AM	0	73	1	3	5	1	0	0	2	0	0	0	0	85	0	0
6:45 AM	0	80	4	12	2	0	0	0	2	0	0	0	0	100	0	0
7:00 AM	0	115	3	6	1	2	0	0	1	1	0	0	0	129	0	0
7:15 AM	0	116	2	6	1	1	0	0	4	0	0	0	0	130	0	1
7:30 AM	0	173	3	6	2	2	2	0	4	1	0	0	0	193	0	0
7:45 AM	1	188	2	5	2	2	0	0	2	0	0	0	0	202	0	0
8:00 AM	0	153	5	4	2	3	2	0	1	0	0	0	0	170	0	0
8:15 AM	0	145	3	1	7	0	0	1	3	0	0	0	0	160	0	0
8:30 AM	0	116	7	2	2	0	0	0	3	0	0	0	0	130	0	0
8:45 AM	0	115	3	1	4	4	3	0	3	1	0	0	0	134	0	0
9:00 AM	0	98	5	0	2	0	1	0	5	0	0	0	0	111	0	0
9:15 AM	0	108	7	0	2	2	0	0	2	0	0	0	0	121	0	0
9:30 AM	0	113	3	0	1	2	0	0	2	0	0	0	0	121	0	0
9:45 AM	0	104	3	0	1	2	1	0	2	0	0	0	0	113	0	0
10:00 AM	0	101	2	0	3	6	0	0	4	0	0	0	0	116	0	0
10:15 AM	0	101	1	0	2	0	2	0	3	0	0	0	0	109	0	0
10:30 AM	0	101	1	0	4	1	1	0	1	1	0	0	0	110	0	0
10:45 AM	0	95	1	0	6	6	0	0	2	0	0	0	0	110	0	0
11:00 AM	0	124	3	1	1	2	1	0	6	0	0	0	0	138	0	0
11:15 AM	0	111	1	3	2	5	0	1	4	1	0	0	0	128	0	0
11:30 AM	0	89	3	1	2	1	1	0	4	1	0	0	0	102	0	0
11:45 AM	0	113	5	5	3	5	0	0	2	1	0	0	0	134	0	0
12:00 PM	0	110	1	0	4	1	0	1	3	2	0	0	0	122	0	0
12:15 PM	0	92	2	0	4	2	2	0	4	0	0	0	0	106	0	0
12:30 PM	0	98	3	0	1	5	0	0	5	0	0	0	0	112	0	0
12:45 PM	0	109	0	0	2	5	1	0	6	1	0	0	0	124	0	0
1:00 PM	0	96	6	0	4	4	1	1	4	0	0	0	0	116	0	0
1:15 PM	0	101	6	0	4	3	0	1	4	1	0	0	0	120	0	0
1:30 PM	1	96	5	0	2	2	0	0	1	1	0	0	0	108	0	0
1:45 PM	0	88	2	0	0	3	0	0	1	1	0	0	0	95	0	0
2:00 PM	0	141	2	0	3	1	1	0	3	2	0	0	0	153	0	0
2:15 PM	0	148	2	0	5	5	0	0	1	1	0	0	0	162	0	0
2:30 PM	0	132	2	5	0	2	0	0	2	0	0	0	0	143	0	0
2:45 PM	0	120	2	7	5	3	0	0	3	1	0	0	0	141	0	0
3:00 PM	1	151	6	1	2	5	2	1	2	1	0	0	0	172	0	0
3:15 PM	1	177	4	0	0	2	0	1	1	0	0	0	0	186	0	0
3:30 PM	0	143	5	4	1	1	0	0	1	0	0	0	0	155	0	0
3:45 PM	0	138	3	1	3	0	0	1	2	0	0	0	0	148	0	0
4:00 PM	0	149	0	3	1	0	1	2	0	0	0	0	0	156	0	0
4:15 PM	1	151	3	0	4	2	0	0	4	0	0	0	0	165	0	0
4:30 PM	0	132	3	1	1	1	0	0	0	1	0	0	0	139	0	0
4:45 PM	0	125	0	1	1	0	0	0	0	0	0	0	0	127	0	0
5:00 PM	1	152	0	0	2	0	0	0	0	0	0	0	0	155	0	0
5:15 PM	0	120	1	1	2	0	0	0	1	0	0	0	0	125	0	0
5:30 PM	0	136	0	3	0	0	0	0	2	1	0	0	0	142	0	0
5:45 PM	0	134	1	2	1	0	0	0	0	0	0	0	0	138	0	0
6:00 PM	0	171	2	0	2	1	1	0	0	0	0	0	0	177	0	0
6:15 PM	1	146	3	1	2	0	1	0	1	0	0	0	0	155	0	0
6:30 PM	0	133	2	1	0	0	0	0	1	0	0	0	0	137	0	0
6:45 PM	0	131	6	0	1	0	0	0	0	1	0	0	0	139	0	0
7:00 PM	0	130	3	4	2	0	0	0	0	0	0	0	0	139	0	0
7:15 PM	0	106	4	0	0	0	0	0	2	0	0	0	0	112	0	0
7:30 PM	0	104	0	0	1	0	0	0	2	0	0	0	0	107	0	0
7:45 PM	0	136	1	0	0	0	0	0	2	0	0	0	0	139	0	0
8:00 PM	0	88	0	0	0	0	0	0	1	0	0	0	0	89	0	0
8:15 PM	0	99	0	0	0	0	0	0	3	0	0	0	0	102	0	0
8:30 PM	0	91	0	0	1	0	0	0	1	0	0	0	0	93	0	0
8:45 PM	0	73	1	0	0	0	0	0	1	0	0	0	0	75	0	0
9:00 PM	1	71	0	0	0	0	0	0	1	0	0	0	0	73	0	0
9:15 PM	0	73	0	0	1	1	0	0	1	0	0	0	0	76	0	0
9:30 PM	1	57	0	0	1	0	0	0	1	0	0	0	0	60	0	0
9:45 PM	0	50	0	0	0	0	0	0	1	0	0	0	0	51	0	0
10:00 PM	0	43	0	0	1	0	0	0	1	0	0	0	0	45	0	0
10:15 PM	0	71	1	0	0	0	0	0	1	0	0	0	0	73	0	0
10:30 PM	0	40	0	0	0	0	0	0	1	0	0	0	0	41	0	0
10:45 PM	0	42	0	0	0	0	0	0	0	0	0	0	0	42	0	0
11:00 PM	0	35	1	0	0	0	0	0	1	0	0	0	0	37	0	0
11:15 PM	0	41	0	0	0	0	0	0	0	0	0	0	0	41	0	0
11:30 PM	0	26	0	0	0	0	0	0	1	0	0	0	0	27	0	0
11:45 PM	0	27	0	0	0	0	0	0	1	0	0	0	0	28	0	0
Total	**9**	**8086**	**165**	**103**	**129**	**100**	**24**	**10**	**180**	**21**	**0**	**0**	**0**			

France St 7-Day Volume with Classifications
3/14/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
12:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
12:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
12:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:15 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**	**0**	**0**
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:45 AM	1	5	0	0	0	0	0	0	1	0	0	0	0	**7**	**0**	**0**
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
3:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
3:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
4:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**	**0**	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:30 AM	0	7	0	0	0	0	1	0	1	0	0	0	0	**9**	**0**	**0**
4:45 AM	0	13	0	0	0	0	0	0	3	0	0	0	0	**16**	**0**	**0**
5:00 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	**14**	**0**	**0**
5:15 AM	0	25	0	0	1	0	0	0	1	0	0	0	0	**27**	**0**	**0**
5:30 AM	0	26	0	0	2	0	0	1	2	0	0	0	0	**31**	**0**	**0**
5:45 AM	0	31	0	0	0	0	0	0	3	0	0	0	0	**34**	**0**	**0**
6:00 AM	0	33	0	0	1	0	0	0	1	1	0	0	0	**36**	**0**	**0**
6:15 AM	0	37	0	3	0	3	0	0	3	0	0	0	0	**46**	**0**	**0**
6:30 AM	0	48	1	3	1	1	0	1	4	0	0	0	0	**59**	**0**	**0**
6:45 AM	0	60	0	0	1	2	0	0	1	0	0	0	0	**64**	**0**	**0**
7:00 AM	0	63	1	3	1	0	1	0	0	0	0	0	0	**69**	**0**	**0**
7:15 AM	0	82	1	0	1	3	0	0	2	0	0	0	0	**89**	**0**	**0**
7:30 AM	0	115	0	2	0	2	0	0	1	0	0	0	0	**120**	**0**	**0**
7:45 AM	0	89	3	12	0	1	0	0	2	0	0	0	0	**107**	**0**	**0**
8:00 AM	0	109	2	1	1	0	0	0	2	0	0	0	0	**115**	**0**	**0**
8:15 AM	0	88	2	1	4	2	2	0	3	0	0	0	0	**102**	**0**	**0**
8:30 AM	0	103	1	1	2	4	0	1	4	0	0	0	0	**116**	**0**	**0**
8:45 AM	0	71	1	0	1	2	0	0	1	0	0	0	0	**76**	**0**	**0**
9:00 AM	1	74	2	0	1	1	0	0	2	0	0	0	0	**81**	**0**	**0**
9:15 AM	0	63	2	2	2	4	0	0	4	0	0	0	0	**77**	**0**	**0**
9:30 AM	0	51	0	0	1	5	0	1	6	0	0	0	0	**64**	**0**	**0**
9:45 AM	0	60	4	1	2	2	0	0	1	0	0	0	0	**70**	**0**	**0**
10:00 AM	0	61	3	0	1	0	0	0	1	0	0	0	0	**66**	**0**	**0**
10:15 AM	0	58	7	1	1	3	3	0	4	0	0	0	0	**77**	**0**	**0**
10:30 AM	0	53	4	1	2	2	0	0	1	0	0	0	0	**63**	**1**	**0**
10:45 AM	0	70	5	0	2	2	2	0	6	0	0	0	0	**87**	**0**	**0**
11:00 AM	1	60	2	1	5	5	0	0	5	0	0	0	0	**79**	**1**	**0**
11:15 AM	0	58	0	1	4	5	0	0	4	0	0	0	0	**72**	**0**	**0**
11:30 AM	1	72	2	0	2	4	0	0	4	0	0	0	0	**85**	**0**	**0**
11:45 AM	0	66	6	0	1	4	0	0	4	0	0	0	0	**81**	**0**	**0**
12:00 PM	0	71	9	1	5	3	0	0	6	0	0	0	0	**95**	**0**	**0**
12:15 PM	0	85	2	0	0	2	0	0	4	0	0	0	0	**93**	**0**	**0**
12:30 PM	0	68	6	1	2	2	0	0	1	0	0	0	0	**80**	**0**	**0**
12:45 PM	0	81	4	0	3	1	1	0	0	0	0	0	0	**90**	**0**	**0**
1:00 PM	0	74	6	0	1	1	0	0	1	0	0	0	0	**83**	**0**	**0**
1:15 PM	0	60	6	1	0	4	0	0	1	0	0	0	0	**72**	**0**	**0**
1:30 PM	0	73	10	0	2	3	1	0	4	1	0	0	0	**94**	**0**	**0**
1:45 PM	0	72	6	0	1	3	0	0	2	0	0	0	0	**84**	**0**	**0**
2:00 PM	0	75	6	1	1	2	0	0	1	0	0	0	0	**86**	**0**	**0**
2:15 PM	0	73	10	1	1	0	0	0	4	0	0	0	0	**89**	**0**	**0**
2:30 PM	0	74	6	0	3	1	1	1	1	0	0	0	0	**87**	**0**	**0**
2:45 PM	0	74	4	1	0	5	0	0	1	0	0	0	0	**85**	**0**	**0**
3:00 PM	0	94	6	0	1	2	1	0	3	0	0	0	0	**107**	**0**	**0**
3:15 PM	0	126	4	8	2	0	1	0	1	0	0	0	0	**142**	**0**	**0**
3:30 PM	0	104	12	4	0	0	0	0	1	0	0	0	0	**121**	**0**	**0**
3:45 PM	1	113	8	6	0	2	0	0	1	0	0	0	0	**131**	**0**	**0**
4:00 PM	0	120	6	8	2	0	1	1	0	0	0	0	0	**138**	**0**	**0**
4:15 PM	0	122	5	1	0	0	0	1	2	0	0	0	0	**131**	**0**	**0**
4:30 PM	0	124	8	4	1	1	0	0	2	0	0	0	0	**140**	**0**	**0**
4:45 PM	1	143	5	4	0	1	0	0	3	0	0	0	0	**157**	**0**	**0**
5:00 PM	0	113	7	4	2	1	0	0	0	2	0	0	0	**129**	**0**	**0**
5:15 PM	0	104	4	2	0	0	0	0	1	0	0	0	0	**112**	**0**	**0**
5:30 PM	0	109	3	2	1	0	0	0	1	0	0	0	0	**116**	**0**	**0**
5:45 PM	0	125	3	4	1	1	0	0	0	0	0	0	0	**134**	**0**	**0**
6:00 PM	0	86	1	2	1	0	0	0	0	1	0	0	0	**91**	**1**	**0**
6:15 PM	0	98	3	1	0	0	0	0	0	0	0	0	0	**102**	**0**	**0**
6:30 PM	0	107	3	2	2	0	0	0	0	0	0	0	0	**114**	**0**	**0**
6:45 PM	0	93	0	1	1	0	0	0	0	0	0	0	0	**95**	**0**	**0**
7:00 PM	0	94	3	3	1	0	0	0	0	0	0	0	0	**101**	**0**	**0**
7:15 PM	0	79	3	2	0	0	0	0	0	0	0	0	0	**84**	**0**	**0**
7:30 PM	0	82	1	0	0	0	0	0	0	0	0	0	0	**83**	**0**	**0**
7:45 PM	0	56	0	0	0	0	0	0	1	0	0	0	0	**57**	**0**	**0**
8:00 PM	0	61	1	0	0	0	0	0	1	0	0	0	0	**63**	**0**	**0**
8:15 PM	0	68	1	0	0	0	0	0	0	0	0	0	0	**69**	**0**	**0**
8:30 PM	0	34	1	0	0	0	0	0	1	0	0	0	0	**36**	**0**	**0**
8:45 PM	0	52	0	0	0	0	0	0	0	0	0	0	0	**52**	**0**	**0**
9:00 PM	0	35	0	0	0	0	0	0	1	0	0	0	0	**36**	**0**	**0**
9:15 PM	0	45	1	0	0	0	0	0	1	0	0	0	0	**47**	**0**	**0**
9:30 PM	0	49	0	0	0	0	0	0	0	0	0	0	0	**49**	**0**	**0**
9:45 PM	0	46	0	0	0	0	0	0	0	0	0	0	0	**46**	**0**	**0**
10:00 PM	0	37	0	0	0	0	0	0	0	0	0	0	0	**37**	**0**	**0**
10:15 PM	0	38	1	0	0	0	0	0	1	0	0	0	0	**40**	**0**	**0**
10:30 PM	0	32	0	0	0	0	0	0	0	0	0	0	0	**32**	**0**	**0**
10:45 PM	0	26	0	0	0	0	0	0	1	0	0	0	0	**27**	**0**	**0**
11:00 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**1**	**0**
11:15 PM	0	19	0	0	0	0	0	0	1	0	0	0	0	**20**	**0**	**0**
11:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
11:45 PM	0	15	0	0	0	0	0	0	1	0	0	0	0	**16**	**0**	**0**
Total	**6**	**5465**	**214**	**97**	**75**	**93**	**15**	**7**	**127**	**7**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	26	0	0	0	0	0	0	1	0	0	0	0	**27**	**0**	**0**
12:15 AM	0	28	0	0	0	0	0	0	1	0	0	0	0	**29**	**0**	**0**
12:30 AM	0	16	0	0	0	0	0	0	1	0	0	0	0	**17**	**0**	**0**
12:45 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	**14**	**0**	**0**
1:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:30 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	**13**	**0**	**0**
1:45 AM	0	17	0	0	0	0	0	0	1	0	0	0	0	**18**	**0**	**0**
2:00 AM	0	12	0	0	1	1	0	0	0	0	0	0	0	**14**	**0**	**0**
2:15 AM	0	10	0	0	0	0	0	0	1	0	0	0	0	**11**	**0**	**0**
2:30 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	**9**	**0**	**0**
2:45 AM	0	7	0	0	1	1	0	0	0	0	0	0	0	**9**	**0**	**0**
3:00 AM	0	5	0	0	0	1	0	0	1	0	0	0	0	**7**	**0**	**0**
3:15 AM	0	10	1	0	0	1	0	0	0	0	0	0	0	**12**	**0**	**0**
3:30 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**	**0**	**0**
3:45 AM	0	19	0	0	0	1	0	0	0	0	0	0	0	**20**	**0**	**0**
4:00 AM	0	11	0	0	0	1	0	0	0	0	0	0	0	**12**	**0**	**0**
4:15 AM	0	18	0	0	0	0	0	1	2	0	0	0	0	**21**	**0**	**0**
4:30 AM	0	25	0	0	2	1	0	0	4	0	0	0	0	**32**	**0**	**0**
4:45 AM	0	20	0	0	1	1	0	0	1	0	0	0	0	**23**	**0**	**0**
5:00 AM	0	32	0	0	1	2	0	0	2	0	0	0	0	**37**	**0**	**0**
5:15 AM	0	24	0	0	0	1	0	0	2	0	0	0	0	**27**	**0**	**0**
5:30 AM	0	44	0	0	0	1	0	0	3	0	0	0	0	**48**	**0**	**0**
5:45 AM	0	49	0	1	1	1	0	0	1	0	0	0	0	**53**	**0**	**0**
6:00 AM	0	38	1	3	1	2	0	0	3	0	0	0	0	**48**	**0**	**0**
6:15 AM	0	66	0	6	4	0	0	0	2	0	0	0	0	**78**	**0**	**0**
6:30 AM	0	61	1	3	1	1	0	1	3	0	0	0	0	**71**	**0**	**0**
6:45 AM	1	92	3	9	1	1	0	0	3	1	0	0	0	**111**	**0**	**0**
7:00 AM	0	108	2	7	1	1	1	0	1	0	0	0	0	**121**	**0**	**0**
7:15 AM	0	129	1	10	2	0	1	0	6	0	0	0	0	**149**	**0**	**0**
7:30 AM	0	139	3	5	1	0	3	0	2	0	0	0	0	**153**	**0**	**0**
7:45 AM	1	176	3	2	1	1	1	1	2	0	0	0	0	**188**	**0**	**0**
8:00 AM	0	156	2	2	2	7	0	0	4	0	0	0	0	**173**	**0**	**0**
8:15 AM	0	134	7	2	2	3	0	0	5	0	0	0	0	**153**	**0**	**0**
8:30 AM	0	115	5	0	1	2	2	0	5	1	0	0	0	**131**	**0**	**0**
8:45 AM	0	133	0	2	1	4	1	0	0	1	0	0	0	**142**	**0**	**0**
9:00 AM	0	94	3	2	0	3	0	0	1	0	0	0	0	**103**	**0**	**0**
9:15 AM	0	107	1	0	1	1	2	0	2	0	0	0	0	**114**	**0**	**0**
9:30 AM	1	101	0	2	2	4	0	0	3	0	0	0	0	**113**	**0**	**0**
9:45 AM	1	82	1	1	5	0	1	1	0	3	0	0	0	**94**	**0**	**0**
10:00 AM	0	93	0	0	0	3	2	2	1	0	0	0	0	**101**	**1**	**0**
10:15 AM	0	74	2	0	1	2	1	0	6	0	0	0	0	**86**	**0**	**0**
10:30 AM	0	83	0	1	5	4	0	0	3	1	0	0	0	**97**	**0**	**0**
10:45 AM	0	97	2	2	2	1	0	0	7	3	0	0	0	**114**	**0**	**0**
11:00 AM	0	108	0	0	2	4	2	0	6	1	0	0	0	**123**	**0**	**0**
11:15 AM	0	101	4	0	1	0	1	0	8	0	0	0	0	**115**	**0**	**0**
11:30 AM	0	100	1	1	1	1	0	0	3	0	0	0	0	**107**	**0**	**0**
11:45 AM	0	98	4	0	4	7	0	0	2	0	0	0	0	**115**	**0**	**0**
12:00 PM	0	104	3	0	3	1	0	1	2	0	0	0	0	**114**	**0**	**0**
12:15 PM	0	114	0	0	2	4	1	0	3	1	0	0	0	**125**	**0**	**0**
12:30 PM	0	119	1	2	3	3	1	1	6	0	0	0	0	**135**	**0**	**0**
12:45 PM	1	110	1	0	6	4	2	0	2	0	0	0	0	**126**	**0**	**0**
1:00 PM	0	119	3	0	0	4	0	0	2	2	0	0	0	**130**	**0**	**0**
1:15 PM	0	124	4	0	1	2	1	1	2	1	0	0	0	**136**	**0**	**0**
1:30 PM	0	115	1	0	1	3	2	0	2	0	0	0	0	**124**	**0**	**0**
1:45 PM	1	116	1	1	1	2	0	1	2	0	0	0	0	**125**	**0**	**0**
2:00 PM	0	125	0	2	0	3	1	1	3	0	0	0	0	**135**	**0**	**0**
2:15 PM	0	130	1	1	2	0	0	0	2	0	0	0	0	**136**	**0**	**0**
2:30 PM	1	120	2	4	2	5	1	0	6	1	0	0	0	**142**	**0**	**0**
2:45 PM	0	125	2	6	2	3	0	0	4	0	0	0	0	**142**	**0**	**0**
3:00 PM	0	156	1	2	1	2	0	0	2	0	0	0	0	**164**	**0**	**0**
3:15 PM	0	147	2	5	1	2	0	1	4	0	0	0	0	**162**	**0**	**0**
3:30 PM	0	153	2	2	1	4	0	0	5	2	0	0	0	**169**	**0**	**0**
3:45 PM	0	141	1	1	1	1	0	0	1	1	0	0	0	**147**	**0**	**0**
4:00 PM	0	117	1	2	0	4	0	1	0	1	0	0	0	**126**	**0**	**0**
4:15 PM	1	133	0	0	0	1	0	0	0	0	0	0	0	**135**	**1**	**0**
4:30 PM	0	148	1	3	0	1	0	0	0	0	0	0	0	**153**	**0**	**0**
4:45 PM	0	145	1	0	1	0	0	1	1	0	0	0	0	**149**	**0**	**0**
5:00 PM	0	159	1	0	0	1	0	0	2	0	0	0	0	**163**	**0**	**1**
5:15 PM	0	156	1	3	0	0	0	0	0	0	0	0	0	**160**	**0**	**0**
5:30 PM	1	141	0	2	1	2	0	0	0	0	0	0	0	**147**	**0**	**0**
5:45 PM	0	138	0	0	0	0	0	0	0	0	0	0	0	**138**	**0**	**0**
6:00 PM	0	128	1	2	0	0	0	0	0	0	0	0	0	**131**	**0**	**0**
6:15 PM	0	134	1	1	0	0	0	0	1	0	0	0	0	**137**	**0**	**0**
6:30 PM	0	149	4	1	1	0	0	0	1	0	0	0	0	**156**	**0**	**0**
6:45 PM	0	129	2	1	0	0	0	0	0	1	0	0	0	**133**	**0**	**0**
7:00 PM	0	146	0	0	0	0	0	0	0	0	0	0	0	**146**	**0**	**0**
7:15 PM	0	109	1	1	0	0	0	0	1	0	0	0	0	**112**	**1**	**0**
7:30 PM	0	98	1	0	0	0	0	0	1	0	0	0	0	**100**	**0**	**0**
7:45 PM	0	105	0	0	0	0	0	0	1	0	0	0	0	**106**	**0**	**0**
8:00 PM	0	85	0	0	0	0	0	0	2	0	0	0	0	**87**	**0**	**0**
8:15 PM	0	74	0	1	0	0	0	0	1	0	0	0	0	**76**	**0**	**0**
8:30 PM	0	78	0	1	0	0	0	0	2	0	0	0	0	**81**	**0**	**0**
8:45 PM	0	89	0	0	0	0	0	0	1	0	0	0	0	**90**	**1**	**0**
9:00 PM	0	76	0	0	0	0	0	0	2	0	0	0	0	**78**	**0**	**0**
9:15 PM	0	67	0	0	0	0	0	0	1	0	0	0	0	**68**	**0**	**0**
9:30 PM	0	67	0	0	2	0	0	0	1	0	0	0	0	**70**	**0**	**0**
9:45 PM	0	57	0	0	0	0	0	0	2	0	0	0	0	**59**	**0**	**0**
10:00 PM	0	58	0	0	0	0	0	0	2	0	0	0	0	**60**	**0**	**0**
10:15 PM	0	60	0	0	0	0	0	0	0	0	0	0	0	**60**	**0**	**0**
10:30 PM	0	42	0	0	0	1	0	0	0	0	0	0	0	**43**	**0**	**0**
10:45 PM	0	46	0	0	0	0	0	0	5	0	0	0	0	**51**	**0**	**0**
11:00 PM	0	48	0	0	0	0	0	0	1	0	0	0	0	**49**	**0**	**0**
11:15 PM	0	46	0	0	1	0	0	0	0	0	0	0	0	**47**	**0**	**0**
11:30 PM	0	31	0	0	0	0	0	0	1	0	0	0	0	**32**	**0**	**0**
11:45 PM	0	31	0	0	0	0	0	0	2	0	0	0	0	**33**	**0**	**0**
Total	**9**	**8029**	**88**	**105**	**82**	**118**	**27**	**10**	**186**	**19**	**0**	**0**	**0**			

N Claiborne Ave 7-Day Volume with Classifications
3/8/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	1	65	7	0	0	0	0	0	0	0	0	0	0	73	0	0
12:15 AM	0	44	8	0	0	0	0	0	0	0	0	0	0	52	0	0
12:30 AM	0	43	2	0	0	0	0	0	3	0	0	0	0	48	0	0
12:45 AM	0	45	2	0	0	0	0	0	1	0	0	0	0	48	0	0
1:00 AM	0	31	6	1	0	0	1	0	0	1	0	0	0	40	0	0
1:15 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	0
1:30 AM	1	31	2	0	0	0	0	0	0	0	0	0	0	34	0	0
1:45 AM	0	28	2	0	1	0	0	0	2	1	0	0	0	34	0	0
2:00 AM	0	30	0	0	0	0	0	0	0	0	0	0	0	30	0	0
2:15 AM	0	20	0	0	0	0	0	0	1	0	0	0	0	21	0	0
2:30 AM	0	26	0	0	2	1	0	0	0	0	0	0	0	29	0	0
2:45 AM	0	28	1	1	1	0	0	0	2	0	0	0	0	33	0	0
3:00 AM	0	19	0	0	1	0	0	0	0	0	0	0	0	20	0	0
3:15 AM	0	18	1	0	0	0	0	0	1	0	0	0	0	20	0	0
3:30 AM	0	22	7	0	0	2	0	0	0	1	0	0	0	32	0	0
3:45 AM	0	37	2	0	1	3	0	0	0	0	0	0	0	43	0	1
4:00 AM	0	34	2	0	0	2	0	0	4	0	0	0	0	42	0	0
4:15 AM	1	42	6	0	2	1	0	0	1	1	0	0	0	54	0	0
4:30 AM	0	78	6	0	2	2	1	0	1	0	0	0	0	90	0	0
4:45 AM	2	143	9	2	0	0	0	0	0	0	0	0	0	156	0	0
5:00 AM	0	151	19	0	1	0	0	0	0	0	0	0	0	171	0	0
5:15 AM	1	225	12	1	0	2	0	2	0	0	0	0	0	243	0	0
5:30 AM	0	239	18	0	2	1	0	0	0	0	0	0	0	260	0	0
5:45 AM	0	171	19	2	1	2	0	0	1	0	0	0	0	196	0	0
6:00 AM	0	148	17	3	0	1	0	0	2	0	0	0	0	171	0	0
6:15 AM	1	188	9	7	2	0	0	1	2	0	0	0	0	210	0	0
6:30 AM	0	216	15	6	2	0	0	0	1	0	0	0	0	240	0	0
6:45 AM	0	189	11	5	5	1	0	0	0	1	0	0	0	212	0	1
7:00 AM	0	222	21	8	1	0	0	0	1	0	0	0	0	253	0	0
7:15 AM	0	249	14	7	2	2	0	0	1	1	0	0	0	276	0	0
7:30 AM	0	255	13	6	2	2	0	0	0	1	0	0	0	279	0	0
7:45 AM	0	297	17	5	1	4	1	0	2	0	0	0	0	327	0	0
8:00 AM	0	231	20	7	2	0	0	1	1	0	0	0	0	262	0	0
8:15 AM	0	241	26	1	4	5	0	1	1	0	0	0	0	279	0	0
8:30 AM	1	262	24	4	8	7	0	1	1	0	0	0	0	308	0	0
8:45 AM	0	236	26	1	2	3	0	0	0	0	0	0	0	268	0	0
9:00 AM	0	212	18	3	3	2	0	0	0	0	0	0	0	238	0	0
9:15 AM	0	232	25	1	2	3	0	0	0	0	0	0	0	263	0	1
9:30 AM	0	230	23	1	5	3	0	0	1	0	0	0	0	263	0	0
9:45 AM	0	178	18	0	5	5	0	0	3	0	0	0	0	209	0	0
10:00 AM	0	162	14	1	3	6	0	0	3	0	0	0	0	189	0	0
10:15 AM	0	210	8	2	3	3	0	2	1	0	0	0	0	229	0	0
10:30 AM	0	258	13	2	6	1	0	2	1	0	0	0	0	283	0	0
10:45 AM	1	191	15	1	5	2	0	1	1	0	0	0	0	217	0	0
11:00 AM	1	131	12	2	2	1	0	0	0	0	0	0	0	149	0	0
11:15 AM	0	216	19	3	2	7	1	0	0	0	0	0	0	248	0	0
11:30 AM	0	213	21	0	5	1	0	0	1	1	0	0	0	242	0	0
11:45 AM	0	229	21	1	3	2	0	1	0	0	0	0	0	257	0	1
12:00 PM	0	249	21	1	8	2	0	1	2	0	0	0	0	284	0	0
12:15 PM	0	280	31	1	6	2	0	0	2	0	0	0	0	322	0	0
12:30 PM	1	237	28	0	5	1	0	0	1	0	0	0	0	273	0	0
12:45 PM	0	253	15	2	1	3	0	2	0	0	0	0	0	276	0	0
1:00 PM	0	113	11	1	4	2	0	1	0	0	0	0	0	132	0	0
1:15 PM	0	332	12	1	5	1	0	0	1	0	0	0	0	352	0	0
1:30 PM	1	313	17	4	5	8	1	0	2	0	0	0	0	351	0	0
1:45 PM	0	275	17	0	1	2	0	2	0	0	0	0	0	297	0	0
2:00 PM	1	223	18	1	4	3	0	1	1	0	0	0	0	252	0	0
2:15 PM	0	240	9	2	1	0	0	2	1	0	0	0	0	255	0	0
2:30 PM	0	222	13	3	5	0	0	0	1	0	0	0	0	244	0	1
2:45 PM	0	350	23	5	5	2	0	1	1	0	0	0	0	387	0	0
3:00 PM	0	327	13	3	4	0	0	1	1	0	0	0	0	349	0	0
3:15 PM	0	453	30	3	1	1	0	0	0	0	0	0	0	488	0	0
3:30 PM	0	361	20	5	2	2	0	0	1	0	0	0	0	391	0	0
3:45 PM	3	391	13	5	4	1	0	0	1	0	0	0	0	418	0	0
4:00 PM	1	402	23	4	2	2	0	0	0	0	0	0	0	434	0	0
4:15 PM	1	425	17	1	2	0	0	0	1	0	0	0	0	447	0	0
4:30 PM	0	381	14	5	0	0	0	0	1	0	0	0	0	401	0	0
4:45 PM	1	419	15	4	1	1	0	1	1	0	0	0	0	443	0	1
5:00 PM	0	384	26	2	1	0	0	1	0	0	0	0	0	414	0	0
5:15 PM	1	394	36	4	3	1	0	1	0	0	0	0	0	440	0	0
5:30 PM	2	431	30	3	2	0	0	0	1	0	0	0	0	469	0	0
5:45 PM	1	411	44	3	2	0	1	0	1	0	0	0	0	463	0	0
6:00 PM	0	145	7	3	0	0	0	0	0	0	0	0	0	155	0	0
6:15 PM	0	394	26	2	2	0	0	0	2	0	0	0	0	426	0	0
6:30 PM	0	459	22	2	1	1	0	0	2	0	0	0	0	487	0	0
6:45 PM	1	302	12	2	2	0	0	0	1	0	0	0	0	320	0	0
7:00 PM	1	288	14	1	3	0	0	0	0	0	0	0	0	307	0	0
7:15 PM	3	283	19	0	2	0	0	0	0	0	0	0	0	307	0	0
7:30 PM	0	288	16	3	1	0	0	0	1	0	0	0	0	309	0	0
7:45 PM	3	230	14	1	2	0	0	0	1	0	0	0	0	251	0	0
8:00 PM	1	225	10	0	1	0	0	0	0	0	0	0	0	237	0	0
8:15 PM	2	210	12	2	1	0	0	0	0	2	0	0	0	229	0	0
8:30 PM	2	183	8	1	1	0	0	0	0	1	0	0	0	196	0	0
8:45 PM	0	131	10	0	1	0	0	0	0	1	0	0	0	143	0	0
9:00 PM	1	139	4	1	0	0	0	0	0	0	0	0	0	145	0	0
9:15 PM	0	170	14	1	1	0	0	0	0	0	0	0	0	186	0	0
9:30 PM	2	194	5	0	1	0	0	0	0	1	0	0	0	203	0	0
9:45 PM	0	145	3	0	0	0	0	0	0	2	0	0	0	150	0	0
10:00 PM	0	60	1	0	1	0	0	0	0	0	0	0	0	62	0	0
10:15 PM	0	171	8	1	1	0	0	0	0	2	0	0	0	183	0	0
10:30 PM	0	103	9	1	0	0	0	0	0	0	0	0	0	113	0	0
10:45 PM	1	125	9	0	0	0	0	0	0	2	2	0	0	139	0	0
11:00 PM	0	71	3	0	0	0	0	0	0	0	0	0	0	74	0	0
11:15 PM	0	92	6	0	0	0	0	0	1	0	0	0	0	99	0	0
11:30 PM	0	65	3	0	0	0	0	0	1	0	0	0	0	69	0	0
11:45 PM	1	72	5	1	0	0	0	0	1	0	0	0	0	80	0	0
Total	41	19197	1289	169	184	112	6	26	68	20	2	0	0			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	44	1	0	0	0	0	0	0	0	0	0	0	45	0	0
12:15 AM	0	22	5	1	1	0	0	0	0	0	0	0	0	29	0	0
12:30 AM	0	18	3	0	1	0	0	0	1	0	0	0	0	23	0	0
12:45 AM	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	0
1:00 AM	0	15	1	0	0	0	0	0	1	0	0	0	0	17	0	0
1:15 AM	1	26	0	0	0	0	0	0	0	0	0	0	0	27	0	0
1:30 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	1
1:45 AM	0	26	2	1	0	0	1	0	1	0	0	0	0	31	0	0
2:00 AM	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	0
2:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
2:30 AM	0	26	3	0	0	0	0	0	0	1	0	0	0	30	0	0
2:45 AM	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0	0
3:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	0
3:15 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	0
3:30 AM	0	34	3	1	0	0	0	0	1	0	0	0	0	39	0	0
3:45 AM	0	31	1	0	0	2	0	0	0	0	0	0	0	34	0	0
4:00 AM	0	91	7	0	0	0	0	0	1	0	0	0	0	99	0	0
4:15 AM	0	84	8	0	0	1	0	0	0	0	0	0	0	93	0	0
4:30 AM	1	104	4	0	0	1	0	0	0	0	0	0	0	110	0	0
4:45 AM	1	113	8	1	2	3	0	0	0	1	0	0	0	129	0	0
5:00 AM	0	129	6	0	0	0	0	1	3	0	0	0	0	139	0	0
5:15 AM	0	162	8	1	4	1	0	0	2	1	0	0	0	179	0	0
5:30 AM	2	176	12	0	0	1	0	0	0	2	0	0	0	193	0	0
5:45 AM	0	208	14	1	0	2	0	0	1	0	0	0	0	226	0	0
6:00 AM	3	279	14	1	1	1	0	1	0	0	0	0	0	300	0	0
6:15 AM	0	328	21	5	2	2	1	1	0	0	0	0	0	360	0	0
6:30 AM	1	381	34	14	1	3	0	0	0	0	0	0	0	434	0	0
6:45 AM	0	405	29	6	4	3	0	1	5	0	0	0	0	453	0	1
7:00 AM	0	402	32	6	1	1	0	1	2	0	0	0	0	445	0	0
7:15 AM	0	434	29	7	3	2	1	0	1	0	0	0	0	477	0	0
7:30 AM	0	371	50	9	2	2	0	0	2	0	0	0	0	436	0	0
7:45 AM	0	374	20	4	5	0	0	1	2	0	0	0	0	406	0	0
8:00 AM	0	335	15	5	6	2	0	1	0	0	0	0	0	364	0	0
8:15 AM	0	322	16	3	2	1	0	0	1	0	0	0	0	345	0	0
8:30 AM	2	316	19	1	4	3	0	1	2	1	0	0	0	349	0	0
8:45 AM	0	277	10	2	5	2	0	0	0	0	0	0	0	296	0	0
9:00 AM	1	251	18	2	5	3	0	0	3	0	0	0	0	283	0	0
9:15 AM	1	296	26	3	3	5	1	0	0	0	0	0	0	335	0	0
9:30 AM	0	290	16	0	7	2	0	0	1	0	0	0	0	316	0	0
9:45 AM	1	240	14	0	3	2	1	0	2	0	0	0	0	263	0	0
10:00 AM	0	193	15	0	4	4	0	0	2	0	0	0	0	218	0	0
10:15 AM	0	251	17	0	3	1	0	0	1	0	0	0	0	273	0	0
10:30 AM	0	268	14	1	9	3	1	0	2	0	0	0	0	298	0	0
10:45 AM	1	232	12	1	7	2	0	1	2	0	0	0	0	258	0	0
11:00 AM	0	196	16	0	2	1	0	0	4	0	0	0	0	219	0	0
11:15 AM	1	212	19	0	4	4	0	0	3	0	0	0	0	243	0	0
11:30 AM	0	231	12	0	3	3	0	2	1	0	0	0	0	252	0	0
11:45 AM	0	229	20	1	1	2	0	1	0	0	0	0	0	254	0	0
12:00 PM	0	258	21	2	2	0	0	0	2	0	0	0	0	285	0	1
12:15 PM	1	271	15	4	4	3	0	0	0	0	0	0	0	298	0	0
12:30 PM	0	252	17	2	7	1	0	0	2	0	0	0	0	281	0	0
12:45 PM	0	236	18	2	1	1	0	0	1	0	0	0	0	259	0	0
1:00 PM	0	156	8	1	2	4	0	0	1	0	0	0	0	172	0	0
1:15 PM	0	276	10	2	3	2	0	0	3	0	0	0	0	296	0	0
1:30 PM	0	295	16	1	6	1	0	2	1	0	0	0	0	322	0	0
1:45 PM	1	258	15	2	6	1	0	0	0	0	0	0	0	283	0	0
2:00 PM	1	232	16	0	5	2	0	0	1	0	0	0	0	257	0	0
2:15 PM	1	216	10	3	4	1	0	1	0	0	0	0	0	236	0	0
2:30 PM	2	211	15	2	4	0	0	3	1	0	0	0	0	238	0	0
2:45 PM	1	269	7	1	3	4	0	0	1	1	0	0	0	287	0	0
3:00 PM	0	262	11	5	5	1	0	0	1	0	0	0	0	285	0	1
3:15 PM	0	367	15	8	3	0	0	2	4	0	0	0	0	399	0	0
3:30 PM	0	273	9	6	1	2	1	0	0	0	0	0	0	292	0	1
3:45 PM	2	283	17	5	2	1	0	2	0	1	0	0	0	313	0	0
4:00 PM	1	333	6	5	2	0	0	0	1	0	0	0	0	348	0	0
4:15 PM	1	322	10	4	3	0	0	1	0	0	0	0	0	341	0	0
4:30 PM	0	347	12	3	2	1	1	1	0	0	0	0	0	367	1	0
4:45 PM	0	317	17	6	1	0	1	0	3	0	0	0	0	345	0	0
5:00 PM	0	303	6	4	0	0	1	0	0	0	0	0	0	314	1	0
5:15 PM	0	315	6	2	0	0	0	0	0	0	0	0	0	323	0	1
5:30 PM	2	288	9	3	2	1	0	0	0	1	0	0	0	306	0	0
5:45 PM	0	280	6	2	2	0	0	0	1	0	0	0	0	291	0	0
6:00 PM	0	163	11	1	0	1	1	0	0	0	0	0	0	177	0	0
6:15 PM	1	339	12	1	2	0	0	0	0	0	0	0	0	355	0	0
6:30 PM	0	332	15	3	1	0	0	0	2	0	0	0	0	353	0	0
6:45 PM	2	247	5	1	0	0	0	0	1	0	0	0	0	256	0	0
7:00 PM	1	238	1	2	2	0	0	0	1	0	0	0	0	245	0	0
7:15 PM	1	249	7	1	4	0	0	0	1	0	0	0	0	263	0	0
7:30 PM	0	203	7	2	1	0	0	0	2	0	0	0	0	215	0	0
7:45 PM	0	152	7	1	1	0	0	0	0	0	0	0	0	161	0	0
8:00 PM	1	151	1	0	1	0	0	0	0	1	0	0	0	155	0	0
8:15 PM	1	177	8	1	1	0	0	0	0	0	0	0	0	188	0	0
8:30 PM	1	134	2	1	0	0	0	0	0	1	0	0	0	139	0	0
8:45 PM	0	112	5	1	1	0	0	0	1	0	0	0	0	120	0	0
9:00 PM	0	114	1	2	1	0	0	0	1	0	0	0	0	119	0	0
9:15 PM	0	121	3	2	0	0	0	0	1	0	0	0	0	127	0	0
9:30 PM	0	143	3	1	0	1	0	0	0	0	0	0	0	148	0	0
9:45 PM	3	119	2	0	1	0	0	0	0	0	0	0	0	125	1	0
10:00 PM	0	70	1	0	0	0	0	0	1	1	0	0	0	73	0	0
10:15 PM	0	94	1	1	0	0	0	0	0	0	0	0	0	96	0	0
10:30 PM	0	78	3	0	0	0	0	0	0	0	0	0	0	81	0	0
10:45 PM	0	70	0	1	0	0	0	0	1	0	0	0	0	72	0	0
11:00 PM	0	40	0	0	0	0	0	0	0	0	0	0	0	40	0	0
11:15 PM	0	44	0	0	0	0	0	0	2	0	0	0	0	46	0	0
11:30 PM	0	45	2	0	0	0	0	0	0	0	0	0	0	47	0	0
11:45 PM	0	52	0	0	0	0	0	0	1	0	0	0	0	53	0	0
Total	40	18683	969	174	182	93	11	25	84	12	0	0	0			

N Claiborne Ave 7-Day Volume with Classifications
3/9/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	57	1	0	0	0	0	0	1	0	0	0	0	**59**	**0**	**0**
12:15 AM	0	59	8	0	0	0	0	0	0	0	0	0	0	**67**	**0**	**1**
12:30 AM	0	64	3	0	0	0	0	0	1	0	0	0	0	**68**	**0**	**0**
12:45 AM	0	32	1	0	0	0	0	0	1	0	0	0	0	**34**	**0**	**0**
1:00 AM	0	39	3	1	0	0	0	0	1	0	0	0	0	**44**	**0**	**0**
1:15 AM	1	28	3	0	0	6	0	0	0	0	0	0	0	**38**	**0**	**0**
1:30 AM	0	33	4	0	0	0	0	0	1	0	0	0	0	**38**	**0**	**0**
1:45 AM	0	34	2	0	0	0	0	1	1	0	0	0	0	**38**	**0**	**0**
2:00 AM	1	28	2	0	0	0	0	1	0	0	0	0	0	**32**	**0**	**0**
2:15 AM	0	20	1	1	0	0	0	0	1	0	0	0	0	**23**	**0**	**0**
2:30 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
2:45 AM	0	22	2	0	2	0	0	0	1	0	0	0	0	**27**	**0**	**0**
3:00 AM	0	29	0	0	0	0	0	0	3	0	0	0	0	**32**	**0**	**0**
3:15 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	**22**	**0**	**0**
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:45 AM	0	47	4	1	1	2	1	1	1	0	0	0	0	**58**	**0**	**0**
4:00 AM	0	24	2	0	2	0	1	1	2	0	0	0	0	**32**	**0**	**0**
4:15 AM	0	44	5	0	1	0	0	1	2	0	0	0	0	**53**	**0**	**0**
4:30 AM	0	95	2	0	3	0	0	0	0	0	0	0	0	**100**	**0**	**0**
4:45 AM	0	141	6	1	0	0	0	0	1	1	0	0	0	**150**	**0**	**0**
5:00 AM	0	122	7	0	1	0	0	0	1	0	0	0	0	**131**	**0**	**0**
5:15 AM	0	197	7	1	1	0	0	0	2	0	0	0	0	**208**	**0**	**0**
5:30 AM	0	256	17	0	2	1	0	0	1	0	0	0	0	**277**	**0**	**0**
5:45 AM	0	157	12	1	1	0	0	0	2	0	0	0	0	**173**	**0**	**0**
6:00 AM	0	154	12	2	2	0	1	0	2	0	0	0	0	**173**	**0**	**0**
6:15 AM	0	161	12	7	2	0	1	0	0	2	0	0	0	**185**	**0**	**0**
6:30 AM	1	208	6	4	3	0	1	1	1	0	0	0	0	**225**	**0**	**0**
6:45 AM	0	202	9	4	2	0	0	0	1	0	0	0	0	**218**	**0**	**0**
7:00 AM	0	230	5	7	5	0	0	0	0	1	0	0	0	**248**	**0**	**0**
7:15 AM	0	220	15	7	5	1	0	0	0	1	0	0	0	**249**	**0**	**0**
7:30 AM	0	277	10	8	2	1	0	0	1	0	0	0	0	**299**	**0**	**0**
7:45 AM	0	316	9	7	4	0	0	0	1	0	0	0	0	**337**	**0**	**0**
8:00 AM	0	269	15	4	7	0	0	1	1	0	0	0	0	**297**	**0**	**0**
8:15 AM	0	244	13	2	4	1	0	0	2	0	0	0	0	**266**	**0**	**0**
8:30 AM	1	297	14	1	2	0	0	0	1	1	0	0	0	**317**	**0**	**0**
8:45 AM	0	254	9	2	2	1	0	0	1	0	0	0	0	**269**	**0**	**0**
9:00 AM	0	162	21	4	4	0	0	0	1	0	0	0	0	**192**	**0**	**0**
9:15 AM	0	199	14	3	12	1	1	1	2	0	0	0	0	**233**	**0**	**0**
9:30 AM	0	232	40	3	4	0	0	2	0	0	0	0	0	**281**	**0**	**0**
9:45 AM	0	182	58	1	11	0	0	0	2	0	0	0	0	**254**	**0**	**0**
10:00 AM	0	171	60	1	4	0	0	0	0	0	0	0	0	**236**	**0**	**0**
10:15 AM	0	204	57	0	6	1	0	0	3	0	0	0	0	**271**	**0**	**0**
10:30 AM	0	170	62	0	8	3	0	1	1	0	0	0	0	**245**	**0**	**1**
10:45 AM	0	165	62	2	2	2	0	2	1	0	0	0	0	**236**	**0**	**0**
11:00 AM	0	125	28	0	4	1	0	1	1	0	0	0	0	**160**	**0**	**0**
11:15 AM	0	226	73	1	3	2	0	1	5	0	0	0	0	**311**	**0**	**0**
11:30 AM	0	154	41	1	5	3	0	0	0	0	0	0	0	**204**	**0**	**1**
11:45 AM	1	209	58	0	9	1	0	0	0	0	0	0	0	**278**	**0**	**0**
12:00 PM	0	136	40	0	2	0	0	1	0	0	0	0	0	**179**	**0**	**0**
12:15 PM	0	271	71	0	4	1	0	0	2	0	0	0	0	**349**	**0**	**0**
12:30 PM	0	247	55	1	6	0	0	0	2	0	0	0	0	**311**	**0**	**0**
12:45 PM	0	212	30	0	2	1	0	0	1	0	0	0	0	**246**	**0**	**0**
1:00 PM	1	234	29	2	4	0	0	2	2	0	0	0	0	**274**	**0**	**0**
1:15 PM	1	274	28	1	5	4	0	0	2	0	0	0	0	**315**	**0**	**0**
1:30 PM	2	262	46	1	4	1	0	0	4	0	0	0	0	**320**	**0**	**0**
1:45 PM	0	237	41	1	3	1	0	1	4	0	0	0	0	**288**	**0**	**0**
2:00 PM	0	238	33	1	2	1	0	0	0	0	0	0	0	**275**	**0**	**0**
2:15 PM	0	274	43	0	1	0	0	0	1	1	0	0	0	**320**	**0**	**0**
2:30 PM	2	308	40	7	7	2	0	0	3	0	0	0	0	**369**	**0**	**0**
2:45 PM	0	301	50	0	6	2	0	1	2	0	0	0	0	**362**	**0**	**0**
3:00 PM	0	189	32	0	5	0	0	0	0	0	0	0	0	**226**	**0**	**0**
3:15 PM	0	381	58	3	4	1	0	0	1	0	0	0	0	**448**	**0**	**0**
3:30 PM	1	341	48	5	3	1	0	0	0	0	0	0	0	**399**	**0**	**0**
3:45 PM	0	317	50	3	3	0	0	0	0	0	0	0	0	**373**	**0**	**0**
4:00 PM	2	356	61	4	1	0	0	0	2	0	0	0	0	**426**	**0**	**0**
4:15 PM	0	370	62	3	2	0	0	0	2	0	0	0	0	**439**	**0**	**0**
4:30 PM	0	389	74	3	5	1	0	0	0	0	0	0	0	**472**	**0**	**0**
4:45 PM	1	395	41	7	0	0	0	0	2	0	0	0	0	**446**	**0**	**1**
5:00 PM	3	392	47	5	4	0	0	0	0	0	0	0	0	**451**	**0**	**0**
5:15 PM	0	391	50	3	3	1	0	0	1	0	0	0	0	**449**	**0**	**1**
5:30 PM	0	374	47	3	0	1	0	0	1	0	0	0	0	**426**	**0**	**0**
5:45 PM	0	343	47	4	2	0	0	0	1	0	0	0	0	**397**	**0**	**0**
6:00 PM	0	373	43	1	1	2	0	0	0	0	0	0	0	**420**	**0**	**0**
6:15 PM	0	380	43	1	2	0	0	0	0	1	0	0	0	**427**	**0**	**0**
6:30 PM	0	323	32	3	0	0	0	1	0	0	0	0	0	**359**	**0**	**0**
6:45 PM	1	188	20	1	0	0	0	0	0	0	0	0	0	**210**	**0**	**0**
7:00 PM	0	228	33	1	0	0	0	0	0	0	0	0	0	**262**	**0**	**0**
7:15 PM	0	305	32	2	0	0	0	0	0	0	0	0	0	**339**	**0**	**0**
7:30 PM	0	239	22	1	2	0	0	0	1	0	0	0	0	**265**	**0**	**0**
7:45 PM	0	213	18	0	1	0	0	0	0	0	0	0	0	**232**	**0**	**0**
8:00 PM	0	242	12	1	0	0	0	0	1	0	0	0	0	**256**	**0**	**0**
8:15 PM	0	205	15	0	0	0	0	0	1	0	0	0	0	**221**	**0**	**0**
8:30 PM	0	185	18	1	1	0	0	0	0	0	0	0	0	**205**	**0**	**0**
8:45 PM	0	159	7	1	0	0	0	0	1	0	0	0	0	**168**	**0**	**0**
9:00 PM	1	150	10	0	0	0	0	0	1	0	0	0	0	**162**	**0**	**0**
9:15 PM	1	181	8	1	0	0	0	0	0	0	0	0	0	**191**	**0**	**0**
9:30 PM	0	135	11	0	0	0	0	0	1	0	0	0	0	**147**	**0**	**0**
9:45 PM	0	135	16	1	0	0	0	0	2	0	0	0	0	**154**	**0**	**0**
10:00 PM	0	136	6	0	0	0	0	0	2	0	0	0	0	**144**	**0**	**0**
10:15 PM	0	144	15	2	0	0	0	0	2	0	0	0	0	**163**	**0**	**0**
10:30 PM	0	131	11	0	0	0	0	0	0	0	0	0	0	**142**	**0**	**0**
10:45 PM	1	110	4	0	1	0	0	0	1	0	0	0	0	**117**	**0**	**0**
11:00 PM	0	80	11	0	1	0	0	0	0	0	0	0	0	**92**	**0**	**0**
11:15 PM	0	105	6	0	0	0	0	0	0	0	0	0	0	**111**	**0**	**0**
11:30 PM	0	102	9	0	0	1	0	0	0	0	0	0	0	**112**	**0**	**0**
11:45 PM	0	83	7	1	0	0	0	0	1	0	0	0	0	**92**	**0**	**0**
Total	**22**	**18362**	**2331**	**152**	**214**	**48**	**6**	**21**	**97**	**8**	**0**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	38	1	1	0	0	0	0	1	0	0	0	0	**41**	**0**	**1**
12:15 AM	0	28	2	0	0	0	0	0	0	0	0	0	0	**30**	**0**	**0**
12:30 AM	0	35	3	0	0	0	0	0	2	1	0	0	0	**41**	**0**	**0**
12:45 AM	0	24	2	0	1	0	0	0	0	0	0	0	0	**27**	**0**	**0**
1:00 AM	0	19	2	0	1	0	1	0	0	0	0	0	0	**23**	**0**	**0**
1:15 AM	1	25	0	1	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
1:30 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
1:45 AM	1	22	3	0	1	0	0	0	1	0	0	0	0	**28**	**0**	**0**
2:00 AM	0	21	1	0	0	0	0	1	0	0	0	0	0	**23**	**0**	**0**
2:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
2:30 AM	0	19	2	0	1	0	0	0	1	0	0	0	0	**23**	**0**	**0**
2:45 AM	0	26	5	1	0	0	0	0	0	0	0	0	0	**32**	**0**	**0**
3:00 AM	0	35	1	1	1	0	0	0	0	0	0	0	0	**38**	**0**	**0**
3:15 AM	0	29	1	0	0	0	0	0	0	0	0	0	0	**30**	**0**	**0**
3:30 AM	0	12	1	0	1	0	0	0	1	0	0	0	0	**15**	**0**	**0**
3:45 AM	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
4:00 AM	0	77	6	1	0	0	0	0	0	0	0	0	0	**84**	**0**	**0**
4:15 AM	0	77	5	0	2	0	0	0	1	0	0	0	0	**85**	**0**	**0**
4:30 AM	1	113	1	0	2	1	0	0	1	1	0	0	0	**120**	**0**	**0**
4:45 AM	1	81	1	1	1	1	0	0	0	1	0	0	0	**87**	**0**	**0**
5:00 AM	0	106	1	0	3	1	0	0	1	0	0	0	0	**112**	**0**	**0**
5:15 AM	0	175	3	2	1	1	0	1	0	0	0	0	0	**183**	**0**	**0**
5:30 AM	1	183	8	0	1	0	0	0	1	0	0	0	0	**195**	**0**	**0**
5:45 AM	0	189	6	2	0	1	0	1	3	0	0	0	0	**202**	**0**	**0**
6:00 AM	2	329	28	1	0	2	0	0	1	0	0	0	0	**363**	**0**	**0**
6:15 AM	0	312	19	4	3	1	0	1	1	0	0	0	0	**341**	**0**	**0**
6:30 AM	1	394	47	14	1	2	2	0	0	1	0	0	0	**462**	**0**	**0**
6:45 AM	0	409	46	6	2	1	0	1	1	0	0	0	0	**466**	**0**	**0**
7:00 AM	0	410	42	9	2	0	4	0	1	4	0	0	0	**472**	**0**	**0**
7:15 AM	0	419	52	6	3	0	1	0	2	0	0	0	0	**483**	**0**	**0**
7:30 AM	0	358	42	11	0	2	0	1	2	0	0	0	0	**416**	**0**	**0**
7:45 AM	1	371	27	8	1	2	0	0	0	0	0	0	0	**410**	**0**	**0**
8:00 AM	0	362	12	4	3	2	1	0	2	0	0	0	0	**386**	**0**	**0**
8:15 AM	0	347	19	3	4	4	0	0	0	1	0	0	0	**378**	**0**	**0**
8:30 AM	1	471	26	2	2	2	0	0	1	0	0	0	0	**503**	**0**	**0**
8:45 AM	0	338	16	3	1	4	0	1	2	1	0	0	0	**366**	**0**	**0**
9:00 AM	1	190	12	1	3	2	0	0	2	0	0	0	0	**211**	**0**	**0**
9:15 AM	1	284	13	2	2	1	0	0	1	1	0	0	0	**305**	**0**	**0**
9:30 AM	0	335	13	3	8	1	0	0	1	0	0	0	0	**361**	**0**	**0**
9:45 AM	2	264	10	1	6	2	0	0	1	1	0	0	0	**287**	**0**	**0**
10:00 AM	0	294	8	2	5	2	0	0	2	0	0	0	0	**313**	**0**	**0**
10:15 AM	0	271	11	0	4	3	1	0	0	0	0	0	0	**290**	**0**	**0**
10:30 AM	1	225	16	1	7	1	0	1	0	0	0	0	0	**252**	**0**	**0**
10:45 AM	1	249	26	1	3	0	1	1	1	0	0	0	0	**283**	**0**	**0**
11:00 AM	0	188	18	0	7	1	0	0	1	0	0	0	0	**215**	**0**	**0**
11:15 AM	0	213	22	1	6	1	0	0	0	0	0	0	0	**243**	**0**	**0**
11:30 AM	0	187	20	2	5	1	2	0	1	0	0	0	0	**218**	**0**	**0**
11:45 AM	1	240	14	1	6	3	0	0	2	0	0	0	0	**267**	**0**	**1**
12:00 PM	4	170	29	0	4	1	0	0	0	0	0	0	0	**208**	**0**	**0**
12:15 PM	0	265	34	1	2	3	0	0	0	0	0	0	0	**305**	**0**	**0**
12:30 PM	1	260	43	0	4	0	0	1	1	0	0	0	0	**310**	**0**	**0**
12:45 PM	0	258	30	0	4	1	0	1	0	1	0	0	0	**295**	**0**	**0**
1:00 PM	1	268	16	1	8	2	0	0	0	0	0	0	0	**296**	**0**	**0**
1:15 PM	0	279	25	1	1	1	0	0	0	0	0	0	0	**307**	**0**	**0**
1:30 PM	2	309	19	1	8	4	0	0	2	0	0	0	0	**345**	**0**	**0**
1:45 PM	1	242	8	3	4	1	0	0	1	0	0	0	0	**260**	**0**	**0**
2:00 PM	1	275	10	4	5	1	0	0	1	0	0	0	0	**297**	**0**	**1**
2:15 PM	0	282	10	2	4	1	0	0	2	0	0	0	0	**301**	**0**	**0**
2:30 PM	1	370	12	4	4	0	1	0	2	0	0	0	0	**394**	**0**	**0**
2:45 PM	0	289	14	2	4	0	0	1	0	0	0	0	0	**310**	**0**	**0**
3:00 PM	0	225	13	0	1	0	0	0	4	0	0	0	0	**243**	**0**	**0**
3:15 PM	0	345	8	7	1	1	0	0	0	0	0	0	0	**362**	**0**	**0**
3:30 PM	0	288	4	9	5	2	0	0	3	0	0	0	0	**311**	**0**	**2**
3:45 PM	0	291	12	8	1	3	0	0	0	0	0	0	0	**315**	**1**	**0**
4:00 PM	0	386	7	5	3	0	0	0	0	0	0	0	0	**401**	**0**	**0**
4:15 PM	1	354	4	2	5	1	0	0	2	0	0	0	0	**369**	**0**	**0**
4:30 PM	0	317	7	3	4	1	0	0	1	0	0	0	0	**333**	**0**	**0**
4:45 PM	1	352	11	5	3	1	0	0	0	0	0	0	0	**373**	**0**	**0**
5:00 PM	1	303	11	8	1	0	0	0	1	0	0	0	0	**325**	**0**	**0**
5:15 PM	0	288	5	6	2	0	0	0	0	0	0	0	0	**301**	**0**	**0**
5:30 PM	1	269	2	1	1	0	1	1	2	0	0	0	0	**278**	**0**	**0**
5:45 PM	0	263	8	3	0	0	0	0	2	0	0	0	0	**276**	**0**	**0**
6:00 PM	0	306	5	2	0	0	0	0	2	0	0	0	0	**315**	**0**	**0**
6:15 PM	0	389	15	1	0	0	2	0	2	0	0	0	0	**409**	**0**	**0**
6:30 PM	0	277	7	2	0	0	1	0	0	0	0	0	0	**287**	**0**	**0**
6:45 PM	0	190	4	0	3	1	0	0	1	0	0	0	0	**199**	**0**	**0**
7:00 PM	0	229	3	1	2	0	0	0	0	0	0	0	0	**235**	**0**	**0**
7:15 PM	0	242	1	3	0	0	0	0	1	0	0	0	0	**247**	**0**	**0**
7:30 PM	0	208	1	1	2	0	0	0	0	0	0	0	0	**212**	**0**	**0**
7:45 PM	0	155	2	1	1	0	0	0	0	0	0	0	0	**159**	**0**	**0**
8:00 PM	0	188	2	0	3	0	0	0	1	0	0	0	0	**194**	**0**	**0**
8:15 PM	0	207	2	1	0	0	0	0	0	0	0	0	0	**210**	**0**	**0**
8:30 PM	1	170	2	0	1	0	0	1	3	0	0	0	0	**178**	**0**	**0**
8:45 PM	0	130	1	1	1	0	0	0	1	0	0	0	0	**134**	**0**	**0**
9:00 PM	0	115	2	0	0	0	0	0	0	0	0	0	0	**117**	**0**	**0**
9:15 PM	0	140	2	1	0	0	1	0	0	0	0	0	0	**144**	**0**	**0**
9:30 PM	0	138	2	1	1	0	0	0	1	0	0	0	0	**143**	**0**	**0**
9:45 PM	0	81	1	0	2	0	0	0	1	0	0	0	0	**85**	**0**	**0**
10:00 PM	0	124	1	0	0	0	0	0	1	0	0	0	0	**126**	**0**	**0**
10:15 PM	0	136	1	1	0	0	0	0	0	0	0	0	0	**138**	**0**	**0**
10:30 PM	0	93	2	1	0	0	0	0	0	0	0	0	0	**96**	**0**	**0**
10:45 PM	1	104	4	2	0	0	0	0	2	0	0	0	0	**113**	**0**	**0**
11:00 PM	0	54	1	0	1	1	0	0	0	0	0	0	0	**57**	**0**	**0**
11:15 PM	0	47	2	0	0	1	0	0	0	0	0	0	0	**50**	**0**	**0**
11:30 PM	0	59	0	1	0	0	0	0	0	0	0	0	0	**60**	**0**	**0**
11:45 PM	0	40	1	0	0	0	0	0	0	0	0	0	0	**41**	**2**	**0**
Total	**34**	**19624**	**1025**	**192**	**196**	**69**	**19**	**15**	**77**	**15**	**0**	**0**	**0**			

N Claiborne Ave 7-Day Volume with Classifications
3/10/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	125	3	0	0	0	0	0	0	0	0	0	0	**128**	**0**	**0**
12:15 AM	0	78	1	0	1	0	0	0	1	0	0	0	0	**81**	**0**	**0**
12:30 AM	1	61	1	0	0	0	0	0	1	0	0	0	0	**64**	**0**	**0**
12:45 AM	0	48	3	0	0	0	0	0	0	0	0	0	0	**51**	**0**	**0**
1:00 AM	0	53	2	1	0	0	0	0	0	0	0	0	0	**56**	**0**	**0**
1:15 AM	1	36	3	0	0	0	0	0	1	0	0	0	0	**41**	**0**	**0**
1:30 AM	0	35	1	0	0	0	0	0	0	0	0	0	0	**36**	**0**	**0**
1:45 AM	0	37	3	0	0	0	0	0	2	0	0	0	0	**42**	**0**	**0**
2:00 AM	0	39	0	0	0	0	0	2	0	0	0	0	0	**41**	**0**	**0**
2:15 AM	0	29	1	1	0	0	0	0	1	0	0	0	0	**32**	**0**	**0**
2:30 AM	0	32	0	0	0	0	0	1	5	0	0	0	0	**38**	**0**	**0**
2:45 AM	0	24	0	0	2	0	0	0	2	0	0	0	0	**28**	**0**	**0**
3:00 AM	1	32	2	0	0	0	0	0	3	0	0	0	0	**38**	**0**	**0**
3:15 AM	0	43	0	0	0	0	1	0	0	0	0	0	0	**44**	**0**	**0**
3:30 AM	0	35	0	1	0	0	0	0	0	0	0	0	0	**36**	**0**	**0**
3:45 AM	0	44	1	0	0	1	0	0	3	0	0	0	0	**49**	**0**	**0**
4:00 AM	0	37	1	0	1	2	0	0	1	1	0	0	0	**43**	**0**	**0**
4:15 AM	0	55	1	0	0	0	0	0	2	0	0	0	0	**58**	**0**	**0**
4:30 AM	0	75	6	1	2	0	0	0	2	0	0	0	0	**86**	**0**	**0**
4:45 AM	0	94	4	1	1	1	0	0	1	0	0	0	0	**102**	**0**	**0**
5:00 AM	0	93	5	0	1	0	0	0	2	0	0	0	0	**101**	**0**	**0**
5:15 AM	1	160	6	1	2	0	0	1	2	0	0	0	0	**173**	**0**	**0**
5:30 AM	0	196	1	0	0	0	0	0	0	0	0	0	0	**197**	**0**	**0**
5:45 AM	0	141	7	1	1	0	0	1	2	0	0	0	0	**153**	**0**	**0**
6:00 AM	0	161	7	3	1	1	0	0	2	0	0	0	0	**175**	**0**	**0**
6:15 AM	0	162	9	8	1	0	0	0	3	0	0	0	0	**183**	**0**	**0**
6:30 AM	0	179	7	2	3	0	0	0	1	0	0	0	0	**192**	**0**	**0**
6:45 AM	0	187	8	7	1	2	1	1	0	0	0	0	0	**207**	**0**	**1**
7:00 AM	0	202	6	6	4	0	0	1	2	0	0	0	0	**221**	**0**	**0**
7:15 AM	0	214	9	5	2	0	0	1	1	0	0	0	0	**232**	**0**	**0**
7:30 AM	0	253	2	7	3	0	0	1	0	0	0	0	0	**266**	**0**	**0**
7:45 AM	0	247	11	7	0	4	1	1	1	0	0	0	0	**272**	**0**	**0**
8:00 AM	0	235	7	6	1	0	0	0	3	0	0	0	0	**252**	**0**	**0**
8:15 AM	0	226	10	1	1	1	0	2	0	0	0	0	0	**241**	**0**	**0**
8:30 AM	0	233	7	2	2	1	1	0	1	0	0	0	0	**247**	**0**	**0**
8:45 AM	0	274	8	2	3	0	0	0	3	0	0	0	0	**290**	**0**	**0**
9:00 AM	0	204	5	1	2	3	0	0	1	0	0	0	0	**216**	**0**	**0**
9:15 AM	0	200	10	1	3	2	0	1	3	0	0	0	0	**220**	**0**	**1**
9:30 AM	0	257	13	0	2	2	1	0	6	0	0	0	0	**281**	**0**	**0**
9:45 AM	0	287	7	0	3	0	0	1	1	0	0	0	0	**299**	**0**	**0**
10:00 AM	0	160	7	1	3	1	0	0	2	0	0	0	0	**174**	**0**	**0**
10:15 AM	1	232	12	1	3	2	0	0	1	0	0	0	0	**252**	**0**	**0**
10:30 AM	1	224	6	2	4	0	0	1	2	0	0	0	0	**240**	**0**	**0**
10:45 AM	0	179	6	0	3	1	1	0	2	0	0	0	0	**192**	**0**	**0**
11:00 AM	0	161	6	1	5	1	0	0	0	0	0	0	0	**174**	**0**	**0**
11:15 AM	0	270	5	2	2	1	1	1	2	0	0	0	0	**284**	**0**	**0**
11:30 AM	0	213	4	0	5	1	0	0	3	0	0	0	0	**226**	**0**	**0**
11:45 AM	0	126	0	2	2	0	0	1	1	0	0	0	0	**132**	**0**	**0**
12:00 PM	1	390	43	2	3	1	0	1	0	1	0	0	0	**442**	**0**	**0**
12:15 PM	0	267	30	2	3	0	0	0	0	0	0	0	0	**302**	**0**	**0**
12:30 PM	0	277	26	1	2	2	1	0	0	0	0	0	0	**309**	**0**	**1**
12:45 PM	1	252	22	0	1	3	0	0	0	0	0	0	0	**279**	**0**	**1**
1:00 PM	0	335	42	0	4	1	0	0	3	0	0	0	0	**385**	**0**	**0**
1:15 PM	1	304	25	2	4	2	0	0	2	0	0	0	0	**340**	**0**	**0**
1:30 PM	0	298	32	1	2	2	0	0	1	1	0	0	0	**337**	**0**	**0**
1:45 PM	0	290	28	5	1	2	0	0	2	0	0	0	0	**328**	**0**	**1**
2:00 PM	0	354	29	1	0	0	0	0	1	0	0	0	0	**385**	**0**	**0**
2:15 PM	1	336	35	2	0	1	0	0	1	2	0	0	0	**378**	**0**	**0**
2:30 PM	2	254	18	1	1	0	1	0	0	0	0	0	0	**277**	**0**	**0**
2:45 PM	3	320	25	0	1	5	0	0	0	2	0	0	0	**356**	**0**	**0**
3:00 PM	0	333	35	1	2	1	0	0	0	0	0	0	0	**372**	**0**	**0**
3:15 PM	1	347	26	2	4	1	0	1	1	0	0	0	0	**383**	**0**	**0**
3:30 PM	0	348	31	1	0	0	0	0	9	0	0	0	0	**389**	**0**	**0**
3:45 PM	0	354	19	4	2	3	0	0	0	0	0	0	0	**382**	**0**	**1**
4:00 PM	0	359	14	2	0	1	0	0	0	0	0	0	0	**376**	**0**	**0**
4:15 PM	0	358	25	4	1	0	0	0	0	0	0	0	0	**388**	**0**	**0**
4:30 PM	0	390	27	3	1	0	0	0	0	0	0	0	0	**421**	**0**	**0**
4:45 PM	0	386	34	3	1	0	0	0	1	0	0	0	0	**425**	**0**	**0**
5:00 PM	1	380	29	4	1	2	0	0	0	0	0	0	0	**417**	**0**	**0**
5:15 PM	0	370	33	2	1	0	0	0	3	1	0	0	0	**410**	**0**	**0**
5:30 PM	0	396	22	1	1	0	0	0	0	0	0	0	0	**420**	**0**	**0**
5:45 PM	0	383	23	3	0	0	0	0	1	0	0	0	0	**410**	**0**	**0**
6:00 PM	0	356	28	1	1	0	0	0	1	0	0	0	0	**387**	**0**	**1**
6:15 PM	0	378	32	3	1	1	0	0	1	0	0	0	0	**416**	**0**	**0**
6:30 PM	0	331	17	1	2	0	0	0	0	0	0	0	0	**351**	**0**	**0**
6:45 PM	2	356	19	1	0	0	0	0	0	0	0	0	0	**378**	**0**	**0**
7:00 PM	0	286	15	0	1	0	0	0	0	0	0	0	0	**302**	**0**	**0**
7:15 PM	0	87	5	0	1	0	0	0	0	0	0	0	0	**93**	**0**	**0**
7:30 PM	1	344	15	0	2	0	0	0	1	1	0	0	0	**364**	**0**	**0**
7:45 PM	0	221	7	0	0	0	0	0	1	0	0	0	0	**229**	**0**	**0**
8:00 PM	0	211	3	1	1	1	0	0	0	0	0	0	0	**217**	**0**	**0**
8:15 PM	0	214	3	0	2	0	0	0	0	0	0	0	0	**219**	**0**	**0**
8:30 PM	0	213	3	1	0	0	0	0	2	0	0	0	0	**219**	**0**	**0**
8:45 PM	0	187	7	1	1	0	0	0	0	0	0	0	0	**196**	**0**	**0**
9:00 PM	0	210	1	0	0	0	0	0	0	0	0	0	0	**211**	**0**	**0**
9:15 PM	0	218	6	0	0	2	0	0	0	0	0	0	0	**226**	**0**	**0**
9:30 PM	0	183	2	0	0	0	0	0	0	0	0	0	0	**185**	**0**	**0**
9:45 PM	0	143	6	2	0	0	0	0	2	0	0	0	0	**153**	**0**	**0**
10:00 PM	0	195	0	0	0	0	0	0	2	0	0	0	0	**197**	**0**	**0**
10:15 PM	0	144	2	1	0	0	0	0	0	0	0	0	0	**147**	**0**	**0**
10:30 PM	0	75	3	0	0	0	0	0	1	0	0	0	0	**79**	**0**	**0**
10:45 PM	0	157	6	0	0	0	0	0	0	0	0	0	0	**163**	**0**	**0**
11:00 PM	0	229	2	1	0	0	0	0	1	0	0	0	0	**233**	**0**	**0**
11:15 PM	0	144	4	0	0	0	0	0	0	0	0	0	0	**148**	**0**	**0**
11:30 PM	0	131	2	0	0	0	0	0	1	0	0	0	0	**134**	**1**	**0**
11:45 PM	0	122	3	1	0	0	0	0	2	0	0	0	0	**128**	**0**	**0**
Total	**20**	**19904**	**1088**	**135**	**118**	**58**	**9**	**19**	**112**	**9**	**0**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	62	0	1	0	0	1	0	1	0	0	0	0	**65**	**0**	**0**
12:15 AM	0	54	2	0	0	0	0	0	0	0	0	0	0	**56**	**0**	**0**
12:30 AM	0	48	1	0	1	0	0	0	0	0	0	0	0	**50**	**0**	**0**
12:45 AM	0	34	1	0	0	0	0	0	0	0	0	0	0	**35**	**0**	**0**
1:00 AM	0	41	3	0	0	0	0	0	0	0	0	0	0	**44**	**0**	**0**
1:15 AM	0	32	0	1	0	0	0	0	0	0	0	0	0	**33**	**0**	**0**
1:30 AM	1	19	0	0	0	1	0	0	0	0	0	0	0	**21**	**0**	**0**
1:45 AM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**	**0**	**0**
2:00 AM	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
2:15 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**0**
2:30 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
2:45 AM	0	27	1	1	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
3:00 AM	1	41	0	0	0	0	0	0	1	2	0	0	0	**45**	**0**	**0**
3:15 AM	0	44	0	1	0	0	0	0	0	0	0	0	0	**45**	**0**	**0**
3:30 AM	0	32	0	0	0	0	0	0	1	0	0	0	0	**33**	**0**	**0**
3:45 AM	0	30	0	0	0	0	0	0	1	0	0	0	0	**31**	**0**	**0**
4:00 AM	0	97	0	1	1	0	0	0	1	0	0	0	0	**100**	**0**	**0**
4:15 AM	0	85	0	0	0	0	0	0	2	0	0	0	0	**87**	**0**	**0**
4:30 AM	0	115	1	0	2	0	0	2	0	0	0	0	0	**120**	**0**	**0**
4:45 AM	0	73	2	1	1	0	0	0	0	0	0	0	0	**77**	**0**	**0**
5:00 AM	0	61	1	0	2	2	0	0	0	0	0	0	0	**66**	**0**	**0**
5:15 AM	1	135	2	1	0	0	0	1	2	0	0	0	0	**142**	**0**	**0**
5:30 AM	0	150	0	0	1	0	0	0	2	0	0	0	0	**153**	**0**	**0**
5:45 AM	0	196	4	1	2	2	0	1	2	0	0	0	0	**208**	**0**	**0**
6:00 AM	0	259	4	1	0	6	2	1	2	0	0	0	0	**275**	**0**	**0**
6:15 AM	2	388	7	7	2	2	2	1	3	0	0	0	0	**414**	**0**	**0**
6:30 AM	1	411	16	11	0	2	0	1	1	0	0	0	0	**443**	**0**	**0**
6:45 AM	1	356	6	5	3	0	0	2	2	0	0	0	0	**375**	**0**	**0**
7:00 AM	0	424	13	9	4	0	1	0	0	1	0	0	0	**452**	**0**	**0**
7:15 AM	1	426	15	5	0	0	0	1	1	0	0	0	0	**449**	**0**	**0**
7:30 AM	0	394	28	8	1	1	0	0	2	0	0	0	0	**434**	**0**	**0**
7:45 AM	0	359	18	7	3	1	1	1	1	0	0	0	0	**391**	**0**	**0**
8:00 AM	0	327	13	4	2	1	0	0	2	0	0	0	0	**349**	**0**	**0**
8:15 AM	0	316	11	4	4	0	0	0	1	1	0	0	0	**337**	**0**	**0**
8:30 AM	0	387	9	2	3	0	1	0	1	0	0	0	0	**403**	**0**	**0**
8:45 AM	0	364	7	1	3	1	0	1	0	0	0	0	0	**377**	**0**	**0**
9:00 AM	0	243	2	1	2	1	0	0	1	1	0	0	0	**251**	**1**	**0**
9:15 AM	1	281	7	0	2	1	0	1	1	0	0	0	0	**294**	**0**	**0**
9:30 AM	1	335	9	3	5	2	0	2	3	0	0	0	0	**360**	**0**	**0**
9:45 AM	0	267	9	2	4	2	0	1	0	0	0	0	0	**285**	**0**	**0**
10:00 AM	0	198	10	1	5	2	1	1	0	0	0	0	0	**218**	**0**	**0**
10:15 AM	0	265	6	0	7	1	1	2	0	0	0	0	0	**282**	**0**	**0**
10:30 AM	0	392	9	0	2	2	0	1	1	0	0	0	0	**407**	**0**	**0**
10:45 AM	0	213	9	1	4	0	1	0	0	0	0	0	0	**228**	**0**	**0**
11:00 AM	1	194	6	2	3	0	0	0	1	1	0	0	0	**208**	**0**	**0**
11:15 AM	0	234	7	1	1	1	0	0	0	0	0	0	0	**244**	**0**	**0**
11:30 AM	1	258	7	2	3	2	0	0	3	0	0	0	0	**276**	**0**	**0**
11:45 AM	0	147	6	1	2	1	0	0	2	0	0	0	0	**159**	**0**	**0**
12:00 PM	0	278	7	1	2	0	0	1	4	0	0	0	0	**293**	**0**	**0**
12:15 PM	0	265	10	1	2	0	0	0	1	0	0	0	0	**279**	**0**	**0**
12:30 PM	0	286	6	1	6	1	0	0	0	0	0	0	0	**300**	**0**	**1**
12:45 PM	1	318	12	1	2	1	0	1	1	0	0	0	0	**337**	**0**	**0**
1:00 PM	1	349	11	0	6	2	0	0	0	0	0	0	0	**369**	**0**	**0**
1:15 PM	1	359	14	3	1	0	1	0	2	0	0	0	0	**381**	**0**	**0**
1:30 PM	0	272	9	1	0	2	2	0	1	0	0	0	0	**287**	**0**	**0**
1:45 PM	2	253	5	3	6	1	2	0	0	0	0	0	0	**272**	**0**	**0**
2:00 PM	1	324	11	2	5	1	1	0	0	0	0	0	0	**345**	**0**	**1**
2:15 PM	0	307	6	2	5	0	1	3	3	0	0	0	0	**327**	**0**	**0**
2:30 PM	0	265	5	2	3	0	0	1	0	0	0	0	0	**276**	**0**	**0**
2:45 PM	1	296	8	1	1	1	0	0	1	0	0	0	0	**309**	**0**	**0**
3:00 PM	0	329	9	1	4	0	0	0	1	0	0	0	0	**344**	**0**	**1**
3:15 PM	0	352	4	3	2	1	0	3	1	0	0	0	0	**366**	**0**	**0**
3:30 PM	0	292	11	8	3	4	0	0	0	0	0	0	0	**318**	**0**	**0**
3:45 PM	1	246	10	3	4	1	1	0	0	0	0	0	0	**266**	**0**	**0**
4:00 PM	0	349	9	2	1	0	0	1	1	0	0	0	0	**363**	**0**	**0**
4:15 PM	0	288	5	5	1	0	0	0	1	0	0	0	0	**300**	**0**	**0**
4:30 PM	0	331	3	4	0	0	0	0	1	0	0	0	0	**339**	**0**	**1**
4:45 PM	0	245	9	5	2	0	0	0	4	0	0	0	0	**265**	**0**	**0**
5:00 PM	0	240	7	1	2	0	0	0	0	0	0	0	0	**250**	**0**	**0**
5:15 PM	1	217	2	1	2	0	1	2	0	0	0	0	0	**226**	**0**	**0**
5:30 PM	1	198	3	2	2	0	0	0	0	0	0	0	0	**206**	**0**	**0**
5:45 PM	0	264	2	4	0	0	0	0	0	0	0	0	0	**270**	**0**	**0**
6:00 PM	0	293	2	1	3	0	0	0	1	0	0	0	0	**300**	**0**	**0**
6:15 PM	1	301	1	2	1	0	0	0	1	0	0	0	0	**307**	**0**	**0**
6:30 PM	0	269	2	1	0	0	0	0	0	0	0	0	0	**272**	**0**	**1**
6:45 PM	0	298	0	0	2	0	0	0	1	0	0	0	0	**301**	**0**	**0**
7:00 PM	0	232	2	1	1	0	0	1	0	0	0	0	0	**237**	**0**	**0**
7:15 PM	2	123	2	0	1	0	0	0	0	0	0	0	0	**128**	**0**	**0**
7:30 PM	0	209	0	0	1	0	0	0	0	0	0	0	0	**210**	**0**	**0**
7:45 PM	1	189	0	1	1	1	0	0	0	0	0	0	0	**193**	**0**	**0**
8:00 PM	0	211	1	0	1	0	0	0	0	0	0	0	0	**213**	**0**	**0**
8:15 PM	0	171	3	0	1	0	0	1	0	0	0	0	0	**176**	**0**	**0**
8:30 PM	0	166	0	3	1	0	0	0	0	0	0	0	0	**170**	**0**	**0**
8:45 PM	0	131	0	1	1	0	0	0	0	0	0	0	0	**133**	**0**	**0**
9:00 PM	0	163	0	0	1	0	0	0	0	0	0	0	0	**164**	**0**	**0**
9:15 PM	0	150	1	1	1	0	0	1	1	0	0	0	0	**155**	**0**	**0**
9:30 PM	0	131	0	1	0	0	0	0	0	0	0	0	0	**132**	**0**	**0**
9:45 PM	0	111	0	0	0	0	0	0	0	0	0	0	0	**111**	**0**	**0**
10:00 PM	0	128	0	0	1	0	0	0	0	0	0	0	0	**129**	**0**	**0**
10:15 PM	0	106	4	1	0	0	0	0	1	0	0	0	0	**112**	**0**	**0**
10:30 PM	1	92	0	0	0	0	0	0	0	0	0	0	0	**93**	**0**	**0**
10:45 PM	0	95	0	1	0	0	0	0	0	0	0	0	0	**96**	**0**	**0**
11:00 PM	0	134	0	0	1	0	0	0	0	0	0	0	0	**135**	**0**	**0**
11:15 PM	0	113	2	1	0	0	0	0	0	0	0	0	0	**116**	**0**	**0**
11:30 PM	0	84	1	0	0	0	0	0	0	0	0	0	0	**85**	**0**	**0**
11:45 PM	0	78	1	0	0	0	0	0	0	0	0	0	0	**79**	**0**	**0**
Total	**27**	**19817**	**453**	**158**	**155**	**51**	**19**	**35**	**68**	**6**	**0**	**0**	**0**			

N Claiborne Ave 7-Day Volume with Classifications
3/11/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	118	8	0	0	0	0	0	1	0	0	0	0	**127**	**0**	**0**
12:15 AM	0	112	11	0	0	0	0	0	0	0	0	0	0	**123**	**0**	**0**
12:30 AM	0	117	5	1	0	0	0	0	1	0	0	0	0	**124**	**1**	**0**
12:45 AM	1	85	10	0	1	0	0	0	0	0	0	0	0	**97**	**0**	**0**
1:00 AM	0	57	3	1	1	0	0	0	1	0	0	0	0	**63**	**0**	**0**
1:15 AM	0	52	2	0	0	0	0	0	1	0	0	0	0	**55**	**0**	**0**
1:30 AM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
1:45 AM	0	69	3	0	0	0	0	0	1	0	0	0	0	**73**	**0**	**0**
2:00 AM	0	36	2	1	0	0	0	0	0	0	0	0	0	**39**	**0**	**0**
2:15 AM	0	34	3	1	0	0	0	0	1	0	0	0	0	**39**	**0**	**0**
2:30 AM	0	47	1	0	0	0	0	0	2	0	0	0	0	**50**	**0**	**0**
2:45 AM	0	44	0	0	0	0	0	0	0	0	0	0	0	**44**	**0**	**0**
3:00 AM	0	34	4	0	0	0	0	0	0	0	0	0	0	**38**	**0**	**0**
3:15 AM	0	38	2	0	1	0	0	0	1	0	0	0	0	**42**	**0**	**0**
3:30 AM	0	52	8	1	1	1	0	0	1	0	0	0	0	**64**	**0**	**0**
3:45 AM	0	33	8	0	2	0	0	0	0	0	0	0	0	**43**	**0**	**0**
4:00 AM	0	39	3	0	1	0	0	0	1	0	0	0	0	**44**	**0**	**0**
4:15 AM	0	34	8	0	1	0	0	0	0	0	0	0	0	**43**	**0**	**0**
4:30 AM	0	60	20	1	2	0	0	0	0	0	0	0	0	**83**	**0**	**0**
4:45 AM	0	97	10	2	3	1	0	0	0	0	0	0	0	**113**	**0**	**0**
5:00 AM	0	108	11	0	0	0	0	0	0	0	0	0	0	**119**	**0**	**0**
5:15 AM	0	138	16	2	0	2	0	0	2	0	0	0	0	**160**	**0**	**0**
5:30 AM	0	120	19	0	1	2	0	0	1	0	0	0	0	**143**	**0**	**0**
5:45 AM	0	63	11	1	2	0	0	0	1	0	0	0	0	**78**	**0**	**0**
6:00 AM	0	73	9	1	0	0	2	0	1	0	0	0	0	**86**	**0**	**0**
6:15 AM	1	69	13	1	0	1	0	0	2	0	0	0	0	**87**	**0**	**0**
6:30 AM	0	110	12	0	1	0	0	0	1	0	0	0	0	**124**	**0**	**0**
6:45 AM	0	117	10	1	0	0	0	0	0	0	0	0	0	**128**	**0**	**0**
7:00 AM	0	78	7	1	1	0	0	0	0	0	0	0	0	**87**	**0**	**0**
7:15 AM	0	24	1	0	0	1	0	0	0	0	0	0	0	**26**	**0**	**0**
7:30 AM	0	267	59	1	2	2	0	0	2	0	0	0	0	**333**	**0**	**0**
7:45 AM	0	170	19	1	3	0	0	0	2	0	0	0	0	**195**	**0**	**0**
8:00 AM	0	148	21	0	1	1	0	0	2	0	0	0	0	**173**	**0**	**0**
8:15 AM	0	128	18	0	3	0	0	0	1	0	0	0	0	**150**	**0**	**0**
8:30 AM	0	80	15	1	2	0	0	0	1	0	0	0	0	**99**	**0**	**0**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:15 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
10:30 AM	0	220	20	1	2	0	0	0	1	1	0	0	0	**245**	**0**	**0**
10:45 AM	2	256	20	1	5	0	0	0	1	0	0	0	0	**285**	**0**	**0**
11:00 AM	0	241	27	0	3	0	0	0	0	0	0	0	0	**271**	**0**	**0**
11:15 AM	2	253	20	1	8	0	1	0	1	0	0	0	0	**286**	**0**	**0**
11:30 AM	0	244	19	0	2	0	0	0	0	0	0	0	0	**265**	**0**	**0**
11:45 AM	0	287	14	1	2	1	0	0	1	0	0	0	0	**306**	**0**	**0**
12:00 PM	1	275	14	1	1	2	0	0	1	0	0	0	0	**295**	**0**	**0**
12:15 PM	0	293	16	2	2	1	0	0	0	0	0	0	0	**314**	**0**	**0**
12:30 PM	1	112	7	0	0	0	0	0	2	0	0	0	0	**122**	**0**	**0**
12:45 PM	0	310	24	1	9	1	0	0	1	0	0	0	0	**346**	**0**	**0**
1:00 PM	1	327	20	0	1	0	0	0	0	0	0	0	0	**349**	**0**	**0**
1:15 PM	1	306	16	0	0	0	0	0	0	0	0	0	0	**323**	**0**	**0**
1:30 PM	0	299	8	1	1	0	0	0	0	0	0	0	0	**309**	**0**	**0**
1:45 PM	0	259	19	0	2	0	0	0	0	0	0	0	0	**280**	**0**	**0**
2:00 PM	2	314	22	2	1	0	0	0	0	0	0	0	0	**341**	**0**	**0**
2:15 PM	1	279	23	1	0	0	0	0	0	0	0	0	0	**304**	**0**	**0**
2:30 PM	0	316	18	2	0	0	0	0	2	0	0	0	0	**338**	**0**	**0**
2:45 PM	3	256	20	0	2	0	0	0	1	0	0	0	0	**282**	**0**	**0**
3:00 PM	1	220	12	1	0	0	0	0	0	0	0	0	0	**234**	**0**	**0**
3:15 PM	0	157	12	0	2	0	0	0	0	0	0	0	0	**171**	**0**	**0**
3:30 PM	1	432	22	2	1	0	0	0	0	0	0	0	0	**458**	**0**	**0**
3:45 PM	1	260	22	1	0	0	0	0	0	0	0	0	0	**284**	**0**	**1**
4:00 PM	0	292	10	2	2	0	0	0	1	0	0	0	0	**307**	**0**	**0**
4:15 PM	0	312	14	0	2	0	0	0	0	0	0	0	0	**328**	**0**	**0**
4:30 PM	0	365	8	1	3	0	0	0	1	0	0	0	0	**378**	**0**	**0**
4:45 PM	1	332	12	0	2	0	0	0	1	0	0	0	0	**348**	**0**	**0**
5:00 PM	2	273	16	1	0	0	0	0	1	0	0	0	0	**293**	**0**	**0**
5:15 PM	0	317	9	0	1	0	0	0	0	0	0	0	0	**327**	**0**	**0**
5:30 PM	1	309	25	5	2	0	0	0	0	0	0	0	0	**342**	**0**	**0**
5:45 PM	1	224	18	0	0	0	0	0	1	0	0	0	0	**244**	**0**	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
6:30 PM	0	164	4	2	1	0	0	0	0	0	0	0	0	**171**	**0**	**0**
6:45 PM	0	389	17	0	0	0	0	0	1	0	0	0	0	**407**	**0**	**0**
7:00 PM	0	284	5	1	1	0	0	0	0	0	0	0	0	**291**	**0**	**0**
7:15 PM	0	157	4	0	0	0	0	0	1	0	0	0	0	**162**	**0**	**0**
7:30 PM	1	277	9	0	3	0	0	0	0	0	0	0	0	**290**	**0**	**0**
7:45 PM	0	286	4	0	0	0	0	0	0	0	0	0	0	**290**	**0**	**0**
8:00 PM	0	236	2	1	0	0	0	0	1	0	0	0	0	**240**	**0**	**0**
8:15 PM	0	215	4	1	0	0	0	0	0	0	0	0	0	**220**	**0**	**0**
8:30 PM	0	235	2	0	0	0	0	0	0	0	0	0	0	**237**	**0**	**0**
8:45 PM	0	194	1	0	2	0	0	0	0	0	0	0	0	**197**	**0**	**0**
9:00 PM	1	208	2	1	0	0	0	0	1	0	0	0	0	**213**	**0**	**0**
9:15 PM	0	185	3	1	0	0	0	0	1	0	0	0	0	**190**	**0**	**0**
9:30 PM	0	190	3	1	0	0	0	0	0	0	0	0	0	**194**	**0**	**0**
9:45 PM	0	182	3	1	0	0	0	0	0	0	0	0	0	**186**	**0**	**0**
10:00 PM	0	174	4	0	3	0	0	0	0	0	0	0	0	**181**	**0**	**0**
10:15 PM	0	196	1	1	0	0	0	0	1	0	0	0	0	**199**	**0**	**0**
10:30 PM	0	208	0	0	0	0	0	0	0	0	0	0	0	**208**	**0**	**0**
10:45 PM	0	151	2	0	1	0	0	1	0	0	0	0	0	**155**	**0**	**0**
11:00 PM	0	124	1	0	1	0	0	0	1	0	0	0	0	**127**	**0**	**0**
11:15 PM	0	154	0	0	2	0	0	0	0	0	0	0	0	**156**	**0**	**0**
11:30 PM	0	138	2	0	0	0	0	0	0	0	0	0	0	**140**	**0**	**0**
11:45 PM	0	145	0	1	0	0	0	0	0	0	0	0	0	**146**	**0**	**0**
Total	**26**	**15746**	**934**	**56**	**99**	**16**	**3**	**1**	**50**	**1**	**0**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	66	0	0	2	0	0	0	0	0	0	0	0	**68**	**0**	**0**
12:15 AM	1	57	0	1	0	0	0	0	2	0	0	0	0	**61**	**0**	**0**
12:30 AM	0	57	1	0	0	1	0	0	0	0	0	0	0	**59**	**0**	**0**
12:45 AM	0	50	1	0	1	0	0	0	1	0	0	0	0	**53**	**0**	**0**
1:00 AM	0	39	0	0	0	0	0	0	0	0	0	0	0	**39**	**0**	**0**
1:15 AM	1	37	1	1	0	1	0	0	0	0	0	0	0	**41**	**0**	**0**
1:30 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
1:45 AM	0	37	0	0	0	0	0	0	2	0	0	0	0	**39**	**0**	**1**
2:00 AM	0	28	0	0	1	0	0	0	0	0	0	0	0	**29**	**0**	**0**
2:15 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
2:30 AM	0	35	0	0	1	0	0	0	0	0	0	0	0	**36**	**0**	**0**
2:45 AM	0	29	2	0	2	0	0	0	0	0	0	0	0	**33**	**0**	**0**
3:00 AM	0	33	0	0	1	0	0	0	1	0	0	0	0	**35**	**0**	**0**
3:15 AM	0	28	0	0	1	0	0	0	1	0	0	0	0	**30**	**0**	**0**
3:30 AM	0	38	0	0	3	0	0	0	0	0	0	0	0	**41**	**0**	**0**
3:45 AM	0	46	1	0	0	1	0	0	0	0	0	0	0	**48**	**0**	**0**
4:00 AM	0	71	0	0	1	0	0	0	0	0	0	0	0	**72**	**0**	**0**
4:15 AM	0	64	0	1	0	0	0	0	0	0	0	0	0	**65**	**0**	**0**
4:30 AM	0	56	0	0	2	0	0	0	0	0	0	0	0	**58**	**0**	**0**
4:45 AM	0	48	0	0	2	0	0	0	0	0	0	0	0	**50**	**0**	**0**
5:00 AM	0	55	0	0	2	0	0	1	0	0	0	0	0	**58**	**0**	**0**
5:15 AM	0	83	0	1	3	0	0	1	0	0	0	0	0	**88**	**0**	**0**
5:30 AM	0	76	0	0	1	0	0	0	0	0	0	0	0	**77**	**0**	**0**
5:45 AM	0	67	3	1	2	0	0	0	0	0	0	0	0	**73**	**0**	**0**
6:00 AM	1	101	25	1	2	2	2	1	0	0	0	0	0	**135**	**0**	**0**
6:15 AM	0	148	26	1	2	0	0	0	1	0	0	0	0	**178**	**0**	**0**
6:30 AM	0	144	28	0	0	0	0	0	1	0	0	0	0	**173**	**0**	**0**
6:45 AM	0	117	24	1	2	0	0	0	1	0	0	0	0	**145**	**0**	**0**
7:00 AM	0	88	23	0	0	0	0	0	1	0	0	0	0	**112**	**0**	**0**
7:15 AM	0	25	8	0	0	0	0	0	0	0	0	0	0	**33**	**1**	**0**
7:30 AM	0	222	59	0	2	1	0	0	0	0	0	0	0	**284**	**0**	**0**
7:45 AM	1	246	35	2	1	0	0	0	0	0	0	0	0	**285**	**0**	**0**
8:00 AM	0	197	13	0	2	0	0	0	1	0	0	0	0	**213**	**0**	**0**
8:15 AM	0	255	13	2	2	0	0	0	0	0	0	0	0	**272**	**0**	**0**
8:30 AM	1	221	15	0	3	0	1	0	0	0	0	0	0	**241**	**0**	**0**
8:45 AM	1	269	27	1	3	0	0	0	2	0	0	0	0	**303**	**0**	**0**
9:00 AM	0	232	20	1	4	0	0	0	1	0	0	0	0	**258**	**0**	**0**
9:15 AM	1	157	12	0	2	0	0	0	2	0	0	0	0	**174**	**1**	**0**
9:30 AM	1	291	26	1	2	0	0	0	0	0	0	0	0	**321**	**0**	**0**
9:45 AM	0	344	11	0	4	0	0	0	0	0	0	0	0	**359**	**0**	**0**
10:00 AM	1	223	8	1	1	0	0	0	0	0	0	0	0	**234**	**0**	**0**
10:15 AM	1	196	22	1	2	1	0	0	0	0	0	0	0	**223**	**0**	**0**
10:30 AM	0	285	17	0	3	0	0	0	0	0	0	0	0	**305**	**0**	**0**
10:45 AM	0	321	24	0	5	1	0	0	2	0	0	0	0	**353**	**0**	**0**
11:00 AM	1	300	12	1	5	1	0	0	1	0	0	0	0	**321**	**0**	**0**
11:15 AM	3	287	15	1	3	1	0	0	0	0	0	0	0	**310**	**0**	**0**
11:30 AM	0	285	17	0	1	0	0	0	1	0	0	0	0	**304**	**0**	**0**
11:45 AM	1	357	24	0	8	0	0	0	1	0	0	0	0	**391**	**0**	**0**
12:00 PM	0	308	18	0	1	2	0	0	0	0	0	0	0	**329**	**0**	**0**
12:15 PM	1	301	26	0	1	0	0	0	0	0	0	0	0	**329**	**0**	**0**
12:30 PM	1	173	9	1	1	2	1	0	0	0	0	0	0	**188**	**0**	**0**
12:45 PM	0	335	26	1	3	1	0	0	0	0	0	0	0	**366**	**0**	**0**
1:00 PM	1	320	17	1	7	0	0	1	0	0	0	0	0	**347**	**0**	**0**
1:15 PM	1	324	8	1	2	0	0	0	2	0	0	0	0	**338**	**0**	**0**
1:30 PM	2	285	10	0	5	0	0	0	0	0	0	0	0	**302**	**0**	**0**
1:45 PM	0	246	12	1	0	0	0	0	1	0	0	0	0	**260**	**0**	**0**
2:00 PM	1	353	23	1	2	0	0	0	0	0	0	0	0	**380**	**0**	**0**
2:15 PM	2	326	20	2	2	1	0	0	0	0	0	0	0	**353**	**0**	**0**
2:30 PM	4	330	11	4	0	0	0	0	2	0	0	0	0	**351**	**0**	**0**
2:45 PM	2	308	16	0	1	0	0	0	0	0	0	0	0	**327**	**0**	**0**
3:00 PM	1	203	11	1	1	0	0	0	0	0	0	0	0	**217**	**0**	**0**
3:15 PM	0	147	12	1	1	0	0	0	1	0	0	0	0	**162**	**0**	**0**
3:30 PM	0	404	23	4	5	0	0	0	1	0	0	0	0	**437**	**0**	**0**
3:45 PM	1	238	18	1	1	0	0	0	0	0	0	0	0	**259**	**0**	**0**
4:00 PM	1	287	26	0	2	0	0	0	0	0	0	0	0	**316**	**1**	**0**
4:15 PM	0	329	9	0	0	0	0	0	0	0	0	0	0	**338**	**0**	**0**
4:30 PM	0	326	24	1	5	1	0	0	1	0	0	0	0	**358**	**1**	**0**
4:45 PM	0	353	25	1	3	0	0	0	0	0	0	0	0	**382**	**0**	**0**
5:00 PM	0	240	28	0	2	0	0	0	0	0	0	0	0	**270**	**0**	**0**
5:15 PM	2	270	19	1	4	0	0	0	0	0	0	0	0	**296**	**0**	**0**
5:30 PM	1	261	25	1	1	0	0	0	0	0	0	0	0	**289**	**0**	**0**
5:45 PM	0	228	28	0	2	1	0	0	0	0	0	0	0	**259**	**0**	**0**
6:00 PM	0	107	14	1	0	2	0	0	0	0	0	0	0	**124**	**0**	**0**
6:15 PM	0	134	15	0	0	0	0	0	0	0	0	0	0	**149**	**0**	**0**
6:30 PM	0	249	10	0	4	0	0	0	1	0	0	0	0	**264**	**0**	**0**
6:45 PM	0	308	15	0	1	0	0	0	0	0	0	0	0	**324**	**0**	**0**
7:00 PM	0	265	6	1	0	0	0	0	1	0	0	0	0	**273**	**0**	**0**
7:15 PM	0	156	1	0	0	0	0	0	1	0	0	0	0	**158**	**0**	**0**
7:30 PM	1	234	5	2	1	0	0	0	1	0	0	0	0	**244**	**1**	**0**
7:45 PM	0	216	2	0	1	0	0	0	1	0	0	0	0	**220**	**0**	**0**
8:00 PM	0	168	5	1	2	0	0	0	0	0	0	0	0	**176**	**0**	**0**
8:15 PM	0	218	3	1	1	0	0	0	0	0	0	0	0	**223**	**0**	**0**
8:30 PM	0	178	6	0	0	0	0	0	0	0	0	0	0	**184**	**0**	**0**
8:45 PM	0	157	5	1	0	0	0	0	0	0	0	0	0	**163**	**0**	**0**
9:00 PM	1	171	2	1	0	0	0	0	0	0	0	0	0	**175**	**0**	**0**
9:15 PM	0	160	2	0	1	0	0	0	0	0	0	0	0	**163**	**0**	**0**
9:30 PM	0	154	3	0	1	0	0	0	0	0	0	0	0	**158**	**0**	**0**
9:45 PM	0	167	0	0	1	0	0	0	0	0	0	0	0	**168**	**0**	**0**
10:00 PM	0	124	0	0	0	0	0	0	0	0	0	0	0	**124**	**0**	**0**
10:15 PM	1	134	0	0	1	0	0	0	2	0	0	0	0	**138**	**0**	**0**
10:30 PM	1	148	3	0	0	0	0	0	0	0	0	0	0	**152**	**0**	**0**
10:45 PM	0	125	0	1	1	0	0	0	0	0	0	0	0	**127**	**0**	**0**
11:00 PM	0	84	0	1	0	0	0	0	0	0	0	0	0	**85**	**0**	**0**
11:15 PM	0	84	2	0	0	0	0	0	1	0	0	0	0	**87**	**0**	**0**
11:30 PM	0	93	1	0	0	0	0	0	0	0	0	0	0	**94**	**0**	**0**
11:45 PM	0	171	19	0	1	0	0	0	0	0	0	0	0	**191**	**0**	**0**
Total	**40**	**17350**	**1076**	**52**	**152**	**20**	**4**	**4**	**38**	**0**	**0**	**0**	**0**			

N Claiborne Ave 7-Day Volume with Classifications
3/12/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM		119	6	0	0	0	0	0	1	0	0	0	0	**126**	**0**	**0**
12:15 AM	0	118	5	0	1	0	0	0	0	0	0	0	0	**124**	**0**	**0**
12:30 AM	0	120	4	1	0	0	0	0	1	0	0	0	0	**126**	**1**	**0**
12:45 AM	0	90	5	0	0	0	0	0	1	0	0	0	0	**96**	**0**	**0**
1:00 AM	0	99	6	1	0	0	0	0	0	0	0	0	0	**106**	**0**	**0**
1:15 AM	0	73	2	0	0	0	0	0	1	0	0	0	0	**76**	**0**	**0**
1:30 AM	1	69	4	0	0	0	0	0	0	0	0	0	0	**74**	**0**	**0**
1:45 AM	0	60	3	0	1	0	0	0	0	0	0	0	0	**64**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:45 AM	0	31	2	0	0	0	0	0	0	0	0	0	0	**33**	**0**	**0**
4:00 AM	0	57	6	0	1	0	0	0	0	0	0	0	0	**64**	**0**	**0**
4:15 AM	0	41	4	0	1	1	0	0	0	0	0	0	0	**47**	**0**	**0**
4:30 AM	0	56	8	1	0	0	0	0	0	0	0	0	0	**65**	**0**	**0**
4:45 AM	0	13	5	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
5:00 AM	0	59	4	2	1	1	0	0	0	0	0	0	0	**67**	**0**	**2**
5:15 AM	0	61	4	1	0	0	0	0	0	0	0	0	0	**66**	**0**	**1**
5:30 AM	0	96	7	1	0	1	0	0	0	0	0	0	0	**105**	**0**	**0**
5:45 AM	0	60	6	2	0	0	0	0	0	0	0	0	0	**68**	**0**	**0**
6:00 AM	0	44	5	0	0	0	0	2	0	0	0	0	0	**51**	**0**	**0**
6:15 AM	0	61	3	2	1	0	0	0	0	0	0	0	0	**67**	**0**	**0**
6:30 AM	0	88	4	0	0	0	0	1	0	0	0	0	0	**93**	**0**	**0**
6:45 AM	0	57	4	1	1	1	0	1	0	0	0	0	0	**65**	**0**	**0**
7:00 AM	0	68	9	0	2	1	0	0	0	0	0	0	0	**80**	**0**	**0**
7:15 AM	0	81	4	1	0	0	0	0	0	0	0	0	0	**86**	**0**	**0**
7:30 AM	0	98	5	0	1	0	0	0	0	0	0	0	0	**104**	**0**	**0**
7:45 AM	0	124	6	1	1	0	0	1	2	0	0	0	0	**135**	**0**	**0**
8:00 AM	0	125	8	3	0	0	0	0	0	0	0	0	0	**136**	**0**	**0**
8:15 AM	0	103	10	1	1	0	0	0	1	0	0	0	0	**116**	**0**	**0**
8:30 AM	0	107	7	0	0	0	0	0	0	0	0	0	0	**114**	**0**	**0**
8:45 AM	0	118	8	2	0	0	0	0	0	0	0	0	0	**128**	**0**	**0**
9:00 AM	0	135	6	0	1	0	0	0	3	0	0	0	0	**145**	**0**	**0**
9:15 AM	0	123	2	1	1	0	0	0	0	0	0	0	0	**127**	**0**	**0**
9:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:15 AM	0	130	8	1	1	0	0	0	0	0	0	0	0	**140**	**0**	**0**
11:30 AM	0	182	11	0	2	0	0	0	0	0	0	0	0	**195**	**0**	**1**
11:45 AM	0	210	9	0	0	0	0	0	0	0	0	0	0	**219**	**0**	**0**
12:00 PM	0	234	15	1	1	0	0	0	1	0	0	0	0	**252**	**0**	**0**
12:15 PM	0	245	10	1	1	0	0	1	1	0	0	0	0	**259**	**0**	**0**
12:30 PM	1	225	8	0	1	0	0	0	1	0	0	0	0	**236**	**0**	**0**
12:45 PM	2	227	7	1	0	0	0	0	0	0	0	0	0	**237**	**0**	**0**
1:00 PM	0	253	14	0	1	0	0	0	0	0	0	0	0	**268**	**0**	**0**
1:15 PM	0	271	9	1	0	0	0	0	1	0	0	0	0	**282**	**0**	**0**
1:30 PM	0	298	11	0	2	0	0	0	0	0	0	0	0	**311**	**0**	**0**
1:45 PM	0	293	5	2	1	0	0	0	1	0	0	0	0	**302**	**0**	**0**
2:00 PM	1	247	4	1	0	0	0	1	0	0	0	0	0	**254**	**0**	**0**
2:15 PM	1	245	4	1	1	0	0	0	1	0	0	0	0	**253**	**0**	**0**
2:30 PM	1	270	12	0	3	0	0	0	0	0	0	0	0	**286**	**0**	**0**
2:45 PM	0	273	11	0	1	0	0	0	0	0	0	0	0	**285**	**0**	**0**
3:00 PM	0	242	6	1	1	0	0	0	1	0	0	0	0	**251**	**0**	**0**
3:15 PM	0	261	4	1	0	0	0	0	0	0	0	0	0	**266**	**0**	**0**
3:30 PM	0	250	6	0	1	0	0	0	0	0	0	0	0	**257**	**0**	**0**
3:45 PM	0	180	7	0	0	0	0	0	0	0	0	0	0	**187**	**0**	**0**
4:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
4:15 PM	0	403	13	1	1	1	0	1	0	0	0	0	0	**420**	**0**	**0**
4:30 PM	2	272	23	1	0	0	0	0	1	0	0	0	0	**299**	**0**	**0**
4:45 PM	0	179	4	0	0	0	0	0	0	0	0	0	0	**183**	**0**	**0**
5:00 PM	1	240	5	2	0	0	0	0	0	0	0	0	0	**248**	**0**	**0**
5:15 PM	0	247	3	0	0	0	0	0	0	0	0	0	0	**250**	**0**	**0**
5:30 PM	0	139	3	0	1	0	0	0	0	1	0	0	0	**144**	**0**	**0**
5:45 PM	1	293	9	0	1	0	0	0	0	0	0	0	0	**304**	**0**	**0**
6:00 PM	0	248	12	1	0	0	0	1	0	0	0	0	0	**262**	**0**	**0**
6:15 PM	0	267	16	0	0	0	0	0	0	0	0	0	0	**283**	**0**	**0**
6:30 PM	0	238	10	0	0	0	0	0	0	0	0	0	0	**248**	**0**	**0**
6:45 PM	0	265	20	0	0	0	0	0	1	0	0	0	0	**286**	**0**	**0**
7:00 PM	0	272	9	2	1	0	0	0	0	0	0	0	0	**284**	**0**	**0**
7:15 PM	5	253	11	0	1	0	0	0	0	0	0	0	0	**270**	**0**	**1**
7:30 PM	1	246	13	1	1	0	0	0	0	1	0	0	0	**263**	**0**	**0**
7:45 PM	0	140	5	0	0	0	0	0	0	0	0	0	0	**145**	**0**	**0**
8:00 PM	0	253	9	1	2	0	0	0	0	0	0	0	0	**265**	**0**	**0**
8:15 PM	1	260	10	1	0	0	0	0	0	0	0	0	0	**272**	**0**	**0**
8:30 PM	0	199	13	1	0	0	0	0	0	1	0	0	0	**214**	**0**	**0**
8:45 PM	2	180	10	0	0	0	0	0	0	0	0	0	0	**192**	**0**	**0**
9:00 PM	0	214	15	1	0	0	0	0	0	1	0	0	0	**231**	**0**	**0**
9:15 PM	0	205	9	1	0	1	0	0	0	0	0	0	0	**216**	**0**	**0**
9:30 PM	0	177	7	0	1	0	0	0	0	0	0	0	0	**185**	**0**	**0**
9:45 PM	0	141	3	1	0	0	0	0	0	0	0	0	0	**145**	**0**	**0**
10:00 PM	2	170	5	0	0	0	0	1	0	0	0	0	0	**178**	**0**	**0**
10:15 PM	0	151	2	1	0	0	0	0	0	1	0	0	0	**155**	**0**	**0**
10:30 PM	0	117	2	0	0	0	0	0	0	0	0	0	0	**119**	**0**	**0**
10:45 PM	0	139	4	0	0	0	0	0	2	0	0	0	0	**145**	**0**	**0**
11:00 PM	0	89	4	0	0	0	0	0	1	1	0	0	0	**95**	**0**	**0**
11:15 PM	0	101	2	0	2	0	0	0	1	0	0	0	0	**106**	**0**	**0**
11:30 PM	0	100	3	0	1	0	0	0	0	1	0	0	0	**105**	**0**	**0**
11:45 PM	0	97	2	1	0	0	0	0	0	0	0	0	0	**100**	**0**	**0**
Total	**22**	**13411**	**581**	**48**	**43**	**7**	**0**	**6**	**27**	**7**	**0**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	88	4	1	1	0	0	0	0	0	0	0	0	**94**	**0**	**0**
12:15 AM	0	52	2	0	0	1	0	0	0	0	0	0	0	**55**	**0**	**0**
12:30 AM	0	61	3	0	0	0	0	0	0	0	0	0	0	**64**	**0**	**0**
12:45 AM	0	57	1	0	1	0	0	0	0	0	0	0	0	**59**	**0**	**0**
1:00 AM	0	62	3	0	1	0	0	0	1	0	0	0	0	**67**	**0**	**0**
1:15 AM	0	45	2	1	0	0	0	0	0	0	0	0	0	**48**	**0**	**0**
1:30 AM	0	46	1	0	0	0	0	0	1	0	0	0	0	**48**	**0**	**0**
1:45 AM	0	34	1	0	0	0	0	0	0	0	0	0	0	**35**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
3:15 AM	0	55	2	0	0	0	0	0	0	0	0	0	0	**57**	**0**	**0**
3:30 AM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**	**0**	**0**
3:45 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	**1**	**0**
4:00 AM	0	42	3	1	0	0	0	0	0	0	0	0	0	**46**	**0**	**0**
4:15 AM	0	49	2	0	0	0	0	1	0	0	0	0	0	**52**	**0**	**0**
4:30 AM	0	48	1	0	1	0	0	0	0	0	0	0	0	**50**	**0**	**0**
4:45 AM	0	26	2	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
5:00 AM	0	33	2	0	1	0	0	0	0	0	0	0	0	**36**	**0**	**1**
5:15 AM	0	40	1	1	0	1	0	0	0	0	0	0	0	**43**	**0**	**0**
5:30 AM	0	59	2	0	1	0	0	0	1	0	0	0	0	**63**	**0**	**1**
5:45 AM	1	77	3	1	1	0	1	0	0	0	0	0	0	**84**	**0**	**0**
6:00 AM	0	61	1	0	0	0	0	0	0	0	0	0	0	**62**	**0**	**0**
6:15 AM	0	75	2	1	0	0	0	0	0	0	0	0	0	**78**	**0**	**0**
6:30 AM	0	96	5	0	0	0	0	0	0	0	0	0	0	**101**	**0**	**0**
6:45 AM	0	99	6	2	1	0	0	1	0	0	0	0	0	**109**	**0**	**0**
7:00 AM	0	76	4	0	0	0	0	0	2	0	0	0	0	**82**	**0**	**0**
7:15 AM	0	78	4	2	0	0	0	0	0	0	0	0	0	**84**	**0**	**0**
7:30 AM	1	106	7	0	0	0	0	0	2	0	0	0	0	**116**	**0**	**0**
7:45 AM	2	125	9	1	0	1	0	0	0	0	0	0	0	**138**	**0**	**0**
8:00 AM	0	127	6	0	2	0	0	0	2	0	0	0	0	**137**	**0**	**0**
8:15 AM	0	158	7	2	1	0	0	0	1	0	0	0	0	**169**	**0**	**0**
8:30 AM	0	155	11	1	0	0	0	0	0	0	0	0	0	**167**	**0**	**0**
8:45 AM	0	177	6	1	1	0	0	0	0	0	0	0	0	**185**	**0**	**0**
9:00 AM	0	178	5	0	1	0	1	0	0	0	0	0	0	**185**	**0**	**0**
9:15 AM	0	168	10	1	1	0	0	0	0	0	0	0	0	**180**	**0**	**0**
9:30 AM	1	140	3	0	0	0	0	0	0	0	0	0	0	**144**	**0**	**0**
9:45 AM	0	166	4	0	1	1	0	0	0	0	0	0	0	**172**	**0**	**0**
10:00 AM	0	245	10	2	3	0	0	0	2	0	0	0	0	**262**	**0**	**0**
10:15 AM	0	221	6	4	2	0	0	0	1	0	0	0	0	**234**	**0**	**0**
10:30 AM	1	242	9	0	1	0	0	0	1	0	0	0	0	**254**	**0**	**0**
10:45 AM	0	243	3	1	2	0	0	0	0	0	0	0	0	**249**	**0**	**0**
11:00 AM	0	198	7	1	1	0	0	0	0	0	0	0	0	**207**	**0**	**0**
11:15 AM	0	248	12	1	1	0	0	0	0	0	0	0	0	**262**	**0**	**0**
11:30 AM	1	271	6	0	1	0	0	0	1	0	0	0	0	**280**	**0**	**0**
11:45 AM	0	301	8	1	1	0	0	0	0	0	0	0	0	**311**	**0**	**0**
12:00 PM	1	325	10	0	3	0	0	0	0	0	0	0	0	**339**	**0**	**0**
12:15 PM	0	265	5	2	1	0	0	0	1	0	0	0	0	**274**	**0**	**0**
12:30 PM	2	326	1	0	0	0	0	1	0	0	0	0	0	**330**	**0**	**0**
12:45 PM	1	251	9	1	1	0	0	1	2	0	0	0	0	**266**	**0**	**0**
1:00 PM	3	285	12	0	0	0	0	0	0	0	0	0	0	**300**	**0**	**0**
1:15 PM	3	256	8	1	0	0	0	1	1	0	0	0	0	**270**	**0**	**1**
1:30 PM	1	288	9	0	2	0	0	0	1	0	0	0	0	**301**	**0**	**0**
1:45 PM	2	297	12	2	1	0	0	0	0	0	0	0	0	**314**	**0**	**0**
2:00 PM	0	260	7	1	1	0	0	0	0	0	0	0	0	**269**	**0**	**1**
2:15 PM	1	231	13	1	1	0	0	0	2	0	0	0	0	**249**	**0**	**0**
2:30 PM	2	285	14	0	0	0	0	0	0	0	0	0	0	**301**	**0**	**0**
2:45 PM	0	248	10	1	0	0	0	0	0	0	0	0	0	**259**	**0**	**0**
3:00 PM	1	237	5	1	1	0	0	0	0	0	0	0	0	**245**	**0**	**0**
3:15 PM	1	278	7	0	0	0	0	0	1	0	0	0	0	**287**	**0**	**0**
3:30 PM	0	256	4	1	1	0	0	0	1	0	0	0	0	**263**	**0**	**0**
3:45 PM	1	198	4	1	2	0	0	0	0	0	0	0	0	**206**	**0**	**0**
4:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
4:15 PM	0	326	11	0	2	0	0	0	0	0	0	0	0	**339**	**0**	**0**
4:30 PM	1	288	15	1	0	0	0	0	0	0	0	0	0	**305**	**0**	**0**
4:45 PM	0	173	5	1	0	0	0	0	0	0	0	0	0	**179**	**0**	**0**
5:00 PM	0	208	3	2	0	0	0	0	1	0	0	0	0	**214**	**0**	**0**
5:15 PM	1	211	5	1	4	0	0	0	0	0	0	0	0	**222**	**0**	**0**
5:30 PM	1	136	4	0	0	0	0	0	0	0	0	0	0	**141**	**0**	**0**
5:45 PM	2	233	6	0	1	0	0	0	0	0	0	0	0	**242**	**0**	**0**
6:00 PM	0	239	9	1	1	0	0	0	0	0	0	0	0	**250**	**0**	**0**
6:15 PM	1	220	6	1	1	0	0	0	1	0	0	0	0	**230**	**0**	**0**
6:30 PM	0	197	4	1	0	0	0	0	0	0	0	0	0	**202**	**0**	**0**
6:45 PM	0	209	8	0	0	0	0	0	0	0	0	0	0	**217**	**0**	**0**
7:00 PM	0	211	7	1	1	0	0	0	1	0	0	0	0	**221**	**0**	**0**
7:15 PM	1	196	3	1	0	0	0	0	0	0	0	0	0	**201**	**0**	**0**
7:30 PM	1	207	3	0	1	0	0	0	1	0	0	0	0	**213**	**0**	**1**
7:45 PM	0	133	5	1	0	1	0	0	0	0	0	0	0	**140**	**0**	**0**
8:00 PM	0	163	8	0	0	0	0	0	1	1	0	0	0	**173**	**0**	**0**
8:15 PM	1	200	3	1	0	0	1	0	0	0	0	0	0	**206**	**0**	**0**
8:30 PM	0	146	5	0	0	0	0	0	0	0	0	0	0	**151**	**0**	**0**
8:45 PM	0	187	5	1	1	0	0	0	1	0	0	0	0	**195**	**0**	**0**
9:00 PM	0	129	3	0	0	0	0	0	0	0	0	0	0	**132**	**0**	**0**
9:15 PM	1	122	2	2	0	0	0	0	1	0	0	0	0	**128**	**0**	**0**
9:30 PM	0	230	3	1	0	0	0	0	0	1	0	0	0	**235**	**0**	**0**
9:45 PM	1	118	2	1	0	0	0	0	0	0	0	0	0	**122**	**0**	**0**
10:00 PM	0	120	3	0	0	0	0	0	1	0	0	0	0	**124**	**0**	**0**
10:15 PM	0	98	1	1	0	0	0	0	1	0	0	0	0	**101**	**0**	**0**
10:30 PM	0	97	2	0	1	0	0	0	0	0	0	0	0	**100**	**0**	**0**
10:45 PM	0	102	2	2	1	0	0	0	2	0	0	0	0	**109**	**0**	**0**
11:00 PM	0	78	3	0	0	0	0	0	0	0	0	0	0	**81**	**0**	**0**
11:15 PM	0	51	2	0	0	0	0	0	0	0	0	0	0	**53**	**0**	**0**
11:30 PM	0	61	1	0	0	0	0	0	0	0	0	0	0	**62**	**0**	**0**
11:45 PM	0	54	1	0	0	0	0	0	1	1	0	0	0	**57**	**0**	**0**
Total	**37**	**14342**	**457**	**58**	**55**	**5**	**3**	**4**	**35**	**5**	**0**	**0**	**0**			

N Claiborne Ave 7-Day Volume with Classifications
3/13/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	70	3	0	0	0	0	0	0	0	0	0	0	**73**	**0**	**0**
12:15 AM	0	36	2	0	1	1	0	0	2	0	0	0	0	**42**	**0**	**0**
12:30 AM	0	41	1	0	0	0	0	0	0	0	0	0	0	**42**	**0**	**0**
12:45 AM	0	58	4	0	1	0	0	0	1	1	0	0	0	**65**	**0**	**0**
1:00 AM	0	42	8	1	0	0	0	0	2	0	0	0	0	**53**	**0**	**0**
1:15 AM	0	36	2	0	0	0	0	0	0	0	0	0	0	**38**	**0**	**0**
1:30 AM	0	31	4	0	0	0	0	0	0	0	0	0	0	**35**	**0**	**0**
1:45 AM	1	32	3	0	0	0	0	0	2	0	0	0	0	**38**	**0**	**0**
2:00 AM	0	20	2	0	0	0	0	0	1	0	0	0	0	**23**	**0**	**0**
2:15 AM	0	38	4	1	1	0	0	0	1	0	0	0	0	**45**	**0**	**0**
2:30 AM	0	36	1	0	1	0	0	0	2	1	0	0	0	**41**	**0**	**0**
2:45 AM	0	26	0	0	1	0	0	0	2	0	0	0	0	**29**	**0**	**0**
3:00 AM	0	23	5	0	1	1	0	0	0	0	0	0	0	**30**	**0**	**0**
3:15 AM	0	24	7	0	0	0	0	0	2	1	0	0	0	**34**	**0**	**0**
3:30 AM	0	22	3	0	0	0	0	0	1	0	0	0	0	**26**	**0**	**0**
3:45 AM	0	44	6	0	2	1	0	0	3	0	0	0	0	**56**	**0**	**0**
4:00 AM	0	37	2	0	2	3	0	0	2	0	0	0	0	**46**	**0**	**0**
4:15 AM	0	39	3	0	1	1	0	2	1	0	0	0	0	**47**	**0**	**0**
4:30 AM	0	88	11	0	0	1	0	1	1	0	0	0	0	**102**	**0**	**0**
4:45 AM	0	124	12	2	1	1	0	1	0	0	0	0	0	**141**	**0**	**0**
5:00 AM	0	95	14	0	0	1	0	0	1	0	0	0	0	**111**	**0**	**0**
5:15 AM	1	195	18	1	1	0	0	0	3	0	0	0	0	**219**	**0**	**0**
5:30 AM	0	230	18	0	1	2	0	0	0	0	0	0	0	**251**	**0**	**0**
5:45 AM	0	118	15	3	1	2	0	1	1	0	0	0	0	**141**	**0**	**0**
6:00 AM	0	124	25	3	0	0	0	0	2	0	0	0	0	**154**	**0**	**0**
6:15 AM	0	178	13	9	2	5	0	0	0	0	0	0	0	**207**	**0**	**0**
6:30 AM	0	166	21	6	7	0	0	1	1	1	0	0	0	**203**	**0**	**0**
6:45 AM	0	162	16	4	3	0	0	0	1	0	0	0	0	**186**	**0**	**0**
7:00 AM	0	164	15	7	4	2	0	0	0	0	0	0	0	**192**	**0**	**0**
7:15 AM	0	205	16	9	2	0	0	0	2	0	0	0	0	**234**	**0**	**0**
7:30 AM	0	216	13	7	2	1	0	1	1	0	0	0	0	**241**	**0**	**0**
7:45 AM	0	260	21	3	3	2	0	1	1	0	0	0	0	**291**	**0**	**0**
8:00 AM	0	229	16	4	7	4	0	1	1	0	0	0	0	**262**	**0**	**1**
8:15 AM	0	212	19	0	2	2	0	1	3	0	0	0	0	**239**	**0**	**0**
8:30 AM	0	132	13	3	3	0	0	1	0	0	0	0	0	**152**	**0**	**0**
8:45 AM	0	243	30	3	11	0	0	1	1	0	0	0	0	**289**	**0**	**0**
9:00 AM	0	212	17	1	1	2	0	2	0	0	0	0	0	**235**	**0**	**0**
9:15 AM	0	189	29	1	4	0	0	1	1	0	0	0	0	**225**	**0**	**0**
9:30 AM	1	213	22	0	0	6	0	2	4	0	0	0	0	**248**	**0**	**0**
9:45 AM	0	205	19	2	7	2	0	0	5	0	0	0	0	**240**	**0**	**0**
10:00 AM	0	189	20	1	6	1	0	0	0	0	0	0	0	**217**	**0**	**0**
10:15 AM	0	195	15	0	4	2	0	1	4	1	0	0	0	**222**	**0**	**0**
10:30 AM	0	204	13	1	4	4	0	0	2	0	0	0	0	**228**	**0**	**0**
10:45 AM	0	203	25	1	5	1	0	0	2	0	0	0	0	**237**	**0**	**0**
11:00 AM	0	238	22	1	5	2	0	0	3	1	0	0	0	**272**	**0**	**0**
11:15 AM	0	229	13	1	7	3	0	4	1	0	0	0	0	**258**	**0**	**0**
11:30 AM	0	234	18	0	5	2	0	1	5	0	0	0	0	**265**	**0**	**0**
11:45 AM	0	118	13	0	1	1	0	0	1	0	0	0	0	**134**	**0**	**0**
12:00 PM	0	291	32	2	4	0	0	0	5	0	0	0	0	**334**	**0**	**0**
12:15 PM	0	273	25	1	10	2	0	0	3	0	0	0	0	**314**	**0**	**0**
12:30 PM	0	222	21	0	3	0	0	2	1	1	0	0	0	**250**	**0**	**0**
12:45 PM	0	221	23	0	5	0	0	0	1	0	0	0	0	**250**	**0**	**0**
1:00 PM	0	220	25	0	3	3	0	0	3	0	0	0	0	**254**	**0**	**0**
1:15 PM	1	267	34	1	8	1	0	0	0	0	0	0	0	**312**	**0**	**0**
1:30 PM	0	279	20	0	6	0	0	0	1	0	0	0	0	**306**	**0**	**0**
1:45 PM	0	188	16	0	2	0	1	1	1	0	0	0	0	**209**	**0**	**0**
2:00 PM	0	239	20	1	2	1	1	0	2	0	0	0	0	**266**	**0**	**0**
2:15 PM	0	310	16	1	6	0	0	2	1	0	0	0	0	**336**	**0**	**0**
2:30 PM	0	338	27	0	2	0	0	1	3	0	0	0	0	**371**	**0**	**0**
2:45 PM	0	224	18	1	2	2	0	0	0	0	0	0	0	**247**	**0**	**0**
3:00 PM	0	253	14	1	0	2	0	2	2	0	0	0	0	**274**	**0**	**0**
3:15 PM	0	398	27	2	3	2	0	0	2	0	0	0	0	**434**	**0**	**0**
3:30 PM	1	369	28	4	2	2	0	0	1	0	0	0	0	**407**	**0**	**0**
3:45 PM	1	376	11	3	1	0	0	0	0	0	0	0	0	**392**	**0**	**0**
4:00 PM	0	350	21	2	2	0	0	0	1	0	0	0	0	**376**	**0**	**0**
4:15 PM	1	370	19	3	5	2	0	0	3	0	0	0	0	**403**	**0**	**0**
4:30 PM	1	397	11	3	2	1	0	0	2	0	0	0	0	**417**	**0**	**0**
4:45 PM	0	395	19	8	1	0	0	0	1	0	0	0	0	**424**	**0**	**0**
5:00 PM	1	376	24	1	4	0	0	0	0	0	0	0	0	**406**	**0**	**0**
5:15 PM	0	401	27	3	4	0	0	0	0	0	0	0	0	**435**	**0**	**0**
5:30 PM	0	417	31	2	3	0	0	0	1	0	0	0	0	**454**	**0**	**0**
5:45 PM	1	426	34	5	3	0	0	0	1	0	0	0	0	**470**	**0**	**0**
6:00 PM	2	414	30	2	1	1	0	0	1	0	0	0	0	**451**	**0**	**0**
6:15 PM	1	397	26	3	1	1	0	0	1	0	0	0	0	**430**	**0**	**0**
6:30 PM	2	340	28	3	2	0	0	0	1	0	0	0	0	**376**	**0**	**0**
6:45 PM	1	119	11	0	2	0	0	0	0	0	0	0	0	**133**	**0**	**0**
7:00 PM	1	263	19	3	0	0	0	0	1	0	0	0	0	**287**	**0**	**0**
7:15 PM	1	265	23	2	1	0	0	0	0	0	0	0	0	**292**	**0**	**0**
7:30 PM	4	302	11	1	0	0	0	0	1	0	0	0	0	**319**	**0**	**0**
7:45 PM	1	265	10	1	0	0	0	0	1	0	0	0	0	**278**	**0**	**0**
8:00 PM	0	202	13	1	1	0	0	0	3	0	0	0	0	**220**	**0**	**0**
8:15 PM	0	251	17	0	3	0	0	0	1	1	0	0	0	**273**	**0**	**0**
8:30 PM	1	238	9	1	2	0	0	0	0	1	0	0	0	**252**	**0**	**0**
8:45 PM	0	189	13	1	1	0	0	0	0	0	0	0	0	**204**	**0**	**0**
9:00 PM	0	186	6	2	1	0	0	0	0	0	0	0	0	**195**	**0**	**0**
9:15 PM	0	193	15	1	0	0	0	0	1	0	0	0	0	**210**	**0**	**0**
9:30 PM	0	133	7	0	1	0	0	0	1	0	0	0	0	**142**	**0**	**0**
9:45 PM	0	131	2	0	0	0	0	0	0	0	0	0	0	**133**	**0**	**0**
10:00 PM	0	119	10	1	1	1	0	0	1	0	0	0	0	**133**	**0**	**0**
10:15 PM	1	158	6	1	1	0	0	0	1	0	0	0	0	**168**	**0**	**1**
10:30 PM	0	85	3	0	1	0	0	0	1	0	0	0	0	**90**	**0**	**0**
10:45 PM	0	110	1	1	0	0	0	0	0	1	0	0	0	**113**	**0**	**0**
11:00 PM	0	95	4	0	0	0	0	0	1	0	0	0	0	**100**	**0**	**0**
11:15 PM	0	77	1	0	0	0	0	0	0	1	0	0	0	**79**	**0**	**0**
11:30 PM	0	81	3	1	0	0	0	0	1	0	0	0	0	**86**	**0**	**0**
11:45 PM	1	64	0	0	1	0	0	0	2	0	0	0	0	**68**	**0**	**0**
Total	**26**	**18502**	**1403**	**144**	**213**	**77**	**2**	**31**	**123**	**11**	**0**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	31	1	1	0	0	0	0	0	0	0	0	0	**33**	**0**	**0**
12:15 AM	0	60	2	1	2	0	0	1	0	1	0	0	0	**67**	**0**	**0**
12:30 AM	0	33	1	0	0	0	0	0	0	0	0	0	0	**34**	**0**	**0**
12:45 AM	0	35	2	0	1	0	0	0	0	0	0	0	0	**38**	**0**	**0**
1:00 AM	1	25	0	0	0	0	0	1	1	0	0	0	0	**28**	**0**	**0**
1:15 AM	0	27	0	0	0	0	0	0	0	2	0	0	0	**29**	**0**	**0**
1:30 AM	0	20	1	1	0	0	0	0	1	0	0	0	0	**23**	**0**	**0**
1:45 AM	0	22	2	0	0	0	0	1	0	0	0	0	0	**25**	**0**	**0**
2:00 AM	0	23	0	0	1	0	0	0	0	1	0	0	0	**25**	**0**	**0**
2:15 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
2:30 AM	0	29	0	0	0	0	0	0	2	0	0	0	0	**31**	**0**	**0**
2:45 AM	0	25	2	1	1	0	0	0	1	0	0	0	0	**30**	**0**	**0**
3:00 AM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
3:15 AM	0	33	0	0	1	0	0	0	0	0	0	0	0	**34**	**0**	**0**
3:30 AM	0	41	0	0	0	0	0	0	1	0	0	0	0	**42**	**0**	**0**
3:45 AM	0	42	2	0	1	0	0	0	0	0	0	0	0	**45**	**0**	**0**
4:00 AM	0	45	0	0	0	0	0	0	1	1	0	0	0	**47**	**0**	**0**
4:15 AM	0	58	2	1	1	0	0	0	1	0	0	0	0	**64**	**0**	**0**
4:30 AM	0	93	3	1	2	0	0	0	1	0	0	0	0	**100**	**1**	**0**
4:45 AM	0	81	2	0	0	0	0	0	0	1	0	0	0	**84**	**0**	**0**
5:00 AM	0	76	6	0	1	2	0	0	0	0	0	0	0	**85**	**0**	**0**
5:15 AM	2	164	8	1	1	0	0	0	2	0	0	0	0	**178**	**0**	**0**
5:30 AM	1	198	8	0	1	3	0	0	0	0	0	0	0	**211**	**0**	**2**
5:45 AM	0	197	2	1	0	2	0	1	2	0	0	0	0	**205**	**0**	**0**
6:00 AM	1	233	11	1	1	4	0	0	2	0	0	0	0	**253**	**0**	**0**
6:15 AM	0	290	15	4	0	4	0	0	4	0	0	0	0	**317**	**0**	**0**
6:30 AM	0	388	23	11	7	0	0	0	1	1	0	0	0	**431**	**0**	**0**
6:45 AM	0	384	22	9	2	1	0	0	0	0	0	0	0	**418**	**0**	**0**
7:00 AM	0	405	32	4	4	1	0	0	4	0	0	0	0	**450**	**0**	**0**
7:15 AM	0	379	33	8	3	0	0	1	2	0	0	0	0	**426**	**0**	**0**
7:30 AM	0	347	40	10	5	1	0	1	1	2	0	0	0	**407**	**0**	**0**
7:45 AM	0	350	34	4	6	1	0	0	1	0	0	0	0	**396**	**0**	**0**
8:00 AM	0	314	25	3	2	4	0	1	2	0	0	0	0	**351**	**0**	**0**
8:15 AM	1	336	24	2	5	0	0	1	1	0	0	0	0	**370**	**0**	**0**
8:30 AM	0	182	30	1	2	3	0	0	0	0	0	0	0	**218**	**0**	**0**
8:45 AM	0	335	24	1	2	3	0	0	3	0	0	0	0	**368**	**0**	**0**
9:00 AM	2	244	20	2	3	1	0	0	1	1	0	0	0	**274**	**0**	**0**
9:15 AM	0	238	28	1	4	0	0	1	2	0	0	0	0	**274**	**0**	**0**
9:30 AM	0	302	34	0	6	3	0	2	4	0	0	0	0	**351**	**0**	**0**
9:45 AM	0	254	19	0	8	3	0	1	3	0	0	0	0	**288**	**0**	**0**
10:00 AM	0	209	12	2	4	2	0	2	1	0	0	0	0	**232**	**0**	**0**
10:15 AM	1	223	15	0	7	4	0	0	1	0	0	0	0	**251**	**0**	**0**
10:30 AM	1	275	22	0	6	1	0	0	0	0	0	0	0	**305**	**0**	**0**
10:45 AM	1	240	9	1	6	1	0	1	0	0	0	0	0	**259**	**0**	**0**
11:00 AM	0	202	7	1	5	3	0	1	0	0	0	0	0	**219**	**0**	**0**
11:15 AM	1	247	13	2	3	2	0	1	6	0	0	0	0	**275**	**0**	**0**
11:30 AM	0	246	8	0	8	1	0	0	0	0	0	0	0	**263**	**0**	**0**
11:45 AM	0	171	10	0	2	1	2	0	0	0	0	0	0	**186**	**0**	**0**
12:00 PM	0	282	21	1	3	3	0	0	1	0	0	0	0	**311**	**0**	**0**
12:15 PM	0	265	16	4	3	2	0	2	3	0	0	0	0	**295**	**0**	**1**
12:30 PM	1	248	7	0	8	3	0	0	0	0	0	0	0	**267**	**0**	**0**
12:45 PM	2	277	21	0	4	3	0	0	3	0	0	0	0	**310**	**0**	**0**
1:00 PM	0	258	12	1	4	1	0	0	0	0	0	0	0	**276**	**0**	**0**
1:15 PM	0	220	17	0	1	0	0	2	3	0	0	0	0	**243**	**0**	**0**
1:30 PM	1	285	22	0	6	2	0	0	2	0	0	0	0	**318**	**0**	**0**
1:45 PM	0	197	10	1	6	1	0	0	1	0	0	0	0	**216**	**0**	**0**
2:00 PM	0	198	16	1	3	1	0	0	1	0	0	0	0	**220**	**0**	**0**
2:15 PM	1	258	8	4	6	0	0	0	0	0	0	0	0	**277**	**0**	**0**
2:30 PM	0	321	13	2	2	1	0	0	4	1	0	0	0	**344**	**0**	**0**
2:45 PM	0	211	14	0	4	2	0	0	0	0	0	0	0	**231**	**0**	**0**
3:00 PM	0	233	13	1	3	1	0	1	0	0	0	0	0	**252**	**1**	**0**
3:15 PM	1	273	17	5	4	1	0	0	2	1	0	0	0	**304**	**0**	**0**
3:30 PM	0	309	15	10	2	0	0	0	0	0	0	0	0	**336**	**0**	**0**
3:45 PM	0	284	14	5	4	0	0	1	0	0	0	0	0	**308**	**0**	**0**
4:00 PM	1	356	15	4	4	0	0	0	0	1	0	0	0	**381**	**0**	**0**
4:15 PM	0	271	20	5	5	0	0	0	1	0	0	0	0	**302**	**0**	**0**
4:30 PM	0	349	10	5	4	1	0	1	1	0	0	0	0	**371**	**0**	**0**
4:45 PM	0	329	18	6	2	0	0	0	2	0	0	0	0	**357**	**0**	**0**
5:00 PM	0	254	8	5	4	0	0	0	1	0	0	0	0	**272**	**0**	**1**
5:15 PM	1	259	9	1	0	0	0	0	1	0	0	0	0	**271**	**0**	**0**
5:30 PM	0	270	16	6	4	1	0	0	0	0	0	0	0	**297**	**0**	**0**
5:45 PM	1	269	9	2	2	0	0	0	1	0	0	0	0	**284**	**0**	**0**
6:00 PM	2	289	14	2	4	2	0	0	0	0	0	0	0	**313**	**0**	**1**
6:15 PM	0	253	5	1	1	2	0	0	0	0	0	0	0	**262**	**0**	**0**
6:30 PM	0	250	9	3	2	0	0	0	2	0	0	0	0	**266**	**0**	**0**
6:45 PM	1	123	8	2	2	0	0	0	0	0	0	0	0	**136**	**0**	**0**
7:00 PM	0	208	10	2	4	3	0	0	3	0	0	0	0	**230**	**0**	**0**
7:15 PM	2	225	14	2	1	0	0	0	0	0	0	0	0	**244**	**0**	**0**
7:30 PM	0	206	6	0	0	0	0	0	1	0	0	0	0	**213**	**0**	**0**
7:45 PM	1	175	4	1	1	1	0	0	1	0	0	0	0	**184**	**0**	**0**
8:00 PM	0	171	4	2	2	0	0	1	3	0	0	0	0	**183**	**0**	**0**
8:15 PM	0	196	11	2	1	1	0	0	0	1	0	0	0	**212**	**0**	**0**
8:30 PM	0	195	6	0	1	0	0	0	1	0	0	0	0	**203**	**0**	**0**
8:45 PM	0	144	1	1	0	0	0	0	1	0	0	0	0	**147**	**0**	**0**
9:00 PM	0	145	5	0	1	0	0	0	0	1	0	0	0	**152**	**0**	**0**
9:15 PM	0	121	1	1	2	0	0	0	0	0	0	0	0	**125**	**0**	**0**
9:30 PM	1	113	4	1	0	0	0	0	0	0	0	0	0	**119**	**0**	**0**
9:45 PM	0	107	1	0	1	0	0	0	1	0	0	0	0	**110**	**0**	**0**
10:00 PM	0	114	2	0	0	0	0	0	2	0	0	0	0	**118**	**0**	**0**
10:15 PM	0	106	2	1	1	0	0	0	0	0	0	0	0	**110**	**0**	**0**
10:30 PM	2	69	0	0	0	0	0	0	1	0	0	0	0	**72**	**0**	**1**
10:45 PM	0	52	0	2	0	0	0	0	0	0	0	0	0	**54**	**0**	**0**
11:00 PM	1	74	2	0	0	0	0	0	1	0	0	0	0	**78**	**0**	**0**
11:15 PM	0	39	1	0	1	0	0	0	1	0	0	0	0	**42**	**0**	**0**
11:30 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	**36**	**0**	**0**
11:45 PM	0	36	1	0	0	0	0	0	1	0	0	0	0	**38**	**0**	**0**
Total	**31**	**18115**	**1008**	**167**	**227**	**84**	**2**	**24**	**96**	**18**	**0**	**0**	**0**			

N Claiborne Ave 7-Day Volume with Classifications
3/14/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	49	2	0	0	0	0	0	1	0	0	0	0	**52**	**0**	**0**
12:15 AM	0	75	1	0	0	0	0	0	3	0	0	0	0	**79**	**0**	**0**
12:30 AM	0	51	5	0	0	0	0	0	0	0	0	0	0	**56**	**0**	**0**
12:45 AM	0	34	0	0	0	0	0	0	1	0	0	0	0	**35**	**0**	**0**
1:00 AM	0	32	2	1	0	0	0	0	1	0	0	0	0	**36**	**0**	**0**
1:15 AM	1	30	1	0	1	0	1	0	0	1	0	0	0	**35**	**0**	**0**
1:30 AM	0	26	4	0	0	0	0	0	0	0	0	0	0	**30**	**0**	**0**
1:45 AM	0	23	4	0	0	0	0	0	0	1	0	0	0	**28**	**0**	**0**
2:00 AM	0	34	3	0	1	0	1	2	0	0	0	0	0	**41**	**0**	**0**
2:15 AM	0	18	3	1	0	0	0	1	0	0	0	0	0	**23**	**0**	**0**
2:30 AM	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
2:45 AM	0	20	4	1	1	0	0	0	0	0	0	0	0	**26**	**0**	**0**
3:00 AM	0	13	5	1	0	1	0	0	0	1	0	0	0	**21**	**0**	**0**
3:15 AM	0	27	2	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
3:30 AM	0	27	1	0	1	0	0	0	1	1	0	0	0	**31**	**0**	**0**
3:45 AM	0	37	5	0	1	0	0	0	0	0	0	0	0	**43**	**0**	**0**
4:00 AM	0	25	5	0	2	1	0	0	2	0	0	0	0	**35**	**0**	**0**
4:15 AM	0	55	6	1	3	3	0	1	3	0	0	0	0	**72**	**0**	**0**
4:30 AM	0	67	13	2	2	0	0	0	0	0	0	0	0	**84**	**0**	**0**
4:45 AM	0	110	23	2	0	1	0	0	1	0	0	0	0	**137**	**0**	**0**
5:00 AM	0	132	25	2	1	2	0	0	0	0	0	0	0	**162**	**0**	**0**
5:15 AM	0	188	22	2	1	0	0	1	2	0	0	0	0	**216**	**0**	**0**
5:30 AM	0	218	22	0	0	1	0	0	2	0	0	0	0	**243**	**0**	**0**
5:45 AM	0	158	21	3	1	1	0	1	3	1	0	0	0	**189**	**0**	**0**
6:00 AM	0	117	9	2	1	1	0	0	1	0	0	0	0	**131**	**0**	**0**
6:15 AM	0	172	10	7	3	2	0	0	0	2	0	0	0	**196**	**0**	**0**
6:30 AM	0	189	18	5	1	0	1	0	1	0	0	0	0	**215**	**0**	**0**
6:45 AM	0	179	20	6	2	1	1	1	1	0	0	0	0	**211**	**0**	**0**
7:00 AM	0	187	21	7	5	2	0	0	1	0	0	0	0	**223**	**0**	**0**
7:15 AM	0	193	27	12	5	3	1	1	1	0	0	0	0	**243**	**0**	**0**
7:30 AM	0	219	25	4	1	1	0	0	3	0	0	0	0	**253**	**0**	**0**
7:45 AM	0	275	29	4	2	0	1	0	1	0	0	0	0	**312**	**0**	**0**
8:00 AM	0	219	22	7	2	1	0	0	1	0	0	0	0	**252**	**0**	**0**
8:15 AM	0	214	37	2	5	1	0	0	2	0	0	0	0	**261**	**0**	**0**
8:30 AM	0	223	27	1	4	0	0	0	2	0	0	0	0	**257**	**0**	**0**
8:45 AM	0	221	26	2	3	2	1	0	3	1	0	0	0	**259**	**0**	**0**
9:00 AM	0	192	19	0	7	1	1	0	1	0	0	0	0	**221**	**0**	**0**
9:15 AM	0	220	21	0	4	0	2	0	2	0	0	0	0	**249**	**0**	**0**
9:30 AM	1	112	14	2	3	0	0	0	0	0	0	0	0	**132**	**0**	**0**
9:45 AM	0	216	23	1	5	2	2	0	3	0	0	0	0	**252**	**0**	**0**
10:00 AM	0	204	15	1	3	1	0	0	0	0	0	0	0	**224**	**0**	**0**
10:15 AM	0	187	11	1	3	1	1	0	1	0	0	0	0	**205**	**0**	**0**
10:30 AM	0	177	20	1	6	1	1	0	2	0	0	0	0	**208**	**1**	**0**
10:45 AM	0	204	15	3	2	2	0	0	0	0	0	0	0	**226**	**0**	**0**
11:00 AM	0	260	12	2	3	2	0	1	4	0	0	0	0	**284**	**0**	**0**
11:15 AM	0	245	12	1	5	1	1	0	5	0	0	0	0	**270**	**0**	**0**
11:30 AM	0	236	19	0	2	0	0	0	1	0	0	0	0	**258**	**0**	**1**
11:45 AM	0	219	17	2	1	1	0	1	2	0	0	0	0	**243**	**0**	**1**
12:00 PM	1	268	11	0	3	1	0	0	1	0	0	0	0	**285**	**0**	**0**
12:15 PM	0	234	16	2	5	1	0	0	1	0	0	0	0	**259**	**0**	**0**
12:30 PM	0	232	11	4	6	0	1	0	1	0	0	0	0	**255**	**0**	**0**
12:45 PM	0	269	15	3	3	1	1	0	2	0	0	0	0	**294**	**0**	**0**
1:00 PM	0	248	21	1	6	0	0	0	1	0	0	0	0	**277**	**0**	**0**
1:15 PM	0	72	3	0	0	0	0	0	0	0	0	0	0	**75**	**0**	**1**
1:30 PM	1	288	28	1	5	3	0	0	7	0	0	0	0	**333**	**0**	**1**
1:45 PM	1	287	29	0	4	1	1	1	1	0	0	0	0	**325**	**1**	**1**
2:00 PM	0	264	24	1	3	0	0	0	3	0	0	0	0	**295**	**0**	**0**
2:15 PM	0	245	16	2	3	1	0	0	1	0	0	0	0	**268**	**0**	**0**
2:30 PM	1	236	27	3	4	3	1	0	1	0	0	0	0	**276**	**0**	**1**
2:45 PM	1	314	35	0	0	0	1	0	3	0	0	0	0	**354**	**0**	**0**
3:00 PM	1	315	33	1	2	3	2	0	3	0	0	0	0	**360**	**0**	**0**
3:15 PM	0	319	46	1	3	1	1	0	1	0	0	0	0	**372**	**0**	**0**
3:30 PM	0	342	31	3	2	2	0	0	1	0	0	0	0	**381**	**0**	**0**
3:45 PM	0	353	32	4	3	1	0	2	1	0	0	0	0	**396**	**0**	**0**
4:00 PM	0	335	30	0	1	1	1	0	1	0	0	0	0	**369**	**0**	**0**
4:15 PM	1	385	30	5	2	2	0	0	0	0	0	0	0	**425**	**0**	**0**
4:30 PM	1	430	45	5	0	0	1	0	1	0	0	0	0	**483**	**0**	**0**
4:45 PM	2	411	34	3	3	0	0	0	0	0	0	0	0	**453**	**0**	**0**
5:00 PM	0	397	49	2	0	0	0	0	0	0	0	0	0	**448**	**0**	**0**
5:15 PM	1	383	30	3	2	0	0	0	2	0	0	0	0	**421**	**0**	**0**
5:30 PM	1	409	46	5	2	1	0	0	0	1	0	0	0	**465**	**0**	**0**
5:45 PM	1	390	33	2	1	0	0	0	2	0	0	0	0	**429**	**0**	**0**
6:00 PM	0	293	29	1	3	0	0	1	0	0	0	0	0	**327**	**0**	**0**
6:15 PM	1	433	26	4	5	0	0	0	0	1	0	0	0	**470**	**0**	**0**
6:30 PM	0	397	20	4	2	0	0	0	0	0	0	0	0	**423**	**0**	**0**
6:45 PM	0	271	15	2	1	0	0	0	1	0	0	0	0	**290**	**0**	**1**
7:00 PM	1	276	21	2	1	0	0	0	1	0	0	0	0	**302**	**0**	**0**
7:15 PM	0	248	20	2	2	0	0	0	1	0	0	0	0	**273**	**0**	**0**
7:30 PM	1	282	10	2	1	0	0	0	2	0	0	0	0	**298**	**0**	**0**
7:45 PM	0	228	9	1	2	0	0	0	0	0	0	0	0	**240**	**0**	**0**
8:00 PM	0	174	13	1	1	0	0	0	0	0	0	0	0	**189**	**0**	**0**
8:15 PM	0	229	4	2	0	0	0	0	0	0	0	0	0	**235**	**0**	**0**
8:30 PM	0	187	4	1	1	0	0	0	3	0	0	0	0	**196**	**0**	**0**
8:45 PM	0	196	9	0	0	0	0	0	2	0	0	0	0	**207**	**0**	**0**
9:00 PM	0	189	5	1	0	0	0	0	1	0	0	0	0	**196**	**0**	**0**
9:15 PM	0	184	10	1	0	0	0	0	3	0	0	0	0	**198**	**0**	**0**
9:30 PM	0	180	6	0	1	0	0	0	0	0	0	0	0	**187**	**0**	**0**
9:45 PM	0	176	9	0	0	0	0	0	1	0	0	0	0	**186**	**0**	**0**
10:00 PM	0	80	3	1	0	0	0	0	0	0	0	0	0	**84**	**0**	**0**
10:15 PM	0	116	6	0	0	0	0	0	0	0	0	0	0	**122**	**0**	**0**
10:30 PM	0	145	10	1	0	0	0	0	1	0	0	0	0	**157**	**0**	**0**
10:45 PM	0	151	2	1	0	0	0	0	1	0	0	0	0	**155**	**0**	**0**
11:00 PM	0	93	1	0	0	0	0	0	0	0	0	0	0	**94**	**0**	**0**
11:15 PM	0	109	2	0	1	0	0	0	2	1	0	0	0	**115**	**0**	**0**
11:30 PM	0	67	0	0	0	0	0	0	0	1	0	0	0	**68**	**0**	**0**
11:45 PM	0	73	4	0	0	0	0	0	1	1	0	0	0	**79**	**0**	**0**
Total	**18**	**18549**	**1566**	**167**	**177**	**58**	**25**	**14**	**112**	**13**	**0**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	33	0	1	0	0	0	0	0	0	0	0	0	**34**	**0**	**0**
12:15 AM	0	35	1	0	0	0	0	0	1	0	0	0	0	**37**	**0**	**0**
12:30 AM	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**1**
12:45 AM	0	21	0	1	0	0	0	0	1	0	0	0	0	**23**	**0**	**0**
1:00 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
1:15 AM	1	28	0	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
1:30 AM	0	16	0	0	0	0	0	2	0	0	0	0	0	**18**	**0**	**0**
1:45 AM	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
2:00 AM	0	30	4	0	0	0	0	0	0	0	0	0	0	**34**	**0**	**0**
2:15 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
2:30 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
2:45 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**1**
3:00 AM	0	26	1	1	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
3:15 AM	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
3:30 AM	0	33	0	0	0	0	0	0	1	0	0	0	0	**34**	**0**	**0**
3:45 AM	0	45	1	0	0	0	0	0	0	0	0	0	0	**46**	**0**	**0**
4:00 AM	0	76	3	0	2	1	0	0	0	0	0	0	0	**82**	**0**	**0**
4:15 AM	0	79	4	0	0	0	0	0	1	0	0	0	0	**84**	**0**	**0**
4:30 AM	0	85	4	1	2	0	0	0	1	0	0	0	0	**93**	**0**	**0**
4:45 AM	0	86	4	0	1	0	0	0	0	1	0	0	0	**92**	**0**	**0**
5:00 AM	0	118	5	0	0	1	0	0	0	0	0	0	0	**124**	**0**	**0**
5:15 AM	0	186	10	1	2	2	0	1	1	0	0	0	0	**203**	**0**	**0**
5:30 AM	1	188	14	0	0	1	1	0	0	0	0	0	0	**205**	**0**	**0**
5:45 AM	0	184	10	1	0	1	0	0	0	0	0	0	0	**196**	**0**	**0**
6:00 AM	1	282	20	1	1	1	0	0	1	1	0	0	0	**308**	**0**	**0**
6:15 AM	0	379	26	4	3	2	0	1	1	0	0	0	0	**416**	**0**	**0**
6:30 AM	0	350	28	12	3	2	0	1	0	1	0	0	0	**397**	**0**	**0**
6:45 AM	0	369	46	8	1	2	0	0	3	1	0	0	0	**430**	**0**	**0**
7:00 AM	0	378	48	6	3	0	0	0	0	0	0	0	0	**435**	**0**	**1**
7:15 AM	0	417	44	4	6	1	1	1	2	0	0	0	0	**476**	**0**	**0**
7:30 AM	0	374	60	7	1	3	2	0	4	0	0	0	0	**451**	**0**	**0**
7:45 AM	0	358	28	6	4	5	1	0	3	0	0	0	0	**405**	**0**	**0**
8:00 AM	0	360	34	5	2	3	0	0	1	0	0	0	0	**405**	**0**	**0**
8:15 AM	0	357	20	3	2	0	0	0	1	0	0	0	0	**383**	**0**	**0**
8:30 AM	0	349	22	3	1	2	0	1	2	0	0	0	0	**380**	**0**	**0**
8:45 AM	0	328	20	2	5	3	0	0	2	0	0	0	0	**360**	**0**	**0**
9:00 AM	3	294	24	0	2	1	0	0	0	1	0	0	0	**325**	**0**	**0**
9:15 AM	1	274	16	3	1	0	1	1	0	0	0	0	0	**297**	**0**	**0**
9:30 AM	1	171	17	0	3	1	2	0	1	0	0	0	0	**196**	**0**	**0**
9:45 AM	0	239	36	1	5	1	0	0	2	0	0	0	0	**284**	**0**	**0**
10:00 AM	0	241	21	1	4	1	0	0	3	0	0	0	0	**271**	**0**	**0**
10:15 AM	0	221	29	2	6	1	0	1	3	0	0	0	0	**263**	**0**	**0**
10:30 AM	0	213	16	0	6	1	1	1	2	0	0	0	0	**240**	**0**	**0**
10:45 AM	1	233	16	1	5	3	2	0	3	1	0	0	0	**265**	**0**	**0**
11:00 AM	0	224	22	0	5	1	4	0	1	0	0	0	0	**257**	**0**	**0**
11:15 AM	0	276	25	1	3	0	1	0	1	0	0	0	0	**307**	**0**	**0**
11:30 AM	0	255	14	0	3	3	0	1	2	1	0	0	0	**279**	**0**	**1**
11:45 AM	0	212	23	1	6	1	0	0	2	0	0	0	0	**245**	**0**	**1**
12:00 PM	0	267	23	1	3	0	1	1	1	0	0	0	0	**297**	**1**	**0**
12:15 PM	0	231	20	1	2	1	0	0	3	0	0	0	0	**258**	**0**	**0**
12:30 PM	1	230	25	0	2	1	0	1	1	0	0	0	0	**261**	**0**	**0**
12:45 PM	2	243	20	1	10	1	1	1	1	1	0	0	0	**281**	**0**	**1**
1:00 PM	0	243	14	2	4	2	0	0	0	0	0	0	0	**265**	**0**	**0**
1:15 PM	1	114	11	0	2	0	0	0	2	0	0	0	0	**130**	**0**	**1**
1:30 PM	0	296	34	2	5	2	0	1	1	0	0	0	0	**341**	**0**	**1**
1:45 PM	1	257	31	2	5	2	0	1	1	0	0	0	0	**300**	**1**	**1**
2:00 PM	0	253	9	0	2	2	0	1	1	0	0	0	0	**268**	**0**	**0**
2:15 PM	0	285	28	3	4	2	1	0	0	0	0	0	0	**323**	**0**	**1**
2:30 PM	1	264	28	2	3	0	1	1	0	0	0	0	0	**300**	**0**	**0**
2:45 PM	0	335	20	2	4	1	0	0	0	0	0	0	0	**362**	**0**	**0**
3:00 PM	0	281	17	0	1	1	1	0	1	0	0	0	0	**302**	**0**	**0**
3:15 PM	0	391	16	9	3	1	0	0	3	0	0	0	0	**423**	**0**	**0**
3:30 PM	0	264	21	8	3	1	0	0	3	0	0	0	0	**300**	**0**	**0**
3:45 PM	1	285	22	4	3	1	0	0	0	0	0	0	0	**316**	**1**	**0**
4:00 PM	1	314	22	7	11	0	0	0	0	0	0	0	0	**355**	**0**	**0**
4:15 PM	3	302	21	2	2	0	0	0	2	0	0	0	0	**332**	**0**	**0**
4:30 PM	1	361	20	6	1	2	0	0	3	0	0	0	0	**394**	**0**	**0**
4:45 PM	1	339	29	8	2	1	0	0	1	0	0	0	0	**381**	**0**	**0**
5:00 PM	0	312	3	5	0	0	0	0	0	0	0	0	0	**320**	**0**	**0**
5:15 PM	2	256	12	3	2	1	0	0	0	0	0	0	0	**276**	**0**	**0**
5:30 PM	0	271	17	5	2	1	0	0	1	0	0	0	0	**297**	**0**	**0**
5:45 PM	0	270	8	2	2	0	0	0	1	0	0	0	0	**283**	**0**	**0**
6:00 PM	1	216	22	3	1	0	0	0	1	0	0	0	0	**244**	**0**	**0**
6:15 PM	0	352	25	0	0	0	0	0	0	1	0	0	0	**378**	**0**	**0**
6:30 PM	0	272	21	3	1	0	0	0	1	0	0	0	0	**298**	**0**	**0**
6:45 PM	0	204	17	3	0	0	0	0	0	0	0	0	0	**224**	**0**	**0**
7:00 PM	1	240	13	3	4	2	0	0	1	0	0	0	0	**264**	**0**	**1**
7:15 PM	0	186	9	2	1	0	0	0	2	0	0	0	0	**200**	**0**	**0**
7:30 PM	0	203	9	0	0	0	0	0	3	0	0	0	0	**215**	**0**	**0**
7:45 PM	0	151	4	1	0	0	0	0	0	0	0	0	0	**156**	**0**	**0**
8:00 PM	0	140	3	1	0	0	0	0	0	0	0	0	0	**144**	**0**	**0**
8:15 PM	0	141	5	1	0	0	0	0	1	0	0	0	0	**148**	**0**	**0**
8:30 PM	0	140	6	0	0	0	0	0	0	0	0	0	0	**146**	**0**	**0**
8:45 PM	0	138	4	1	0	0	0	1	0	0	0	0	0	**144**	**0**	**0**
9:00 PM	0	129	5	1	0	0	0	0	1	0	0	0	0	**136**	**0**	**0**
9:15 PM	0	116	3	0	0	0	0	0	1	1	0	0	0	**121**	**0**	**0**
9:30 PM	0	139	5	2	0	0	0	0	1	0	0	0	0	**147**	**0**	**0**
9:45 PM	0	115	3	0	0	0	0	0	1	0	0	0	0	**119**	**0**	**0**
10:00 PM	0	81	2	0	0	0	0	0	0	0	0	0	0	**83**	**0**	**0**
10:15 PM	1	77	2	1	0	0	0	0	1	1	0	0	0	**83**	**0**	**0**
10:30 PM	0	83	1	0	0	0	0	0	0	0	0	0	0	**84**	**0**	**0**
10:45 PM	0	96	3	1	0	0	0	0	1	0	0	0	0	**101**	**0**	**0**
11:00 PM	0	70	3	1	0	0	0	0	1	0	0	0	0	**75**	**0**	**0**
11:15 PM	0	48	2	0	0	0	0	0	0	0	0	0	0	**50**	**0**	**0**
11:30 PM	0	45	1	0	0	0	0	0	1	0	0	0	0	**47**	**0**	**0**
11:45 PM	0	30	1	0	1	0	0	0	1	0	0	0	0	**33**	**0**	**0**
Total	**27**	**18643**	**1362**	**177**	**174**	**69**	**21**	**19**	**88**	**13**	**0**	**0**	**0**			

Poland Ave North of St Claude Ave 7-Day Volume with Classifications
3/8/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
12:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
12:30 AM	0	5	0	0	0	0	0	0	1	1	0	0	0	7	0	0
12:45 AM	1	5	1	0	0	0	0	0	0	0	0	0	0	7	0	0
1:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5	1	0
1:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
1:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	0
1:45 AM	0	2	0	0	0	0	1	1	1	0	0	0	0	5	0	0
2:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
2:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
2:30 AM	0	7	1	0	0	0	0	0	0	1	0	0	0	9	0	0
2:45 AM	0	2	0	0	0	0	0	0	0	0	2	0	0	4	0	0
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:15 AM	0	5	2	0	0	0	1	1	0	0	0	0	0	9	0	0
3:30 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6	0	0
3:45 AM	0	4	0	0	0	0	0	0	0	0	1	0	0	5	0	0
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
4:15 AM	0	6	0	0	1	0	1	0	1	0	1	0	0	10	0	0
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
4:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
5:00 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	7	0	0
5:15 AM	0	9	1	0	0	0	0	1	0	0	0	0	0	11	0	0
5:30 AM	0	13	1	0	0	0	2	1	0	1	0	0	0	18	0	0
5:45 AM	0	15	2	0	0	0	0	0	0	1	0	0	0	18	0	0
6:00 AM	0	19	2	0	0	0	0	1	1	1	0	0	0	24	0	0
6:15 AM	0	19	2	1	0	0	1	2	1	1	0	0	0	27	0	0
6:30 AM	0	28	2	1	0	0	4	0	0	3	0	0	0	38	1	0
6:45 AM	0	43	0	1	2	1	1	0	2	2	0	0	0	52	0	1
7:00 AM	0	50	1	1	0	0	0	0	2	1	0	0	0	55	0	0
7:15 AM	0	51	3	0	0	0	0	1	0	0	0	0	0	55	0	0
7:30 AM	0	66	1	4	0	0	0	0	0	0	0	0	0	71	0	1
7:45 AM	0	65	1	4	0	0	0	0	0	0	0	0	0	70	1	0
8:00 AM	0	54	1	2	3	0	0	0	0	0	0	0	0	60	0	0
8:15 AM	0	59	3	2	3	0	0	0	0	1	0	0	0	68	0	1
8:30 AM	0	44	6	1	3	0	0	0	1	0	0	0	0	55	0	2
8:45 AM	0	43	0	0	0	0	1	1	2	0	0	0	0	47	0	2
9:00 AM	0	50	2	1	0	0	1	0	1	0	0	0	0	55	0	3
9:15 AM	0	63	7	1	1	1	1	0	2	0	0	0	0	76	0	0
9:30 AM	1	41	4	1	3	0	0	1	1	0	0	0	0	52	1	1
9:45 AM	1	50	2	0	1	0	0	1	2	0	0	0	0	57	0	1
10:00 AM	0	46	2	0	3	0	0	0	2	3	0	0	0	56	0	0
10:15 AM	0	56	4	2	1	1	0	0	0	2	0	0	0	66	0	2
10:30 AM	0	39	1	0	3	0	0	3	2	0	0	0	0	48	0	1
10:45 AM	0	38	1	0	0	0	0	1	3	1	0	0	0	44	0	0
11:00 AM	0	40	3	0	3	0	0	1	3	0	0	0	0	50	0	1
11:15 AM	0	42	3	0	1	0	6	3	1	0	0	0	0	56	0	1
11:30 AM	0	39	6	0	2	0	0	0	0	1	0	0	0	48	0	0
11:45 AM	0	64	6	1	0	0	1	0	0	0	0	0	0	72	1	0
12:00 PM	0	47	4	0	0	0	2	1	0	0	0	0	0	54	1	0
12:15 PM	0	53	7	1	1	0	2	0	1	0	0	0	0	65	0	1
12:30 PM	0	43	3	1	1	0	3	0	5	1	0	0	0	57	1	0
12:45 PM	0	34	4	2	0	0	3	2	2	0	0	0	0	47	1	0
1:00 PM	0	75	7	0	0	1	1	0	2	0	0	0	0	86	1	1
1:15 PM	0	90	3	1	1	0	1	1	1	0	0	0	0	98	0	1
1:30 PM	1	66	4	6	2	3	1	0	2	0	0	0	0	85	0	0
1:45 PM	0	46	3	0	1	0	0	0	0	1	0	0	0	51	0	1
2:00 PM	0	57	4	2	0	0	1	0	0	1	0	0	0	65	1	2
2:15 PM	0	46	6	0	0	2	0	0	0	0	0	0	0	54	1	0
2:30 PM	0	58	3	0	3	0	1	3	0	0	0	0	0	68	0	1
2:45 PM	0	51	3	0	0	1	1	0	0	0	0	0	0	56	1	1
3:00 PM	2	85	6	0	1	1	0	0	0	0	0	0	0	95	0	3
3:15 PM	0	83	2	4	0	0	0	0	0	0	0	0	0	89	0	1
3:30 PM	0	50	2	2	1	0	0	0	0	0	0	0	0	55	0	3
3:45 PM	0	65	2	4	1	0	0	0	0	0	0	0	0	72	0	0
4:00 PM	0	63	2	0	1	0	0	0	0	0	0	0	0	66	0	1
4:15 PM	0	74	2	2	1	0	1	1	2	0	0	0	0	83	0	0
4:30 PM	0	60	6	0	1	0	2	0	0	0	0	0	0	69	1	1
4:45 PM	1	70	4	1	0	0	0	0	0	0	0	0	0	76	0	2
5:00 PM	0	65	4	0	0	0	0	0	1	0	0	0	0	70	0	0
5:15 PM	0	63	1	1	0	0	0	1	0	0	0	0	0	66	0	1
5:30 PM	0	40	2	2	1	0	0	0	1	0	0	0	0	46	0	0
5:45 PM	1	49	4	0	1	1	0	0	1	0	0	0	0	57	1	3
6:00 PM	0	69	0	0	1	0	0	0	0	0	0	0	0	70	1	1
6:15 PM	0	105	5	0	1	0	0	0	9	0	0	0	0	120	0	5
6:30 PM	0	80	2	1	1	0	0	0	0	0	0	0	0	84	0	2
6:45 PM	0	50	4	1	0	0	0	0	0	0	0	0	0	55	2	1
7:00 PM	0	43	1	0	0	0	0	0	0	0	0	0	0	44	0	0
7:15 PM	1	76	1	0	0	0	0	0	0	2	0	0	0	80	0	0
7:30 PM	0	34	0	0	0	0	0	0	0	0	0	0	0	34	1	0
7:45 PM	0	33	1	0	0	0	0	0	9	0	0	0	0	43	0	0
8:00 PM	0	40	1	0	0	0	0	0	0	0	0	0	0	41	0	0
8:15 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	0
8:30 PM	0	27	0	0	1	0	0	0	0	0	0	0	0	28	0	0
8:45 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	1
9:00 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	29	2	0
9:15 PM	0	22	0	0	0	0	0	1	0	0	0	0	0	23	0	0
9:30 PM	0	54	0	0	0	0	0	0	0	0	0	0	0	54	0	0
9:45 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	1	1
10:00 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	28	0	0
10:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	0
10:30 PM	0	33	0	0	0	0	0	0	1	0	0	0	0	34	1	1
10:45 PM	0	19	0	0	0	0	0	0	1	0	0	0	0	20	0	0
11:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
11:15 PM	0	16	0	0	0	0	0	0	1	0	0	0	0	17	0	0
11:30 PM	0	18	0	0	0	0	0	0	1	0	0	0	0	19	1	0
11:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	1	0
Total	**9**	**3606**	**180**	**54**	**52**	**12**	**40**	**30**	**72**	**24**	**5**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	13	0	0
12:15 AM	0	12	0	0	0	0	0	0	2	1	0	0	0	15	0	0
12:30 AM	1	3	0	0	0	0	0	0	1	1	0	0	0	6	0	0
12:45 AM	0	7	0	0	0	0	0	0	0	2	0	0	0	9	0	1
1:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
1:15 AM	0	16	0	0	1	0	0	0	1	0	0	0	0	18	0	0
1:30 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	5	0	0
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
2:45 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	6	0	1
3:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:15 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	5	0	1
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:45 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5	0	0
4:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5	0	0
4:15 AM	0	8	0	0	0	0	0	2	0	0	0	0	0	10	0	0
4:30 AM	0	6	0	0	0	0	1	1	0	0	0	0	0	8	0	1
4:45 AM	0	17	0	0	1	0	1	1	0	0	0	0	0	20	0	0
5:00 AM	0	7	0	0	0	0	0	1	2	0	0	0	0	10	0	0
5:15 AM	0	21	2	0	0	0	2	1	0	1	0	0	0	27	1	0
5:30 AM	0	19	0	0	0	0	0	1	2	1	0	0	0	23	0	0
5:45 AM	0	18	0	0	0	0	0	1	1	0	0	0	0	20	0	0
6:00 AM	0	19	2	1	1	0	0	0	2	0	0	0	0	25	0	0
6:15 AM	0	35	4	2	0	0	0	1	1	2	0	0	0	45	0	0
6:30 AM	0	43	0	3	0	0	1	0	0	0	0	0	0	47	0	0
6:45 AM	0	38	1	6	2	0	2	0	0	1	0	0	0	50	0	0
7:00 AM	0	58	1	4	0	0	0	0	0	0	0	0	0	63	0	1
7:15 AM	0	74	4	5	0	0	0	0	0	3	0	0	0	86	0	0
7:30 AM	0	99	2	0	0	0	0	0	3	0	0	0	0	104	0	0
7:45 AM	0	111	3	0	2	0	0	0	1	1	0	0	0	118	0	0
8:00 AM	0	69	2	0	3	0	2	1	3	1	0	0	0	81	0	0
8:15 AM	1	72	9	0	1	0	0	0	2	1	0	0	0	86	1	4
8:30 AM	0	61	8	1	1	0	4	0	0	2	0	0	0	77	1	0
8:45 AM	0	52	7	1	3	0	2	1	4	2	0	0	0	72	0	1
9:00 AM	0	51	1	1	1	0	2	3	3	0	0	0	0	63	1	2
9:15 AM	0	48	7	1	0	0	1	1	2	3	0	0	0	63	0	0
9:30 AM	0	41	8	2	2	0	3	0	4	2	0	0	0	62	0	0
9:45 AM	0	62	8	0	0	0	1	2	0	0	0	0	0	73	1	1
10:00 AM	0	61	7	0	4	0	0	0	4	4	0	0	0	80	0	3
10:15 AM	0	55	3	0	0	0	0	2	3	2	0	0	0	65	0	1
10:30 AM	1	56	0	0	3	0	0	0	3	2	0	0	0	65	0	1
10:45 AM	0	47	2	0	1	0	1	1	5	1	0	0	0	58	0	0
11:00 AM	1	70	8	0	3	0	0	0	0	0	1	0	0	83	0	0
11:15 AM	0	52	5	0	2	1	1	0	6	0	0	0	0	67	0	0
11:30 AM	0	43	6	0	2	0	0	0	3	1	2	0	0	57	0	0
11:45 AM	0	63	3	0	2	0	1	0	1	0	0	0	0	70	0	0
12:00 PM	1	38	4	1	0	0	1	0	0	3	0	0	0	48	1	2
12:15 PM	0	59	1	1	1	0	2	0	0	2	0	0	0	66	0	0
12:30 PM	0	58	5	0	2	0	0	0	0	1	0	0	0	66	0	4
12:45 PM	0	91	13	0	4	0	1	0	2	1	0	0	0	112	1	1
1:00 PM	0	77	10	2	0	0	0	0	2	0	0	0	0	91	0	0
1:15 PM	0	79	6	1	1	0	1	0	0	0	0	0	0	88	1	6
1:30 PM	0	60	5	0	1	0	1	2	3	0	0	0	0	72	2	2
1:45 PM	1	54	2	0	0	0	0	0	4	1	0	0	0	62	0	0
2:00 PM	1	73	4	0	1	1	3	0	0	2	0	0	0	85	1	0
2:15 PM	0	70	2	1	0	1	4	0	0	0	0	0	0	78	3	3
2:30 PM	0	89	16	4	1	0	0	0	0	1	0	0	0	111	0	3
2:45 PM	0	64	3	5	0	0	0	0	1	0	0	0	0	73	1	2
3:00 PM	0	59	11	3	2	0	2	0	0	0	0	0	0	77	0	1
3:15 PM	0	65	7	2	1	0	0	0	2	0	0	0	0	77	1	1
3:30 PM	0	71	2	2	1	0	0	0	0	0	0	0	0	76	0	2
3:45 PM	0	69	3	0	2	2	0	1	0	0	0	0	0	77	0	2
4:00 PM	0	62	1	2	1	0	0	0	1	1	1	0	0	69	1	1
4:15 PM	0	67	5	2	1	2	2	0	0	0	0	0	0	79	1	5
4:30 PM	0	71	3	2	0	0	0	0	0	0	0	0	0	76	0	2
4:45 PM	0	68	4	1	0	0	0	1	2	0	0	0	0	76	1	3
5:00 PM	0	61	6	0	0	0	0	1	0	0	0	0	0	68	1	0
5:15 PM	0	71	8	0	0	0	0	3	1	0	0	0	0	83	0	1
5:30 PM	0	59	8	0	0	0	0	0	1	0	0	0	0	68	0	2
5:45 PM	0	85	5	0	0	0	0	0	1	0	0	0	0	91	0	1
6:00 PM	0	96	2	1	0	0	0	0	1	0	0	0	0	100	0	2
6:15 PM	0	65	1	0	0	0	0	0	1	0	0	0	0	67	0	1
6:30 PM	0	63	2	0	0	0	0	0	1	0	0	0	0	66	0	0
6:45 PM	0	36	6	0	0	0	0	0	2	0	0	0	0	44	0	2
7:00 PM	1	64	2	0	1	0	0	0	0	0	0	0	0	68	0	0
7:15 PM	1	46	0	0	0	0	0	0	2	1	0	0	0	50	0	2
7:30 PM	0	46	3	0	0	0	0	0	0	0	0	0	0	49	0	0
7:45 PM	0	34	1	1	1	0	0	0	2	0	0	0	0	39	0	0
8:00 PM	0	43	1	0	0	0	0	0	0	0	0	0	0	44	1	0
8:15 PM	0	41	1	0	0	0	0	0	1	0	0	0	0	43	0	0
8:30 PM	0	42	1	0	1	0	0	0	0	1	0	0	0	45	0	0
8:45 PM	0	78	1	0	0	0	0	0	0	1	0	0	0	80	0	0
9:00 PM	0	38	0	0	0	0	0	0	0	0	0	0	0	38	0	0
9:15 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
9:30 PM	1	29	1	0	0	0	0	0	0	0	0	0	0	31	1	0
9:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	0
10:00 PM	0	59	1	0	0	0	0	0	0	0	0	0	0	60	0	0
10:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	0
10:30 PM	0	41	1	0	0	0	0	2	1	0	0	0	0	45	0	1
10:45 PM	0	20	0	0	0	0	0	0	1	0	0	0	0	21	0	0
11:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	1	0
11:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
11:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
11:45 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	0
Total	**10**	**4149**	**263**	**58**	**58**	**8**	**39**	**31**	**89**	**59**	**4**	**0**	**0**			

Poland Ave North of St Claude Ave 7-Day Volume with Classifications
3/9/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:00 AM	0	5	1	0	0	0	0	0	0	1	0	0	0	**7**	**0**	**0**
1:15 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**	**0**	**0**
1:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
1:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
2:00 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	**8**	**0**	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**2**
2:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
2:45 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	**3**	**0**	**0**
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**1**	**0**
3:15 AM	0	4	0	0	0	0	0	0	0	1	0	0	0	**5**	**0**	**0**
3:30 AM	0	7	1	0	0	0	0	0	0	1	0	0	0	**9**	**0**	**0**
3:45 AM	0	4	3	0	0	0	0	0	0	1	0	0	0	**8**	**0**	**0**
4:00 AM	0	2	1	0	0	0	0	0	0	1	0	0	0	**4**	**0**	**0**
4:15 AM	1	5	4	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
4:30 AM	0	2	0	0	0	0	0	0	2	1	0	0	0	**5**	**0**	**0**
4:45 AM	0	3	1	0	0	2	0	0	0	0	0	0	0	**6**	**0**	**0**
5:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
5:15 AM	0	12	2	0	0	0	0	1	1	1	0	0	0	**17**	**2**	**0**
5:30 AM	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
5:45 AM	0	11	4	0	0	1	0	0	3	1	0	0	0	**20**	**0**	**0**
6:00 AM	0	11	10	0	0	1	0	0	2	0	0	0	0	**24**	**0**	**0**
6:15 AM	0	24	6	1	0	1	0	2	0	2	0	0	0	**36**	**0**	**0**
6:30 AM	0	27	5	1	0	4	0	0	0	0	0	0	0	**37**	**0**	**0**
6:45 AM	0	30	9	1	1	0	1	0	2	1	0	0	0	**45**	**0**	**0**
7:00 AM	1	29	14	1	1	0	0	0	0	1	0	0	0	**47**	**1**	**0**
7:15 AM	0	49	12	0	0	0	0	0	0	0	0	0	0	**61**	**0**	**0**
7:30 AM	0	55	13	3	0	0	0	1	0	0	0	0	0	**72**	**0**	**0**
7:45 AM	0	41	9	2	0	0	0	1	1	1	0	0	0	**55**	**0**	**0**
8:00 AM	0	41	6	3	0	2	0	1	0	0	0	0	0	**53**	**0**	**1**
8:15 AM	0	51	0	1	1	1	0	0	0	0	0	0	0	**54**	**0**	**0**
8:30 AM	1	37	9	0	0	0	0	0	0	0	0	0	0	**47**	**0**	**0**
8:45 AM	0	34	15	1	1	0	0	0	2	0	0	0	0	**53**	**0**	**0**
9:00 AM	0	28	19	0	0	1	0	0	0	0	0	0	0	**48**	**0**	**0**
9:15 AM	0	33	13	2	5	1	0	0	1	2	0	0	0	**57**	**0**	**2**
9:30 AM	0	45	11	0	2	0	0	0	2	0	0	0	0	**60**	**2**	**0**
9:45 AM	0	31	12	0	2	1	0	4	0	1	0	0	0	**51**	**1**	**2**
10:00 AM	0	40	15	0	0	0	0	0	1	0	0	0	0	**56**	**1**	**2**
10:15 AM	0	29	9	0	1	0	0	1	2	1	0	0	0	**43**	**0**	**3**
10:30 AM	0	30	10	0	2	0	0	1	1	0	0	0	0	**44**	**0**	**1**
10:45 AM	0	39	3	0	1	2	0	2	0	1	0	0	0	**48**	**1**	**1**
11:00 AM	0	40	8	1	1	2	0	0	0	0	0	0	0	**52**	**1**	**1**
11:15 AM	0	26	15	1	0	3	0	0	1	0	0	0	0	**46**	**0**	**0**
11:30 AM	0	47	10	0	1	0	0	1	2	0	0	0	0	**61**	**1**	**0**
11:45 AM	0	31	13	0	1	1	0	1	0	0	0	0	0	**47**	**1**	**0**
12:00 PM	0	43	12	0	0	1	0	0	3	1	0	0	0	**60**	**0**	**3**
12:15 PM	2	55	8	0	2	1	0	0	0	0	0	0	0	**68**	**2**	**1**
12:30 PM	0	42	19	0	1	1	0	1	1	0	0	0	0	**65**	**1**	**2**
12:45 PM	0	31	11	1	0	1	0	0	0	0	0	0	0	**44**	**0**	**1**
1:00 PM	0	41	16	0	0	5	0	1	2	0	0	0	0	**65**	**1**	**2**
1:15 PM	2	64	14	0	2	0	0	0	1	0	0	0	0	**83**	**1**	**2**
1:30 PM	1	33	15	0	1	0	0	0	1	0	0	0	0	**51**	**0**	**6**
1:45 PM	2	39	9	0	1	0	0	0	2	0	0	0	0	**53**	**0**	**1**
2:00 PM	0	44	17	0	0	0	0	8	0	0	0	0	0	**69**	**0**	**1**
2:15 PM	0	42	14	1	4	0	0	0	0	0	0	0	0	**61**	**1**	**0**
2:30 PM	0	64	12	0	2	0	0	1	2	0	0	0	0	**81**	**0**	**0**
2:45 PM	1	47	18	0	1	0	0	0	0	2	0	0	0	**69**	**2**	**2**
3:00 PM	0	66	14	1	0	0	0	2	1	0	0	0	0	**84**	**0**	**0**
3:15 PM	0	63	9	5	1	1	0	1	2	0	0	0	0	**82**	**0**	**0**
3:30 PM	0	51	13	1	1	0	0	1	0	0	0	0	0	**67**	**0**	**8**
3:45 PM	0	49	14	3	0	1	0	1	0	0	0	0	0	**68**	**0**	**2**
4:00 PM	1	62	17	3	2	1	0	0	0	0	0	0	0	**86**	**2**	**1**
4:15 PM	0	48	7	1	2	0	0	0	1	1	0	0	0	**60**	**0**	**0**
4:30 PM	0	65	11	3	1	0	0	0	0	1	0	0	0	**81**	**1**	**0**
4:45 PM	0	50	13	1	1	0	0	0	0	0	0	0	0	**65**	**1**	**0**
5:00 PM	2	47	10	0	3	1	0	0	0	0	0	0	0	**63**	**1**	**1**
5:15 PM	0	50	14	0	0	0	0	0	0	0	0	0	0	**64**	**0**	**1**
5:30 PM	0	38	8	1	0	0	0	0	0	0	0	0	0	**47**	**0**	**1**
5:45 PM	0	36	11	0	2	0	0	0	0	0	0	0	0	**49**	**2**	**2**
6:00 PM	0	74	17	1	0	0	0	0	0	0	0	0	0	**92**	**1**	**0**
6:15 PM	1	85	15	0	1	1	0	0	0	1	0	0	0	**104**	**1**	**2**
6:30 PM	0	45	8	0	0	0	0	0	0	0	0	0	0	**53**	**0**	**0**
6:45 PM	0	40	7	1	0	0	0	0	0	0	0	0	0	**48**	**0**	**4**
7:00 PM	1	49	11	0	0	0	0	0	0	1	0	0	0	**62**	**2**	**2**
7:15 PM	0	65	8	0	0	0	0	0	0	0	0	0	0	**73**	**1**	**1**
7:30 PM	0	41	1	0	0	0	0	1	0	0	0	0	0	**43**	**0**	**1**
7:45 PM	0	27	1	0	0	0	0	0	1	0	0	0	0	**29**	**1**	**1**
8:00 PM	2	34	6	0	0	0	0	0	0	0	0	0	0	**42**	**0**	**0**
8:15 PM	0	38	7	0	1	0	0	0	1	0	0	0	0	**47**	**0**	**2**
8:30 PM	0	24	5	0	1	0	0	0	0	0	0	0	0	**30**	**0**	**2**
8:45 PM	0	24	0	0	0	1	0	0	0	0	0	0	0	**25**	**0**	**0**
9:00 PM	1	21	3	0	0	0	0	0	0	0	0	0	0	**25**	**1**	**0**
9:15 PM	0	27	6	0	0	0	0	0	1	0	0	0	0	**34**	**0**	**0**
9:30 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
9:45 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**1**
10:00 PM	0	16	2	0	0	0	0	0	0	1	0	0	0	**19**	**1**	**0**
10:15 PM	2	15	1	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
10:30 PM	1	31	2	0	0	0	0	0	0	0	0	0	0	**34**	**0**	**0**
10:45 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**1**
11:00 PM	1	12	1	0	0	0	0	0	0	0	0	0	0	**14**	**1**	**0**
11:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**1**	**0**
11:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**2**
11:45 PM	0	18	2	0	0	0	0	0	1	0	0	0	0	**21**	**0**	**0**
Total	**23**	**2895**	**691**	**41**	**50**	**39**	**1**	**34**	**44**	**26**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**1**	**0**
1:30 AM	0	3	1	0	0	0	0	0	0	1	0	0	0	**5**	**0**	**0**
1:45 AM	1	3	0	0	0	0	0	0	1	0	0	0	0	**5**	**0**	**0**
2:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
2:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**	**0**	**0**
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:00 AM	0	4	0	1	0	0	0	0	1	0	0	0	0	**6**	**0**	**0**
3:15 AM	0	7	4	0	0	0	0	0	2	0	0	0	0	**13**	**0**	**1**
3:30 AM	0	21	1	0	0	0	0	0	1	0	0	0	0	**23**	**0**	**0**
3:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
4:00 AM	0	9	2	0	0	0	0	1	1	0	0	0	0	**13**	**1**	**0**
4:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
4:30 AM	0	7	6	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
4:45 AM	0	7	4	0	0	1	0	0	0	1	0	0	0	**13**	**0**	**0**
5:00 AM	0	7	2	0	0	1	0	0	0	2	0	0	0	**12**	**0**	**0**
5:15 AM	0	13	7	0	2	1	0	1	0	0	0	0	0	**24**	**0**	**1**
5:30 AM	0	8	6	0	1	0	0	0	0	1	0	0	0	**16**	**0**	**0**
5:45 AM	0	10	7	0	0	0	0	0	3	0	0	0	0	**20**	**0**	**0**
6:00 AM	0	13	5	1	2	0	0	1	0	0	0	0	0	**22**	**0**	**0**
6:15 AM	0	30	7	3	0	0	1	0	2	0	0	0	0	**43**	**0**	**1**
6:30 AM	0	32	11	3	0	0	0	0	2	5	0	0	0	**53**	**0**	**0**
6:45 AM	0	48	15	5	0	2	0	0	2	1	0	0	0	**73**	**0**	**0**
7:00 AM	1	46	7	3	0	2	0	0	2	0	0	0	0	**61**	**1**	**5**
7:15 AM	0	61	13	4	2	0	0	1	2	2	0	0	0	**85**	**0**	**1**
7:30 AM	1	93	11	1	1	1	0	1	0	0	0	0	0	**109**	**0**	**0**
7:45 AM	0	94	11	0	1	0	0	1	0	0	0	0	0	**107**	**0**	**2**
8:00 AM	0	76	11	0	6	0	0	0	2	0	0	0	0	**95**	**0**	**1**
8:15 AM	0	52	5	0	2	1	0	0	1	1	0	0	0	**62**	**0**	**2**
8:30 AM	0	66	14	1	1	0	1	1	3	0	0	0	0	**87**	**0**	**0**
8:45 AM	0	61	11	0	2	1	0	2	3	0	0	0	0	**80**	**0**	**1**
9:00 AM	0	74	12	3	3	2	0	0	0	1	0	0	0	**95**	**0**	**0**
9:15 AM	0	46	11	0	1	3	0	0	5	2	0	0	0	**68**	**0**	**1**
9:30 AM	0	37	9	1	1	1	0	2	2	0	0	0	0	**53**	**1**	**1**
9:45 AM	0	40	7	2	0	3	0	1	1	0	0	0	0	**54**	**2**	**1**
10:00 AM	0	47	12	0	1	1	0	1	5	3	0	0	0	**70**	**1**	**0**
10:15 AM	0	43	14	0	3	1	1	0	2	0	0	0	0	**64**	**1**	**2**
10:30 AM	1	42	12	0	4	0	0	0	2	2	0	0	0	**63**	**0**	**3**
10:45 AM	0	43	10	0	1	1	0	0	5	0	0	0	0	**60**	**1**	**1**
11:00 AM	0	67	19	1	0	1	0	1	2	0	0	0	0	**91**	**1**	**0**
11:15 AM	1	47	14	0	0	0	0	0	1	0	0	0	0	**63**	**1**	**1**
11:30 AM	0	72	12	0	2	0	0	0	3	1	0	0	0	**90**	**0**	**0**
11:45 AM	1	33	7	0	1	0	0	0	3	1	0	0	0	**46**	**1**	**2**
12:00 PM	0	88	16	0	1	0	0	0	0	1	0	0	0	**106**	**0**	**3**
12:15 PM	3	53	11	0	2	0	0	2	1	1	0	0	0	**74**	**0**	**3**
12:30 PM	0	45	9	0	2	0	0	0	0	0	0	0	0	**56**	**0**	**2**
12:45 PM	0	30	11	0	0	0	0	0	4	1	0	0	0	**46**	**1**	**1**
1:00 PM	0	47	10	0	0	1	0	0	2	0	0	0	0	**60**	**0**	**3**
1:15 PM	0	38	11	0	0	0	0	1	3	0	0	0	0	**53**	**1**	**0**
1:30 PM	0	50	7	0	0	1	0	0	3	0	0	0	0	**61**	**0**	**0**
1:45 PM	1	45	13	1	1	0	1	0	2	2	0	0	0	**66**	**0**	**3**
2:00 PM	1	43	9	0	0	0	0	0	1	0	0	0	0	**54**	**0**	**4**
2:15 PM	0	50	11	0	0	0	0	0	2	0	0	0	0	**63**	**2**	**1**
2:30 PM	0	44	9	0	2	1	0	0	2	0	0	0	0	**58**	**0**	**0**
2:45 PM	0	80	18	8	2	1	0	0	0	1	0	0	0	**110**	**1**	**1**
3:00 PM	0	63	16	2	0	1	0	0	0	2	4	0	0	**88**	**2**	**0**
3:15 PM	1	66	13	2	0	0	0	0	1	0	0	0	0	**83**	**0**	**0**
3:30 PM	2	59	12	2	0	0	0	0	3	1	0	0	0	**79**	**0**	**0**
3:45 PM	0	71	7	1	0	0	0	1	1	0	0	0	0	**81**	**0**	**1**
4:00 PM	1	54	20	3	2	0	0	0	0	0	0	0	0	**80**	**0**	**1**
4:15 PM	0	62	8	2	0	0	0	0	3	0	0	0	0	**75**	**0**	**0**
4:30 PM	0	79	14	1	0	0	0	0	0	0	0	0	0	**94**	**1**	**0**
4:45 PM	0	64	11	3	0	0	0	0	1	0	0	0	0	**79**	**1**	**1**
5:00 PM	1	72	8	2	1	1	0	0	1	0	0	0	0	**86**	**1**	**3**
5:15 PM	0	71	10	1	2	0	0	0	2	0	0	0	0	**86**	**0**	**0**
5:30 PM	0	71	6	1	1	0	0	0	0	1	0	0	0	**80**	**0**	**1**
5:45 PM	0	48	9	1	0	0	0	0	0	0	0	0	0	**58**	**0**	**2**
6:00 PM	0	64	13	2	0	0	0	0	3	1	0	0	0	**83**	**1**	**1**
6:15 PM	1	60	14	1	1	0	0	0	0	0	0	0	0	**77**	**1**	**0**
6:30 PM	0	53	13	0	1	0	0	0	1	1	0	0	0	**69**	**1**	**2**
6:45 PM	1	82	15	0	2	0	0	0	1	0	0	0	0	**101**	**1**	**2**
7:00 PM	0	58	6	0	1	0	0	0	0	0	0	0	0	**65**	**0**	**1**
7:15 PM	0	53	5	0	0	0	0	0	0	0	0	0	0	**58**	**1**	**1**
7:30 PM	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**	**0**	**1**
7:45 PM	0	26	6	0	0	0	0	0	2	0	0	0	0	**34**	**1**	**1**
8:00 PM	0	21	5	0	0	0	0	0	0	0	0	0	0	**26**	**0**	**3**
8:15 PM	0	28	2	0	0	0	0	0	2	0	0	0	0	**32**	**1**	**0**
8:30 PM	0	18	3	1	0	0	0	0	0	2	0	0	0	**24**	**0**	**1**
8:45 PM	1	13	4	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
9:00 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
9:15 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**0**
9:30 PM	0	20	3	0	1	0	0	0	1	0	0	0	0	**25**	**0**	**0**
9:45 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
10:00 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
10:15 PM	1	10	2	0	0	0	0	0	1	0	0	0	0	**15**	**0**	**0**
10:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
10:45 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**1**	**0**
11:00 PM	0	6	2	0	0	0	0	1	1	0	0	0	0	**10**	**0**	**1**
11:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
11:30 PM	0	11	3	0	0	0	0	0	1	1	0	0	0	**16**	**0**	**0**
11:45 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
Total	**20**	**3485**	**689**	**63**	**60**	**29**	**7**	**19**	**105**	**42**	**0**	**0**	**0**			

Poland Ave North of St Claude Ave 7-Day Volume with Classifications
3/10/2023
USI - 22-077

	NORTHBOUND																	
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	1	24	1	0	0	0	0	0	0	1	0	0	0	27	0	0
12:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	4
12:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
12:45 AM	0	8	0	0	0	0	0	0	1	1	0	0	0	10	0	0
1:00 AM	0	7	0	1	0	0	0	0	0	1	0	0	0	8	0	1
1:15 AM	0	6	0	0	0	0	0	0	2	0	0	0	0	8	0	0
1:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
1:45 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	2
2:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4	0	1
2:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
3:00 AM	1	17	1	0	0	0	0	0	0	1	0	0	0	20	0	0
3:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	0
3:30 AM	0	8	0	0	0	0	0	0	3	2	0	0	0	13	0	0
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1
4:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4	0	0
4:15 AM	0	17	1	0	0	0	0	0	2	0	0	0	0	20	0	1
4:30 AM	0	4	0	0	1	0	0	0	1	0	0	0	0	6	0	0
4:45 AM	0	4	0	0	1	0	0	0	1	0	0	0	0	6	0	0
5:00 AM	0	13	0	0	0	0	0	0	2	0	0	0	0	15	0	0
5:15 AM	0	12	2	0	1	0	0	0	1	0	0	0	0	16	0	0
5:30 AM	0	10	1	0	0	0	0	0	1	1	0	0	0	13	0	0
5:45 AM	0	13	2	0	1	0	0	0	2	1	0	0	0	19	0	0
6:00 AM	0	21	0	0	0	0	0	1	1	2	0	0	0	25	1	0
6:15 AM	0	25	3	3	0	1	1	0	0	0	0	0	0	33	0	0
6:30 AM	0	30	2	1	2	0	0	0	1	1	0	0	0	37	0	0
6:45 AM	0	41	1	0	0	0	0	1	2	1	0	0	0	46	0	0
7:00 AM	1	40	4	2	1	1	0	0	1	4	0	0	0	54	1	4
7:15 AM	0	63	5	0	1	0	0	0	0	1	0	0	0	70	0	1
7:30 AM	0	59	4	4	1	3	0	0	2	0	0	0	0	73	0	2
7:45 AM	0	62	3	2	1	0	0	0	2	2	0	0	0	72	0	1
8:00 AM	0	43	4	3	1	2	0	0	1	0	0	0	0	54	0	0
8:15 AM	0	35	4	5	0	1	0	0	1	1	0	0	0	47	0	0
8:30 AM	0	57	5	2	0	0	1	0	1	1	0	0	0	67	2	2
8:45 AM	0	44	4	0	3	0	0	0	1	1	0	0	0	53	1	1
9:00 AM	0	37	4	1	1	0	0	0	0	0	0	0	0	43	1	0
9:15 AM	0	32	3	1	0	4	0	0	2	2	0	0	0	44	0	4
9:30 AM	2	69	9	0	1	0	0	1	0	1	0	0	0	83	1	4
9:45 AM	1	41	3	0	3	0	0	1	2	0	0	0	0	51	0	0
10:00 AM	1	38	7	0	0	0	0	0	2	2	0	0	0	50	0	2
10:15 AM	0	32	5	0	0	0	0	0	0	0	0	0	0	37	0	0
10:30 AM	1	38	6	0	2	0	1	0	4	0	0	0	0	52	1	2
10:45 AM	0	43	4	0	0	1	1	1	0	0	0	0	0	50	3	3
11:00 AM	1	41	5	1	4	0	1	0	1	0	0	0	0	54	0	4
11:15 AM	0	44	5	1	3	0	1	0	3	0	0	0	0	57	0	4
11:30 AM	0	49	3	0	1	0	0	1	3	0	0	0	0	57	0	0
11:45 AM	0	84	7	1	1	1	0	0	0	0	0	0	0	94	0	1
12:00 PM	0	55	6	0	1	0	1	0	2	0	0	0	0	65	0	1
12:15 PM	0	55	4	2	3	0	1	1	1	0	0	0	0	67	1	0
12:30 PM	0	62	5	0	3	0	0	2	2	0	0	0	0	74	1	0
12:45 PM	0	57	6	0	2	0	0	0	0	0	0	0	0	65	0	0
1:00 PM	1	78	13	0	3	0	0	0	1	0	0	0	0	96	0	0
1:15 PM	0	39	3	0	2	1	0	0	2	2	0	0	0	49	0	0
1:30 PM	1	42	3	0	3	1	0	0	1	0	0	0	0	51	1	3
1:45 PM	0	36	3	0	2	2	1	1	1	0	0	0	0	46	1	0
2:00 PM	0	83	6	1	1	1	0	0	1	0	0	0	0	93	0	0
2:15 PM	0	61	2	2	0	0	0	2	1	0	0	0	0	68	0	0
2:30 PM	0	47	2	2	1	0	0	1	2	0	0	0	0	55	0	1
2:45 PM	0	58	5	0	3	0	0	0	0	0	0	0	0	66	0	0
3:00 PM	1	61	8	0	1	0	0	1	0	0	0	0	0	72	0	1
3:15 PM	0	78	2	1	0	1	0	0	1	0	0	0	0	83	0	0
3:30 PM	0	69	6	2	0	0	0	0	1	0	0	0	0	78	0	0
3:45 PM	0	82	0	1	1	0	0	0	2	0	0	0	0	86	1	0
4:00 PM	0	66	5	0	1	0	1	0	0	1	0	0	0	74	0	0
4:15 PM	0	58	6	1	0	0	0	0	0	0	0	0	0	65	0	0
4:30 PM	0	68	9	0	1	0	0	0	1	0	0	0	0	79	0	2
4:45 PM	0	75	2	1	1	0	1	0	0	0	0	0	0	80	1	1
5:00 PM	0	77	5	0	1	0	0	0	0	0	0	0	0	83	0	0
5:15 PM	0	61	1	0	1	0	1	0	0	0	0	0	0	64	0	0
5:30 PM	0	60	5	0	1	0	0	1	0	0	0	0	0	67	0	2
5:45 PM	0	54	0	0	0	4	0	1	0	0	0	0	0	59	1	0
6:00 PM	0	104	5	1	1	0	0	0	0	0	0	0	0	111	0	3
6:15 PM	1	47	1	0	2	0	0	0	1	0	0	0	0	52	0	1
6:30 PM	1	66	3	0	0	0	0	0	0	0	0	0	0	70	0	0
6:45 PM	2	79	3	0	0	1	0	0	1	0	0	0	0	86	0	0
7:00 PM	1	45	4	0	0	0	0	0	0	0	0	0	0	50	0	0
7:15 PM	1	46	3	0	1	0	0	0	0	0	0	0	0	51	0	0
7:30 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	0
7:45 PM	0	29	2	1	0	0	0	0	0	0	0	0	0	32	0	0
8:00 PM	0	47	5	0	0	0	0	0	0	0	0	0	0	52	0	2
8:15 PM	1	15	2	0	0	0	0	0	0	0	0	0	0	18	0	0
8:30 PM	0	25	1	0	1	0	0	0	0	0	0	0	0	27	1	0
8:45 PM	0	43	2	0	0	0	0	0	1	0	0	0	0	46	0	0
9:00 PM	0	48	1	0	0	1	0	0	0	0	0	0	0	50	1	0
9:15 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	0
9:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
9:45 PM	0	51	1	1	0	0	0	0	0	0	0	0	0	53	0	0
10:00 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	0
10:15 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	0
10:30 PM	0	27	0	0	0	0	0	0	1	0	0	0	0	28	0	1
10:45 PM	0	22	0	0	0	0	0	0	1	0	0	0	0	23	0	0
11:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
11:15 PM	0	40	1	0	0	0	0	0	0	0	0	0	0	41	0	1
11:30 PM	0	13	1	0	1	0	0	0	0	0	0	0	0	15	0	0
11:45 PM	0	34	0	0	0	0	0	0	0	0	0	0	0	34	0	1
Total	19	3691	256	43	69	26	13	16	69	33	0	0	0			

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	10	0	0	0	0	0	0	0	1	0	0	0	11	0	2
12:30 AM	0	8	0	0	0	0	0	0	0	1	0	0	0	9	0	0
12:45 AM	0	10	0	0	0	0	0	0	0	1	0	0	0	11	0	1
1:00 AM	1	7	1	0	0	0	0	0	0	1	0	0	0	10	0	0
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	2	0
1:30 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	8	0	0
1:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	1
2:00 AM	0	6	0	0	0	0	0	0	0	1	0	0	0	7	0	0
2:15 AM	0	5	0	0	0	0	0	0	0	1	0	0	0	6	0	0
2:30 AM	0	12	0	0	0	0	0	2	2	0	1	0	0	17	0	1
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1
3:00 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	4	0	0
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	0
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:00 AM	0	4	0	0	0	0	0	1	0	1	0	0	0	6	0	0
4:15 AM	0	5	0	0	0	0	0	0	0	3	0	0	0	8	0	0
4:30 AM	0	7	0	0	0	0	1	0	2	0	0	0	0	10	0	0
4:45 AM	0	33	3	0	0	0	0	1	0	0	0	0	0	37	0	0
5:00 AM	0	25	0	0	0	0	0	0	0	2	0	0	0	27	0	0
5:15 AM	1	18	1	0	1	0	3	0	2	0	0	0	0	26	0	0
5:30 AM	0	15	2	0	3	0	0	0	1	0	0	0	0	21	0	0
5:45 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	0
6:00 AM	0	16	0	1	1	0	0	0	2	1	0	0	0	21	0	1
6:15 AM	0	34	0	4	1	0	1	0	1	1	0	0	0	42	0	0
6:30 AM	0	42	1	2	0	0	0	2	2	0	0	0	0	49	0	1
6:45 AM	0	49	0	8	1	0	0	1	2	1	0	0	0	62	0	0
7:00 AM	0	54	3	2	3	0	0	1	1	1	0	0	0	65	0	0
7:15 AM	0	74	6	6	0	2	0	0	3	1	0	0	0	92	1	1
7:30 AM	0	110	6	1	2	3	0	0	1	2	0	0	0	125	0	1
7:45 AM	0	93	4	0	3	2	1	0	3	1	0	0	0	107	2	2
8:00 AM	0	65	7	0	0	0	1	1	2	0	0	0	0	76	0	0
8:15 AM	0	69	1	0	1	0	0	0	0	0	0	0	0	71	1	0
8:30 AM	0	71	5	0	2	2	1	1	0	0	1	0	0	82	1	3
8:45 AM	0	53	1	1	2	0	1	1	3	2	0	0	0	64	0	1
9:00 AM	0	46	6	3	1	0	1	0	1	0	0	0	0	58	1	1
9:15 AM	0	48	3	1	3	0	1	0	2	3	0	0	0	61	0	0
9:30 AM	0	56	2	0	0	2	1	0	4	0	0	0	0	65	1	0
9:45 AM	0	62	1	0	0	1	1	0	4	2	0	0	0	71	1	3
10:00 AM	1	76	4	0	2	2	1	0	0	1	0	0	0	87	2	0
10:15 AM	0	50	6	0	2	1	0	0	3	1	0	0	0	63	1	2
10:30 AM	0	61	5	0	4	0	1	0	1	0	0	0	0	72	1	1
10:45 AM	0	82	2	1	1	0	2	0	1	0	0	0	0	89	1	1
11:00 AM	0	60	1	0	0	0	2	1	2	1	0	0	0	67	1	1
11:15 AM	0	70	1	0	1	0	0	1	4	0	0	0	0	77	0	2
11:30 AM	0	88	5	0	1	0	0	0	5	1	0	0	0	100	0	0
11:45 AM	0	74	5	0	1	0	0	1	5	0	0	0	0	86	0	1
12:00 PM	0	60	3	0	3	0	0	0	2	1	0	0	0	69	0	2
12:15 PM	1	56	2	0	1	1	1	1	3	2	0	0	0	67	1	0
12:30 PM	0	58	2	0	1	0	0	0	2	1	0	0	0	64	0	0
12:45 PM	0	64	6	0	4	1	0	1	1	0	0	0	0	77	0	0
1:00 PM	1	53	6	0	0	0	0	0	2	0	0	0	0	62	0	2
1:15 PM	0	23	2	0	1	0	0	0	0	0	0	0	0	26	0	2
1:30 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	1	3
1:45 PM	0	47	5	0	3	1	0	0	4	3	0	0	0	63	3	1
2:00 PM	0	51	3	0	2	0	0	1	0	0	0	0	0	57	0	0
2:15 PM	0	52	0	0	0	1	1	0	3	0	0	0	0	57	0	0
2:30 PM	0	69	3	1	1	2	0	0	2	0	0	0	0	78	0	1
2:45 PM	2	87	2	9	2	1	0	0	3	0	0	0	0	106	0	0
3:00 PM	0	87	4	0	1	0	0	0	2	1	0	0	0	95	3	0
3:15 PM	0	70	12	5	1	0	0	0	0	0	0	0	0	88	0	2
3:30 PM	0	64	5	2	0	0	0	0	0	0	0	0	0	71	0	1
3:45 PM	0	60	7	1	1	0	0	0	0	0	0	0	0	69	1	0
4:00 PM	0	64	3	0	1	0	0	0	1	0	0	0	0	69	0	2
4:15 PM	1	65	2	1	0	0	0	0	0	0	0	0	0	69	0	0
4:30 PM	0	67	5	2	0	0	0	2	1	0	0	0	0	77	0	1
4:45 PM	1	68	3	1	0	0	0	0	2	0	0	0	0	75	0	0
5:00 PM	0	72	1	5	0	0	0	0	1	0	0	0	0	79	1	0
5:15 PM	0	61	2	0	1	0	1	0	0	0	0	0	0	65	0	0
5:30 PM	0	70	1	1	0	0	0	0	0	0	0	0	0	72	0	1
5:45 PM	0	67	3	0	0	0	0	0	2	0	0	0	0	72	0	1
6:00 PM	0	64	2	0	1	0	0	0	0	0	0	0	0	67	0	2
6:15 PM	0	58	1	0	0	0	0	0	0	0	0	0	0	59	0	0
6:30 PM	0	54	0	1	0	0	0	1	0	0	0	0	0	56	1	0
6:45 PM	0	54	2	1	1	0	0	0	0	0	0	0	0	58	0	0
7:00 PM	0	46	2	0	1	0	0	0	0	0	0	0	0	49	0	0
7:15 PM	0	110	9	0	2	0	1	0	1	0	0	0	0	123	0	0
7:30 PM	0	48	3	0	0	0	0	0	0	0	0	0	0	51	0	0
7:45 PM	0	42	2	0	0	0	0	0	0	0	0	0	0	44	2	0
8:00 PM	0	45	3	0	0	0	0	0	2	0	0	0	0	50	0	0
8:15 PM	0	37	0	0	2	0	0	0	0	1	0	0	0	40	0	0
8:30 PM	0	32	2	0	1	0	0	0	0	0	0	0	0	35	1	0
8:45 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	31	2	0
9:00 PM	0	28	3	0	0	1	0	0	0	2	0	0	0	34	1	0
9:15 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	0
9:30 PM	0	27	2	0	0	0	0	0	1	0	0	0	0	30	0	0
9:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
10:00 PM	0	26	0	0	1	0	0	0	1	0	0	0	0	28	0	1
10:15 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	0
10:30 PM	0	86	0	0	0	0	0	1	0	0	0	0	0	87	0	0
10:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	1
11:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
11:15 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	0
11:30 PM	0	16	0	0	1	0	0	0	1	0	0	0	0	18	0	0
11:45 PM	0	15	0	0	0	0	0	0	3	0	0	0	0	18	0	0
Total	9	4147	199	60	69	24	25	21	97	44	0	0	0			

Poland Ave North of St Claude Ave 7-Day Volume with Classifications
3/11/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	12	0	1
12:15 AM	1	13	0	0	1	0	0	0	0	0	0	0	0	15	0	2
12:30 AM	0	26	0	0	1	0	0	0	1	0	0	0	0	28	0	0
12:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	1	1
1:00 AM	1	10	0	0	0	0	0	0	0	0	0	0	0	11	0	0
1:15 AM	0	4	3	0	0	0	0	0	1	0	0	0	0	8	0	0
1:30 AM	0	20	1	0	0	1	0	0	0	0	0	0	0	22	0	0
1:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
2:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	1	0
2:15 AM	0	6	1	0	0	0	0	0	2	0	0	0	0	8	0	0
2:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:00 AM	0	7	1	0	0	0	0	0	2	0	0	0	0	10	0	0
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
3:45 AM	0	8	0	0	1	0	0	0	0	1	0	0	0	10	0	0
4:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6	1	0
4:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
4:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
5:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
5:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
5:30 AM	0	6	0	0	0	0	0	0	2	0	0	0	0	8	0	0
5:45 AM	0	5	1	0	1	0	0	0	1	0	0	0	0	8	0	0
6:00 AM	0	12	1	0	0	0	0	0	2	0	0	0	0	15	0	0
6:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
6:30 AM	0	18	2	0	0	1	0	0	0	0	0	0	0	21	0	0
6:45 AM	0	17	1	0	0	1	0	0	2	0	0	0	0	21	1	1
7:00 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	21	1	0
7:15 AM	0	38	7	0	1	0	0	0	0	0	0	0	0	46	0	0
7:30 AM	0	30	1	0	1	0	0	0	0	1	0	0	0	33	0	0
7:45 AM	0	38	1	0	1	0	0	0	1	0	0	0	0	41	0	1
8:00 AM	0	36	2	0	0	0	0	0	0	0	0	0	0	38	0	2
8:15 AM	0	28	2	0	0	0	0	0	2	0	0	0	0	32	0	2
8:30 AM	0	54	5	1	1	0	0	0	0	0	0	0	0	61	1	4
8:45 AM	0	31	4	0	0	1	0	0	0	1	0	0	0	37	0	0
9:00 AM	0	26	1	0	2	0	0	0	1	0	0	0	0	30	0	0
9:15 AM	0	39	9	0	1	0	0	0	1	0	0	0	0	50	0	2
9:30 AM	0	63	5	0	0	1	0	0	0	0	0	0	0	69	1	0
9:45 AM	0	41	7	0	2	0	0	0	0	0	0	0	0	50	0	3
10:00 AM	0	35	3	0	1	0	1	0	0	0	0	0	0	40	2	0
10:15 AM	0	56	2	0	0	0	1	0	0	0	0	0	0	59	3	5
10:30 AM	1	55	1	0	2	0	0	0	0	0	0	0	0	59	0	1
10:45 AM	0	43	3	0	0	0	0	0	0	0	0	0	0	46	1	4
11:00 AM	1	52	1	0	0	0	0	0	1	0	0	0	0	55	0	1
11:15 AM	0	53	4	0	1	0	0	0	0	0	0	0	0	58	0	3
11:30 AM	0	59	1	1	2	0	0	0	1	0	0	0	0	64	1	1
11:45 AM	0	49	2	0	1	0	0	0	0	0	0	0	0	52	3	1
12:00 PM	4	54	2	0	0	0	0	0	0	0	0	0	0	60	1	3
12:15 PM	0	49	3	0	0	0	0	0	1	0	0	0	0	53	0	2
12:30 PM	1	53	5	2	0	0	0	1	1	0	0	0	0	63	0	1
12:45 PM	0	49	6	1	0	0	0	0	0	0	0	0	0	56	0	2
1:00 PM	1	53	6	0	0	0	0	0	0	0	0	0	0	60	0	2
1:15 PM	1	44	2	0	0	0	0	0	1	0	0	0	0	48	1	2
1:30 PM	0	48	7	0	0	0	0	0	0	0	0	0	0	55	0	2
1:45 PM	1	55	2	0	0	1	0	0	1	0	0	0	0	60	0	0
2:00 PM	4	70	2	0	1	0	0	0	0	0	0	0	0	77	0	1
2:15 PM	0	66	6	2	0	0	0	0	0	0	0	0	0	74	2	0
2:30 PM	1	54	4	0	0	0	0	0	1	0	0	0	0	60	1	2
2:45 PM	0	51	6	0	1	0	0	0	0	0	0	0	0	58	0	0
3:00 PM	0	63	4	0	0	0	0	0	0	0	0	0	0	67	0	0
3:15 PM	0	58	6	0	1	0	0	0	1	0	0	0	0	66	2	1
3:30 PM	1	73	11	0	1	0	0	0	1	0	0	0	0	87	1	1
3:45 PM	0	57	5	0	0	0	0	1	0	0	0	0	0	63	3	0
4:00 PM	1	43	9	1	0	0	0	0	0	0	0	0	0	54	0	2
4:15 PM	1	70	10	1	0	0	0	0	0	0	0	0	0	82	0	0
4:30 PM	0	67	9	0	1	0	0	0	0	0	0	0	0	77	0	2
4:45 PM	2	56	2	0	0	0	0	0	0	0	0	0	0	60	0	1
5:00 PM	1	42	4	0	1	0	0	0	0	0	0	0	0	48	0	0
5:15 PM	2	47	2	0	0	0	0	0	0	0	0	0	0	51	0	3
5:30 PM	1	40	2	0	1	0	0	0	0	0	0	0	0	44	1	0
5:45 PM	0	38	7	0	0	0	0	0	0	0	0	0	0	45	1	1
6:00 PM	1	63	11	0	2	0	0	0	1	0	0	0	0	78	0	2
6:15 PM	1	53	8	0	6	0	0	0	0	0	0	0	0	68	0	1
6:30 PM	5	68	4	0	17	0	1	0	0	0	0	0	0	95	0	0
6:45 PM	0	67	7	0	1	0	0	0	0	0	0	0	0	75	1	1
7:00 PM	0	41	4	0	0	0	0	0	0	0	0	0	0	45	0	1
7:15 PM	1	45	3	0	0	0	0	0	0	0	0	0	0	49	1	0
7:30 PM	0	64	5	0	0	0	0	0	0	0	0	0	0	69	0	2
7:45 PM	0	43	6	0	0	0	0	0	1	0	0	0	0	50	0	1
8:00 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	0
8:15 PM	0	46	1	0	0	0	0	0	0	0	0	0	0	47	0	0
8:30 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	28	0	1
8:45 PM	1	33	0	0	0	0	0	0	0	0	0	0	0	34	0	2
9:00 PM	1	33	2	0	0	0	0	0	0	0	0	0	0	36	0	1
9:15 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	32	0	0
9:30 PM	0	25	1	1	0	0	0	0	0	0	0	0	0	27	0	0
9:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	0
10:00 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	1	0
10:15 PM	0	37	3	0	0	0	0	0	0	0	0	0	0	40	0	0
10:30 PM	0	31	2	0	0	0	0	0	0	0	0	0	0	33	3	0
10:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	1
11:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
11:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	1
11:30 PM	1	19	1	0	0	0	0	0	0	0	0	0	0	21	0	3
11:45 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	0
Total	**37**	**3311**	**263**	**10**	**55**	**5**	**3**	**2**	**30**	**3**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>5 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	17	0	0
12:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
12:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	1	1
12:45 AM	0	17	0	0	1	0	0	0	0	0	0	0	0	18	0	0
1:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
1:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
1:30 AM	1	20	0	0	0	0	0	0	0	0	0	0	0	21	0	0
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:00 AM	0	14	0	1	0	0	0	0	0	0	0	0	0	15	0	0
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:45 AM	0	4	0	0	0	0	0	0	1	1	0	0	0	6	0	0
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
3:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
3:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
4:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
4:15 AM	0	5	0	0	0	0	0	0	2	0	0	0	0	7	0	0
4:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
4:45 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	13	0	0
5:00 AM	0	10	0	0	0	1	1	0	1	1	0	0	0	14	0	0
5:15 AM	0	18	1	0	0	0	1	0	0	0	0	0	0	20	0	0
5:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
5:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
6:00 AM	0	13	0	1	0	0	0	0	2	0	0	0	0	16	0	0
6:15 AM	0	11	2	0	0	1	0	0	0	0	0	0	0	14	0	0
6:30 AM	0	18	2	0	1	0	0	1	1	0	0	0	0	23	0	0
6:45 AM	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	0
7:00 AM	0	49	2	0	0	0	0	0	1	0	0	0	0	52	1	1
7:15 AM	0	45	2	0	0	0	0	1	0	0	0	0	0	48	1	0
7:30 AM	4	28	3	0	23	0	0	0	0	0	0	0	0	98	0	3
7:45 AM	0	40	2	0	1	0	0	0	1	0	0	0	0	44	0	0
8:00 AM	0	32	3	0	1	0	0	0	0	0	0	0	0	36	0	0
8:15 AM	0	26	2	0	1	0	0	0	0	0	0	0	0	29	1	1
8:30 AM	1	92	7	0	3	0	0	0	1	0	0	0	0	104	1	0
8:45 AM	0	87	11	1	2	0	0	0	1	0	0	0	0	102	0	4
9:00 AM	0	149	21	1	2	2	0	1	0	0	0	0	0	176	0	3
9:15 AM	0	166	12	1	1	0	0	0	2	0	0	0	0	182	2	2
9:30 AM	0	150	10	1	3	0	0	0	0	0	0	0	0	164	0	4
9:45 AM	0	60	10	1	1	0	0	0	1	1	0	0	0	74	1	2
10:00 AM	0	136	7	0	2	2	0	1	2	0	0	0	0	150	0	0
10:15 AM	1	137	17	0	2	0	0	0	0	0	0	0	0	157	2	2
10:30 AM	0	51	3	0	1	0	0	0	1	0	0	0	0	56	1	1
10:45 AM	0	51	1	0	2	0	0	0	0	0	0	0	0	54	2	3
11:00 AM	0	75	1	0	1	1	0	0	1	0	0	0	0	79	0	2
11:15 AM	0	72	0	0	2	0	0	0	1	0	0	0	0	75	0	0
11:30 AM	1	68	2	0	0	0	0	0	0	0	0	0	0	71	1	5
11:45 AM	0	68	1	0	1	1	0	0	1	0	0	0	0	72	1	3
12:00 PM	1	65	4	1	1	0	0	1	0	0	0	0	0	73	0	0
12:15 PM	0	64	2	0	0	0	0	0	0	0	0	0	0	66	0	1
12:30 PM	2	102	3	0	1	0	1	0	1	0	0	0	0	110	1	1
12:45 PM	0	64	1	0	0	0	0	0	0	0	0	0	0	65	1	2
1:00 PM	2	68	5	0	1	0	0	0	0	0	0	0	0	76	1	2
1:15 PM	1	40	4	0	0	0	0	0	1	0	0	0	0	46	0	4
1:30 PM	0	60	3	0	1	0	0	1	0	0	0	0	0	65	1	2
1:45 PM	0	62	2	0	1	0	0	0	0	1	0	0	0	66	0	3
2:00 PM	1	71	2	0	1	0	0	0	0	0	0	0	0	75	0	0
2:15 PM	0	54	1	0	1	0	0	0	0	0	0	0	0	56	0	0
2:30 PM	1	50	3	0	0	0	0	0	0	0	0	0	0	54	0	4
2:45 PM	3	108	3	1	0	1	0	0	0	1	0	0	0	117	0	2
3:00 PM	0	88	1	0	0	0	0	0	1	0	0	0	0	90	0	1
3:15 PM	1	121	1	1	1	0	0	0	0	0	0	0	0	125	1	4
3:30 PM	1	67	1	0	0	0	0	0	0	0	0	0	0	69	0	2
3:45 PM	0	125	2	0	2	0	0	0	0	0	0	0	0	129	1	1
4:00 PM	1	58	1	0	1	0	0	0	0	0	0	0	0	61	1	2
4:15 PM	1	61	2	0	1	0	0	0	1	0	0	0	0	66	0	0
4:30 PM	0	59	1	0	1	0	0	0	0	0	0	0	0	61	1	0
4:45 PM	0	69	0	0	1	0	0	0	1	0	0	0	0	71	1	0
5:00 PM	0	60	0	0	0	0	0	0	0	0	0	0	0	60	3	0
5:15 PM	0	52	1	0	0	0	0	0	0	0	0	0	0	53	0	3
5:30 PM	0	40	1	0	0	0	0	0	0	0	0	0	0	41	0	1
5:45 PM	1	132	6	0	0	0	0	0	2	0	0	0	0	141	0	1
6:00 PM	0	98	3	0	2	0	0	0	0	0	0	0	0	103	0	1
6:15 PM	0	167	8	0	0	0	0	0	0	0	0	0	0	175	0	0
6:30 PM	0	59	6	0	2	0	0	0	1	0	0	0	0	68	0	1
6:45 PM	0	38	4	0	0	0	0	0	0	0	0	0	0	42	1	1
7:00 PM	0	48	2	0	0	0	0	0	0	0	0	0	0	50	0	1
7:15 PM	1	97	5	1	0	0	0	0	1	0	0	0	0	105	0	0
7:30 PM	0	48	0	0	2	0	0	0	2	0	0	0	0	52	1	0
7:45 PM	0	49	0	0	0	0	0	0	0	0	0	0	0	49	0	0
8:00 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	33	1	1
8:15 PM	1	40	0	0	0	0	0	0	0	0	0	0	0	41	0	0
8:30 PM	0	39	1	0	0	0	0	0	1	0	0	0	0	41	0	0
8:45 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	33	1	0
9:00 PM	0	39	2	0	0	0	0	0	1	0	0	0	0	42	0	0
9:15 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	0
9:30 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	1
9:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	0
10:00 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22	1	2
10:15 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	33	0	0
10:30 PM	1	24	2	0	0	0	0	0	0	0	0	0	0	27	0	0
10:45 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	2
11:00 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	0
11:15 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27	1	0
11:30 PM	0	24	0	0	0	0	0	1	0	0	0	0	0	25	1	0
11:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	1
Total	**27**	**4682**	**218**	**11**	**72**	**9**	**3**	**8**	**33**	**5**	**0**	**0**	**0**			

Poland Ave North of St Claude Ave 7-Day Volume with Classifications
3/12/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	19	0	0
12:15 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	1
12:30 AM	0	18	0	0	0	0	0	0	2	0	0	0	0	20	1	0
12:45 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
1:00 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	0
1:15 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	7	0	0
1:30 AM	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0
1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	9	5	0	0	0	0	0	0	0	0	0	0	14	0	0
3:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
3:30 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	0
3:45 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	1	0
4:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
4:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
4:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
4:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
5:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
5:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
5:30 AM	0	7	0	1	0	0	0	0	2	0	0	0	0	10	0	0
5:45 AM	1	1	0	0	0	0	0	0	1	0	0	0	0	3	0	0
6:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	0
6:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	1
6:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	2
6:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
7:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	0
7:15 AM	0	8	4	0	0	0	0	1	0	0	0	0	0	13	0	0
7:30 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	0
7:45 AM	0	9	2	0	0	0	0	1	0	0	0	0	0	12	0	0
8:00 AM	0	26	5	0	1	0	0	0	0	0	0	0	0	32	0	2
8:15 AM	0	14	2	1	1	0	0	0	0	0	0	0	0	18	0	0
8:30 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	2
8:45 AM	0	23	3	0	0	0	0	0	1	0	0	0	0	27	0	0
9:00 AM	0	30	2	1	0	0	0	0	0	0	0	0	0	33	0	1
9:15 AM	0	27	4	0	0	0	0	0	1	0	0	0	0	32	0	0
9:30 AM	0	47	6	0	0	0	0	0	0	0	0	0	0	53	0	0
9:45 AM	0	41	4	0	1	0	0	0	0	0	0	0	0	46	0	0
10:00 AM	0	35	5	1	0	0	0	0	0	0	0	0	0	41	0	1
10:15 AM	0	20	2	0	1	0	0	0	0	0	0	0	0	23	0	1
10:30 AM	0	36	3	0	1	0	0	0	0	0	0	0	0	40	2	1
10:45 AM	0	35	6	0	0	0	0	0	0	0	0	0	0	41	4	2
11:00 AM	0	40	7	0	0	0	0	0	0	0	0	0	0	47	3	12
11:15 AM	0	38	6	1	0	0	0	0	2	0	0	0	0	47	7	20
11:30 AM	0	32	1	0	0	0	0	0	0	0	0	0	0	33	2	6
11:45 AM	0	27	6	0	0	0	0	0	0	0	0	0	0	33	0	0
12:00 PM	0	50	6	1	0	0	0	1	1	0	0	0	0	59	3	0
12:15 PM	1	48	8	0	1	0	0	0	0	0	0	0	0	58	1	0
12:30 PM	0	38	6	2	0	0	0	0	0	0	0	0	0	46	0	0
12:45 PM	0	37	7	0	0	0	0	0	0	0	0	0	0	44	0	0
1:00 PM	1	60	5	0	0	0	0	0	0	0	0	0	0	66	0	0
1:15 PM	0	29	4	0	0	0	0	0	0	0	0	0	0	33	0	0
1:30 PM	0	62	5	0	0	0	0	0	0	0	0	0	0	67	0	0
1:45 PM	0	45	5	0	0	0	0	0	1	0	0	0	0	51	0	0
2:00 PM	2	45	10	0	0	0	0	0	0	0	0	0	0	57	0	0
2:15 PM	0	36	8	0	0	0	0	0	0	0	0	0	0	44	0	0
2:30 PM	1	59	8	0	0	0	0	0	0	0	0	0	0	68	0	0
2:45 PM	1	32	2	0	0	0	0	0	0	0	0	0	0	35	0	1
3:00 PM	0	36	2	0	0	0	0	0	0	0	0	0	0	38	1	0
3:15 PM	1	66	8	0	0	0	0	0	0	0	0	0	0	75	2	0
3:30 PM	0	37	4	1	1	0	0	0	0	0	0	0	0	43	2	0
3:45 PM	0	47	6	0	0	0	0	0	0	0	0	0	0	53	0	0
4:00 PM	2	59	9	0	0	0	0	0	2	0	0	0	0	72	0	0
4:15 PM	0	33	5	1	0	0	0	0	0	0	0	0	0	39	1	0
4:30 PM	0	39	8	0	0	0	0	0	0	0	0	0	0	47	0	0
4:45 PM	2	70	9	0	0	0	0	1	0	0	0	0	0	82	2	0
5:00 PM	1	48	6	0	0	0	0	1	0	0	0	0	0	56	2	0
5:15 PM	0	41	8	0	0	0	0	0	0	0	0	0	0	49	1	0
5:30 PM	0	53	8	0	1	0	0	0	0	0	0	0	0	62	0	0
5:45 PM	0	58	8	0	0	0	0	0	0	0	0	0	0	66	0	0
6:00 PM	0	52	8	0	0	0	0	0	0	0	0	0	0	60	1	0
6:15 PM	0	42	2	0	0	0	0	0	0	0	0	0	0	44	0	0
6:30 PM	0	23	6	0	0	0	0	0	0	0	0	0	0	29	0	0
6:45 PM	1	72	15	0	0	0	0	0	0	0	0	0	0	88	0	0
7:00 PM	0	37	7	0	2	0	0	0	0	0	0	0	0	46	0	0
7:15 PM	1	48	10	0	0	0	0	0	1	0	0	0	0	60	1	0
7:30 PM	0	30	4	0	0	0	0	0	2	0	0	0	0	36	0	0
7:45 PM	0	39	2	0	1	0	0	0	1	0	0	0	0	43	1	1
8:00 PM	1	29	4	0	0	0	0	0	0	0	0	0	0	34	2	0
8:15 PM	0	43	4	0	0	0	0	0	0	0	0	0	0	47	0	0
8:30 PM	0	22	4	0	0	1	0	0	1	0	0	0	0	28	0	0
8:45 PM	1	35	5	0	0	0	0	0	0	0	0	0	0	41	1	0
9:00 PM	1	35	2	0	0	0	0	0	0	0	0	0	0	38	0	0
9:15 PM	0	36	5	0	0	0	0	0	0	0	0	0	0	41	0	1
9:30 PM	0	31	3	0	0	1	0	0	0	0	0	0	0	35	0	1
9:45 PM	0	38	7	0	0	0	0	0	0	0	0	0	0	45	0	0
10:00 PM	0	35	2	0	0	0	0	0	1	0	0	0	0	38	0	0
10:15 PM	1	25	3	0	0	0	0	0	1	0	0	0	0	30	0	0
10:30 PM	0	22	0	1	0	0	0	0	0	0	0	0	0	23	0	0
10:45 PM	0	18	1	0	0	0	0	0	1	0	0	0	0	20	1	2
11:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	0
11:15 PM	1	5	0	0	1	0	0	0	0	0	0	0	0	7	1	0
11:30 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	27	0	0
11:45 PM	0	8	0	0	0	0	0	0	2	0	0	0	0	10	0	0
Total	**21**	**2690**	**353**	**11**	**13**	**2**	**0**	**2**	**27**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	0
12:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
12:30 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	1
12:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
1:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	1	0
1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	1
1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
1:45 AM	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	45	3	0	0	0	0	0	0	0	0	0	0	48	0	0
3:15 AM	0	48	3	1	0	0	0	0	0	0	0	0	0	52	0	0
3:30 AM	1	101	8	2	0	0	0	0	1	0	0	0	0	113	0	0
3:45 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	0
4:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
4:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
4:30 AM	0	6	1	0	1	0	0	0	1	0	0	0	0	9	0	0
4:45 AM	0	28	2	0	0	1	0	0	0	0	0	0	0	31	0	0
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
5:30 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
5:45 AM	1	11	0	0	0	0	0	0	0	0	0	0	0	12	0	0
6:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
6:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1
6:30 AM	0	12	1	1	0	0	0	0	0	0	0	0	0	14	0	0
6:45 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	0
7:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
7:15 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	8	0	0
7:30 AM	0	21	1	0	0	0	0	1	0	0	0	0	0	23	0	1
7:45 AM	0	14	4	0	0	0	0	0	2	0	0	0	0	20	0	2
8:00 AM	0	16	2	0	0	0	0	0	1	0	0	0	0	19	1	1
8:15 AM	0	32	1	0	0	0	0	0	1	0	0	0	0	34	0	2
8:30 AM	0	18	1	0	1	0	0	0	1	0	0	0	0	21	0	0
8:45 AM	1	25	3	0	0	0	0	0	1	0	0	0	0	30	0	0
9:00 AM	0	34	0	0	0	1	0	0	0	0	0	0	0	35	0	0
9:15 AM	1	34	0	0	0	1	0	0	0	0	0	0	0	36	0	1
9:30 AM	2	108	0	0	0	0	0	0	1	0	0	0	0	111	0	0
9:45 AM	0	184	20	3	2	0	0	0	1	0	0	0	0	210	0	0
10:00 AM	0	104	9	1	2	0	0	0	3	0	0	0	0	119	0	0
10:15 AM	0	160	14	2	0	0	0	0	0	0	0	0	0	176	1	0
10:30 AM	1	156	23	0	3	0	0	0	1	1	0	0	0	185	0	0
10:45 AM	1	178	22	1	0	0	0	0	1	0	0	0	0	203	0	1
11:00 AM	0	108	24	1	1	0	0	0	1	0	0	0	0	135	0	0
11:15 AM	0	47	9	0	0	0	0	0	0	0	0	0	0	56	1	0
11:30 AM	0	36	4	0	0	0	0	0	0	0	0	0	0	40	0	0
11:45 AM	0	47	0	0	0	0	0	0	0	0	0	0	0	47	0	0
12:00 PM	0	55	3	0	1	0	0	0	0	1	0	0	0	60	1	0
12:15 PM	1	43	2	0	0	0	0	0	0	0	0	0	0	46	1	0
12:30 PM	0	53	6	0	0	0	0	0	0	0	0	0	0	59	1	1
12:45 PM	1	47	6	0	0	0	1	0	0	0	0	0	0	55	3	0
1:00 PM	0	57	2	0	0	0	0	2	0	0	0	0	0	61	0	1
1:15 PM	0	42	4	0	0	0	0	0	1	0	0	0	0	47	1	0
1:30 PM	0	55	8	1	0	0	0	0	0	0	0	0	0	64	0	0
1:45 PM	0	57	6	0	0	0	0	0	0	0	0	0	0	63	2	1
2:00 PM	0	46	4	0	0	0	0	0	0	0	0	0	0	50	0	0
2:15 PM	1	47	4	0	0	0	0	0	0	0	0	0	0	52	1	0
2:30 PM	0	67	4	0	0	0	0	0	0	0	0	0	0	71	0	1
2:45 PM	0	66	5	0	0	0	0	0	0	0	0	0	0	71	1	0
3:00 PM	0	37	9	0	0	0	0	0	0	0	0	0	0	46	0	1
3:15 PM	0	56	3	0	0	0	0	0	1	0	0	0	0	60	1	0
3:30 PM	0	66	3	0	0	0	0	0	0	0	0	0	0	69	1	0
3:45 PM	1	118	4	0	0	0	0	0	0	0	0	0	0	123	0	0
4:00 PM	0	94	7	0	0	1	0	0	2	0	0	0	0	104	0	0
4:15 PM	0	74	3	0	0	1	0	0	0	0	0	0	0	78	1	0
4:30 PM	0	64	4	0	1	0	0	0	0	0	0	0	0	69	0	1
4:45 PM	2	121	8	0	0	0	0	0	0	0	0	0	0	131	0	1
5:00 PM	0	105	10	0	0	0	0	0	1	0	0	0	0	116	0	0
5:15 PM	1	94	17	0	0	0	0	0	0	0	0	0	0	112	0	0
5:30 PM	0	80	17	2	0	0	0	0	0	0	0	0	0	99	0	0
5:45 PM	0	69	9	0	1	0	0	0	0	0	0	0	0	79	0	0
6:00 PM	0	49	2	0	0	0	0	1	0	0	0	0	0	52	1	0
6:15 PM	0	64	6	0	0	1	0	0	1	0	0	0	0	72	0	0
6:30 PM	0	54	5	0	0	0	0	0	0	0	0	0	0	59	0	0
6:45 PM	0	55	7	0	0	0	0	0	0	0	0	0	0	62	0	0
7:00 PM	1	62	8	0	0	0	0	0	1	0	0	0	0	72	1	2
7:15 PM	0	53	4	0	0	0	0	0	1	0	0	0	0	58	0	0
7:30 PM	0	35	3	0	0	0	0	0	0	0	0	0	0	38	1	0
7:45 PM	0	87	6	0	0	0	0	0	0	0	0	0	0	93	1	0
8:00 PM	0	45	3	0	0	0	0	0	0	0	0	0	0	48	0	0
8:15 PM	1	40	2	0	0	0	0	0	0	0	0	0	0	43	0	0
8:30 PM	0	33	2	0	0	0	0	0	0	0	0	0	0	35	0	0
8:45 PM	0	33	1	0	1	0	0	0	0	0	0	0	0	35	2	0
9:00 PM	0	39	2	0	0	0	0	0	2	0	0	0	0	43	0	0
9:15 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	0
9:30 PM	0	29	3	0	0	0	0	0	1	0	0	0	0	33	0	0
9:45 PM	1	26	2	0	0	0	0	0	0	0	0	0	0	29	0	0
10:00 PM	1	27	3	0	0	0	0	0	0	0	0	0	0	31	0	0
10:15 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	1
10:30 PM	0	20	1	0	1	0	0	0	1	0	0	0	0	23	0	0
10:45 PM	0	28	1	0	0	0	0	0	2	0	0	0	0	31	0	0
11:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
11:15 PM	1	11	1	0	0	1	1	0	0	0	0	0	0	15	0	0
11:30 PM	0	14	1	0	0	0	0	1	1	0	0	0	0	17	1	0
11:45 PM	0	14	0	0	0	0	0	0	1	0	0	0	0	15	0	0
Total	**20**	**4278**	**383**	**15**	**15**	**7**	**2**	**3**	**34**	**3**	**0**	**0**	**0**			

Poland Ave North of St Claude Ave 7-Day Volume with Classifications
3/13/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	13	0	0
12:15 AM	1	10	3	0	1	0	0	0	1	0	0	0	0	16	1	0
12:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
12:45 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	0
1:00 AM	0	6	3	0	0	0	0	0	1	0	0	0	0	10	0	0
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:30 AM	1	13	3	0	0	0	0	0	1	0	0	0	0	18	1	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	0
2:15 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	4	0	0
2:30 AM	0	8	2	0	0	0	0	0	1	1	0	0	0	12	0	0
2:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	1
3:30 AM	0	4	2	0	0	1	0	0	0	1	0	0	0	8	0	0
3:45 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5	0	0
4:00 AM	1	3	1	0	0	0	0	0	1	0	0	0	0	6	0	0
4:15 AM	0	6	0	0	0	1	0	0	1	0	0	0	0	8	0	0
4:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	0
4:45 AM	0	3	3	0	0	1	0	0	2	1	0	0	0	10	0	0
5:00 AM	0	13	3	0	0	0	0	0	1	0	0	0	0	17	0	0
5:15 AM	0	12	11	1	0	1	0	0	2	0	0	0	0	27	0	0
5:30 AM	0	6	1	0	0	1	0	0	4	2	0	0	0	14	0	0
5:45 AM	0	17	6	0	0	1	0	0	0	0	0	0	0	24	0	0
6:00 AM	0	23	6	0	0	1	0	0	3	0	0	0	0	33	0	0
6:15 AM	0	16	8	2	0	1	0	0	0	0	0	0	0	27	0	0
6:30 AM	0	15	5	1	1	0	1	1	1	2	0	0	0	27	1	0
6:45 AM	0	30	5	1	1	0	0	1	4	0	0	0	0	42	0	1
7:00 AM	0	59	2	0	0	1	0	0	1	1	0	0	0	64	0	0
7:15 AM	0	54	8	0	0	0	1	1	1	0	0	0	0	65	0	0
7:30 AM	0	56	13	5	0	1	0	0	0	1	0	0	0	76	0	0
7:45 AM	0	45	16	2	1	0	1	0	0	0	0	0	0	65	0	0
8:00 AM	0	46	10	1	1	0	0	0	2	1	0	0	0	61	0	1
8:15 AM	0	32	11	1	0	1	0	0	1	0	0	0	0	46	0	0
8:30 AM	1	43	12	0	2	0	0	0	2	2	0	0	0	62	0	0
8:45 AM	0	24	6	0	1	0	0	0	4	3	0	0	0	38	0	1
9:00 AM	0	36	10	1	3	0	1	0	1	1	0	0	0	53	1	0
9:15 AM	1	37	9	1	2	2	0	0	2	0	0	0	0	54	0	0
9:30 AM	0	32	15	0	2	1	0	0	2	1	0	0	0	53	0	0
9:45 AM	0	36	16	0	1	0	1	1	1	1	0	0	0	57	0	3
10:00 AM	1	25	12	0	2	0	1	0	2	1	0	0	0	44	0	1
10:15 AM	0	37	13	0	0	0	0	0	1	0	0	0	0	51	0	2
10:30 AM	0	36	7	0	1	3	0	0	2	2	0	0	0	51	0	2
10:45 AM	0	34	6	0	1	1	0	1	2	1	0	0	0	46	0	0
11:00 AM	0	22	12	0	1	4	2	2	2	4	0	0	0	47	0	0
11:15 AM	0	39	12	1	0	2	0	0	3	1	0	0	0	58	0	0
11:30 AM	0	25	11	0	0	1	0	0	5	1	0	0	0	43	0	0
11:45 AM	0	47	14	0	0	0	1	1	1	1	0	0	0	65	0	1
12:00 PM	0	41	11	0	2	2	0	1	1	0	0	0	0	58	0	0
12:15 PM	0	42	15	0	2	0	0	0	3	2	0	0	0	64	1	1
12:30 PM	0	35	7	2	0	0	0	0	0	0	0	0	0	44	0	1
12:45 PM	0	36	17	1	2	3	0	0	5	2	0	0	0	66	0	1
1:00 PM	0	45	6	0	0	1	0	0	0	1	0	0	0	53	0	1
1:15 PM	1	56	12	0	1	0	0	0	1	1	0	0	0	72	0	0
1:30 PM	0	45	15	0	1	0	0	1	1	0	0	0	0	63	1	1
1:45 PM	0	39	11	0	1	0	0	0	0	0	0	0	0	51	0	1
2:00 PM	0	45	10	0	1	0	0	0	1	0	0	0	0	57	0	0
2:15 PM	0	61	18	3	1	0	0	1	0	1	0	0	0	85	0	1
2:30 PM	0	58	15	0	1	1	0	0	2	0	0	0	0	77	1	1
2:45 PM	0	52	8	0	1	0	0	0	1	0	0	0	0	62	1	3
3:00 PM	0	55	13	1	1	1	0	2	0	1	0	0	0	74	0	1
3:15 PM	0	56	16	5	1	0	0	0	2	0	0	0	0	80	0	0
3:30 PM	0	64	16	2	3	0	0	0	0	0	0	0	0	85	0	3
3:45 PM	0	71	16	2	0	1	0	0	0	1	0	0	0	91	0	1
4:00 PM	0	65	16	0	1	1	0	0	1	0	0	0	0	84	0	0
4:15 PM	0	66	13	3	0	0	1	0	0	0	0	0	0	83	1	0
4:30 PM	0	73	8	1	0	0	0	0	1	0	0	0	0	83	0	1
4:45 PM	0	60	7	0	0	0	0	0	1	0	0	0	0	68	0	1
5:00 PM	0	50	10	0	0	0	0	0	0	0	0	0	0	60	2	1
5:15 PM	0	50	10	2	0	0	0	0	0	0	0	0	0	62	0	1
5:30 PM	0	52	5	1	0	0	0	0	0	1	0	0	0	59	1	0
5:45 PM	1	94	9	0	1	0	1	1	0	0	0	0	0	107	0	0
6:00 PM	0	60	9	2	1	1	0	0	0	0	0	0	0	73	1	0
6:15 PM	0	36	5	0	1	0	1	0	0	0	0	0	0	43	0	0
6:30 PM	0	43	7	0	1	0	1	0	0	0	0	0	0	52	0	0
6:45 PM	0	46	13	1	0	0	0	0	0	0	0	0	0	60	0	2
7:00 PM	0	76	8	0	0	0	0	0	0	0	0	0	0	84	0	0
7:15 PM	0	57	7	0	0	0	0	0	0	0	0	0	0	64	0	1
7:30 PM	0	32	7	0	1	0	0	0	0	0	0	0	0	40	0	0
7:45 PM	0	48	6	0	0	0	1	1	0	0	0	0	0	56	0	1
8:00 PM	0	45	9	0	0	0	0	0	0	0	0	0	0	54	0	0
8:15 PM	0	38	6	0	0	0	0	0	2	0	0	0	0	46	0	0
8:30 PM	0	23	4	0	1	0	0	0	1	1	0	0	0	30	0	0
8:45 PM	0	17	2	0	0	1	0	0	2	0	0	0	0	22	1	0
9:00 PM	0	42	6	1	0	0	0	0	1	0	0	0	0	50	0	0
9:15 PM	1	25	0	0	0	0	0	0	0	0	0	0	0	26	0	0
9:30 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	0
9:45 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	0
10:00 PM	0	18	5	0	0	0	0	0	0	0	0	0	0	23	0	0
10:15 PM	0	18	5	0	0	0	0	0	2	0	0	0	0	25	0	0
10:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
10:45 PM	0	20	1	0	0	0	0	0	1	0	0	0	0	22	1	0
11:00 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	0
11:15 PM	0	10	0	0	0	0	0	0	1	0	0	0	0	11	0	0
11:30 PM	0	15	2	0	0	0	0	1	1	0	0	0	0	19	0	1
11:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
Total	**9**	**3079**	**682**	**44**	**47**	**36**	**14**	**17**	**94**	**36**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	26	3	0	0	0	0	0	1	1	0	0	0	31	0	0
12:15 AM	0	37	1	0	0	0	0	0	2	0	0	0	0	40	1	0
12:30 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	9	0	0
12:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
1:00 AM	0	6	2	0	0	0	0	0	1	0	0	0	0	9	0	0
1:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	1	0
1:30 AM	0	4	2	0	0	0	0	0	1	0	0	0	0	7	0	0
1:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3	0	0
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
2:30 AM	0	4	2	0	0	0	0	0	0	1	0	0	0	7	0	0
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:00 AM	0	3	1	0	0	0	0	1	0	0	0	0	0	5	0	0
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0
3:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	1	0
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
4:15 AM	0	7	0	0	1	0	0	0	1	0	0	0	0	9	0	0
4:30 AM	0	11	2	0	0	0	0	1	0	0	0	0	0	14	0	0
4:45 AM	0	15	1	0	0	1	0	0	1	0	0	0	0	18	0	0
5:00 AM	0	36	4	0	0	1	0	0	1	0	0	0	0	42	0	0
5:15 AM	0	12	4	0	0	1	0	0	2	0	0	0	0	19	0	0
5:30 AM	0	8	4	0	0	1	0	0	0	0	0	0	0	13	0	0
5:45 AM	0	43	8	1	0	0	0	0	1	0	0	0	0	53	0	0
6:00 AM	0	15	3	1	1	1	0	0	1	1	0	0	0	23	0	0
6:15 AM	0	22	6	1	0	0	0	0	1	1	0	0	0	31	0	0
6:30 AM	2	32	4	3	1	0	0	1	1	0	0	0	0	44	0	0
6:45 AM	0	34	5	10	2	0	0	0	2	0	0	0	0	53	0	0
7:00 AM	0	59	2	0	0	0	0	1	0	1	0	0	0	63	1	1
7:15 AM	0	59	6	4	2	2	0	0	3	0	0	0	0	76	0	0
7:30 AM	0	80	7	1	0	4	1	1	0	1	0	0	0	95	0	1
7:45 AM	0	88	10	0	1	0	0	0	2	0	0	0	0	101	0	0
8:00 AM	0	74	11	0	1	1	3	1	4	1	0	0	0	96	0	0
8:15 AM	0	64	8	0	4	0	0	0	1	1	0	0	0	78	0	0
8:30 AM	0	78	8	0	3	0	0	0	2	0	0	0	0	91	1	0
8:45 AM	0	50	11	2	3	2	3	1	5	3	0	0	0	80	0	0
9:00 AM	0	44	13	1	1	1	0	0	2	0	0	0	0	62	1	0
9:15 AM	0	48	6	0	1	0	0	0	2	0	0	0	0	57	0	1
9:30 AM	0	44	13	0	1	0	1	0	4	0	0	0	0	63	1	2
9:45 AM	0	42	7	0	2	1	2	0	1	0	0	0	0	55	0	1
10:00 AM	0	31	14	0	4	1	0	0	3	4	0	0	0	57	0	1
10:15 AM	0	44	5	0	3	0	0	0	2	1	0	0	0	55	0	2
10:30 AM	1	41	10	0	1	0	0	1	3	3	0	0	0	60	1	0
10:45 AM	0	45	7	0	2	0	3	2	0	1	0	0	0	60	0	1
11:00 AM	0	44	11	0	0	0	0	2	0	3	0	0	0	60	0	1
11:15 AM	0	39	12	0	2	0	1	0	1	2	0	0	0	57	1	0
11:30 AM	0	46	11	0	2	0	0	0	0	0	0	0	0	59	0	0
11:45 AM	0	87	16	0	3	0	2	0	0	3	0	0	0	111	0	1
12:00 PM	0	52	13	0	5	0	0	2	5	1	0	0	0	78	0	0
12:15 PM	0	48	9	0	3	2	0	0	5	1	0	0	0	68	0	1
12:30 PM	0	45	6	0	1	3	0	0	2	0	0	0	0	57	0	0
12:45 PM	0	56	9	0	1	1	0	1	4	1	0	0	0	73	0	1
1:00 PM	0	52	13	0	0	0	0	0	3	1	0	0	0	69	1	2
1:15 PM	1	43	7	1	2	0	1	0	5	3	0	0	0	63	0	1
1:30 PM	0	42	8	0	1	0	0	0	0	1	0	0	0	52	0	1
1:45 PM	0	69	14	0	1	1	0	0	1	1	0	0	0	87	0	0
2:00 PM	0	53	13	0	3	0	0	0	2	3	0	0	0	74	0	0
2:15 PM	0	55	11	0	2	1	3	0	0	2	0	0	0	74	0	0
2:30 PM	0	64	7	5	1	0	1	1	4	1	0	0	0	84	0	0
2:45 PM	1	88	15	5	5	1	0	0	1	1	0	0	0	117	0	0
3:00 PM	0	81	10	2	1	0	2	2	1	4	0	0	0	103	0	0
3:15 PM	1	66	8	2	1	0	1	0	1	1	0	0	0	81	0	0
3:30 PM	1	53	9	3	0	0	1	0	3	1	0	0	0	71	0	3
3:45 PM	0	68	11	2	1	0	0	0	1	0	0	0	0	83	0	0
4:00 PM	1	55	11	0	0	0	0	0	0	1	0	0	0	68	3	1
4:15 PM	0	71	9	3	2	1	1	0	1	0	0	0	0	88	1	2
4:30 PM	0	68	7	3	0	1	0	0	0	1	0	0	0	80	1	0
4:45 PM	0	63	8	4	0	0	0	0	2	0	0	0	0	77	3	1
5:00 PM	0	66	9	1	1	0	0	0	1	0	0	0	0	78	1	0
5:15 PM	0	64	8	2	0	0	0	0	0	0	0	0	0	74	0	0
5:30 PM	0	57	9	1	1	0	0	0	3	1	0	0	0	72	0	0
5:45 PM	0	71	10	2	0	0	0	0	0	0	0	0	0	83	0	1
6:00 PM	0	73	9	0	0	0	0	0	0	0	0	0	0	82	0	0
6:15 PM	0	58	14	2	1	0	1	0	1	0	0	0	0	77	0	0
6:30 PM	0	44	3	0	0	0	0	0	1	0	0	0	0	48	0	0
6:45 PM	0	93	10	0	0	0	0	0	0	1	0	0	0	104	1	0
7:00 PM	0	76	7	0	0	0	0	0	0	0	0	0	0	83	0	1
7:15 PM	1	41	4	0	0	0	0	0	1	0	0	0	0	47	0	0
7:30 PM	1	33	8	0	1	0	0	0	2	0	0	0	0	45	1	0
7:45 PM	1	47	9	0	0	0	0	0	1	0	0	0	0	58	1	3
8:00 PM	1	38	3	0	0	0	0	0	0	0	0	0	0	42	0	0
8:15 PM	0	33	7	0	0	0	0	0	1	0	0	0	0	41	0	0
8:30 PM	0	24	4	0	0	0	0	0	1	0	0	0	0	29	1	0
8:45 PM	0	30	4	0	0	0	0	0	0	0	0	0	0	34	0	0
9:00 PM	0	29	5	0	0	0	0	0	0	0	0	0	0	34	0	1
9:15 PM	0	23	3	0	1	0	0	1	0	0	0	0	0	28	0	0
9:30 PM	0	16	2	0	0	0	0	0	0	1	0	0	0	19	0	0
9:45 PM	0	12	2	0	0	0	0	0	1	0	0	0	0	15	0	0
10:00 PM	0	24	4	0	1	0	0	0	1	0	0	0	0	30	0	0
10:15 PM	0	20	5	0	1	0	0	0	1	0	0	0	0	27	0	0
10:30 PM	0	29	5	0	0	0	0	0	1	0	0	0	0	35	0	0
10:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	0
11:00 PM	0	14	3	0	0	0	0	0	2	0	0	0	0	19	0	0
11:15 PM	0	11	3	0	0	0	0	0	1	0	0	0	0	15	0	0
11:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
11:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	2
Total	**12**	**3719**	**599**	**62**	**78**	**28**	**27**	**20**	**110**	**57**	**0**	**0**	**0**			

Poland Ave North of St Claude Ave 7-Day Volume with Classifications
3/14/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
12:15 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
12:45 AM	0	3	1	0	1	0	0	0	1	0	0	0	0	**6**	**0**	**1**
1:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:15 AM	0	6	2	0	0	0	0	0	2	0	0	0	0	**10**	**1**	**0**
1:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**	**0**	**0**
2:00 AM	0	9	1	0	0	0	0	1	0	0	0	0	0	**11**	**0**	**0**
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:45 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	**6**	**0**	**0**
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	1	3	0	0	0	0	**4**	**0**	**0**
3:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
3:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
4:00 AM	0	1	1	0	0	0	0	0	3	0	0	0	0	**5**	**0**	**0**
4:15 AM	0	2	1	0	0	0	0	1	0	0	0	0	0	**4**	**0**	**0**
4:30 AM	0	3	0	0	0	0	0	0	3	0	0	0	0	**6**	**0**	**0**
4:45 AM	0	4	0	0	0	0	0	0	2	0	0	0	0	**6**	**0**	**0**
5:00 AM	0	13	7	0	0	0	0	1	3	0	0	0	0	**24**	**0**	**0**
5:15 AM	0	11	4	0	0	0	0	0	3	0	0	0	0	**18**	**0**	**0**
5:30 AM	0	10	2	0	0	0	0	0	2	0	0	0	0	**14**	**0**	**0**
5:45 AM	0	6	4	0	0	0	0	0	3	0	0	0	0	**13**	**0**	**0**
6:00 AM	0	24	3	0	0	0	0	0	1	0	0	0	0	**28**	**0**	**0**
6:15 AM	0	25	10	1	0	0	0	1	5	0	0	0	0	**42**	**0**	**0**
6:30 AM	0	21	1	1	0	1	0	0	1	0	0	0	0	**25**	**1**	**1**
6:45 AM	0	29	5	1	0	1	0	0	4	0	0	0	0	**40**	**0**	**0**
7:00 AM	0	41	6	2	1	1	0	0	2	0	0	0	0	**53**	**0**	**0**
7:15 AM	0	54	6	0	1	2	0	0	1	0	0	0	0	**64**	**0**	**0**
7:30 AM	0	61	7	4	1	0	1	0	0	0	0	0	0	**74**	**0**	**0**
7:45 AM	0	57	5	2	0	0	0	0	3	0	0	0	0	**67**	**0**	**1**
8:00 AM	0	52	5	2	0	0	0	2	3	0	0	0	0	**64**	**0**	**1**
8:15 AM	0	37	7	1	1	1	1	0	6	0	0	0	0	**54**	**0**	**0**
8:30 AM	1	48	5	2	2	0	0	0	0	0	0	0	0	**58**	**0**	**0**
8:45 AM	0	27	7	0	1	0	0	0	2	0	0	0	0	**37**	**0**	**1**
9:00 AM	0	38	9	0	0	1	1	0	3	0	0	0	0	**52**	**0**	**2**
9:15 AM	0	28	12	3	1	1	1	0	6	0	0	0	0	**52**	**0**	**1**
9:30 AM	0	33	9	0	0	1	1	0	1	0	0	0	0	**45**	**0**	**2**
9:45 AM	0	34	11	0	1	1	0	0	2	0	0	0	0	**49**	**0**	**2**
10:00 AM	0	31	14	0	1	0	1	1	2	0	0	0	0	**50**	**0**	**0**
10:15 AM	0	47	17	1	0	0	1	0	5	0	0	0	0	**71**	**0**	**3**
10:30 AM	0	34	13	0	1	0	2	1	3	0	0	0	0	**54**	**0**	**0**
10:45 AM	0	43	16	1	0	1	1	0	0	0	0	0	0	**62**	**1**	**1**
11:00 AM	0	48	12	0	2	1	0	0	2	0	0	0	0	**65**	**0**	**0**
11:15 AM	1	28	9	1	1	1	1	1	0	0	0	0	0	**43**	**1**	**0**
11:30 AM	0	29	13	0	0	0	1	0	2	0	0	0	0	**45**	**0**	**0**
11:45 AM	1	47	10	1	0	1	2	0	4	0	0	0	0	**66**	**0**	**0**
12:00 PM	0	48	14	0	0	1	0	0	2	0	0	0	0	**65**	**0**	**0**
12:15 PM	0	38	7	0	1	0	0	0	2	0	0	0	0	**48**	**0**	**0**
12:30 PM	0	47	9	3	0	0	0	0	2	0	0	0	0	**61**	**0**	**0**
12:45 PM	0	61	11	0	2	0	0	1	1	0	0	0	0	**76**	**0**	**0**
1:00 PM	0	43	8	0	1	0	1	0	0	0	0	0	0	**53**	**0**	**1**
1:15 PM	0	43	20	0	0	2	0	1	1	0	0	0	0	**67**	**0**	**1**
1:30 PM	0	71	13	0	2	1	0	1	1	0	0	0	0	**89**	**0**	**1**
1:45 PM	0	47	8	0	1	0	0	1	2	0	0	0	0	**59**	**1**	**0**
2:00 PM	0	39	8	1	1	0	0	1	1	0	0	0	0	**51**	**2**	**0**
2:15 PM	0	38	10	0	1	1	0	1	3	0	0	0	0	**54**	**0**	**1**
2:30 PM	0	55	12	1	0	1	0	0	3	0	0	0	0	**72**	**1**	**0**
2:45 PM	0	57	10	0	1	0	0	1	2	0	0	0	0	**71**	**1**	**0**
3:00 PM	0	54	13	0	0	0	0	0	0	0	0	0	0	**67**	**0**	**1**
3:15 PM	0	67	5	6	0	0	0	0	2	0	0	0	0	**80**	**0**	**0**
3:30 PM	0	56	8	2	0	0	0	0	0	0	0	0	0	**66**	**1**	**0**
3:45 PM	0	51	8	3	0	0	0	1	1	0	0	0	0	**64**	**0**	**1**
4:00 PM	1	64	13	3	0	0	0	1	2	0	0	0	0	**84**	**0**	**0**
4:15 PM	0	61	11	1	0	0	0	0	0	0	0	0	0	**73**	**0**	**0**
4:30 PM	1	71	15	2	0	0	0	0	1	0	0	0	0	**90**	**1**	**1**
4:45 PM	0	64	9	0	1	0	1	0	2	0	0	0	0	**77**	**0**	**1**
5:00 PM	0	56	5	0	0	0	0	0	1	0	0	0	0	**62**	**0**	**0**
5:15 PM	0	45	7	0	0	0	0	0	0	0	0	0	0	**52**	**0**	**3**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	**5**	**2232**	**466**	**45**	**26**	**20**	**16**	**19**	**114**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
12:15 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	**10**	**0**	**0**
12:30 AM	0	6	1	0	0	0	0	0	0	1	0	0	0	**8**	**0**	**0**
12:45 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**	**0**	**0**
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:30 AM	0	3	1	0	0	0	0	0	2	0	0	0	0	**6**	**0**	**0**
1:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
2:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**	**0**	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:15 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	**4**	**0**	**0**
3:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**	**0**	**0**
3:45 AM	0	4	0	0	0	0	0	1	1	0	0	0	0	**6**	**0**	**0**
4:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**	**0**	**0**
4:15 AM	0	5	0	0	0	0	0	1	3	0	0	0	0	**9**	**0**	**0**
4:30 AM	0	3	1	0	0	0	0	1	2	0	0	0	0	**7**	**1**	**0**
4:45 AM	0	8	2	0	0	1	0	1	0	0	0	0	0	**12**	**0**	**0**
5:00 AM	0	6	2	0	0	1	1	1	0	0	0	0	0	**11**	**0**	**0**
5:15 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	**15**	**0**	**0**
5:30 AM	0	12	3	1	0	0	0	0	1	0	0	0	0	**17**	**0**	**0**
5:45 AM	0	16	3	0	0	0	0	1	1	0	0	0	0	**21**	**0**	**0**
6:00 AM	0	16	3	2	0	1	0	0	3	0	0	0	0	**25**	**0**	**0**
6:15 AM	0	26	9	3	0	0	0	0	1	0	0	0	0	**39**	**0**	**0**
6:30 AM	0	29	4	2	2	0	0	0	2	0	0	0	0	**39**	**0**	**2**
6:45 AM	0	51	3	7	0	1	0	0	1	0	0	0	0	**63**	**0**	**0**
7:00 AM	0	55	9	6	0	0	0	0	1	0	0	0	0	**71**	**0**	**2**
7:15 AM	0	64	4	4	1	1	0	4	0	0	0	0	0	**79**	**0**	**1**
7:30 AM	0	75	9	2	1	0	0	0	3	0	0	0	0	**90**	**0**	**0**
7:45 AM	0	113	9	1	0	0	1	1	4	0	0	0	0	**129**	**0**	**0**
8:00 AM	0	74	13	0	1	5	0	0	1	0	0	0	0	**94**	**0**	**2**
8:15 AM	0	66	8	0	0	0	0	0	9	0	0	0	0	**83**	**0**	**1**
8:30 AM	1	41	5	2	2	0	1	0	2	0	0	0	0	**54**	**0**	**0**
8:45 AM	0	45	19	0	1	1	0	2	4	0	0	0	0	**72**	**1**	**2**
9:00 AM	0	48	11	0	0	0	0	1	5	0	0	0	0	**65**	**0**	**0**
9:15 AM	0	38	8	0	1	0	0	0	1	0	0	0	0	**48**	**0**	**0**
9:30 AM	0	62	19	1	1	0	1	1	3	0	0	0	0	**88**	**0**	**3**
9:45 AM	0	38	13	0	4	0	1	0	3	0	0	0	0	**59**	**0**	**4**
10:00 AM	0	46	10	0	2	0	0	1	3	0	0	0	0	**62**	**1**	**0**
10:15 AM	0	38	8	0	1	0	1	0	5	0	0	0	0	**53**	**0**	**0**
10:30 AM	0	37	8	0	3	2	1	2	4	0	0	0	0	**57**	**2**	**0**
10:45 AM	0	56	5	0	1	0	0	1	10	0	0	0	0	**73**	**2**	**0**
11:00 AM	0	52	10	0	2	1	1	0	3	0	0	0	0	**69**	**1**	**0**
11:15 AM	0	42	5	0	1	1	0	0	4	0	0	0	0	**53**	**0**	**0**
11:30 AM	0	66	4	0	0	1	0	0	2	0	0	0	0	**73**	**0**	**0**
11:45 AM	0	52	3	0	0	0	0	0	5	0	0	0	0	**60**	**0**	**2**
12:00 PM	0	62	10	0	0	0	0	1	2	0	0	0	0	**75**	**0**	**3**
12:15 PM	0	55	7	0	0	1	4	1	3	0	0	0	0	**71**	**1**	**0**
12:30 PM	2	41	10	0	0	1	0	0	8	0	0	0	0	**62**	**0**	**4**
12:45 PM	0	44	7	0	0	0	0	0	6	0	0	0	0	**57**	**0**	**0**
1:00 PM	0	58	7	0	0	0	0	2	2	0	0	0	0	**69**	**1**	**1**
1:15 PM	0	80	12	0	2	0	0	0	3	0	0	0	0	**97**	**0**	**1**
1:30 PM	0	38	4	0	0	0	1	0	0	0	0	0	0	**43**	**0**	**1**
1:45 PM	0	51	2	2	0	0	1	0	0	0	0	0	0	**56**	**1**	**3**
2:00 PM	0	45	3	0	0	3	0	0	2	0	0	0	0	**53**	**1**	**0**
2:15 PM	0	51	3	1	0	0	0	0	0	0	0	0	0	**55**	**1**	**3**
2:30 PM	0	51	5	3	0	0	1	0	0	0	0	0	0	**60**	**1**	**0**
2:45 PM	1	57	8	5	0	0	0	0	0	0	0	0	0	**71**	**0**	**1**
3:00 PM	0	59	7	3	0	0	0	1	0	0	0	0	0	**70**	**0**	**2**
3:15 PM	0	68	9	5	0	1	0	0	5	0	0	0	0	**88**	**0**	**0**
3:30 PM	0	76	9	1	0	0	0	3	0	0	0	0	0	**89**	**0**	**0**
3:45 PM	0	74	6	1	0	0	1	0	2	0	0	0	0	**84**	**0**	**1**
4:00 PM	0	61	5	3	0	0	2	0	3	0	0	0	0	**74**	**0**	**1**
4:15 PM	0	80	9	3	0	0	0	0	0	0	0	0	0	**92**	**0**	**0**
4:30 PM	1	81	9	2	0	0	1	0	0	0	0	0	0	**94**	**0**	**0**
4:45 PM	1	71	7	3	0	1	1	0	0	1	0	0	0	**85**	**0**	**0**
5:00 PM	0	75	3	1	0	0	0	0	0	0	0	0	0	**79**	**1**	**1**
5:15 PM	1	65	5	2	0	0	0	0	0	0	0	0	0	**73**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	**7**	**2700**	**366**	**66**	**27**	**24**	**21**	**19**	**138**	**2**	**0**	**0**	**0**			

Poland Ave South of St Claude Ave 7-Day Volume with Classifications
3/8/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
12:15 AM	1	11	0	0	0	0	0	0	0	0	0	0	0	12	0	0
12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	2
12:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
1:45 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5	0	0
2:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:30 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 AM	1	5	0	0	0	0	0	0	0	0	0	0	0	6	2	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	2
6:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	1
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	2	1
7:00 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14	0	0
7:15 AM	0	19	0	0	1	0	0	0	0	0	0	0	0	20	0	2
7:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
7:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	1	2
8:00 AM	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	1
8:15 AM	0	23	7	0	0	0	0	0	0	0	0	0	0	30	0	1
8:30 AM	0	15	2	0	0	1	0	0	0	0	0	0	0	18	1	1
8:45 AM	0	19	2	0	0	0	0	0	1	0	0	0	0	22	0	1
9:00 AM	0	20	0	0	0	1	0	0	0	0	0	0	0	21	2	2
9:15 AM	0	15	1	0	1	1	0	0	0	0	0	0	0	18	0	1
9:30 AM	0	16	0	0	2	0	0	0	0	0	0	0	0	18	1	4
9:45 AM	0	20	0	0	1	0	0	0	0	0	0	0	0	21	0	0
10:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	1	0
10:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	2
10:30 AM	0	17	0	0	1	0	0	1	0	0	0	0	0	19	0	2
10:45 AM	0	26	0	0	0	0	0	0	0	0	0	0	0	26	1	1
11:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	1	0
11:15 AM	0	24	1	0	0	1	0	0	0	0	0	0	0	26	0	1
11:30 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	2
11:45 AM	0	14	0	0	1	0	1	0	0	0	0	0	0	16	0	4
12:00 PM	1	23	1	0	1	0	0	0	0	0	0	0	0	26	0	1
12:15 PM	0	40	0	0	0	0	0	0	0	0	0	0	0	40	1	1
12:30 PM	1	24	0	0	0	0	0	0	0	0	0	0	0	25	0	4
12:45 PM	0	25	0	0	0	2	0	0	0	0	0	0	0	27	2	0
1:00 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22	0	6
1:15 PM	0	26	1	1	0	0	0	0	0	0	0	0	0	28	0	0
1:30 PM	0	21	0	0	1	0	0	0	0	0	0	0	0	22	1	1
1:45 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32	0	0
2:00 PM	0	35	2	0	2	0	0	0	0	0	0	0	0	39	1	2
2:15 PM	1	32	1	0	1	0	0	0	0	0	0	0	0	35	0	2
2:30 PM	0	28	2	0	0	0	0	0	0	0	0	0	0	30	0	0
2:45 PM	1	32	0	0	0	0	0	0	0	0	0	0	0	33	1	1
3:00 PM	1	42	0	0	1	0	0	0	0	0	0	0	0	44	0	2
3:15 PM	0	12	0	1	0	0	0	0	0	0	0	0	0	13	0	0
3:30 PM	0	49	2	0	0	0	0	0	0	0	0	0	0	51	1	0
3:45 PM	0	37	1	1	0	0	0	0	0	0	0	0	0	39	0	1
4:00 PM	1	86	1	0	1	0	0	0	0	0	0	0	0	89	5	0
4:15 PM	0	71	2	0	0	0	0	0	0	0	0	0	0	73	0	2
4:30 PM	0	53	4	0	0	0	0	0	0	0	0	0	0	57	0	3
4:45 PM	0	89	0	0	0	0	0	0	0	0	0	0	0	89	2	0
5:00 PM	1	87	3	0	0	0	0	0	0	0	0	0	0	91	0	2
5:15 PM	0	77	1	0	0	0	0	0	0	0	0	0	0	78	1	3
5:30 PM	2	70	0	0	0	0	0	0	0	0	0	0	0	72	3	5
5:45 PM	0	59	0	0	1	0	0	0	0	0	0	0	0	60	3	3
6:00 PM	1	38	0	0	1	0	0	0	0	0	0	0	0	40	1	1
6:15 PM	2	23	0	0	0	0	0	0	0	0	0	0	0	25	0	3
6:30 PM	1	35	1	0	0	0	0	0	0	0	0	0	0	37	1	1
6:45 PM	0	7	0	0	0	1	0	0	0	0	0	0	0	8	1	1
7:00 PM	1	30	0	0	0	0	0	0	0	0	0	0	0	31	0	0
7:15 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	1	1
7:30 PM	3	20	0	0	0	0	0	0	0	0	0	0	0	23	0	1
7:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	1	2
8:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	1	2
8:15 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0
8:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	1	1
8:45 PM	1	15	0	0	0	0	0	0	0	0	0	0	0	16	0	3
9:00 PM	1	13	2	0	0	0	0	0	0	0	0	0	0	16	2	3
9:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	0
9:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	1	1
9:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
10:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
10:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	0
10:30 PM	1	12	0	0	0	0	0	0	0	0	0	0	0	13	0	0
10:45 PM	1	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:00 PM	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0
11:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
11:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
Total	**26**	**1911**	**48**	**3**	**18**	**7**	**1**	**1**	**2**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	2	0
12:15 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
12:45 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
6:00 AM	0	13	2	0	0	0	0	0	1	0	0	0	0	16	0	2
6:15 AM	1	18	4	0	0	0	0	0	0	0	0	0	0	23	0	1
6:30 AM	0	26	5	0	0	0	0	0	0	0	0	0	0	31	1	2
6:45 AM	0	38	3	0	0	0	0	0	0	0	0	0	0	41	0	0
7:00 AM	2	41	4	0	1	0	0	0	1	0	0	0	0	49	3	1
7:15 AM	0	53	4	0	0	0	0	0	1	0	0	0	0	58	0	1
7:30 AM	0	74	10	0	0	0	0	0	0	0	0	0	0	84	1	0
7:45 AM	0	81	9	0	2	0	0	0	0	0	0	0	0	92	0	2
8:00 AM	0	44	5	0	2	0	0	0	0	0	0	0	0	51	1	1
8:15 AM	0	42	4	0	0	0	0	0	0	0	0	0	0	46	2	1
8:30 AM	0	29	9	0	1	1	0	0	0	0	0	0	0	40	2	1
8:45 AM	0	41	9	0	1	0	0	0	0	0	0	0	0	51	1	3
9:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	2
9:15 AM	0	14	0	0	1	0	0	0	0	0	0	0	0	15	2	1
9:30 AM	0	23	2	0	1	0	0	0	0	0	0	0	0	26	0	4
9:45 AM	0	21	1	0	2	0	0	0	0	0	0	0	0	24	1	1
10:00 AM	1	17	5	0	1	0	0	0	0	0	0	0	0	24	1	5
10:15 AM	0	14	4	0	1	0	0	0	0	0	0	0	0	19	3	3
10:30 AM	0	22	2	0	1	0	0	0	0	0	0	0	0	25	1	0
10:45 AM	0	18	2	0	0	0	1	0	0	0	0	0	0	21	2	1
11:00 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	23	2	1
11:15 AM	0	19	1	0	1	0	0	0	0	0	0	0	0	21	0	0
11:30 AM	0	22	3	0	1	0	0	0	0	0	0	0	0	26	0	2
11:45 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	21	0	3
12:00 PM	0	15	8	0	0	0	0	0	0	0	0	0	0	23	3	2
12:15 PM	0	19	2	0	1	0	0	0	0	0	0	0	0	22	1	0
12:30 PM	0	24	1	0	0	1	0	0	0	0	0	0	0	26	1	0
12:45 PM	0	20	2	0	1	0	0	0	0	0	0	0	0	23	2	2
1:00 PM	1	29	5	0	0	0	0	0	0	0	0	0	0	35	0	3
1:15 PM	0	21	5	0	0	0	0	0	0	0	0	0	0	26	1	2
1:30 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24	7	0
1:45 PM	1	22	2	0	2	0	0	0	0	0	0	0	0	27	1	0
2:00 PM	1	29	3	0	0	0	0	0	0	0	0	0	0	33	1	1
2:15 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18	1	1
2:30 PM	0	23	1	0	1	0	0	0	0	0	0	0	0	25	1	1
2:45 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21	1	1
3:00 PM	0	20	3	0	1	0	0	0	0	0	0	0	0	24	0	3
3:15 PM	0	29	4	0	0	0	0	0	0	0	0	0	0	33	1	0
3:30 PM	2	25	1	0	0	0	0	0	0	0	0	0	0	28	1	2
3:45 PM	1	22	1	0	0	0	0	1	0	0	0	0	0	25	0	1
4:00 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	1
4:15 PM	0	33	3	0	1	0	0	0	0	0	0	0	0	37	0	3
4:30 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29	2	1
4:45 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29	4	1
5:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21	2	2
5:15 PM	0	26	1	0	1	0	0	0	0	0	0	0	0	28	0	2
5:30 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	25	0	3
5:45 PM	1	25	2	0	0	0	0	0	0	0	0	0	0	28	3	4
6:00 PM	0	27	1	0	1	0	0	0	0	0	0	0	0	29	1	5
6:15 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24	1	3
6:30 PM	1	20	1	0	0	0	0	0	0	0	0	0	0	22	1	1
6:45 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	1	0
7:00 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23	3	0
7:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	1	1
7:30 PM	0	21	0	0	1	0	0	0	0	0	0	0	0	22	0	0
7:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
8:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
8:15 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	1
8:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
8:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
9:00 PM	2	14	0	0	0	0	0	0	0	0	0	0	0	16	0	0
9:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	1
9:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
9:45 PM	1	10	0	0	0	0	0	0	0	0	0	0	0	11	1	0
10:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	1
10:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	1	0
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	1
10:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	2	0
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	1	0
11:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	1	0
Total	**17**	**1685**	**169**	**0**	**26**	**2**	**1**	**0**	**4**	**0**	**0**	**0**	**0**			

Poland Ave South of St Claude Ave 7-Day Volume with Classifications
3/9/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**2**	**0**
12:45 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**1**	**0**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**2**
1:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**	**0**	**0**
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**1**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**3**
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**4**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:45 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**	**0**	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:45 AM	1	2	0	0	1	0	0	0	0	0	0	0	0	**4**	**0**	**0**
6:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
6:15 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
6:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**1**	**1**
6:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**2**	**4**
7:00 AM	0	10	4	0	1	0	0	0	0	0	0	0	0	**15**	**0**	**0**
7:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**1**
7:30 AM	0	18	4	1	0	0	0	0	0	0	0	0	0	**23**	**0**	**2**
7:45 AM	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
8:00 AM	0	16	3	0	0	1	0	0	0	0	0	0	0	**20**	**1**	**0**
8:15 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**1**
8:30 AM	2	4	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
8:45 AM	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**9**
9:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**1**
9:15 AM	0	16	1	0	4	1	0	0	0	0	0	0	0	**22**	**0**	**1**
9:30 AM	0	18	6	0	1	0	0	0	0	0	0	0	0	**25**	**0**	**2**
9:45 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	**13**	**0**	**1**
10:00 AM	0	20	5	0	1	1	0	0	0	0	0	0	0	**27**	**3**	**1**
10:15 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	**1**	**1**
10:30 AM	0	19	7	0	1	0	0	1	0	0	0	0	0	**28**	**1**	**1**
10:45 AM	0	28	2	0	1	0	0	0	0	0	0	0	0	**31**	**1**	**3**
11:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**1**	**0**
11:15 AM	0	16	2	0	3	2	0	0	0	0	0	0	0	**23**	**1**	**0**
11:30 AM	0	16	5	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**2**
11:45 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
12:00 PM	2	27	3	0	2	0	0	0	1	0	0	0	0	**35**	**0**	**1**
12:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**3**
12:30 PM	0	19	5	0	0	0	0	0	0	0	0	0	0	**24**	**1**	**2**
12:45 PM	0	25	3	0	1	0	0	0	0	0	0	0	0	**29**	**0**	**2**
1:00 PM	0	18	4	0	1	1	0	0	0	0	0	0	0	**24**	**4**	**0**
1:15 PM	1	20	3	0	0	1	0	0	0	0	0	0	0	**25**	**0**	**1**
1:30 PM	0	22	5	0	0	0	0	0	0	0	0	0	0	**27**	**2**	**1**
1:45 PM	0	19	2	0	1	0	0	0	0	0	0	0	0	**22**	**0**	**0**
2:00 PM	0	17	4	0	0	0	0	0	0	0	0	0	0	**21**	**1**	**1**
2:15 PM	1	18	5	0	0	0	0	0	0	0	0	0	0	**24**	**2**	**5**
2:30 PM	1	21	6	0	1	0	0	0	0	0	0	0	0	**29**	**1**	**0**
2:45 PM	1	32	8	0	1	0	0	0	0	0	0	0	0	**42**	**2**	**1**
3:00 PM	0	29	6	0	0	0	0	0	0	0	0	0	0	**35**	**1**	**1**
3:15 PM	0	44	10	0	0	0	0	0	0	0	0	0	0	**54**	**0**	**1**
3:30 PM	1	45	9	0	1	0	0	0	0	0	0	0	0	**56**	**0**	**1**
3:45 PM	0	45	8	1	1	0	0	0	0	0	0	0	0	**55**	**0**	**1**
4:00 PM	1	74	14	0	1	0	0	0	0	0	0	0	0	**90**	**2**	**1**
4:15 PM	0	77	13	0	0	0	0	0	0	0	0	0	0	**90**	**1**	**1**
4:30 PM	1	64	4	0	0	0	0	0	0	0	0	0	0	**69**	**1**	**0**
4:45 PM	0	77	5	0	0	0	0	0	0	0	0	0	0	**82**	**1**	**0**
5:00 PM	0	69	11	1	1	0	0	0	0	0	0	0	0	**82**	**1**	**5**
5:15 PM	0	72	5	0	0	0	0	0	0	0	0	0	0	**77**	**2**	**4**
5:30 PM	1	50	6	0	0	0	0	0	0	0	0	0	0	**57**	**0**	**1**
5:45 PM	0	45	5	0	0	0	0	0	0	0	0	0	0	**50**	**1**	**3**
6:00 PM	0	37	3	1	0	0	0	0	0	0	0	0	0	**41**	**0**	**0**
6:15 PM	1	31	4	0	0	0	0	0	0	0	0	0	0	**36**	**0**	**4**
6:30 PM	1	31	4	0	0	0	0	0	0	0	0	0	0	**36**	**1**	**2**
6:45 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**	**1**	**2**
7:00 PM	1	21	2	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**1**
7:15 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	**28**	**2**	**1**
7:30 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
7:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**2**
8:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
8:15 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**3**
8:30 PM	1	15	1	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**3**
8:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**1**	**0**
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
9:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**2**
9:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**3**
9:45 PM	1	11	0	0	0	0	0	0	0	0	0	0	0	**12**	**2**	**2**
10:00 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**2**
10:15 PM	2	13	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**1**
10:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**2**	**0**
10:45 PM	1	8	0	0	0	0	0	0	0	0	0	0	0	**9**	**1**	**0**
11:00 PM	1	12	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
11:15 PM	1	14	1	0	0	0	0	0	0	0	0	0	0	**16**	**2**	**0**
11:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total	**25**	**1761**	**237**	**4**	**25**	**7**	**0**	**1**	**3**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**1**	**1**
1:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**1**	**0**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**2**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
1:45 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**	**0**	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**1**	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**1**
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**0**
4:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
5:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
6:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
6:15 AM	1	27	1	0	0	0	0	0	0	0	0	0	0	**29**	**3**	**0**
6:30 AM	0	38	2	0	0	0	0	0	0	0	0	0	0	**40**	**0**	**2**
6:45 AM	0	51	2	0	0	0	1	0	0	0	0	0	0	**54**	**1**	**0**
7:00 AM	0	39	4	0	0	0	0	0	0	0	0	0	0	**43**	**0**	**1**
7:15 AM	0	69	7	0	0	0	0	0	0	0	0	0	0	**76**	**1**	**2**
7:30 AM	1	73	6	0	0	0	1	0	0	0	0	0	0	**81**	**0**	**0**
7:45 AM	1	69	4	0	2	1	0	0	0	0	0	0	0	**77**	**0**	**1**
8:00 AM	0	40	3	1	6	0	0	0	0	0	0	0	0	**50**	**0**	**0**
8:15 AM	0	47	6	0	0	0	0	0	0	0	0	0	0	**53**	**2**	**0**
8:30 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**2**	**2**
8:45 AM	0	30	7	0	0	0	1	0	0	0	0	0	0	**38**	**2**	**6**
9:00 AM	0	24	3	0	1	0	0	0	0	0	0	0	0	**28**	**0**	**1**
9:15 AM	0	18	4	0	1	2	0	0	0	0	0	0	0	**25**	**0**	**0**
9:30 AM	0	26	2	0	0	0	0	0	0	0	0	0	0	**28**	**1**	**1**
9:45 AM	0	29	2	1	1	0	0	0	0	0	0	0	0	**33**	**1**	**0**
10:00 AM	0	19	7	0	0	0	0	0	0	0	0	0	0	**26**	**0**	**1**
10:15 AM	0	20	9	0	4	1	0	0	0	0	0	0	0	**34**	**1**	**1**
10:30 AM	0	30	4	0	1	1	0	0	0	0	0	0	0	**36**	**0**	**0**
10:45 AM	0	28	6	0	2	0	0	0	0	0	0	0	0	**36**	**1**	**0**
11:00 AM	0	21	2	0	1	0	1	0	0	0	0	0	0	**25**	**0**	**2**
11:15 AM	1	18	2	0	0	0	0	0	0	0	0	0	0	**21**	**3**	**1**
11:30 AM	0	28	5	0	1	0	0	0	0	0	0	0	0	**34**	**0**	**4**
11:45 AM	0	23	3	0	0	0	0	0	0	0	0	0	0	**26**	**1**	**2**
12:00 PM	0	20	2	0	4	0	0	0	0	0	0	0	0	**26**	**1**	**2**
12:15 PM	1	24	4	0	0	0	1	0	0	0	0	0	0	**30**	**1**	**0**
12:30 PM	0	20	2	0	1	0	1	0	0	0	0	0	0	**24**	**1**	**4**
12:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**1**
1:00 PM	0	18	6	0	0	0	0	0	0	0	0	0	0	**24**	**1**	**0**
1:15 PM	2	13	2	0	0	0	0	0	0	0	0	0	0	**17**	**3**	**1**
1:30 PM	1	10	2	0	0	0	0	0	0	0	0	0	0	**13**	**4**	**1**
1:45 PM	0	24	2	0	1	0	0	0	0	0	0	0	0	**27**	**0**	**6**
2:00 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	**25**	**2**	**2**
2:15 PM	1	26	4	0	0	0	0	0	0	0	0	0	0	**31**	**0**	**1**
2:30 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**	**2**	**0**
2:45 PM	0	20	2	0	1	0	0	0	0	0	0	0	0	**23**	**1**	**2**
3:00 PM	0	23	4	0	0	0	0	0	0	0	0	0	0	**27**	**2**	**0**
3:15 PM	0	33	3	0	0	0	0	0	0	0	0	0	0	**36**	**8**	**1**
3:30 PM	0	18	2	0	1	0	0	0	0	0	0	0	0	**21**	**0**	**4**
3:45 PM	2	32	2	0	0	0	0	0	0	0	0	0	0	**36**	**3**	**1**
4:00 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	**26**	**1**	**0**
4:15 PM	1	26	6	0	1	0	0	0	0	0	0	0	0	**34**	**2**	**3**
4:30 PM	0	30	4	0	0	0	0	0	0	0	0	0	0	**34**	**2**	**1**
4:45 PM	0	22	4	0	0	0	0	0	0	0	0	0	0	**26**	**1**	**2**
5:00 PM	0	25	4	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**4**
5:15 PM	0	28	2	0	0	0	0	0	0	0	0	0	0	**30**	**1**	**1**
5:30 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
5:45 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**2**
6:00 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**	**2**	**5**
6:15 PM	1	28	4	0	0	0	0	0	0	0	0	0	0	**33**	**1**	**0**
6:30 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**4**
6:45 PM	0	27	3	0	0	0	0	0	0	0	0	0	0	**30**	**1**	**1**
7:00 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	**29**	**1**	**2**
7:15 PM	0	31	4	0	0	0	0	0	0	0	0	0	0	**35**	**1**	**3**
7:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**1**
7:45 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	**1**	**1**
8:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**2**	**0**
8:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**6**
8:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	**2**	**1**
8:45 PM	1	13	1	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
9:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**3**
9:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**2**
9:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**2**
9:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**1**	**2**
10:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
10:15 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**1**
10:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**1**	**0**
10:45 PM	1	13	2	0	0	0	0	0	0	0	0	0	0	**16**	**2**	**0**
11:00 PM	1	9	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
11:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
11:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**2**	**0**
11:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**2**
Total	**16**	**1787**	**204**	**2**	**29**	**7**	**3**	**2**	**0**	**0**	**0**	**0**	**0**			

Poland Ave South of St Claude Ave 7-Day Volume with Classifications
3/10/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	1	9	0	0	0	0	0	0	0	0	0	0	0	10	1	0
12:15 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	12	0	0
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
1:30 AM	1	4	1	0	0	0	0	0	0	0	0	0	0	6	0	0
1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
2:15 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3	0	2
3:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0
3:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4	0	0
3:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3	0	0
4:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3	1	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 AM	0	5	0	1	0	0	1	0	0	0	0	0	0	7	0	0
6:00 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	7	0	4
6:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	1
6:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	2	1
6:45 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12	0	0
7:00 AM	0	11	1	0	0	0	1	0	0	0	0	0	0	13	0	2
7:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
7:30 AM	0	9	1	0	0	0	1	0	0	0	0	0	0	11	0	2
7:45 AM	0	18	7	0	0	0	0	0	0	0	0	0	0	25	2	1
8:00 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	23	2	0
8:15 AM	0	14	7	0	1	0	0	0	0	0	0	0	0	22	1	1
8:30 AM	0	16	4	0	0	0	0	0	0	0	0	0	0	20	1	2
8:45 AM	0	12	7	0	1	0	0	0	0	0	0	0	0	20	2	0
9:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14	1	3
9:15 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13	1	0
9:30 AM	1	15	8	0	0	2	0	0	0	0	0	0	0	26	0	1
9:45 AM	0	13	3	0	0	1	0	0	0	0	0	0	0	17	0	2
10:00 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	0
10:15 AM	1	11	6	0	0	0	0	0	0	0	0	0	0	18	0	0
10:30 AM	1	8	4	0	0	0	0	0	0	0	0	0	0	13	1	0
10:45 AM	0	13	5	0	0	1	1	0	0	0	0	0	0	20	1	0
11:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
11:15 AM	1	15	4	0	2	0	0	0	0	0	0	0	0	22	0	0
11:30 AM	2	14	5	0	0	0	0	0	0	0	0	0	0	21	0	0
11:45 AM	0	19	4	0	1	0	0	0	0	0	0	0	0	24	0	1
12:00 PM	0	21	7	0	0	0	0	0	0	0	0	0	0	28	0	0
12:15 PM	0	21	6	0	1	1	0	0	0	0	0	0	0	29	3	1
12:30 PM	0	24	10	0	1	0	0	0	0	0	0	0	0	35	0	1
12:45 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	28	1	1
1:00 PM	0	29	10	0	1	0	0	0	0	0	0	0	0	40	0	1
1:15 PM	0	24	7	0	1	0	0	0	0	0	0	0	0	32	0	1
1:30 PM	1	14	5	0	2	0	0	0	0	0	0	0	0	22	3	1
1:45 PM	0	14	7	0	1	0	0	0	0	0	0	0	0	22	0	2
2:00 PM	0	30	11	0	1	0	0	0	0	0	0	0	0	42	0	2
2:15 PM	0	20	11	0	1	0	0	0	0	0	0	0	0	32	1	0
2:30 PM	0	20	2	0	1	0	0	0	0	0	0	0	0	23	1	0
2:45 PM	0	23	12	0	0	1	0	0	0	0	0	0	0	36	2	0
3:00 PM	2	36	16	0	1	0	0	0	0	0	0	0	0	55	1	0
3:15 PM	1	42	6	0	0	0	0	0	0	0	0	0	0	49	1	0
3:30 PM	0	37	16	1	2	0	0	0	0	0	0	0	0	56	0	1
3:45 PM	0	54	12	0	3	0	0	0	0	0	0	0	0	69	0	1
4:00 PM	1	47	10	0	0	0	0	0	0	0	0	0	0	58	1	0
4:15 PM	0	69	16	1	1	0	0	0	0	0	0	0	0	87	1	0
4:30 PM	1	64	7	0	1	0	0	0	0	0	0	0	0	73	0	0
4:45 PM	2	67	6	0	2	0	0	0	0	0	0	0	0	77	0	0
5:00 PM	2	59	3	0	0	0	0	0	0	0	0	0	0	64	0	0
5:15 PM	0	66	5	0	1	0	0	0	0	0	0	0	0	72	1	5
5:30 PM	0	64	5	0	2	0	0	0	0	0	0	0	0	71	1	5
5:45 PM	0	58	7	0	0	0	0	0	0	0	0	0	0	65	2	2
6:00 PM	0	36	5	1	1	0	0	0	0	0	0	0	0	43	2	6
6:15 PM	2	37	2	0	1	0	0	0	0	0	0	0	0	42	0	1
6:30 PM	0	33	2	0	0	0	0	0	0	0	0	0	0	35	0	1
6:45 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	23	3	0
7:00 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	32	0	4
7:15 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26	1	3
7:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	1
7:45 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	0
8:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
8:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	1	0
8:30 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	0
8:45 PM	0	21	1	0	1	0	0	0	0	0	0	0	0	23	1	0
9:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	1	2
9:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	1	0
9:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
9:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	1	0
10:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
10:15 PM	1	17	0	0	0	0	0	0	0	0	0	0	0	18	6	0
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	3	2
10:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	3
11:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	0
11:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
11:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	2	0
11:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
Total	**23**	**1787**	**312**	**4**	**34**	**7**	**4**	**0**	**3**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	2	2	0	0	0	0	0	0	0	0	0	0	0	4	1	0
12:15 AM	1	4	0	0	1	0	0	0	0	0	0	0	0	6	0	0
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	1	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0
2:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	3	1	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
5:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
5:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
5:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	1	0
6:00 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	19	1	1
6:15 AM	1	18	3	0	0	1	0	0	0	0	0	0	0	23	0	2
6:30 AM	0	39	3	0	0	1	1	0	0	0	0	0	0	44	2	1
6:45 AM	1	36	5	0	0	0	1	0	0	0	0	0	0	43	0	0
7:00 AM	0	29	6	0	0	0	1	0	0	0	0	0	0	36	0	0
7:15 AM	0	62	5	0	0	0	0	0	0	0	0	0	0	67	0	2
7:30 AM	1	66	4	0	1	0	0	0	0	0	0	0	0	72	1	1
7:45 AM	0	62	6	0	3	2	0	0	0	0	0	0	0	73	2	1
8:00 AM	0	42	4	0	0	2	0	0	0	0	0	0	0	48	2	2
8:15 AM	0	35	2	0	0	1	0	0	0	0	0	0	0	38	1	3
8:30 AM	0	31	2	0	0	2	0	0	0	0	0	0	0	35	1	0
8:45 AM	0	31	2	0	1	0	0	0	0	0	0	0	0	34	1	3
9:00 AM	0	20	4	1	0	0	0	0	0	0	0	0	0	25	0	0
9:15 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	1
9:30 AM	0	18	3	0	1	1	0	0	0	0	0	0	0	23	2	1
9:45 AM	0	31	3	0	0	0	0	0	0	0	0	0	0	34	0	1
10:00 AM	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0	2
10:15 AM	0	24	4	0	1	0	0	0	0	0	0	0	0	29	3	1
10:30 AM	0	22	5	0	0	1	0	0	0	0	0	0	0	28	1	2
10:45 AM	0	21	2	0	2	0	0	0	0	0	0	0	0	25	0	0
11:00 AM	0	21	4	0	1	0	0	0	0	0	0	0	0	26	1	0
11:15 AM	0	25	5	0	1	1	0	0	0	0	0	0	0	32	0	0
11:30 AM	0	30	2	0	1	0	0	0	0	0	0	0	0	33	1	5
11:45 AM	0	25	4	0	0	0	0	0	0	0	0	0	0	29	2	1
12:00 PM	0	30	1	0	0	1	0	0	0	0	0	0	0	32	2	0
12:15 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
12:30 PM	1	20	2	0	0	0	0	0	0	0	0	0	0	23	3	0
12:45 PM	0	20	3	0	2	0	0	0	0	0	0	0	0	25	0	1
1:00 PM	0	27	3	0	1	0	0	0	0	0	0	0	0	31	0	1
1:15 PM	3	21	2	0	2	0	0	0	0	0	0	0	0	28	0	2
1:30 PM	2	10	2	0	0	0	0	0	0	0	0	0	0	14	1	2
1:45 PM	0	19	3	0	1	0	0	0	0	0	0	0	0	23	1	2
2:00 PM	0	30	4	0	1	0	0	0	0	0	0	0	0	35	0	0
2:15 PM	1	25	1	0	0	0	0	0	0	0	0	0	0	27	1	2
2:30 PM	0	29	1	0	0	1	0	0	0	0	0	0	0	31	1	3
2:45 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	28	1	0
3:00 PM	0	27	4	0	0	0	0	0	0	0	0	0	0	31	3	0
3:15 PM	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	0
3:30 PM	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	2
3:45 PM	0	26	1	0	2	0	0	0	0	0	0	0	0	29	1	0
4:00 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	1
4:15 PM	0	27	5	0	0	0	0	0	0	0	0	0	0	32	0	0
4:30 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27	0	0
4:45 PM	1	22	0	0	0	0	0	0	0	0	0	0	0	23	0	1
5:00 PM	1	30	0	1	1	0	0	0	0	0	0	0	0	33	0	0
5:15 PM	1	25	0	0	0	0	0	0	0	0	0	0	0	26	0	1
5:30 PM	0	31	1	0	0	0	0	0	0	0	0	0	0	32	0	1
5:45 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	28	0	2
6:00 PM	0	33	1	0	1	0	0	0	0	0	0	0	0	35	0	9
6:15 PM	0	33	2	0	0	0	0	0	0	0	0	0	0	35	0	2
6:30 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	2
6:45 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	2
7:00 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	0
7:15 PM	1	28	0	0	0	0	0	0	0	0	0	0	0	29	0	2
7:30 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	5
7:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	2
8:00 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	2	0
8:15 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	0
8:30 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	7
8:45 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	1	0
9:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	1	1
9:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	2
9:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
9:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	3	0
10:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	2	0
10:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	1	0
10:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
10:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	1	0
11:00 PM	1	14	0	0	0	0	0	0	0	0	0	0	0	15	0	0
11:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
11:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
11:45 PM	1	9	0	0	0	0	0	0	0	0	0	0	0	10	1	0
Total	**19**	**1876**	**149**	**2**	**24**	**13**	**4**	**0**	**2**	**0**	**0**	**0**	**0**			

Poland Ave South of St Claude Ave 7-Day Volume with Classifications
3/11/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**1**	**0**
12:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
12:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**1**	**0**
12:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**1**	**0**
1:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
1:30 AM	0	8	0	0	0	1	0	0	0	0	0	0	0	**9**	**0**	**0**
1:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:45 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**	**1**	**0**
6:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
6:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**2**	**0**
7:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:15 AM	1	8	0	0	0	0	0	1	0	0	0	0	0	**10**	**0**	**0**
7:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
8:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
8:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
8:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
8:45 AM	5	9	1	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
9:00 AM	1	14	1	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
9:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
9:30 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	**14**	**0**	**0**
9:45 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
10:00 AM	1	13	1	0	0	0	0	0	0	0	0	0	0	**15**	**1**	**0**
10:15 AM	1	16	1	0	0	0	0	0	0	0	0	0	0	**18**	**1**	**0**
10:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	**1**	**0**
10:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**1**	**0**
11:00 AM	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
11:15 AM	2	18	1	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
11:30 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**	**1**	**0**
11:45 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
12:00 PM	2	13	2	1	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
12:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**2**	**0**
12:30 PM	0	17	2	1	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
12:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**	**1**	**0**
1:00 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
1:15 PM	1	21	4	0	0	0	0	0	0	0	0	0	0	**26**	**0**	**0**
1:30 PM	0	30	1	0	0	0	0	0	0	0	0	0	0	**31**	**0**	**0**
1:45 PM	0	25	4	0	1	0	0	0	0	0	0	0	0	**30**	**0**	**0**
2:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
2:15 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
2:30 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**0**
2:45 PM	0	22	4	0	1	0	0	0	0	0	0	0	0	**27**	**0**	**0**
3:00 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
3:15 PM	2	31	6	0	0	0	0	0	0	0	0	0	0	**39**	**1**	**0**
3:30 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**	**1**	**0**
3:45 PM	0	27	5	0	0	0	0	0	0	0	0	0	0	**32**	**2**	**0**
4:00 PM	0	19	2	1	0	0	0	0	0	0	0	0	0	**22**	**2**	**0**
4:15 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	**2**	**0**
4:30 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**	**1**	**0**
4:45 PM	0	23	2	0	1	0	0	0	0	0	0	0	0	**26**	**0**	**0**
5:00 PM	1	21	5	0	0	0	0	0	0	0	0	0	0	**27**	**1**	**0**
5:15 PM	0	37	4	0	0	0	0	0	0	0	0	0	0	**41**	**0**	**0**
5:30 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	**36**	**0**	**0**
5:45 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**	**3**	**0**
6:00 PM	1	30	1	0	0	0	0	0	0	0	0	0	0	**32**	**0**	**0**
6:15 PM	0	26	4	0	1	0	0	0	0	0	0	0	0	**31**	**0**	**0**
6:30 PM	0	29	4	0	0	0	0	0	0	0	0	0	0	**33**	**0**	**0**
6:45 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	**31**	**0**	**0**
7:00 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
7:15 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
7:30 PM	1	20	1	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
7:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**3**	**0**
8:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**1**	**0**
8:15 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
8:30 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	**1**	**0**
8:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
9:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
9:15 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**	**2**	**0**
9:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
9:45 PM	1	14	3	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
10:00 PM	1	18	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
10:15 PM	1	16	5	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
10:30 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
10:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
11:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
11:15 PM	1	19	1	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
11:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
11:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
Total	**23**	**1410**	**136**	**3**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
12:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
12:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**1**	**0**
12:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**1**
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
6:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
6:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**1**	**1**
6:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**1**
7:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**	**1**	**0**
7:15 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**	**2**	**1**
7:30 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
7:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**1**	**0**
8:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**1**	**0**
8:15 AM	0	16	2	0	1	0	0	0	0	0	0	0	0	**19**	**0**	**2**
8:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	**1**	**3**
8:45 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**1**
9:00 AM	1	12	0	0	1	0	0	0	0	0	0	0	0	**14**	**0**	**3**
9:15 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**2**
9:30 AM	0	18	0	0	1	0	0	0	0	0	0	0	0	**19**	**2**	**0**
9:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**1**	**2**
10:00 AM	1	11	0	0	0	0	0	0	0	0	0	0	0	**12**	**1**	**0**
10:15 AM	0	21	1	0	2	0	0	0	0	0	0	0	0	**24**	**4**	**1**
10:30 AM	0	18	0	0	1	0	0	0	0	0	0	0	0	**19**	**1**	**3**
10:45 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**	**2**	**1**
11:00 AM	1	33	2	0	0	0	0	0	0	0	0	0	0	**36**	**3**	**2**
11:15 AM	0	23	2	0	2	0	0	0	0	0	0	0	0	**27**	**1**	**1**
11:30 AM	1	23	1	0	1	0	0	0	0	0	0	0	0	**26**	**2**	**6**
11:45 AM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**	**3**	**1**
12:00 PM	1	22	0	0	0	0	0	0	0	0	0	0	0	**23**	**3**	**0**
12:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**1**	**4**
12:30 PM	1	25	2	0	0	1	0	0	0	0	0	0	0	**29**	**2**	**3**
12:45 PM	1	23	0	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**2**
1:00 PM	1	30	0	0	1	0	0	0	0	0	0	0	0	**32**	**1**	**0**
1:15 PM	2	25	1	0	0	0	0	0	0	0	0	0	0	**28**	**1**	**3**
1:30 PM	0	32	0	0	0	0	0	0	0	0	0	0	0	**32**	**0**	**1**
1:45 PM	1	28	1	0	0	0	0	0	0	0	0	0	0	**30**	**0**	**5**
2:00 PM	1	19	1	0	1	0	0	0	0	0	0	0	0	**22**	**3**	**2**
2:15 PM	0	34	0	0	0	0	0	0	0	0	0	0	0	**34**	**0**	**0**
2:30 PM	1	17	0	0	0	0	0	0	0	0	0	0	0	**18**	**1**	**1**
2:45 PM	0	37	0	0	1	0	0	0	0	0	0	0	0	**38**	**0**	**1**
3:00 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**	**1**	**1**
3:15 PM	1	29	0	0	1	0	0	0	0	0	0	0	0	**31**	**1**	**1**
3:30 PM	1	29	1	1	0	0	0	0	0	0	0	0	0	**32**	**0**	**4**
3:45 PM	3	42	2	0	0	0	0	0	0	0	0	0	0	**47**	**2**	**1**
4:00 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**5**
4:15 PM	1	25	0	0	0	0	0	0	0	0	0	0	0	**26**	**2**	**3**
4:30 PM	0	27	0	0	1	0	0	0	0	0	0	0	0	**28**	**1**	**0**
4:45 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**	**0**	**1**
5:00 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
5:15 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**	**5**	**0**
5:30 PM	6	26	1	0	0	0	0	0	0	0	0	0	0	**33**	**2**	**4**
5:45 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**	**1**	**2**
6:00 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**	**0**	**1**
6:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**3**	**3**
6:30 PM	1	25	2	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**1**
6:45 PM	0	34	0	0	0	0	0	0	0	0	0	0	0	**34**	**0**	**1**
7:00 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**2**
7:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
7:30 PM	0	19	0	0	1	1	0	0	0	0	0	0	0	**21**	**1**	**0**
7:45 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**0**
8:00 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**0**
8:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**2**	**0**
8:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**1**	**0**
8:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
9:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	**3**	**1**
9:15 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
9:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**3**	**0**
9:45 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**1**
10:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**1**	**1**
10:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**1**	**0**
10:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
10:45 PM	1	15	0	0	0	0	0	0	0	0	0	0	0	**16**	**2**	**4**
11:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
11:15 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**1**	**0**
11:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
11:45 PM	1	6	0	0	0	0	0	0	0	0	0	0	0	**7**	**1**	**0**
Total	**28**	**1612**	**35**	**1**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Poland Ave South of St Claude Ave 7-Day Volume with Classifications
3/12/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**2**	**0**
12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**2**
12:30 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	**1**	**0**
12:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**3**
1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
3:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
4:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
4:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**1**
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**2**
6:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**2**	**2**
7:45 AM	1	9	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
8:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:15 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**	**2**	**1**
8:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
8:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**1**	**2**
9:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**1**	**1**
9:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**1**	**0**
9:30 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**	**0**	**2**
9:45 AM	0	14	0	0	1	0	0	0	0	0	0	0	0	**15**	**0**	**4**
10:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**1**
10:15 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**	**1**	**2**
10:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**1**	**0**
10:45 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**6**
11:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**3**	**12**
11:15 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**	**7**	**21**
11:30 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**5**	**6**
11:45 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**1**	**4**
12:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**3**	**2**
12:15 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**	**1**	**3**
12:30 PM	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**	**1**	**2**
12:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**3**	**3**
1:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**1**	**1**
1:15 PM	1	27	0	0	0	0	0	0	0	0	0	0	0	**28**	**1**	**2**
1:30 PM	1	22	1	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**1**
1:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**1**
2:00 PM	2	21	1	0	0	0	0	0	0	0	0	0	0	**24**	**4**	**1**
2:15 PM	1	23	1	0	0	0	0	0	0	0	0	0	0	**25**	**1**	**2**
2:30 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	**1**	**5**
2:45 PM	3	32	0	0	0	0	0	0	0	0	0	0	0	**35**	**0**	**0**
3:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**5**
3:15 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**	**3**	**0**
3:30 PM	5	27	1	0	0	0	0	0	0	0	0	0	0	**33**	**0**	**0**
3:45 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**	**0**	**2**
4:00 PM	4	31	0	0	0	0	0	0	0	0	0	0	0	**35**	**1**	**1**
4:15 PM	1	20	0	1	0	0	0	0	0	0	0	0	0	**22**	**2**	**0**
4:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**1**	**0**
4:45 PM	0	31	0	0	1	0	0	0	0	0	0	0	0	**32**	**1**	**3**
5:00 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	**33**	**1**	**3**
5:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**3**	**2**
5:30 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	**34**	**3**	**3**
5:45 PM	1	21	0	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**2**
6:00 PM	0	28	0	0	1	0	0	0	0	0	0	0	0	**29**	**1**	**1**
6:15 PM	0	36	0	0	0	0	0	0	0	0	0	0	0	**36**	**0**	**4**
6:30 PM	1	27	1	0	0	0	0	0	0	0	0	0	0	**29**	**1**	**3**
6:45 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	**34**	**4**	**4**
7:00 PM	0	34	0	0	0	0	0	0	0	0	0	0	0	**34**	**1**	**3**
7:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**1**	**8**
7:30 PM	1	25	1	0	0	0	0	0	0	0	0	0	0	**27**	**1**	**0**
7:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**3**
8:00 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**	**2**	**1**
8:15 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**4**
8:30 PM	1	15	0	0	0	0	0	0	0	0	0	0	0	**16**	**1**	**2**
8:45 PM	1	24	0	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**1**
9:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**	**1**	**1**
9:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**2**	**2**
9:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
9:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**2**
10:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**2**	**0**
10:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**1**	**1**
10:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
10:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
11:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
11:15 PM	1	11	0	0	0	0	0	0	0	0	0	0	0	**12**	**1**	**1**
11:30 PM	1	10	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**1**
11:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**1**	**1**
Total	**26**	**1397**	**14**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
12:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:30 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
5:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
6:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**2**
6:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
7:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
7:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
7:45 AM	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**	**1**	**2**
8:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**2**	**0**
8:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**4**	**1**
8:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**1**	**2**
8:45 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**1**
9:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**1**
9:15 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**	**1**	**1**
9:30 AM	2	11	2	0	1	0	0	0	0	0	0	0	0	**16**	**0**	**1**
9:45 AM	0	10	5	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**3**
10:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**2**	**2**
10:15 AM	0	27	3	0	0	0	0	0	0	0	0	0	0	**30**	**1**	**3**
10:30 AM	0	21	3	0	0	0	0	0	0	0	0	0	0	**24**	**3**	**0**
10:45 AM	3	24	2	0	0	0	0	0	0	0	0	0	0	**29**	**3**	**2**
11:00 AM	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**	**0**	**6**
11:15 AM	1	16	3	0	0	0	0	0	0	0	0	0	0	**20**	**2**	**2**
11:30 AM	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**	**1**	**3**
11:45 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**	**7**	**2**
12:00 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**4**
12:15 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**	**3**	**1**
12:30 PM	1	21	3	0	0	0	0	0	0	0	0	0	0	**25**	**2**	**5**
12:45 PM	0	21	9	0	0	0	0	0	0	0	0	0	0	**30**	**3**	**2**
1:00 PM	2	22	3	0	0	0	0	0	0	0	0	0	0	**27**	**6**	**7**
1:15 PM	0	35	2	0	0	0	0	0	0	0	0	0	0	**37**	**5**	**9**
1:30 PM	1	19	4	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**2**
1:45 PM	1	17	3	0	0	0	0	0	0	0	0	0	0	**21**	**1**	**0**
2:00 PM	1	23	1	0	0	0	0	0	0	0	0	0	0	**25**	**2**	**1**
2:15 PM	1	23	6	0	0	0	0	0	0	0	0	0	0	**30**	**1**	**3**
2:30 PM	1	28	3	0	0	0	0	0	0	0	0	0	0	**32**	**1**	**3**
2:45 PM	2	27	3	0	0	0	0	0	0	0	0	0	0	**32**	**0**	**4**
3:00 PM	1	27	4	0	0	0	0	0	0	0	0	0	0	**32**	**1**	**8**
3:15 PM	1	18	3	0	0	0	0	0	0	0	0	0	0	**22**	**1**	**2**
3:30 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**	**1**	**1**
3:45 PM	2	24	3	0	0	0	0	0	0	0	0	0	0	**29**	**4**	**4**
4:00 PM	1	27	3	0	0	0	0	0	0	0	0	0	0	**31**	**2**	**5**
4:15 PM	2	29	7	0	0	0	0	0	0	0	0	0	0	**38**	**2**	**7**
4:30 PM	1	33	3	0	0	0	0	0	0	0	0	0	0	**37**	**3**	**6**
4:45 PM	0	35	5	0	2	0	0	0	0	0	0	0	0	**42**	**4**	**12**
5:00 PM	0	44	4	0	0	0	0	0	0	0	0	0	0	**48**	**1**	**6**
5:15 PM	2	23	3	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**1**
5:30 PM	1	33	2	0	0	0	0	0	0	0	0	0	0	**36**	**0**	**1**
5:45 PM	2	31	6	0	0	0	0	0	0	0	0	0	0	**39**	**1**	**7**
6:00 PM	1	29	5	0	0	0	0	0	0	0	0	0	0	**35**	**0**	**3**
6:15 PM	2	32	5	0	0	0	0	0	0	0	0	0	0	**39**	**4**	**8**
6:30 PM	0	27	4	0	0	0	0	0	0	0	0	0	0	**31**	**0**	**5**
6:45 PM	0	25	5	0	0	0	0	0	0	0	0	0	0	**30**	**3**	**4**
7:00 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	**37**	**0**	**1**
7:15 PM	2	19	4	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**5**
7:30 PM	3	33	1	0	0	0	0	0	0	0	0	0	0	**37**	**0**	**1**
7:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**1**	**3**
8:00 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
8:15 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	**26**	**1**	**2**
8:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**3**	**0**
8:45 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**	**1**	**2**
9:00 PM	0	35	4	0	0	0	0	0	0	0	0	0	0	**39**	**7**	**2**
9:15 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	**3**	**1**
9:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**	**1**	**0**
9:45 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**	**3**	**1**
10:00 PM	1	15	1	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**2**
10:15 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**	**2**	**0**
10:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**3**
10:45 PM	0	10	0	0	0	0	0	0	1	0	0	0	0	**11**	**1**	**0**
11:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**1**
11:15 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**	**0**	**1**
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
Total	**39**	**1525**	**183**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**			

Poland Ave South of St Claude Ave 7-Day Volume with Classifications
3/13/2023
USI - 22-077

	NORTHBOUND																	
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	1	4	1	0	0	0	0	0	0	0	0	0	0	**6**	**4**	**2**
12:15 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**	**0**	**0**
12:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
12:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:00 AM	0	4	0	0	0	0	1	0	0	0	0	0	0	**5**	**0**	**0**
2:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
2:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	**0**	**0**
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**2**	**0**
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:30 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**1**
5:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	**0**	**0**
6:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
6:15 AM	1	5	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
7:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
7:15 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	**1**	**0**
7:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
7:45 AM	0	15	1	0	2	0	0	0	0	0	0	0	0	**18**	**0**	**0**
8:00 AM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
8:15 AM	0	14	0	0	0	1	0	0	0	0	0	0	0	**15**	**0**	**0**
8:30 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
8:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
9:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**	**0**	**0**
9:15 AM	0	18	4	1	1	0	0	0	0	0	0	0	0	**24**	**0**	**1**
9:30 AM	0	15	3	0	1	0	0	1	0	0	0	0	0	**20**	**0**	**0**
9:45 AM	0	19	3	0	0	0	1	0	1	0	0	0	0	**24**	**0**	**0**
10:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	**1**	**0**
10:15 AM	0	8	0	0	3	1	0	0	0	0	0	0	0	**12**	**0**	**1**
10:30 AM	1	18	1	0	1	0	0	0	0	0	0	0	0	**21**	**1**	**0**
10:45 AM	0	15	0	0	3	1	0	0	0	0	0	0	0	**19**	**0**	**0**
11:00 AM	1	16	1	0	1	0	0	0	0	0	0	0	0	**19**	**0**	**0**
11:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
11:30 AM	1	10	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**1**
11:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**4**
12:00 PM	0	8	1	0	2	0	0	0	0	0	0	0	0	**11**	**1**	**1**
12:15 PM	0	22	3	0	1	0	0	0	1	0	0	0	0	**27**	**0**	**1**
12:30 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**	**0**	**0**
12:45 PM	2	16	2	1	0	1	0	0	0	0	0	0	0	**22**	**0**	**0**
1:00 PM	0	22	2	0	2	0	0	0	0	0	0	0	0	**26**	**0**	**1**
1:15 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	**28**	**2**	**0**
1:30 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
1:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
2:00 PM	0	26	0	0	0	0	0	0	1	0	0	0	0	**27**	**0**	**0**
2:15 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
2:30 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	**36**	**2**	**1**
2:45 PM	1	20	3	0	1	0	0	0	0	0	0	0	0	**25**	**2**	**0**
3:00 PM	0	24	5	0	2	0	0	0	0	0	0	0	0	**31**	**3**	**0**
3:15 PM	0	36	2	1	2	0	0	0	0	0	0	0	0	**41**	**0**	**1**
3:30 PM	3	40	6	1	0	0	0	0	0	0	0	0	0	**50**	**0**	**0**
3:45 PM	0	54	2	0	0	0	0	0	0	0	0	0	0	**56**	**0**	**0**
4:00 PM	0	55	5	0	1	0	0	0	0	0	0	0	0	**61**	**4**	**0**
4:15 PM	0	58	4	0	2	0	0	0	0	0	0	0	0	**64**	**0**	**1**
4:30 PM	2	66	3	2	1	0	0	0	0	0	0	0	0	**74**	**2**	**1**
4:45 PM	0	70	3	0	0	0	0	0	0	0	0	0	0	**73**	**0**	**0**
5:00 PM	0	78	11	0	0	0	0	0	0	0	0	0	0	**89**	**1**	**0**
5:15 PM	0	74	7	1	0	0	0	0	0	0	0	0	0	**82**	**2**	**0**
5:30 PM	1	51	4	1	0	0	0	0	0	0	0	0	0	**57**	**3**	**3**
5:45 PM	0	46	2	0	1	0	0	0	0	0	0	0	0	**49**	**0**	**3**
6:00 PM	0	28	2	0	0	0	0	0	0	0	0	0	0	**30**	**0**	**3**
6:15 PM	2	39	6	0	1	0	0	0	0	0	0	0	0	**48**	**1**	**2**
6:30 PM	1	40	3	0	0	0	0	0	0	0	0	0	0	**44**	**0**	**2**
6:45 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**	**0**	**1**
7:00 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**3**
7:15 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**1**
7:30 PM	0	23	2	0	0	0	1	0	0	0	0	0	0	**26**	**0**	**0**
7:45 PM	0	24	0	0	1	0	0	0	0	0	0	0	0	**25**	**1**	**1**
8:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**1**	**7**
8:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
8:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**1**
8:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
9:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
9:15 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**1**
9:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
9:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**1**	**0**
10:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**1**	**2**
10:30 PM	1	10	2	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
10:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**1**	**0**
11:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**1**	**0**
11:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
11:30 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
11:45 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**	**1**	**0**
Total	**22**	**1724**	**144**	**8**	**33**	**5**	**2**	**2**	**3**	**0**	**0**	**0**	**0**			

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
12:30 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	**1**	**0**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**1**
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**2**
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**2**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**1**	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**3**	**0**
4:30 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
5:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
5:30 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	**6**	**1**	**0**
5:45 AM	0	12	0	0	0	1	0	0	0	0	0	0	0	**13**	**0**	**0**
6:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
6:15 AM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
6:30 AM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**1**
6:45 AM	0	26	2	1	1	0	0	0	0	0	0	0	0	**30**	**0**	**1**
7:00 AM	0	40	7	0	1	0	0	0	0	0	0	0	0	**48**	**1**	**0**
7:15 AM	0	57	1	0	1	0	0	0	0	0	0	0	0	**59**	**1**	**0**
7:30 AM	0	79	2	0	0	0	0	0	0	0	0	0	0	**81**	**2**	**0**
7:45 AM	0	71	7	0	2	1	0	0	0	0	0	0	0	**81**	**1**	**0**
8:00 AM	0	43	9	1	4	0	0	0	0	0	0	0	0	**57**	**1**	**0**
8:15 AM	0	47	1	0	1	0	0	0	0	0	0	0	0	**49**	**0**	**0**
8:30 AM	0	28	6	0	2	0	0	0	0	0	0	0	0	**36**	**0**	**0**
8:45 AM	0	33	8	0	0	0	1	0	0	0	0	0	0	**42**	**0**	**2**
9:00 AM	0	23	10	1	1	0	0	0	0	0	0	0	0	**35**	**0**	**0**
9:15 AM	1	16	5	0	3	0	0	0	0	0	0	0	0	**25**	**2**	**1**
9:30 AM	0	18	7	0	0	0	0	0	0	0	0	0	0	**25**	**1**	**3**
9:45 AM	1	17	6	0	1	0	0	0	0	0	0	0	0	**25**	**1**	**2**
10:00 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	**2**	**2**
10:15 AM	1	10	5	0	2	0	0	0	0	0	0	0	0	**18**	**0**	**4**
10:30 AM	0	13	5	0	0	0	0	0	0	0	0	0	0	**18**	**3**	**5**
10:45 AM	0	18	13	0	2	0	0	0	0	0	0	0	0	**33**	**1**	**2**
11:00 AM	0	25	4	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**3**
11:15 AM	0	21	4	0	1	0	0	0	0	0	0	0	0	**26**	**0**	**3**
11:30 AM	1	24	1	0	1	0	0	0	0	0	0	0	0	**27**	**2**	**5**
11:45 AM	0	16	3	0	3	0	0	0	0	0	0	0	0	**22**	**0**	**5**
12:00 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	**25**	**1**	**2**
12:15 PM	0	11	1	0	1	0	0	0	1	0	0	0	0	**14**	**0**	**1**
12:30 PM	1	28	6	0	2	0	0	0	0	0	0	0	0	**37**	**1**	**0**
12:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
1:00 PM	0	18	6	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**2**
1:15 PM	0	24	6	0	3	0	0	0	0	0	0	0	0	**33**	**2**	**0**
1:30 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	**1**	**1**
1:45 PM	2	23	0	0	0	0	0	0	0	0	0	0	0	**25**	**1**	**2**
2:00 PM	0	18	3	0	1	1	0	0	0	0	0	0	0	**23**	**2**	**4**
2:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**2**	**1**
2:30 PM	0	37	1	0	0	0	0	0	0	0	0	0	0	**38**	**5**	**1**
2:45 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
3:00 PM	0	24	7	0	1	0	0	0	0	0	0	0	0	**32**	**6**	**2**
3:15 PM	0	29	0	0	1	0	0	0	0	0	0	0	0	**30**	**7**	**4**
3:30 PM	0	24	1	0	1	0	0	0	0	0	0	0	0	**26**	**0**	**3**
3:45 PM	1	29	1	0	1	0	0	0	0	0	0	0	0	**32**	**2**	**2**
4:00 PM	0	26	4	0	0	0	0	0	0	0	0	0	0	**30**	**2**	**0**
4:15 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**1**
4:30 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	**36**	**1**	**1**
4:45 PM	0	22	6	0	0	0	0	0	0	0	0	0	0	**28**	**1**	**0**
5:00 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	**31**	**1**	**4**
5:15 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**	**1**	**2**
5:30 PM	1	27	3	0	0	0	0	0	0	0	0	0	0	**31**	**0**	**1**
5:45 PM	0	28	0	0	1	0	0	0	0	0	0	0	0	**29**	**0**	**0**
6:00 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**1**
6:15 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**	**1**	**3**
6:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**2**
6:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	**1**	**1**
7:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**	**4**	**3**
7:15 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**	**3**	**1**
7:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:45 PM	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**	**0**	**2**
8:00 PM	1	9	3	0	0	0	0	0	0	0	0	0	0	**13**	**1**	**1**
8:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	**3**	**1**
8:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**1**
8:45 PM	1	16	3	0	0	0	0	0	0	0	0	0	0	**20**	**2**	**0**
9:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**2**
9:15 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**5**
9:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**2**	**0**
10:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
10:15 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	**1**	**0**
10:30 PM	0	10	5	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**1**
10:45 PM	1	3	1	0	0	0	0	0	0	0	0	0	0	**5**	**1**	**0**
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**2**
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
11:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**1**	**0**
Total	**13**	**1681**	**212**	**3**	**39**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**			

Poland Ave South of St Claude Ave 7-Day Volume with Classifications
3/14/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:00 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	**5**	**0**	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
6:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:30 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
7:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
7:30 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
7:45 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
8:00 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
8:15 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
8:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
8:45 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
9:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
9:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**1**	**0**
9:30 AM	0	20	0	0	0	0	0	1	0	0	0	0	0	**21**	**0**	**0**
9:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
10:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	**16**	**0**	**0**
10:15 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	**19**	**0**	**0**
10:30 AM	0	16	0	0	0	1	0	0	0	0	0	0	0	**17**	**0**	**0**
10:45 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**1**	**0**
11:00 AM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
11:15 AM	0	15	0	0	2	0	0	0	0	0	0	0	0	**17**	**0**	**0**
11:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
11:45 AM	0	13	0	0	0	1	1	0	0	0	0	0	0	**15**	**0**	**0**
12:00 PM	0	22	1	0	1	1	0	0	0	0	0	0	0	**25**	**0**	**0**
12:15 PM	0	32	0	0	1	0	0	0	0	0	0	0	0	**33**	**0**	**0**
12:30 PM	0	25	0	1	0	0	0	0	0	0	0	0	0	**26**	**0**	**0**
12:45 PM	1	37	0	0	1	0	0	0	0	0	0	0	0	**39**	**0**	**0**
1:00 PM	0	29	0	0	1	0	0	0	0	0	0	0	0	**30**	**0**	**0**
1:15 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**	**2**	**0**
1:30 PM	0	25	0	0	2	0	0	0	0	0	0	0	0	**27**	**0**	**0**
1:45 PM	0	28	0	0	0	0	0	0	1	0	0	0	0	**29**	**0**	**0**
2:00 PM	0	24	1	0	1	0	0	0	0	0	0	0	0	**26**	**0**	**0**
2:15 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
2:30 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	**26**	**2**	**0**
2:45 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**	**0**	**0**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 PM	3	41	1	0	0	0	0	0	0	0	0	0	0	**45**	**0**	**0**
3:30 PM	0	47	0	0	1	0	0	0	0	0	0	0	0	**48**	**0**	**0**
3:45 PM	1	52	0	0	0	0	0	0	0	0	0	0	0	**53**	**1**	**0**
4:00 PM	1	88	1	0	0	0	0	0	0	0	0	0	0	**90**	**0**	**0**
4:15 PM	1	76	0	0	1	0	0	0	0	0	0	0	0	**78**	**1**	**2**
4:30 PM	0	96	1	0	0	0	0	0	0	0	0	0	0	**97**	**0**	**1**
4:45 PM	0	71	0	0	0	0	0	0	0	0	0	0	0	**71**	**1**	**0**
5:00 PM	1	88	0	0	0	0	0	0	0	0	0	0	0	**89**	**0**	**0**
5:15 PM	0	79	0	0	1	0	0	0	0	0	0	0	0	**80**	**2**	**0**
5:30 PM	1	69	0	0	1	0	0	0	0	0	0	0	0	**71**	**1**	**2**
5:45 PM	0	59	0	3	0	0	0	0	0	0	0	0	0	**62**	**0**	**0**
6:00 PM	0	58	1	0	2	0	0	0	0	0	0	0	0	**61**	**1**	**0**
6:15 PM	1	39	1	0	2	0	0	0	0	0	0	0	0	**43**	**0**	**2**
6:30 PM	0	38	0	0	0	0	0	0	0	0	0	0	0	**38**	**0**	**6**
6:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	**2**	**5**
7:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
7:15 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
7:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
7:45 PM	2	10	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
8:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
8:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
8:30 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
8:45 PM	1	17	0	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**1**
9:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**2**	**0**
9:15 PM	1	12	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
9:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
9:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**1**	**0**
10:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
10:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**1**	**0**
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
10:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
11:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
11:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**2**
11:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
Total	**14**	**1898**	**20**	**4**	**22**	**3**	**1**	**2**	**1**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	**0**	**1**
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:00 AM	0	12	0	0	0	1	0	0	0	0	0	0	0	**13**	**0**	**0**
6:15 AM	1	22	0	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**1**
6:30 AM	0	32	0	0	0	0	0	1	0	0	0	0	0	**33**	**0**	**0**
6:45 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	**26**	**0**	**0**
7:00 AM	0	47	2	0	0	0	0	0	0	0	0	0	0	**49**	**0**	**0**
7:15 AM	0	50	2	0	1	0	0	0	0	0	0	0	0	**53**	**2**	**1**
7:30 AM	0	69	8	0	2	0	1	0	0	0	0	0	0	**80**	**1**	**0**
7:45 AM	0	75	0	0	1	0	0	1	0	0	0	0	0	**77**	**1**	**0**
8:00 AM	0	77	8	0	0	0	0	0	0	0	0	0	0	**85**	**0**	**0**
8:15 AM	0	44	4	0	0	1	0	0	0	0	0	0	0	**49**	**1**	**0**
8:30 AM	0	29	1	0	2	0	0	0	0	0	0	0	0	**32**	**0**	**0**
8:45 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**0**
9:00 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
9:15 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**0**
9:30 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	**24**	**0**	**0**
9:45 AM	0	24	1	0	1	0	0	0	0	0	0	0	0	**26**	**1**	**1**
10:00 AM	0	14	5	0	1	0	0	0	0	0	0	0	0	**20**	**1**	**2**
10:15 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**1**
10:30 AM	0	20	5	0	3	0	0	0	0	0	0	0	0	**28**	**0**	**5**
10:45 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	**2**	**1**
11:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**1**
11:15 AM	0	35	3	0	0	0	0	1	0	0	0	0	0	**39**	**0**	**4**
11:30 AM	0	22	3	0	2	0	0	1	0	0	0	0	0	**28**	**0**	**1**
11:45 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**1**
12:00 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**1**
12:15 PM	0	27	1	0	1	0	0	0	0	0	0	0	0	**29**	**0**	**3**
12:30 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**1**
12:45 PM	0	17	3	0	1	0	0	0	0	0	0	0	0	**21**	**2**	**0**
1:00 PM	0	30	4	0	0	0	3	0	0	0	0	0	0	**37**	**0**	**2**
1:15 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	**26**	**1**	**1**
1:30 PM	0	26	0	0	1	0	0	0	0	0	0	0	0	**27**	**0**	**2**
1:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	**1**	**2**
2:00 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	**1**	**2**
2:15 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	**25**	**3**	**4**
2:30 PM	1	18	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**5**
2:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	**1**	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:15 PM	0	31	3	0	1	0	0	0	0	0	0	0	0	**35**	**3**	**0**
3:30 PM	0	26	5	0	0	0	0	0	0	0	0	0	0	**31**	**1**	**0**
3:45 PM	1	26	4	0	0	0	1	0	0	0	0	0	0	**32**	**2**	**1**
4:00 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**2**
4:15 PM	1	26	0	0	1	0	0	0	0	0	0	0	0	**28**	**0**	**2**
4:30 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
4:45 PM	1	36	2	0	0	0	0	0	0	0	0	0	0	**39**	**3**	**1**
5:00 PM	0	31	3	0	0	0	0	0	0	0	0	0	0	**34**	**0**	**5**
5:15 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**3**
5:30 PM	1	32	2	0	0	0	0	0	0	0	0	0	0	**35**	**0**	**0**
5:45 PM	0	32	1	0	0	0	0	0	0	0	0	0	0	**33**	**1**	**1**
6:00 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**	**1**	**2**
6:15 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	**31**	**0**	**3**
6:30 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**0**
6:45 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**3**	**1**
7:00 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
7:15 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	**24**	**2**	**1**
7:30 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**2**
7:45 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**	**2**	**0**
8:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**1**
8:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
8:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
8:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
9:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**1**
9:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**1**	**1**
9:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**1**	**1**
10:00 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
10:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
10:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
Total	**7**	**1733**	**110**	**0**	**20**	**1**	**1**	**9**	**0**	**0**	**0**	**0**	**0**			

Reynes St North of St Claude Ave 7-Day Volume with Classifications
3/8/2023
USI - 22-077

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
6:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:15 AM	0	5	2	1	0	0	0	0	0	0	0	0	0	8	0	0
7:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
7:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	0
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
9:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
9:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
10:00 AM	1	7	3	0	1	0	0	0	0	0	0	0	0	12	0	0
10:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:15 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3	0	0
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0
12:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0
12:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
12:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	1
12:45 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	0
1:00 PM	0	17	5	0	1	0	0	0	0	0	0	0	0	23	0	0
1:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	0
1:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
2:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	0
2:30 PM	0	18	1	0	1	0	0	0	0	0	0	0	0	20	0	0
2:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
3:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
3:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:45 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	1
4:00 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	1
4:15 PM	1	2	1	1	0	0	0	0	0	0	0	0	0	5	0	0
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:45 PM	0	5	1	1	1	0	0	0	0	0	0	0	0	8	0	0
5:00 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	0
5:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
5:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21	1	0
6:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
6:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
6:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
7:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
8:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total	**2**	**385**	**37**	**9**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St North of St Claude Ave 7-Day Volume with Classifications
3/9/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
6:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
7:30 AM	0	5	1	1	1	0	0	0	0	0	0	0	0	8	0	0
7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1
8:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	1	0
8:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	0
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:45 AM	0	11	4	0	0	0	0	0	0	0	0	0	0	15	0	1
9:00 AM	0	18	1	0	1	0	0	0	0	0	0	0	0	20	0	0
9:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	0
10:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
10:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
10:45 AM	0	5	0	0	1	1	0	0	0	0	0	0	0	7	0	0
11:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	1
11:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	0
11:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	0
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:00 PM	1	10	2	0	0	0	0	0	0	0	0	0	0	13	0	0
12:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0
12:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
12:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
1:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
1:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
1:30 PM	1	6	3	0	0	0	0	0	0	0	0	0	0	10	0	0
1:45 PM	1	7	1	0	0	0	0	0	0	0	0	0	0	9	0	0
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
3:00 PM	0	10	1	1	0	0	0	0	0	0	0	0	0	12	0	0
3:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	0
3:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4
3:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0
4:15 PM	0	2	1	1	1	0	0	0	0	0	0	0	0	5	0	0
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1
4:45 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	1
5:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
5:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	1
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	1	0
6:15 PM	0	7	1	1	0	0	0	0	0	0	0	0	0	9	0	1
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total	**3**	**307**	**40**	**7**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St North of St Claude Ave 7-Day Volume with Classifications
3/10/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1
6:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	1
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1
7:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	0
7:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
7:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	1
8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
8:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	1
9:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	1	1
9:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	0
9:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0
10:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
10:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
10:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
11:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	0
11:30 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9	1	2
11:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	1	0
12:00 PM	0	5	6	0	0	0	0	0	0	0	0	0	0	11	0	0
12:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
12:30 PM	1	4	2	0	0	0	0	0	0	0	0	0	0	7	0	0
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	1
1:15 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7	0	0
1:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:45 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	3	1	0
2:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
2:15 PM	1	7	1	1	0	0	0	0	0	0	0	0	0	10	0	0
2:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
3:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
3:15 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	0
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:45 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0	0
4:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
4:30 PM	0	5	2	1	0	0	0	0	0	0	0	0	0	8	0	0
4:45 PM	0	13	1	2	1	0	0	0	0	0	0	0	0	17	0	0
5:00 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	1
5:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	1
5:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
6:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
6:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
7:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
7:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
10:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Total	**2**	**415**	**36**	**9**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St North of St Claude Ave 7-Day Volume with Classifications
3/11/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	1	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1
6:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
7:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
7:15 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	0
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
8:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:15 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	1
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
10:00 AM	1	5	0	0	1	0	0	0	0	0	0	0	0	7	0	0
10:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	1
10:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:45 AM	1	4	1	0	0	0	0	0	0	0	0	0	0	6	0	0
11:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	0
11:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	1	0
1:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
1:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
1:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
2:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
2:30 PM	1	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:45 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	10	0	1
3:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	3
3:15 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	0
3:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
3:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	1
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	1
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	2	0
5:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
6:00 PM	0	17	3	0	1	0	0	0	0	0	0	0	0	21	0	0
6:15 PM	0	55	6	0	0	0	0	0	0	0	0	0	0	61	0	0
6:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
6:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
7:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
7:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	1	2
7:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0
9:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total	**4**	**472**	**40**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St North of St Claude Ave 7-Day Volume with Classifications
3/12/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
3:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
3:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
8:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
8:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	1
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:30 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	0
9:45 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	0
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	0
11:15 AM	1	13	2	0	1	0	0	0	0	0	0	0	0	17	1	0
11:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
12:15 PM	1	9	1	0	1	0	0	0	0	0	0	0	0	12	1	0
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1
1:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	1	0
1:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	1
1:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	1
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
2:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
2:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
3:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	4	0
3:45 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	15	1	0
4:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	1
4:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	1	0
4:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
4:45 PM	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	1
5:00 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	23	1	0
5:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
5:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
5:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
6:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
6:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4	1	1
7:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
8:00 PM	1	4	1	0	0	0	0	0	0	0	0	0	0	6	1	0
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	1	0
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	1
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
10:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
11:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1
11:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Total	**3**	**389**	**59**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St North of St Claude Ave 7-Day Volume with Classifications
3/13/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:30 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7	0	0
7:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3	0	0
8:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	1
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
8:30 AM	1	22	1	0	0	0	0	0	0	0	0	0	0	24	0	1
8:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:45 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	4	0	1
10:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
10:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
10:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
11:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
12:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7	0	0
12:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
12:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:00 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	2
1:15 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7	0	0
1:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
1:45 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
2:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
2:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
3:00 PM	0	10	0	0	2	0	0	0	0	0	0	0	0	12	0	0
3:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
3:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	1	0
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:00 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	7	1	0
4:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1
4:45 PM	0	5	2	1	1	0	0	0	0	0	0	0	0	9	0	1
5:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	1
5:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	1	0
6:00 PM	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	1
6:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	0
7:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
7:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
9:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	1
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total	**3**	**371**	**17**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St North of St Claude Ave 7-Day Volume with Classifications
3/14/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:15 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	5	0	2
7:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
7:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	0
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
8:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:30 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
9:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	1
12:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
12:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
1:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
1:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:00 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	7	0	0
2:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
2:30 PM	1	3	0	1	0	0	0	0	0	0	0	0	0	5	0	0
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
3:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
3:15 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6	0	0
3:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
4:15 PM	1	4	1	1	0	0	0	0	0	0	0	0	0	7	0	0
4:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	1	2
5:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	1
5:30 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	0
5:45 PM	0	6	0	0	0	1	0	0	0	0	0	0	0	7	0	0
6:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	1	0
6:15 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	1
6:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	1
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	7
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	2
8:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
8:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
8:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**2**	**324**	**14**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St South of St Claude Ave 7-Day Volume with Classifications
3/8/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
12:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0
7:00 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	0
7:15 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	0
7:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
7:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
8:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	0
8:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	0
8:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
8:45 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0	0
9:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
9:15 AM	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0
9:30 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20	1	0
9:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
10:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	1
10:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
10:30 AM	1	20	4	0	0	0	0	0	0	0	0	0	0	25	0	0
10:45 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0	1
11:00 AM	0	10	0	0	2	0	0	0	0	0	0	0	0	12	0	0
11:15 AM	0	11	2	1	0	0	0	0	0	0	0	0	0	14	0	0
11:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
11:45 AM	1	4	3	0	1	0	0	0	0	0	0	0	0	9	0	0
12:00 PM	1	8	4	0	0	0	0	0	0	0	0	0	0	13	1	0
12:15 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	0
12:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	0
12:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
1:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
1:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
1:30 PM	0	21	1	1	1	0	0	0	0	0	0	0	0	24	0	2
1:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	1	0
2:00 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	0
2:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	1	0
2:30 PM	0	11	6	1	0	1	0	0	0	0	0	0	0	19	0	4
2:45 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	0
3:00 PM	1	7	4	0	0	0	0	0	0	0	0	0	0	12	0	0
3:15 PM	0	23	4	0	0	0	0	0	0	0	0	0	0	27	0	0
3:30 PM	0	14	2	1	0	0	0	0	0	0	0	0	0	17	1	0
3:45 PM	0	19	1	1	0	0	0	0	0	0	0	0	0	21	0	1
4:00 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	28	1	0
4:15 PM	0	18	3	1	0	0	0	0	0	0	0	0	0	22	0	0
4:30 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	0
4:45 PM	0	24	5	0	0	0	0	0	0	0	0	0	0	29	0	0
5:00 PM	0	13	3	1	0	0	0	0	0	0	0	0	0	17	1	1
5:15 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	0
5:30 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	0
5:45 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	0
6:00 PM	1	10	3	0	0	0	0	0	0	0	0	0	0	14	1	0
6:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
6:30 PM	0	14	3	1	0	0	0	0	0	0	0	0	0	18	0	0
6:45 PM	0	13	5	0	0	0	0	0	0	0	0	0	0	18	0	0
7:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
7:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	1
7:30 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0	0
7:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
8:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
8:15 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0	0
8:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
8:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
9:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
9:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
9:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	0
9:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
10:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
10:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0
10:45 PM	1	6	3	0	0	0	0	0	0	0	0	0	0	10	1	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3	1	0
Total	**7**	**832**	**134**	**11**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St South of St Claude Ave 7-Day Volume with Classifications
3/9/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
12:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	0
6:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:00 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	0
7:15 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	0
7:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
7:45 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	0
8:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
8:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
8:30 AM	1	1	1	0	0	1	0	0	0	0	0	0	0	4	0	1
8:45 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	0
9:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	0
9:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
9:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
9:45 AM	0	8	0	0	0	1	0	0	0	0	0	0	0	9	0	1
10:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
10:30 AM	1	14	4	0	0	0	0	0	0	0	0	0	0	19	0	0
10:45 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	0
11:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	0
11:15 AM	1	4	2	0	0	0	0	0	0	0	0	0	0	7	0	1
11:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1
11:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	0
12:00 PM	2	10	2	0	1	0	0	0	0	0	0	0	0	15	0	0
12:15 PM	1	9	3	0	0	0	0	0	0	0	0	0	0	13	0	0
12:30 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	0
12:45 PM	1	9	5	0	0	0	0	0	0	0	0	0	0	15	0	0
1:00 PM	0	10	6	0	0	0	0	0	0	0	0	0	0	16	0	0
1:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
1:30 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21	2	0
1:45 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	0
2:00 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
2:15 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8	1	0
2:30 PM	1	13	1	0	1	0	0	0	0	0	0	0	0	16	0	0
2:45 PM	0	16	2	1	0	0	0	0	0	0	0	0	0	19	0	0
3:00 PM	1	11	2	0	0	0	0	0	0	0	0	0	0	14	0	0
3:15 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
3:30 PM	0	15	6	0	0	0	0	0	0	0	0	0	0	21	0	1
3:45 PM	0	18	1	2	0	0	0	0	0	0	0	0	0	21	1	0
4:00 PM	1	15	5	1	0	0	0	0	0	0	0	0	0	22	0	0
4:15 PM	0	21	1	2	0	0	0	0	0	0	0	0	0	24	0	0
4:30 PM	0	17	2	1	0	0	0	0	0	0	0	0	0	20	0	4
4:45 PM	0	28	2	0	0	0	0	0	0	0	0	0	0	30	0	0
5:00 PM	0	21	1	1	0	0	0	0	0	0	0	0	0	23	1	0
5:15 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	0
5:30 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	0
5:45 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0	0
6:00 PM	1	13	2	0	0	0	0	0	0	0	0	0	0	16	0	0
6:15 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	1
6:30 PM	1	21	2	0	0	0	0	0	0	0	0	0	0	24	0	0
6:45 PM	0	13	0	0	1	0	0	0	0	0	0	0	0	14	0	0
7:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	0
7:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
7:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
7:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
8:00 PM	1	12	0	0	0	0	0	0	0	0	0	0	0	13	0	0
8:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
8:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
8:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
9:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
9:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
9:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	1
9:45 PM	1	10	3	0	0	0	0	0	0	0	0	0	0	14	0	1
10:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	1	0
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
10:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
Total	**14**	**834**	**116**	**11**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St South of St Claude Ave 7-Day Volume with Classifications
3/10/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	0
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0
7:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	0
7:15 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	8	0	0
7:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
7:45 AM	0	17	2	0	0	1	0	0	0	0	0	0	0	20	0	0
8:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
8:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	0
8:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
8:45 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	0
9:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
9:15 AM	0	11	4	0	0	0	0	0	0	0	0	0	0	15	0	0
9:30 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	0
9:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
10:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
10:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
10:45 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
11:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	0
11:15 AM	1	17	2	0	0	0	0	0	0	0	0	0	0	20	0	0
11:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
11:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
12:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	2
12:15 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	0
12:30 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	0
12:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
1:00 PM	1	9	1	0	0	0	0	0	0	0	0	0	0	11	1	0
1:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	0
1:30 PM	0	18	0	1	0	0	0	0	0	0	0	0	0	19	0	0
1:45 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	0
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	16	0	0
2:45 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	0
3:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	0
3:15 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	25	0	0
3:30 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	0
3:45 PM	0	19	4	2	0	0	0	0	0	0	0	0	0	25	0	0
4:00 PM	0	25	5	0	0	0	0	0	0	0	0	0	0	30	0	0
4:15 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	0
4:30 PM	0	13	2	2	0	0	0	0	0	0	0	0	0	17	0	0
4:45 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29	0	0
5:00 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0	0
5:15 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	0
5:30 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32	1	0
5:45 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	2
6:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
6:15 PM	1	20	1	1	0	0	0	0	0	0	0	0	0	23	0	0
6:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
6:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
7:00 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	0
7:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	0
7:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	0
7:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
8:00 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	0
8:15 PM	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0
8:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
8:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
9:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
9:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
9:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
9:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0
10:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
10:30 PM	1	11	0	0	0	0	0	0	0	0	0	0	0	12	0	0
10:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
11:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
11:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
Total	**5**	**939**	**87**	**9**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St South of St Claude Ave 7-Day Volume with Classifications
3/11/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	1
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	4	0	0
3:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
7:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	0
8:00 AM	1	9	2	0	0	0	0	0	0	0	0	0	0	12	0	0
8:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
8:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1
8:45 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13	0	0
9:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
9:15 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
9:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
9:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
10:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
10:15 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	0
10:30 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	0
10:45 AM	1	18	3	0	1	0	0	0	0	0	0	0	0	23	0	0
11:00 AM	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	1
11:15 AM	1	7	2	0	0	0	0	0	0	0	0	0	0	10	0	0
11:30 AM	1	15	2	0	0	0	0	0	0	0	0	0	0	18	0	0
11:45 AM	0	13	5	0	0	0	0	0	0	0	0	0	0	18	0	0
12:00 PM	1	8	2	0	0	0	0	0	0	0	0	0	0	11	0	1
12:15 PM	1	19	3	0	0	0	0	0	0	0	0	0	0	23	0	3
12:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	0
12:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
1:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	3
1:15 PM	1	14	2	0	0	0	0	0	0	0	0	0	0	17	0	0
1:30 PM	1	20	2	0	0	0	0	0	0	0	0	0	0	23	0	0
1:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
2:00 PM	0	16	3	0	1	0	0	0	0	0	0	0	0	20	0	0
2:15 PM	0	17	2	0	1	0	0	0	0	0	0	0	0	20	0	0
2:30 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	0
2:45 PM	1	20	2	0	0	0	0	0	0	0	0	0	0	23	0	0
3:00 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	16	0	0
3:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	0
3:30 PM	1	20	1	0	0	0	0	0	0	0	0	0	0	22	0	1
3:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
4:00 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	0
4:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
4:30 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	0
4:45 PM	1	18	1	0	0	0	0	0	0	0	0	0	0	20	0	0
5:00 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	0
5:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	0
5:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
5:45 PM	1	18	1	0	0	0	0	0	0	0	0	0	0	20	0	0
6:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	0
6:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
6:30 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	0
6:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
7:00 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	0
7:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	1
7:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
7:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
8:00 PM	1	11	0	0	0	0	0	0	0	0	0	0	0	12	0	0
8:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
8:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
8:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
9:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
9:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
9:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
9:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
10:00 PM	1	8	1	0	0	0	0	0	0	0	0	0	0	10	0	0
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
10:45 PM	1	12	0	0	0	0	0	0	0	0	0	0	0	13	0	0
11:00 PM	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0
11:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
11:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
11:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
Total	**18**	**942**	**95**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St South of St Claude Ave 7-Day Volume with Classifications
3/12/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
12:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
12:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
12:45 AM	1	6	1	0	0	0	0	0	0	0	0	0	0	8	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	0
1:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
7:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
7:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
7:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
7:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
8:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
8:15 AM	1	14	2	0	0	0	0	0	0	0	0	0	0	17	0	0
8:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
8:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
9:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
9:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
9:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	0
9:45 AM	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0	0
10:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	0
10:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
10:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
10:45 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	0
11:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
11:15 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	22	0	0
11:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
11:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
12:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	0
12:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
12:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
12:45 PM	0	15	5	0	0	0	0	0	0	0	0	0	0	20	0	0
1:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
1:15 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	0
1:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
1:45 PM	0	11	2	1	0	0	0	0	0	0	0	0	0	14	0	0
2:00 PM	1	13	1	0	0	0	0	0	0	0	0	0	0	15	0	0
2:15 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
2:30 PM	1	13	1	0	0	0	0	0	0	0	0	0	0	15	0	0
2:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
3:00 PM	1	20	0	0	0	0	0	0	0	0	0	0	0	21	0	0
3:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
3:30 PM	0	17	1	0	1	0	0	0	0	0	0	0	0	19	0	0
3:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
4:00 PM	1	25	2	0	0	0	0	0	0	0	0	0	0	28	0	0
4:15 PM	2	19	2	0	0	0	0	0	0	0	0	0	0	23	0	0
4:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0
4:45 PM	1	11	1	0	0	0	0	0	0	0	0	0	0	13	0	0
5:00 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0	0
5:15 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	0
5:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
5:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
6:00 PM	0	21	7	0	0	0	0	0	0	0	0	0	0	28	0	0
6:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
6:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0
6:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
7:00 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	0
7:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
7:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
7:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
8:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
8:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
8:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
8:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
9:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
9:15 PM	0	14	0	0	1	0	0	0	0	0	0	0	0	15	0	0
9:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
9:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
10:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
10:15 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	0
10:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
10:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
11:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
Total	**9**	**900**	**78**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Reynes St South of St Claude Ave 7-Day Volume with Classifications
3/13/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0	0
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
7:00 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	9	0	0
7:15 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	0
7:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
7:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
8:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	0
8:15 AM	0	16	4	0	1	0	0	0	0	0	0	0	0	21	0	0
8:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
8:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
9:00 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13	0	0
9:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
9:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	0
9:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	0
10:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
10:15 AM	0	6	3	1	0	0	0	0	0	0	0	0	0	10	0	0
10:30 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	0
10:45 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	10	0	0
11:00 AM	0	14	2	0	0	0	0	1	0	0	0	0	0	17	0	0
11:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
11:30 AM	0	15	2	0	1	0	0	0	0	0	0	0	0	18	0	0
11:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
12:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	0
12:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
12:30 PM	0	12	1	0	0	1	0	0	1	0	0	0	0	15	0	0
12:45 PM	1	13	1	0	0	0	0	0	0	0	0	0	0	15	0	0
1:00 PM	1	11	2	0	1	0	0	0	0	0	0	0	0	15	0	0
1:15 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	0
1:30 PM	0	17	6	0	0	0	0	0	0	0	0	0	0	23	0	0
1:45 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	0
2:00 PM	0	15	4	0	1	0	0	0	0	0	0	0	0	20	0	0
2:15 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	0
2:30 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	0
2:45 PM	1	10	1	0	0	0	0	0	0	0	0	0	0	12	0	0
3:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	0
3:15 PM	0	18	2	1	0	0	0	0	0	0	0	0	0	21	0	1
3:30 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	2
3:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
4:00 PM	0	18	2	1	0	0	0	0	0	0	0	0	0	21	0	0
4:15 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	0
4:30 PM	0	29	1	1	0	0	0	0	0	0	0	0	0	31	0	0
4:45 PM	0	32	4	0	0	0	0	0	0	0	0	0	0	36	0	0
5:00 PM	1	25	4	1	0	0	0	0	0	0	0	0	0	31	0	0
5:15 PM	1	19	1	0	0	0	0	0	0	0	0	0	0	21	0	0
5:30 PM	0	23	3	0	1	0	0	0	0	0	0	0	0	27	0	0
5:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
6:00 PM	1	21	5	0	1	0	0	0	0	0	0	0	0	28	0	0
6:15 PM	0	18	7	0	1	0	0	0	0	0	0	0	0	26	0	0
6:30 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	0
6:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	0
7:00 PM	1	22	5	0	0	0	0	0	0	0	0	0	0	28	0	0
7:15 PM	1	19	2	0	0	0	0	0	0	0	0	0	0	22	0	0
7:30 PM	0	21	5	0	0	0	0	0	0	0	0	0	0	26	0	0
7:45 PM	1	16	2	0	0	0	0	0	0	0	0	0	0	19	0	0
8:00 PM	1	10	2	0	0	0	0	0	0	0	0	0	0	13	0	0
8:15 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	0
8:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
8:45 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	0
9:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
9:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
9:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
10:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
10:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
Total	**11**	**919**	**135**	**8**	**10**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**			

Reynes St South of St Claude Ave 7-Day Volume with Classifications
3/14/2023
USI - 22-077

	SOUTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
6:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0
6:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
7:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
7:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	4	0	0
7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:45 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
8:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19	0	0
8:15 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	0
8:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	0
8:45 AM	0	9	5	0	0	0	0	0	0	0	0	0	0	14	0	0
9:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
9:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
9:30 AM	0	11	4	1	0	0	0	0	0	0	0	0	0	16	0	0
9:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
10:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
10:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
10:45 AM	0	7	0	0	2	0	0	0	0	0	0	0	0	9	0	0
11:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
11:15 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	0
11:30 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	0
11:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
12:00 PM	1	9	0	0	1	0	0	0	0	0	0	0	0	11	0	0
12:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	0
12:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
12:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	1	0
1:00 PM	0	18	0	0	1	0	0	0	0	0	0	0	0	19	0	0
1:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	1
1:30 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	1
1:45 PM	0	12	3	0	1	0	0	0	0	0	0	0	0	16	0	0
2:00 PM	1	10	1	0	0	0	0	0	0	0	0	0	0	12	0	0
2:15 PM	0	16	5	0	0	0	0	0	0	0	0	0	0	21	0	0
2:30 PM	0	6	1	0	0	0	0	0	1	0	0	0	0	8	0	2
2:45 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	0
3:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	0
3:15 PM	0	14	3	1	0	0	0	0	0	0	0	0	0	18	0	0
3:30 PM	0	18	9	1	0	0	0	0	0	0	0	0	0	28	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	14	7	0	0	0	0	0	0	0	0	0	0	21	0	0
5:00 PM	2	16	6	1	0	0	0	0	0	0	0	0	0	25	0	0
5:15 PM	1	20	5	0	0	0	0	0	0	0	0	0	0	26	0	0
5:30 PM	0	19	3	0	0	0	0	0	0	0	0	0	0	22	2	0
5:45 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	29	1	0
6:00 PM	0	16	3	2	0	0	0	0	0	0	0	0	0	21	0	0
6:15 PM	0	22	5	2	0	0	0	0	0	0	0	0	0	29	1	0
6:30 PM	0	17	4	0	0	0	0	0	0	0	0	0	0	21	0	0
6:45 PM	1	28	3	0	0	0	0	0	0	0	0	0	0	32	1	0
7:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	0
7:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	1	0
7:30 PM	1	20	1	0	0	0	0	0	0	0	0	0	0	22	0	0
7:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
8:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17	1	0
8:15 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	0
8:30 PM	1	10	1	0	0	0	0	0	0	0	0	0	0	12	0	0
8:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
9:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
9:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
10:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
10:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
10:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
10:45 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12	1	0
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
11:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total	**9**	**813**	**118**	**11**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**			

St Claude Ave 7-Day Volume with Classifications
3/8/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:15 AM	1	33	4	1	0	0	0	0	4	0	0	0	0	**43**	**0**	**0**
12:30 AM	0	13	1	0	0	0	0	0	1	0	0	0	0	**15**	**0**	**0**
12:45 AM	0	14	2	1	0	0	0	0	2	0	0	0	0	**19**	**0**	**0**
1:00 AM	1	14	0	0	0	0	0	0	1	1	0	0	0	**17**	**1**	**0**
1:15 AM	0	23	1	1	0	0	0	0	1	0	0	0	0	**26**	**0**	**0**
1:30 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	**11**	**0**	**0**
1:45 AM	0	12	3	1	0	1	0	0	0	0	0	0	0	**17**	**1**	**0**
2:00 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	**10**	**0**	**0**
2:15 AM	0	14	1	1	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
2:30 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
2:45 AM	0	6	0	1	0	1	0	0	0	0	0	0	0	**8**	**0**	**0**
3:00 AM	0	12	5	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
3:15 AM	0	10	1	1	0	0	0	0	2	0	0	0	0	**14**	**0**	**0**
3:30 AM	1	6	3	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
3:45 AM	0	6	2	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
4:00 AM	0	12	1	0	0	0	0	0	2	0	0	0	0	**15**	**2**	**0**
4:15 AM	0	3	1	0	0	0	0	2	0	0	0	0	0	**6**	**0**	**0**
4:30 AM	0	5	3	1	0	0	0	0	0	0	0	0	0	**9**	**1**	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:00 AM	1	26	8	1	1	1	0	1	2	1	0	0	0	**42**	**0**	**0**
5:15 AM	1	22	10	0	0	1	0	0	2	0	0	0	0	**36**	**0**	**0**
5:30 AM	0	39	12	2	0	0	0	0	2	0	0	0	0	**55**	**1**	**0**
5:45 AM	0	37	5	0	0	0	0	2	2	2	0	0	0	**48**	**0**	**0**
6:00 AM	0	38	6	1	0	0	0	0	2	1	0	0	0	**48**	**0**	**0**
6:15 AM	0	46	9	1	1	0	0	1	0	1	0	0	0	**59**	**0**	**0**
6:30 AM	0	68	11	4	0	1	0	0	2	1	0	0	0	**87**	**0**	**0**
6:45 AM	0	51	9	6	2	1	0	0	0	0	0	0	0	**69**	**1**	**0**
7:00 AM	0	72	5	4	0	3	0	1	1	1	0	0	0	**87**	**0**	**0**
7:15 AM	2	77	8	6	1	2	0	0	0	1	0	0	0	**97**	**0**	**0**
7:30 AM	0	73	10	4	2	1	0	0	3	0	0	0	0	**93**	**0**	**0**
7:45 AM	0	80	5	2	1	0	0	1	2	0	0	0	0	**91**	**0**	**0**
8:00 AM	0	94	7	0	1	2	0	0	3	1	0	0	0	**108**	**0**	**0**
8:15 AM	0	96	6	2	3	2	2	0	2	0	0	0	0	**113**	**0**	**0**
8:30 AM	0	107	8	2	2	1	1	0	2	1	0	0	0	**124**	**0**	**0**
8:45 AM	1	80	9	3	3	2	1	1	2	0	0	0	0	**102**	**0**	**0**
9:00 AM	1	67	8	1	7	1	0	0	2	1	0	0	0	**88**	**2**	**0**
9:15 AM	0	30	1	0	2	0	0	0	0	0	0	0	0	**33**	**1**	**0**
9:30 AM	2	81	8	4	5	2	1	1	14	1	0	0	0	**119**	**0**	**0**
9:45 AM	0	86	14	0	2	3	2	1	1	0	0	0	0	**109**	**1**	**0**
10:00 AM	0	115	15	1	4	3	1	0	3	3	0	0	0	**145**	**0**	**0**
10:15 AM	0	51	11	0	1	0	0	0	6	1	0	0	0	**70**	**1**	**0**
10:30 AM	2	72	5	2	1	1	1	1	6	1	0	0	0	**92**	**0**	**0**
10:45 AM	0	67	5	2	1	3	0	0	6	0	0	0	0	**84**	**0**	**0**
11:00 AM	1	117	11	1	3	2	1	0	4	2	0	0	0	**142**	**0**	**0**
11:15 AM	0	107	9	1	1	0	1	1	1	0	0	0	0	**121**	**0**	**0**
11:30 AM	0	94	4	1	3	1	0	0	7	3	0	0	0	**113**	**2**	**0**
11:45 AM	1	67	10	1	3	0	1	0	5	0	0	0	0	**88**	**0**	**0**
12:00 PM	1	66	2	1	1	1	1	0	2	3	0	0	0	**78**	**1**	**0**
12:15 PM	1	34	2	0	0	0	0	0	2	4	0	0	0	**43**	**1**	**0**
12:30 PM	1	68	5	1	5	1	2	0	5	0	0	0	0	**88**	**2**	**0**
12:45 PM	1	103	3	1	2	1	0	0	2	0	0	0	0	**113**	**0**	**0**
1:00 PM	0	166	19	1	3	2	2	0	0	0	0	0	0	**193**	**1**	**0**
1:15 PM	0	81	11	1	0	2	0	1	2	1	0	0	0	**99**	**2**	**0**
1:30 PM	0	50	3	1	0	0	1	0	5	0	0	0	0	**60**	**1**	**0**
1:45 PM	1	127	8	2	2	1	2	3	2	0	0	0	0	**148**	**0**	**0**
2:00 PM	1	124	13	1	1	0	1	0	2	3	0	0	0	**146**	**0**	**0**
2:15 PM	3	170	15	1	1	1	3	0	2	0	0	0	0	**196**	**1**	**0**
2:30 PM	2	192	21	2	2	1	1	1	0	0	0	0	0	**222**	**1**	**0**
2:45 PM	0	168	11	0	0	0	0	0	2	1	0	0	0	**182**	**2**	**0**
3:00 PM	2	135	14	3	2	0	1	0	1	1	0	0	0	**159**	**1**	**0**
3:15 PM	0	116	14	1	1	1	0	0	2	0	0	0	0	**135**	**0**	**0**
3:30 PM	0	215	33	4	2	2	0	0	4	1	0	0	0	**261**	**1**	**0**
3:45 PM	0	149	13	7	1	1	0	0	1	0	0	0	0	**172**	**0**	**0**
4:00 PM	4	254	20	2	0	2	0	1	1	0	0	0	0	**284**	**0**	**0**
4:15 PM	0	168	19	4	0	1	2	1	2	0	0	0	0	**197**	**0**	**0**
4:30 PM	3	260	32	4	0	3	0	0	0	0	0	0	0	**302**	**0**	**0**
4:45 PM	2	164	31	3	0	1	0	0	1	2	0	0	0	**204**	**0**	**0**
5:00 PM	0	378	39	2	1	2	0	0	0	0	0	0	0	**422**	**1**	**0**
5:15 PM	0	304	45	0	0	0	0	2	0	0	0	0	0	**351**	**2**	**0**
5:30 PM	2	285	44	1	6	0	0	0	1	1	0	0	0	**340**	**1**	**0**
5:45 PM	1	265	28	2	1	0	0	0	0	0	0	0	0	**297**	**1**	**0**
6:00 PM	2	228	24	0	0	0	0	1	0	1	0	0	0	**256**	**2**	**0**
6:15 PM	0	121	16	1	1	0	0	0	1	0	0	0	0	**140**	**0**	**0**
6:30 PM	5	125	13	1	1	0	0	0	0	0	0	0	0	**145**	**0**	**0**
6:45 PM	3	116	5	0	0	0	0	0	2	0	0	0	0	**126**	**1**	**0**
7:00 PM	2	132	10	1	0	0	0	0	1	0	0	0	0	**146**	**0**	**0**
7:15 PM	3	44	2	0	1	0	0	0	0	0	0	0	0	**50**	**0**	**0**
7:30 PM	3	123	7	3	0	0	0	0	3	0	0	0	0	**139**	**0**	**0**
7:45 PM	0	101	4	1	1	0	1	0	3	0	0	0	0	**111**	**2**	**0**
8:00 PM	1	43	5	1	1	0	0	0	1	0	0	0	0	**52**	**1**	**0**
8:15 PM	2	78	4	1	0	0	0	0	1	0	0	0	0	**86**	**0**	**0**
8:30 PM	0	72	4	0	0	0	0	0	1	0	0	0	0	**77**	**0**	**0**
8:45 PM	3	114	8	1	1	0	0	0	1	0	0	0	0	**128**	**0**	**0**
9:00 PM	0	122	8	1	0	0	0	0	0	0	0	0	0	**131**	**1**	**0**
9:15 PM	2	82	6	0	0	0	0	0	1	0	0	0	0	**91**	**0**	**0**
9:30 PM	0	44	2	0	0	0	0	0	0	0	0	0	0	**46**	**0**	**0**
9:45 PM	0	76	10	1	0	0	0	0	0	0	0	0	0	**87**	**1**	**0**
10:00 PM	2	89	4	0	0	0	0	0	1	0	0	0	0	**96**	**1**	**0**
10:15 PM	0	76	1	1	0	0	0	0	0	0	0	0	0	**78**	**3**	**0**
10:30 PM	2	38	5	0	0	0	0	1	1	0	0	0	0	**47**	**1**	**0**
10:45 PM	1	55	2	1	0	0	0	0	2	0	0	0	0	**61**	**2**	**0**
11:00 PM	1	50	2	0	0	0	0	0	1	0	0	0	0	**54**	**3**	**0**
11:15 PM	1	44	2	1	0	0	0	0	2	0	0	0	0	**50**	**0**	**0**
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
11:45 PM	1	24	1	1	1	0	0	0	1	0	0	0	0	**29**	**1**	**0**
Total	**74**	**8210**	**851**	**122**	**88**	**58**	**29**	**24**	**158**	**42**	**0**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
12:15 AM	0	11	1	0	0	0	0	0	2	0	0	0	0	**14**	**0**	**0**
12:30 AM	0	15	1	1	0	0	0	0	1	0	0	0	0	**18**	**0**	**0**
12:45 AM	0	20	0	0	0	0	0	0	1	0	0	0	0	**21**	**0**	**0**
1:00 AM	0	14	2	1	0	0	0	0	2	0	0	0	0	**19**	**0**	**0**
1:15 AM	1	13	3	0	0	0	0	0	1	0	0	0	0	**18**	**0**	**0**
1:30 AM	0	8	3	0	0	0	0	0	2	0	0	0	0	**13**	**0**	**0**
1:45 AM	0	5	1	1	0	0	0	0	1	0	0	0	0	**8**	**0**	**0**
2:00 AM	0	6	1	1	0	0	0	0	1	0	0	0	0	**9**	**0**	**0**
2:15 AM	0	13	1	0	0	0	0	0	1	2	0	0	0	**17**	**0**	**0**
2:30 AM	0	6	1	1	0	0	0	0	2	0	0	0	0	**10**	**0**	**1**
2:45 AM	0	4	1	0	0	0	0	0	2	0	0	0	0	**7**	**0**	**0**
3:00 AM	0	14	2	1	0	0	0	0	1	1	0	0	0	**19**	**0**	**0**
3:15 AM	0	14	0	0	0	0	0	0	0	1	0	0	0	**15**	**0**	**0**
3:30 AM	0	12	3	1	0	0	0	0	1	2	0	0	0	**19**	**0**	**0**
3:45 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
4:00 AM	0	19	2	1	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
4:15 AM	0	16	4	0	0	1	0	0	1	1	0	0	0	**23**	**0**	**0**
4:30 AM	0	24	1	0	1	0	0	0	1	1	0	0	0	**28**	**1**	**0**
4:45 AM	0	10	0	0	0	0	0	0	1	1	0	0	0	**12**	**0**	**0**
5:00 AM	1	29	3	0	1	0	0	0	0	2	0	0	0	**36**	**0**	**0**
5:15 AM	1	32	5	1	2	0	0	0	0	0	0	0	0	**41**	**0**	**0**
5:30 AM	0	75	7	0	0	3	1	1	0	0	0	0	0	**87**	**0**	**0**
5:45 AM	0	100	14	2	1	0	0	0	0	3	0	0	0	**120**	**0**	**0**
6:00 AM	1	143	16	1	0	1	1	1	2	2	0	0	0	**168**	**0**	**0**
6:15 AM	1	192	18	3	1	0	2	2	1	1	0	0	0	**221**	**0**	**0**
6:30 AM	0	240	32	4	2	4	0	0	0	3	0	0	0	**285**	**0**	**0**
6:45 AM	0	328	31	7	2	1	0	1	5	3	0	0	0	**378**	**5**	**0**
7:00 AM	3	354	20	5	1	1	1	0	5	2	0	0	0	**392**	**1**	**0**
7:15 AM	1	399	28	3	1	2	0	1	7	0	0	0	0	**442**	**0**	**0**
7:30 AM	0	330	30	3	1	0	0	0	1	0	0	0	0	**365**	**0**	**0**
7:45 AM	1	273	21	6	7	2	1	1	2	1	0	0	0	**315**	**0**	**0**
8:00 AM	1	252	23	2	5	0	0	0	2	1	0	0	0	**286**	**0**	**0**
8:15 AM	0	230	22	3	2	3	1	0	1	1	0	0	0	**263**	**3**	**0**
8:30 AM	0	219	18	1	4	2	0	1	1	1	0	0	0	**247**	**0**	**0**
8:45 AM	0	157	13	1	1	2	1	2	3	0	0	0	0	**180**	**0**	**0**
9:00 AM	0	133	17	1	2	2	1	0	0	1	0	0	0	**157**	**1**	**0**
9:15 AM	0	73	6	1	3	4	1	2	1	1	0	0	0	**92**	**1**	**0**
9:30 AM	2	136	13	2	3	3	1	0	4	0	0	0	0	**164**	**1**	**0**
9:45 AM	0	145	14	2	3	0	0	1	3	0	0	0	0	**168**	**2**	**0**
10:00 AM	1	160	15	1	3	2	0	1	5	1	0	0	0	**189**	**0**	**1**
10:15 AM	0	131	9	1	1	2	3	0	2	1	0	0	0	**150**	**0**	**0**
10:30 AM	1	82	11	2	3	0	0	2	1	0	0	0	0	**102**	**0**	**0**
10:45 AM	1	95	10	2	4	0	0	1	8	1	0	0	0	**122**	**0**	**0**
11:00 AM	0	136	14	1	1	1	1	2	3	0	0	0	0	**159**	**1**	**0**
11:15 AM	1	132	8	1	7	2	0	2	4	0	0	0	0	**157**	**0**	**0**
11:30 AM	1	122	13	1	6	1	1	0	3	0	0	0	0	**148**	**0**	**0**
11:45 AM	1	110	15	3	3	2	1	0	4	1	0	0	0	**140**	**2**	**0**
12:00 PM	0	56	9	0	4	1	0	0	1	1	0	0	0	**72**	**2**	**1**
12:15 PM	0	57	5	1	1	3	3	0	1	2	0	0	0	**73**	**0**	**1**
12:30 PM	1	73	3	1	3	3	0	0	3	2	0	0	0	**89**	**0**	**0**
12:45 PM	0	107	5	1	1	2	1	2	2	1	0	0	0	**122**	**0**	**0**
1:00 PM	3	186	12	1	5	2	3	1	4	0	0	0	0	**217**	**1**	**0**
1:15 PM	2	119	15	0	2	3	0	0	4	0	0	0	0	**145**	**1**	**0**
1:30 PM	0	60	7	1	1	3	0	0	3	0	0	0	0	**75**	**1**	**0**
1:45 PM	2	98	11	2	3	3	0	0	2	1	0	0	0	**122**	**1**	**0**
2:00 PM	0	126	10	2	3	2	0	0	0	1	0	0	0	**144**	**1**	**1**
2:15 PM	0	158	17	1	4	0	0	0	0	0	0	0	0	**180**	**0**	**0**
2:30 PM	2	188	18	0	4	1	0	1	5	0	0	0	0	**219**	**1**	**0**
2:45 PM	1	127	10	1	1	2	1	0	2	0	0	0	0	**145**	**0**	**0**
3:00 PM	3	109	9	1	2	2	0	0	0	0	0	0	0	**126**	**1**	**0**
3:15 PM	0	86	8	2	3	2	0	0	0	0	0	0	0	**101**	**2**	**0**
3:30 PM	1	118	14	2	1	1	1	1	0	0	0	0	0	**139**	**1**	**0**
3:45 PM	1	185	15	4	1	1	0	0	3	0	0	0	0	**210**	**1**	**0**
4:00 PM	0	160	13	2	2	0	0	0	1	0	0	0	0	**178**	**0**	**0**
4:15 PM	2	196	21	2	4	1	1	1	4	0	0	0	0	**232**	**1**	**0**
4:30 PM	0	197	19	1	0	0	0	1	0	0	0	0	0	**218**	**1**	**0**
4:45 PM	1	199	20	4	1	0	0	0	1	0	0	0	0	**226**	**0**	**0**
5:00 PM	1	175	11	0	0	0	0	0	6	0	0	0	0	**193**	**0**	**0**
5:15 PM	1	150	11	0	0	2	0	0	1	0	0	0	0	**165**	**2**	**0**
5:30 PM	2	147	12	2	1	0	0	0	0	0	0	0	0	**164**	**0**	**0**
5:45 PM	2	124	14	3	2	1	0	0	1	0	0	0	0	**147**	**0**	**0**
6:00 PM	1	213	20	2	0	0	0	0	2	0	0	0	0	**238**	**2**	**0**
6:15 PM	0	127	15	0	1	0	0	0	0	0	0	0	0	**143**	**2**	**0**
6:30 PM	1	64	6	0	0	0	0	0	1	0	0	0	0	**72**	**2**	**0**
6:45 PM	3	118	10	2	3	0	0	0	2	0	0	0	0	**138**	**0**	**0**
7:00 PM	11	118	15	0	0	0	0	0	1	0	0	0	0	**145**	**3**	**0**
7:15 PM	1	61	10	0	0	0	0	0	0	0	0	0	0	**72**	**0**	**0**
7:30 PM	1	60	8	0	1	0	0	0	0	0	0	0	0	**70**	**1**	**0**
7:45 PM	0	64	10	1	0	0	0	0	1	0	0	0	0	**76**	**1**	**0**
8:00 PM	1	51	6	0	0	0	0	0	3	1	0	0	0	**62**	**0**	**0**
8:15 PM	0	49	10	1	0	1	0	0	1	0	0	0	0	**62**	**0**	**0**
8:30 PM	1	63	7	1	1	0	0	1	0	0	0	0	0	**74**	**0**	**0**
8:45 PM	0	71	9	0	0	0	0	0	1	0	0	0	0	**81**	**0**	**0**
9:00 PM	0	75	5	1	0	0	0	0	1	0	0	0	0	**82**	**0**	**0**
9:15 PM	2	43	5	0	0	0	0	0	1	0	0	0	0	**51**	**0**	**0**
9:30 PM	0	35	2	1	0	0	0	0	1	0	0	0	0	**39**	**0**	**0**
9:45 PM	0	42	5	0	0	0	0	0	0	0	0	0	0	**47**	**0**	**0**
10:00 PM	1	63	8	1	0	0	0	0	0	1	0	0	0	**74**	**2**	**1**
10:15 PM	0	48	7	0	1	0	0	0	0	0	0	0	0	**56**	**2**	**0**
10:30 PM	0	26	6	1	0	0	0	0	1	0	0	0	0	**34**	**0**	**0**
10:45 PM	0	25	3	1	0	0	0	0	2	0	0	0	0	**31**	**0**	**0**
11:00 PM	0	41	6	1	0	0	0	0	0	0	0	0	0	**48**	**0**	**0**
11:15 PM	0	16	4	0	0	0	0	0	1	1	0	0	0	**22**	**0**	**1**
11:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
11:45 PM	1	11	1	1	0	0	0	0	1	2	0	0	0	**17**	**0**	**0**
Total	**68**	**9751**	**945**	**117**	**127**	**77**	**27**	**29**	**150**	**51**	**0**	**0**	**0**			

St Claude Ave 7-Day Volume with Classifications
3/9/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	34	8	0	0	0	0	0	1	0	0	0	0	**43**	**1**	**0**
12:15 AM	1	20	3	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**0**
12:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:45 AM	0	28	5	2	0	0	0	0	1	0	0	0	0	**36**	**1**	**0**
1:00 AM	0	11	5	0	0	0	0	0	1	0	0	0	0	**17**	**0**	**0**
1:15 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
1:30 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
1:45 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	**10**	**1**	**0**
2:00 AM	0	8	1	1	0	1	0	0	1	0	0	0	0	**12**	**0**	**0**
2:15 AM	0	10	0	1	1	0	0	0	0	0	0	0	0	**12**	**1**	**0**
2:30 AM	0	8	2	0	0	0	1	0	0	0	0	0	0	**11**	**0**	**0**
2:45 AM	0	9	2	1	0	0	0	0	0	0	0	0	0	**12**	**1**	**0**
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:15 AM	0	11	1	1	0	0	1	0	1	1	0	0	0	**16**	**0**	**0**
3:30 AM	0	18	4	0	0	0	0	0	1	0	0	0	0	**23**	**0**	**0**
3:45 AM	1	18	2	1	1	1	0	0	1	0	0	0	0	**25**	**0**	**0**
4:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
4:15 AM	0	8	2	0	0	0	0	0	2	0	0	0	0	**12**	**0**	**0**
4:30 AM	0	17	5	1	0	0	0	0	1	0	0	0	0	**24**	**0**	**0**
4:45 AM	0	24	6	1	0	0	0	0	0	0	0	0	0	**31**	**0**	**0**
5:00 AM	0	31	9	1	0	1	0	0	2	1	0	0	0	**45**	**1**	**0**
5:15 AM	0	22	1	1	1	1	0	0	0	0	0	0	0	**26**	**0**	**0**
5:30 AM	1	24	4	0	1	1	0	1	1	0	0	0	0	**33**	**0**	**0**
5:45 AM	1	30	9	0	2	0	0	0	1	0	0	0	0	**43**	**0**	**0**
6:00 AM	0	20	6	1	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
6:15 AM	0	59	11	2	0	0	3	0	2	0	0	0	0	**77**	**0**	**0**
6:30 AM	0	55	13	6	1	0	0	0	5	3	0	0	0	**83**	**0**	**0**
6:45 AM	0	62	15	6	1	1	1	0	2	1	0	0	0	**89**	**1**	**0**
7:00 AM	0	56	15	2	1	1	0	0	1	1	0	0	0	**77**	**1**	**0**
7:15 AM	1	57	12	4	2	0	0	0	2	0	0	0	0	**78**	**1**	**0**
7:30 AM	0	68	12	5	1	1	0	0	4	0	0	0	0	**91**	**0**	**0**
7:45 AM	0	102	23	2	2	0	2	0	2	0	0	0	0	**133**	**0**	**0**
8:00 AM	0	77	21	1	0	0	0	0	2	0	0	0	0	**101**	**0**	**0**
8:15 AM	0	78	15	1	0	0	0	0	4	0	0	0	0	**98**	**1**	**0**
8:30 AM	0	9	1	1	1	1	0	0	0	0	0	0	0	**13**	**0**	**0**
8:45 AM	1	98	16	3	3	1	1	0	6	2	0	0	0	**131**	**0**	**0**
9:00 AM	0	99	29	2	1	0	1	0	9	2	0	0	0	**143**	**1**	**0**
9:15 AM	1	102	21	1	2	0	1	0	5	2	0	0	0	**135**	**0**	**0**
9:30 AM	0	47	14	0	1	0	2	0	5	1	0	0	0	**70**	**0**	**0**
9:45 AM	0	45	15	1	2	0	2	0	0	0	0	0	0	**65**	**0**	**0**
10:00 AM	0	26	5	0	1	2	0	0	2	0	0	0	0	**36**	**0**	**0**
10:15 AM	1	78	16	0	2	2	0	0	11	0	0	0	0	**110**	**1**	**0**
10:30 AM	1	89	20	1	1	0	0	0	6	2	0	0	0	**120**	**0**	**0**
10:45 AM	0	62	17	1	3	1	0	0	6	0	0	0	0	**90**	**0**	**0**
11:00 AM	0	111	24	0	1	1	0	0	4	0	0	0	0	**141**	**1**	**0**
11:15 AM	1	69	19	0	7	1	0	0	3	0	0	0	0	**100**	**0**	**0**
11:30 AM	1	124	26	0	1	1	0	0	6	0	0	0	0	**159**	**1**	**0**
11:45 AM	1	39	10	0	2	1	0	0	2	1	0	0	0	**56**	**0**	**0**
12:00 PM	3	107	27	2	1	0	0	0	3	0	0	0	0	**143**	**0**	**0**
12:15 PM	2	100	32	0	4	1	0	0	1	1	0	0	0	**141**	**2**	**0**
12:30 PM	1	48	15	0	1	1	0	0	1	0	0	0	0	**67**	**0**	**0**
12:45 PM	2	80	25	0	0	0	1	0	3	0	0	0	0	**111**	**2**	**0**
1:00 PM	0	65	13	1	3	1	1	0	5	1	0	0	0	**90**	**0**	**0**
1:15 PM	0	46	17	0	1	1	0	0	0	0	0	0	0	**65**	**1**	**1**
1:30 PM	1	82	29	1	1	1	0	0	4	1	0	0	0	**120**	**5**	**0**
1:45 PM	0	93	18	1	2	0	0	0	6	0	0	0	0	**120**	**1**	**0**
2:00 PM	3	100	25	1	2	1	0	0	3	0	0	0	0	**135**	**0**	**0**
2:15 PM	3	90	35	1	3	1	1	0	0	0	0	0	0	**134**	**1**	**0**
2:30 PM	2	61	25	0	1	0	0	0	2	0	0	0	0	**91**	**0**	**0**
2:45 PM	0	109	30	2	4	1	0	0	2	0	0	0	0	**148**	**0**	**0**
3:00 PM	2	162	55	2	2	0	0	0	5	0	0	0	0	**228**	**1**	**0**
3:15 PM	0	168	45	2	1	2	0	0	2	1	0	0	0	**221**	**0**	**0**
3:30 PM	0	192	54	6	0	1	0	0	2	1	0	0	0	**256**	**0**	**0**
3:45 PM	2	136	45	5	1	0	0	0	3	0	0	0	0	**192**	**2**	**0**
4:00 PM	2	208	52	4	1	0	0	0	0	0	0	0	0	**267**	**1**	**0**
4:15 PM	1	190	41	5	0	0	0	0	3	0	0	0	0	**240**	**3**	**0**
4:30 PM	3	283	76	4	1	2	0	0	2	0	0	0	0	**371**	**2**	**0**
4:45 PM	2	229	55	1	1	0	0	0	1	0	0	0	0	**289**	**0**	**0**
5:00 PM	4	294	68	5	1	1	2	0	0	0	0	0	0	**375**	**1**	**0**
5:15 PM	0	291	65	2	2	1	0	0	1	0	0	0	0	**362**	**0**	**1**
5:30 PM	2	257	64	0	1	0	0	0	1	0	0	0	0	**325**	**1**	**0**
5:45 PM	2	234	43	1	1	2	0	0	2	0	0	0	0	**285**	**0**	**0**
6:00 PM	1	202	46	3	0	0	1	0	2	0	0	0	0	**255**	**2**	**0**
6:15 PM	0	41	8	2	0	0	0	0	1	0	0	0	0	**52**	**0**	**0**
6:30 PM	2	168	36	2	3	0	0	0	2	0	0	0	0	**213**	**2**	**0**
6:45 PM	0	149	29	2	2	0	0	0	3	0	0	0	0	**185**	**0**	**0**
7:00 PM	0	100	34	1	0	0	0	0	0	0	0	0	0	**135**	**0**	**0**
7:15 PM	0	96	14	2	0	0	0	0	0	0	0	0	0	**112**	**0**	**0**
7:30 PM	2	89	18	1	0	0	0	0	0	0	0	0	0	**110**	**1**	**0**
7:45 PM	0	77	19	1	0	0	0	0	2	0	0	0	0	**99**	**0**	**0**
8:00 PM	1	60	11	0	1	0	0	0	2	0	0	0	0	**75**	**0**	**0**
8:15 PM	1	38	11	1	0	0	0	0	0	0	0	0	0	**51**	**0**	**0**
8:30 PM	1	52	14	1	0	0	0	0	2	0	0	0	0	**70**	**0**	**0**
8:45 PM	0	52	14	0	0	0	0	0	2	0	0	0	0	**68**	**1**	**0**
9:00 PM	0	47	13	0	0	0	0	0	0	0	0	0	0	**60**	**0**	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
9:30 PM	0	80	26	1	0	0	0	0	1	0	0	0	0	**108**	**1**	**0**
9:45 PM	3	53	9	1	1	0	0	0	0	0	0	0	0	**67**	**2**	**0**
10:00 PM	0	35	10	0	0	0	0	0	0	0	0	0	0	**45**	**0**	**0**
10:15 PM	1	44	7	1	1	0	0	0	1	0	0	0	0	**55**	**1**	**0**
10:30 PM	1	44	11	0	0	0	0	0	1	0	0	0	0	**57**	**0**	**0**
10:45 PM	0	34	9	1	0	0	0	0	0	0	0	0	0	**44**	**1**	**0**
11:00 PM	0	36	7	0	0	0	0	0	1	0	0	0	0	**44**	**0**	**0**
11:15 PM	2	56	10	0	0	0	0	0	2	0	0	0	0	**70**	**2**	**0**
11:30 PM	0	30	3	1	0	0	0	0	2	0	0	0	0	**36**	**0**	**0**
11:45 PM	0	39	8	1	0	0	0	0	0	0	0	0	0	**48**	**0**	**0**
Total	**64**	**7258**	**1773**	**120**	**85**	**36**	**21**	**1**	**180**	**22**	**0**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	12	3	1	0	0	0	0	3	0	0	0	0	**19**	**0**	**0**
12:15 AM	1	17	0	0	0	0	0	0	0	0	0	0	0	**18**	**10**	**0**
12:30 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	**13**	**0**	**0**
12:45 AM	0	19	2	1	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
1:00 AM	0	9	0	3	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
1:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**1**	**0**
1:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
1:45 AM	0	10	1	1	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
2:00 AM	0	11	0	1	0	0	0	0	1	0	0	0	0	**13**	**0**	**0**
2:15 AM	0	10	2	0	0	0	0	0	2	0	0	0	0	**14**	**0**	**0**
2:30 AM	0	8	0	1	0	0	0	0	1	0	0	0	0	**10**	**0**	**0**
2:45 AM	0	11	2	0	0	0	0	0	1	0	0	0	0	**14**	**0**	**0**
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
3:15 AM	0	11	1	0	0	1	0	0	1	0	0	0	0	**14**	**0**	**0**
3:30 AM	0	24	6	1	0	0	0	0	2	0	0	0	0	**33**	**0**	**0**
3:45 AM	0	21	3	0	0	1	0	0	0	1	0	0	0	**26**	**0**	**0**
4:00 AM	0	19	6	1	0	0	0	0	0	2	0	0	0	**28**	**0**	**0**
4:15 AM	0	23	4	0	2	0	0	0	1	0	0	0	0	**30**	**0**	**0**
4:30 AM	0	24	4	0	0	0	0	0	1	2	0	0	0	**31**	**0**	**0**
4:45 AM	0	31	4	0	0	2	0	0	0	0	0	0	0	**37**	**0**	**0**
5:00 AM	1	47	5	0	1	1	0	0	3	0	0	0	0	**58**	**0**	**0**
5:15 AM	1	16	4	0	0	2	0	0	1	2	0	0	0	**26**	**0**	**0**
5:30 AM	0	83	8	0	1	0	1	0	0	0	0	0	0	**93**	**0**	**0**
5:45 AM	0	96	8	1	0	1	0	0	3	0	0	0	0	**109**	**1**	**0**
6:00 AM	2	88	11	0	0	0	2	0	3	2	0	0	0	**108**	**0**	**0**
6:15 AM	1	184	32	3	0	0	3	0	7	2	0	0	0	**232**	**1**	**0**
6:30 AM	0	227	42	4	4	6	0	0	1	1	0	0	0	**285**	**1**	**0**
6:45 AM	0	265	47	9	1	1	1	0	5	0	0	0	0	**329**	**0**	**0**
7:00 AM	0	313	35	5	0	1	2	0	3	2	0	0	0	**361**	**3**	**0**
7:15 AM	1	377	45	3	3	0	1	0	1	2	0	0	0	**433**	**0**	**0**
7:30 AM	1	323	38	3	1	2	0	0	0	1	0	0	0	**369**	**1**	**0**
7:45 AM	1	237	35	3	7	0	0	0	5	0	0	0	0	**288**	**0**	**0**
8:00 AM	0	214	26	4	4	1	0	0	3	2	0	0	0	**254**	**1**	**0**
8:15 AM	1	205	26	3	5	0	0	0	1	0	0	0	0	**241**	**0**	**0**
8:30 AM	0	73	21	1	0	0	1	0	3	0	0	0	0	**99**	**1**	**0**
8:45 AM	3	111	24	0	1	3	0	0	2	0	0	0	0	**144**	**2**	**0**
9:00 AM	1	171	23	1	1	2	0	0	1	2	0	0	0	**202**	**1**	**0**
9:15 AM	0	148	22	1	1	0	1	0	0	3	0	0	0	**176**	**1**	**0**
9:30 AM	1	68	15	1	2	0	2	0	3	1	0	0	0	**93**	**1**	**0**
9:45 AM	0	109	21	0	3	1	1	0	5	1	0	0	0	**141**	**1**	**0**
10:00 AM	0	78	13	0	3	1	0	0	2	0	0	0	0	**97**	**1**	**0**
10:15 AM	1	92	18	0	3	2	1	0	3	0	0	0	0	**120**	**0**	**0**
10:30 AM	2	89	15	0	3	1	0	0	1	1	0	0	0	**112**	**1**	**0**
10:45 AM	0	93	17	0	0	2	3	0	6	0	0	0	0	**121**	**0**	**0**
11:00 AM	1	122	26	1	1	0	0	0	3	1	0	0	0	**155**	**0**	**2**
11:15 AM	1	120	17	0	4	2	0	0	4	0	0	0	0	**148**	**2**	**0**
11:30 AM	1	108	26	0	0	1	0	0	8	0	0	0	0	**144**	**0**	**0**
11:45 AM	1	81	16	0	0	0	1	0	1	0	0	0	0	**100**	**1**	**0**
12:00 PM	3	132	21	0	3	1	1	2	4	1	0	0	0	**168**	**2**	**0**
12:15 PM	2	118	14	1	3	2	0	0	4	0	0	0	0	**144**	**1**	**0**
12:30 PM	2	57	10	0	1	1	1	0	0	1	0	0	0	**73**	**1**	**0**
12:45 PM	1	93	21	0	3	0	0	0	2	0	0	0	0	**120**	**0**	**0**
1:00 PM	2	117	21	0	2	0	2	0	5	0	0	0	0	**149**	**0**	**0**
1:15 PM	0	80	24	0	4	0	0	0	1	0	0	0	0	**109**	**1**	**0**
1:30 PM	1	66	20	1	1	0	1	0	1	0	0	0	0	**91**	**1**	**0**
1:45 PM	2	109	18	0	2	1	0	0	4	0	0	0	0	**136**	**1**	**0**
2:00 PM	0	106	34	1	4	2	0	0	4	0	0	0	0	**151**	**0**	**0**
2:15 PM	2	121	20	0	0	0	0	0	2	0	0	0	0	**145**	**4**	**0**
2:30 PM	1	65	14	2	2	3	0	0	2	0	0	0	0	**89**	**2**	**0**
2:45 PM	3	122	26	1	1	2	1	0	1	1	0	0	0	**158**	**0**	**0**
3:00 PM	1	172	27	1	3	0	0	0	2	1	0	0	0	**207**	**1**	**0**
3:15 PM	0	145	27	1	0	1	0	0	2	0	0	0	0	**176**	**0**	**0**
3:30 PM	0	144	34	2	2	0	0	0	2	0	0	0	0	**184**	**1**	**0**
3:45 PM	0	153	24	1	2	2	0	0	2	0	0	0	0	**184**	**0**	**0**
4:00 PM	1	171	29	3	0	1	0	0	0	0	0	0	0	**205**	**0**	**0**
4:15 PM	0	163	24	1	2	1	0	0	2	0	0	0	0	**193**	**3**	**0**
4:30 PM	0	176	35	3	0	1	0	0	4	0	0	0	0	**219**	**0**	**0**
4:45 PM	2	178	35	2	0	1	0	0	3	0	0	0	0	**221**	**1**	**0**
5:00 PM	0	152	20	1	1	0	0	0	1	0	0	0	0	**175**	**1**	**0**
5:15 PM	1	120	22	2	1	0	0	0	0	0	0	0	0	**146**	**0**	**0**
5:30 PM	0	98	34	2	0	0	0	0	1	0	0	0	0	**135**	**0**	**0**
5:45 PM	1	118	30	2	0	0	0	0	1	0	0	0	0	**152**	**0**	**0**
6:00 PM	0	122	25	3	0	0	0	0	0	0	0	0	0	**150**	**1**	**0**
6:15 PM	2	51	16	1	0	0	0	0	0	0	0	0	0	**70**	**0**	**0**
6:30 PM	1	137	14	1	0	0	0	0	1	0	0	0	0	**154**	**0**	**0**
6:45 PM	3	156	11	2	2	0	0	0	0	0	0	0	0	**174**	**0**	**0**
7:00 PM	0	70	11	2	1	0	0	0	2	0	0	0	0	**86**	**1**	**0**
7:15 PM	0	63	7	0	0	0	0	0	1	0	0	0	0	**71**	**0**	**0**
7:30 PM	1	96	9	1	0	0	0	0	1	0	0	0	0	**108**	**0**	**0**
7:45 PM	0	74	9	1	1	0	0	0	1	1	0	0	0	**87**	**0**	**0**
8:00 PM	0	37	12	1	0	0	0	0	0	1	0	0	0	**51**	**0**	**0**
8:15 PM	1	31	9	0	1	0	0	0	1	0	0	0	0	**43**	**0**	**0**
8:30 PM	0	49	14	1	0	0	0	0	2	0	0	0	0	**66**	**1**	**1**
8:45 PM	2	39	11	0	0	0	1	0	1	0	0	0	0	**54**	**1**	**0**
9:00 PM	0	38	13	1	0	0	0	0	2	0	0	0	0	**54**	**0**	**0**
9:15 PM	0	10	4	0	0	0	0	0	2	0	0	0	0	**16**	**0**	**0**
9:30 PM	1	40	11	1	0	0	0	0	0	0	0	0	0	**53**	**0**	**0**
9:45 PM	1	37	12	0	0	0	0	0	0	0	0	0	0	**50**	**0**	**0**
10:00 PM	0	28	10	1	0	0	1	0	1	0	0	0	0	**41**	**0**	**0**
10:15 PM	1	41	10	0	0	0	0	0	1	0	0	0	0	**53**	**0**	**0**
10:30 PM	0	30	6	0	0	0	0	0	0	0	0	0	0	**36**	**0**	**1**
10:45 PM	0	13	4	1	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
11:00 PM	1	24	6	1	0	0	0	0	2	0	0	0	0	**34**	**0**	**0**
11:15 PM	0	21	7	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
11:30 PM	0	23	9	0	0	0	0	0	0	0	0	0	0	**32**	**0**	**0**
11:45 PM	0	18	4	1	0	0	0	0	1	0	0	0	0	**24**	**0**	**0**
Total	**61**	**8651**	**1504**	**99**	**93**	**54**	**27**	**2**	**161**	**34**	**0**	**0**	**0**			

St Claude Ave 7-Day Volume with Classifications
3/10/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
12:15 AM	1	59	0	0	1	0	0	0	2	1	0	0	0	**64**	**0**	**0**
12:30 AM	0	47	3	1	0	0	0	0	2	0	0	0	0	**53**	**0**	**0**
12:45 AM	0	35	2	1	0	0	0	0	1	0	0	0	0	**39**	**0**	**0**
1:00 AM	0	15	0	0	0	0	0	0	0	1	0	0	0	**16**	**1**	**0**
1:15 AM	2	30	0	1	0	0	0	0	1	0	0	0	0	**34**	**0**	**0**
1:30 AM	1	23	0	0	0	0	0	0	0	0	0	0	0	**24**	**0**	**0**
1:45 AM	1	24	1	1	0	0	0	0	1	0	0	0	0	**28**	**0**	**0**
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
2:15 AM	1	14	0	1	0	0	0	0	2	0	0	0	0	**18**	**1**	**0**
2:30 AM	0	18	2	0	0	0	0	2	0	0	0	0	0	**22**	**0**	**0**
2:45 AM	0	22	0	1	1	2	0	0	0	0	0	0	0	**26**	**0**	**0**
3:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
3:15 AM	0	6	1	1	0	0	0	0	1	0	0	0	0	**9**	**0**	**0**
3:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**	**0**	**0**
3:45 AM	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
4:00 AM	0	12	1	0	2	0	0	0	0	0	0	0	0	**15**	**0**	**0**
4:15 AM	0	4	0	0	0	0	1	0	0	0	0	0	0	**5**	**0**	**0**
4:30 AM	0	19	1	1	2	1	1	0	0	0	0	1	0	**26**	**0**	**0**
4:45 AM	0	32	5	1	0	0	0	0	1	1	0	0	0	**40**	**0**	**0**
5:00 AM	0	73	6	1	0	0	0	1	2	0	0	0	0	**83**	**0**	**0**
5:15 AM	0	49	4	1	1	0	2	1	0	0	0	0	0	**58**	**0**	**0**
5:30 AM	1	45	6	0	2	0	0	0	0	0	0	0	0	**54**	**0**	**0**
5:45 AM	0	28	3	0	1	1	0	0	0	0	0	0	0	**33**	**0**	**0**
6:00 AM	0	24	2	1	1	1	0	2	0	1	0	0	0	**32**	**0**	**0**
6:15 AM	0	26	1	1	0	0	0	0	1	0	0	0	0	**29**	**0**	**0**
6:30 AM	0	54	4	4	0	0	0	0	2	1	0	0	0	**65**	**0**	**0**
6:45 AM	0	68	3	6	3	0	0	2	1	1	0	0	0	**84**	**0**	**0**
7:00 AM	0	69	5	3	3	2	0	1	1	3	0	0	0	**87**	**0**	**0**
7:15 AM	0	74	3	7	1	0	0	0	2	3	0	0	0	**90**	**0**	**0**
7:30 AM	0	67	10	4	1	0	1	0	3	0	0	0	0	**86**	**0**	**0**
7:45 AM	1	99	6	4	2	3	1	0	4	2	0	0	0	**122**	**0**	**0**
8:00 AM	1	94	7	1	1	2	0	1	3	1	0	0	0	**111**	**0**	**0**
8:15 AM	0	73	5	1	1	0	1	0	3	2	0	0	0	**86**	**0**	**0**
8:30 AM	0	62	3	2	2	1	0	0	0	0	0	0	0	**70**	**0**	**0**
8:45 AM	0	78	9	2	6	1	0	1	4	3	0	0	0	**104**	**0**	**0**
9:00 AM	0	75	8	2	2	1	0	0	1	0	0	0	0	**89**	**2**	**0**
9:15 AM	0	67	11	1	3	0	1	0	2	2	0	0	0	**87**	**0**	**0**
9:30 AM	0	25	3	1	3	1	0	0	2	1	0	0	0	**36**	**1**	**0**
9:45 AM	0	102	11	0	2	4	2	0	8	1	0	0	0	**130**	**1**	**0**
10:00 AM	0	111	10	2	1	1	0	0	9	1	0	0	0	**135**	**0**	**0**
10:15 AM	0	63	13	1	0	3	0	0	4	1	0	0	0	**85**	**0**	**0**
10:30 AM	1	58	7	1	2	0	0	0	2	0	0	0	0	**71**	**0**	**0**
10:45 AM	1	74	6	1	3	2	0	0	4	0	0	0	0	**91**	**0**	**0**
11:00 AM	0	133	14	1	3	2	0	1	1	0	1	0	0	**155**	**0**	**0**
11:15 AM	0	84	8	1	2	0	0	2	2	5	0	0	0	**104**	**1**	**0**
11:30 AM	5	100	19	2	2	0	0	0	4	0	0	0	0	**132**	**0**	**0**
11:45 AM	0	129	14	2	1	1	0	0	1	1	0	0	0	**149**	**1**	**0**
12:00 PM	0	120	14	2	4	1	0	1	7	0	0	0	0	**149**	**1**	**0**
12:15 PM	0	94	6	0	2	3	0	0	3	1	0	0	0	**109**	**1**	**0**
12:30 PM	0	89	5	0	3	0	1	0	1	4	0	0	0	**103**	**1**	**0**
12:45 PM	0	45	7	2	0	1	0	0	3	0	0	0	0	**58**	**0**	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**	**0**
1:15 PM	1	138	11	2	5	1	0	1	5	1	0	0	0	**165**	**4**	**0**
1:30 PM	0	100	7	2	3	0	0	0	5	0	0	0	0	**117**	**1**	**0**
1:45 PM	1	88	7	0	2	0	0	0	4	3	0	0	0	**105**	**0**	**0**
2:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
2:15 PM	0	134	16	4	2	4	0	1	3	0	0	0	0	**164**	**0**	**1**
2:30 PM	1	160	12	1	0	0	0	0	3	0	0	0	0	**177**	**1**	**0**
2:45 PM	0	175	13	2	4	3	0	0	1	2	0	0	0	**200**	**0**	**0**
3:00 PM	2	128	7	1	1	0	0	0	2	0	0	0	0	**141**	**1**	**0**
3:15 PM	3	218	16	3	2	1	0	0	4	0	0	0	0	**247**	**0**	**0**
3:30 PM	2	216	25	6	1	0	0	0	1	0	0	0	0	**251**	**0**	**0**
3:45 PM	0	239	12	4	0	1	1	0	1	0	0	0	0	**258**	**0**	**0**
4:00 PM	1	207	13	4	1	1	0	1	3	1	0	0	0	**232**	**0**	**0**
4:15 PM	0	209	8	3	1	0	1	0	2	1	0	0	0	**225**	**0**	**0**
4:30 PM	3	270	15	7	2	0	0	0	0	0	0	0	0	**297**	**0**	**1**
4:45 PM	1	285	19	2	2	0	0	1	1	2	0	0	0	**313**	**0**	**0**
5:00 PM	3	294	8	1	2	0	0	0	0	0	0	0	0	**308**	**0**	**0**
5:15 PM	0	349	20	7	4	0	0	0	2	1	0	0	0	**383**	**1**	**0**
5:30 PM	1	307	9	3	1	0	7	0	0	0	0	0	0	**328**	**0**	**0**
5:45 PM	0	255	13	1	3	0	1	0	2	0	0	0	0	**275**	**0**	**0**
6:00 PM	0	100	3	1	1	0	0	0	0	0	0	0	0	**105**	**0**	**0**
6:15 PM	0	194	12	3	0	1	0	0	0	0	0	0	0	**210**	**0**	**0**
6:30 PM	3	152	4	2	0	0	0	0	1	0	0	0	0	**162**	**0**	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
7:00 PM	2	143	5	3	0	0	0	0	1	0	0	0	0	**154**	**0**	**0**
7:15 PM	0	184	6	0	1	0	0	0	1	0	0	0	0	**192**	**1**	**0**
7:30 PM	3	151	4	2	2	0	0	0	1	0	0	0	0	**163**	**1**	**0**
7:45 PM	0	115	4	1	1	0	0	0	1	0	0	0	0	**122**	**1**	**0**
8:00 PM	1	44	1	1	0	0	0	0	0	0	0	0	0	**47**	**2**	**0**
8:15 PM	2	96	3	0	1	0	0	0	3	0	0	0	0	**105**	**1**	**0**
8:30 PM	0	98	1	1	0	0	0	0	0	0	0	0	0	**100**	**0**	**0**
8:45 PM	0	69	1	1	2	0	0	0	1	0	0	0	0	**74**	**0**	**0**
9:00 PM	0	39	2	0	0	0	0	0	2	0	0	0	0	**43**	**0**	**0**
9:15 PM	0	62	1	1	0	0	0	0	1	0	0	0	0	**65**	**0**	**0**
9:30 PM	0	72	1	0	0	0	0	0	0	0	0	0	0	**73**	**0**	**0**
9:45 PM	0	54	3	1	0	0	0	0	2	0	0	0	0	**60**	**0**	**0**
10:00 PM	0	40	1	0	0	0	0	0	0	0	0	0	0	**41**	**0**	**0**
10:15 PM	1	61	1	1	2	0	0	0	1	0	0	0	0	**67**	**0**	**0**
10:30 PM	0	106	4	0	0	0	0	1	0	0	0	0	0	**111**	**3**	**0**
10:45 PM	1	94	2	2	0	0	0	0	0	0	0	0	0	**99**	**0**	**0**
11:00 PM	0	72	1	0	1	0	0	0	0	0	0	0	0	**74**	**0**	**0**
11:15 PM	1	67	1	1	0	0	0	0	0	0	0	0	0	**70**	**0**	**0**
11:30 PM	0	43	1	0	0	0	0	0	1	0	0	0	0	**45**	**1**	**0**
11:45 PM	1	23	1	0	0	1	0	0	1	0	0	0	0	**27**	**0**	**0**
Total	**50**	**8630**	**548**	**141**	**112**	**47**	**20**	**21**	**146**	**49**	**0**	**1**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	12	0	1	0	0	0	1	0	0	0	0	0	**14**	**0**	**0**
12:15 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
12:30 AM	0	20	0	1	0	0	0	0	0	1	0	0	0	**22**	**0**	**0**
12:45 AM	0	15	0	0	0	0	0	0	1	0	0	0	0	**16**	**0**	**0**
1:00 AM	0	8	2	1	1	0	0	0	1	0	0	0	0	**13**	**0**	**0**
1:15 AM	0	12	2	0	0	0	0	0	2	0	0	0	0	**16**	**0**	**0**
1:30 AM	1	8	0	1	0	0	0	0	2	0	0	0	0	**12**	**0**	**0**
1:45 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	**13**	**0**	**0**
2:00 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:30 AM	1	7	0	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
2:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**1**
3:00 AM	0	5	0	1	0	0	0	0	1	0	0	0	0	**7**	**0**	**0**
3:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
3:30 AM	0	21	1	0	0	0	0	0	5	0	0	0	0	**28**	**0**	**0**
3:45 AM	0	16	0	0	1	0	0	0	1	0	0	0	0	**18**	**0**	**0**
4:00 AM	0	30	1	1	2	0	0	0	1	0	0	0	0	**35**	**0**	**0**
4:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
4:30 AM	0	31	0	0	0	0	0	0	0	0	0	0	0	**31**	**0**	**0**
4:45 AM	0	45	2	1	1	0	0	0	2	0	0	0	0	**51**	**0**	**1**
5:00 AM	1	65	2	0	1	1	1	0	2	1	0	0	0	**74**	**0**	**0**
5:15 AM	1	59	6	1	1	1	0	0	1	0	0	0	0	**70**	**0**	**0**
5:30 AM	0	104	5	1	0	2	0	0	2	0	0	0	0	**114**	**0**	**0**
5:45 AM	0	107	5	2	0	0	0	0	5	0	0	0	0	**119**	**0**	**1**
6:00 AM	0	128	12	1	2	1	1	3	3	0	0	0	0	**151**	**0**	**0**
6:15 AM	1	76	9	2	0	0	2	1	0	0	0	0	0	**91**	**0**	**0**
6:30 AM	0	217	30	2	2	2	3	0	3	1	0	0	0	**260**	**1**	**0**
6:45 AM	2	285	33	9	1	2	1	2	4	2	0	0	0	**341**	**1**	**0**
7:00 AM	0	293	31	5	0	0	2	0	4	2	0	0	0	**337**	**0**	**0**
7:15 AM	0	336	31	3	1	0	0	1	1	1	0	0	0	**374**	**1**	**0**
7:30 AM	0	302	30	3	4	0	1	0	4	0	0	0	0	**344**	**0**	**0**
7:45 AM	0	262	22	3	4	1	0	0	4	1	0	0	0	**297**	**0**	**0**
8:00 AM	0	225	12	2	1	1	0	0	3	0	0	0	0	**244**	**0**	**0**
8:15 AM	1	195	25	7	4	0	0	0	4	1	0	0	0	**237**	**0**	**0**
8:30 AM	1	141	22	1	4	3	0	0	3	0	0	0	0	**175**	**3**	**0**
8:45 AM	1	112	9	2	6	1	0	0	2	0	0	0	0	**133**	**1**	**0**
9:00 AM	1	128	17	2	6	2	0	0	4	1	0	0	0	**161**	**0**	**0**
9:15 AM	0	141	23	2	2	0	0	1	2	2	0	0	0	**173**	**2**	**1**
9:30 AM	0	80	12	0	1	0	0	1	1	0	0	0	0	**95**	**1**	**1**
9:45 AM	1	130	9	1	2	0	0	1	2	1	0	0	0	**147**	**2**	**0**
10:00 AM	2	155	20	1	1	0	0	0	4	0	0	0	0	**183**	**0**	**0**
10:15 AM	0	114	13	0	2	1	0	0	2	1	0	0	0	**133**	**3**	**0**
10:30 AM	0	69	4	2	2	3	0	0	3	0	0	0	0	**83**	**2**	**0**
10:45 AM	2	118	7	1	5	1	0	1	5	0	0	0	0	**140**	**1**	**0**
11:00 AM	3	170	8	2	4	2	1	0	5	0	0	0	0	**195**	**0**	**0**
11:15 AM	0	119	11	1	4	0	0	0	3	0	0	0	0	**138**	**0**	**0**
11:30 AM	1	149	15	0	5	2	1	1	7	1	0	0	0	**182**	**0**	**0**
11:45 AM	0	148	11	1	3	0	1	0	1	1	0	0	0	**166**	**0**	**0**
12:00 PM	1	166	10	2	1	0	1	0	5	1	0	0	0	**187**	**1**	**0**
12:15 PM	2	138	9	2	3	0	0	0	2	0	0	0	0	**154**	**2**	**0**
12:30 PM	1	144	6	0	3	2	0	2	4	0	0	0	0	**162**	**0**	**0**
12:45 PM	3	58	6	0	4	1	0	1	1	1	0	0	0	**75**	**1**	**0**
1:00 PM	1	15	5	1	1	1	0	0	1	0	0	0	0	**25**	**1**	**0**
1:15 PM	2	112	9	2	3	1	0	0	2	1	0	0	0	**132**	**4**	**0**
1:30 PM	1	113	12	2	2	1	0	1	2	0	0	0	0	**134**	**0**	**0**
1:45 PM	2	111	9	0	4	1	0	0	2	0	0	0	0	**129**	**2**	**0**
2:00 PM	1	70	7	1	0	1	0	2	2	0	0	0	0	**84**	**0**	**0**
2:15 PM	2	106	6	1	0	1	0	1	4	0	0	0	0	**121**	**1**	**0**
2:30 PM	1	162	7	3	2	0	1	2	2	1	0	0	0	**181**	**0**	**0**
2:45 PM	0	143	12	3	1	1	1	0	4	0	0	0	0	**165**	**0**	**0**
3:00 PM	0	140	32	1	3	0	0	0	1	0	0	0	0	**177**	**0**	**0**
3:15 PM	0	141	34	0	1	1	0	1	0	0	0	0	0	**178**	**0**	**0**
3:30 PM	0	170	26	3	1	0	0	1	1	0	0	0	0	**202**	**0**	**0**
3:45 PM	0	138	24	2	1	0	0	0	1	0	0	0	0	**166**	**0**	**0**
4:00 PM	0	170	35	1	2	1	0	0	3	0	0	0	0	**212**	**0**	**0**
4:15 PM	0	146	26	2	1	0	0	0	1	0	0	0	0	**176**	**0**	**0**
4:30 PM	0	185	35	2	0	0	0	1	0	0	0	0	0	**223**	**0**	**1**
4:45 PM	0	180	35	5	1	0	0	0	1	0	0	0	0	**222**	**0**	**0**
5:00 PM	1	181	37	2	1	0	0	0	1	0	0	0	0	**223**	**0**	**0**
5:15 PM	1	108	27	2	2	1	0	1	0	0	0	0	0	**142**	**0**	**0**
5:30 PM	0	142	24	1	0	0	0	0	1	0	0	0	0	**168**	**0**	**0**
5:45 PM	1	118	14	1	0	0	0	1	1	0	0	0	0	**136**	**0**	**0**
6:00 PM	1	67	8	2	0	2	1	0	0	0	0	0	0	**81**	**0**	**0**
6:15 PM	1	80	16	1	1	0	0	0	1	0	0	0	0	**100**	**0**	**0**
6:30 PM	1	119	13	3	1	0	0	0	3	0	0	0	0	**140**	**0**	**0**
6:45 PM	1	37	6	1	0	0	0	0	0	0	0	0	0	**45**	**0**	**0**
7:00 PM	0	97	17	1	0	0	0	0	0	0	0	0	0	**115**	**1**	**0**
7:15 PM	0	129	16	1	0	0	0	0	1	0	0	0	0	**147**	**0**	**0**
7:30 PM	0	130	14	0	0	0	0	0	1	0	0	0	0	**145**	**1**	**0**
7:45 PM	1	90	10	2	0	0	0	0	0	0	0	0	0	**103**	**0**	**0**
8:00 PM	0	58	2	1	0	0	0	0	0	0	0	0	0	**61**	**0**	**0**
8:15 PM	0	71	5	0	1	0	0	0	1	1	0	0	0	**79**	**2**	**0**
8:30 PM	0	68	4	0	1	0	0	0	0	0	0	0	0	**73**	**0**	**1**
8:45 PM	0	73	4	1	1	0	0	0	1	0	0	0	0	**80**	**3**	**1**
9:00 PM	0	37	4	1	0	0	0	0	0	0	0	0	0	**42**	**0**	**0**
9:15 PM	0	42	1	0	0	0	0	0	0	0	0	0	0	**43**	**0**	**0**
9:30 PM	1	48	6	1	1	0	0	0	1	1	0	0	0	**59**	**0**	**0**
9:45 PM	0	62	3	0	0	0	0	0	1	0	0	0	0	**66**	**0**	**0**
10:00 PM	1	39	4	1	0	0	0	0	0	0	0	0	0	**45**	**0**	**0**
10:15 PM	1	47	4	0	1	0	0	0	0	0	0	0	0	**53**	**0**	**0**
10:30 PM	0	77	4	1	1	0	0	0	1	0	0	0	0	**84**	**0**	**0**
10:45 PM	2	52	2	0	0	0	0	0	3	0	0	0	0	**59**	**0**	**0**
11:00 PM	0	49	2	1	0	0	0	0	1	0	0	0	0	**53**	**0**	**0**
11:15 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
11:30 PM	0	30	2	1	1	0	0	0	1	1	0	0	0	**36**	**1**	**0**
11:45 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
Total	**48**	**9453**	**1039**	**125**	**119**	**41**	**18**	**27**	**158**	**25**	**0**	**0**	**0**			

St Claude Ave 7-Day Volume with Classifications
3/11/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	61	1	1	0	0	0	0	3	0	0	0	0	**66**	**0**	**0**
12:15 AM	0	48	4	1	0	0	0	0	1	0	0	0	0	**54**	**0**	**1**
12:30 AM	0	42	2	0	0	0	0	0	0	0	0	0	0	**44**	**0**	**0**
12:45 AM	0	26	1	1	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
1:00 AM	0	35	2	0	0	0	0	0	1	0	0	0	0	**38**	**0**	**0**
1:15 AM	0	34	5	1	0	0	0	0	0	0	0	0	0	**40**	**0**	**0**
1:30 AM	0	46	2	0	0	0	0	0	0	0	0	0	0	**48**	**1**	**0**
1:45 AM	0	27	1	1	0	0	0	0	0	0	0	0	0	**29**	**0**	**0**
2:00 AM	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
2:15 AM	0	42	3	2	0	0	0	0	0	0	0	0	0	**47**	**0**	**0**
2:30 AM	0	15	0	0	0	0	0	0	1	0	0	0	0	**16**	**1**	**0**
2:45 AM	0	26	1	1	0	0	0	0	1	0	0	0	0	**29**	**0**	**0**
3:00 AM	2	24	2	0	0	0	0	0	1	0	0	0	0	**29**	**0**	**0**
3:15 AM	1	24	1	1	0	0	0	0	0	1	0	0	0	**28**	**0**	**0**
3:30 AM	2	19	2	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
3:45 AM	0	19	2	1	1	0	0	0	0	0	0	0	0	**23**	**0**	**0**
4:00 AM	0	14	2	0	0	0	0	0	0	1	0	0	0	**17**	**0**	**0**
4:15 AM	0	14	1	1	0	0	0	0	1	0	0	0	0	**17**	**0**	**0**
4:30 AM	0	17	2	0	0	0	0	0	1	0	0	0	0	**20**	**0**	**0**
4:45 AM	0	26	7	0	0	0	0	0	2	0	0	0	0	**35**	**0**	**0**
5:00 AM	0	25	3	0	0	1	0	0	1	0	0	0	0	**30**	**0**	**0**
5:15 AM	1	31	3	1	0	1	0	0	1	0	0	0	0	**38**	**0**	**0**
5:30 AM	0	44	4	0	1	0	1	0	1	0	0	0	0	**51**	**0**	**0**
5:45 AM	0	26	6	1	1	0	1	0	0	0	0	0	0	**35**	**0**	**0**
6:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**	**1**	**0**
6:15 AM	0	16	4	0	1	1	0	0	0	0	0	0	0	**22**	**0**	**0**
6:30 AM	0	33	4	0	0	2	0	0	0	0	0	0	0	**39**	**0**	**0**
6:45 AM	0	25	11	2	2	1	0	0	1	0	0	0	0	**42**	**0**	**0**
7:00 AM	0	34	8	0	0	1	0	0	1	0	0	0	0	**44**	**2**	**0**
7:15 AM	2	74	13	0	2	2	0	0	0	0	0	0	0	**93**	**0**	**0**
7:30 AM	0	26	6	0	1	0	0	0	0	0	0	0	0	**33**	**1**	**0**
7:45 AM	0	56	11	1	1	0	0	0	2	0	0	0	0	**71**	**1**	**0**
8:00 AM	1	40	11	1	0	1	0	0	0	0	0	0	0	**54**	**0**	**0**
8:15 AM	0	50	8	0	2	1	0	0	0	0	0	0	0	**61**	**0**	**0**
8:30 AM	0	16	9	0	1	1	0	0	0	0	0	0	0	**27**	**0**	**0**
8:45 AM	5	168	24	0	5	0	0	0	0	0	0	0	0	**202**	**0**	**0**
9:00 AM	1	229	48	3	3	0	0	0	1	0	0	0	0	**285**	**0**	**0**
9:15 AM	0	206	31	0	3	3	0	0	0	0	0	0	0	**243**	**0**	**0**
9:30 AM	0	200	29	2	2	0	0	0	1	0	0	0	0	**234**	**0**	**0**
9:45 AM	0	85	16	0	0	0	0	0	0	0	0	0	0	**101**	**0**	**0**
10:00 AM	2	337	43	2	9	1	0	0	1	1	0	0	0	**396**	**2**	**0**
10:15 AM	1	260	30	1	3	2	0	0	2	0	0	0	0	**299**	**0**	**0**
10:30 AM	1	105	19	0	2	0	0	0	0	0	0	0	0	**127**	**0**	**0**
10:45 AM	1	76	14	0	1	0	0	0	1	0	0	0	0	**93**	**0**	**0**
11:00 AM	0	116	13	1	3	2	0	0	0	0	0	0	0	**135**	**0**	**0**
11:15 AM	1	101	12	1	1	1	0	0	1	0	0	0	0	**118**	**0**	**0**
11:30 AM	1	97	8	1	0	0	0	0	0	0	0	0	0	**107**	**4**	**0**
11:45 AM	0	90	10	0	1	0	0	0	2	0	0	0	0	**103**	**0**	**0**
12:00 PM	3	113	13	2	1	0	0	0	0	0	0	0	0	**132**	**0**	**0**
12:15 PM	1	92	11	2	0	0	0	0	0	0	0	0	0	**106**	**0**	**0**
12:30 PM	2	152	9	0	1	2	0	0	0	0	0	0	0	**166**	**0**	**0**
12:45 PM	1	135	12	1	1	0	0	0	1	0	0	0	0	**151**	**0**	**0**
1:00 PM	2	73	6	0	1	0	0	0	0	0	0	0	0	**82**	**1**	**0**
1:15 PM	1	105	6	0	1	0	0	0	0	0	0	0	0	**113**	**0**	**0**
1:30 PM	1	105	12	1	1	0	0	0	1	0	0	0	0	**121**	**2**	**0**
1:45 PM	1	91	8	1	0	0	0	1	0	0	0	0	0	**102**	**0**	**0**
2:00 PM	0	40	2	0	0	0	0	0	0	0	0	0	0	**42**	**1**	**0**
2:15 PM	0	144	19	1	3	0	0	0	1	1	0	0	0	**169**	**2**	**0**
2:30 PM	0	70	7	0	0	0	0	0	0	0	0	0	0	**77**	**1**	**0**
2:45 PM	0	95	16	1	0	0	0	0	0	1	0	0	0	**113**	**1**	**0**
3:00 PM	3	187	32	1	3	1	0	0	0	0	0	0	0	**227**	**0**	**0**
3:15 PM	2	185	22	2	1	0	0	0	2	0	0	0	0	**214**	**0**	**0**
3:30 PM	2	46	3	1	0	0	0	0	0	0	0	0	0	**52**	**0**	**0**
3:45 PM	1	165	30	0	1	0	0	0	1	0	0	0	0	**198**	**2**	**0**
4:00 PM	2	169	26	1	1	0	0	0	0	0	0	0	0	**199**	**3**	**0**
4:15 PM	0	77	12	0	1	0	0	0	1	0	0	0	0	**91**	**0**	**0**
4:30 PM	1	143	30	0	0	0	0	0	1	0	0	0	0	**175**	**1**	**0**
4:45 PM	1	88	6	2	1	0	0	0	0	0	0	0	0	**98**	**0**	**0**
5:00 PM	1	131	19	1	0	0	0	0	1	0	0	0	0	**153**	**1**	**0**
5:15 PM	3	153	26	0	0	0	0	0	0	0	0	0	0	**182**	**2**	**0**
5:30 PM	0	138	16	1	0	0	0	0	0	0	0	0	0	**155**	**0**	**1**
5:45 PM	1	137	23	1	0	1	0	0	1	0	0	0	0	**164**	**2**	**0**
6:00 PM	1	229	45	1	1	0	0	0	2	0	0	0	0	**279**	**0**	**0**
6:15 PM	0	294	31	1	3	0	0	0	0	0	0	0	0	**329**	**0**	**0**
6:30 PM	1	262	17	1	0	6	0	0	0	0	0	0	0	**287**	**0**	**0**
6:45 PM	0	51	1	0	0	0	0	0	0	0	0	0	0	**52**	**0**	**0**
7:00 PM	0	180	15	1	2	0	0	0	1	0	0	0	0	**199**	**2**	**0**
7:15 PM	1	121	6	2	0	0	0	0	1	0	0	0	0	**131**	**0**	**0**
7:30 PM	0	118	7	1	0	0	0	0	0	0	0	0	0	**126**	**0**	**0**
7:45 PM	1	101	12	2	0	0	0	0	2	0	0	0	0	**118**	**0**	**0**
8:00 PM	1	103	5	1	0	0	0	0	0	0	0	0	0	**110**	**1**	**0**
8:15 PM	1	94	4	1	0	0	0	0	0	0	0	0	0	**100**	**1**	**0**
8:30 PM	0	76	4	1	1	0	0	0	1	0	0	0	0	**83**	**2**	**0**
8:45 PM	1	82	1	1	0	0	0	0	0	0	0	0	0	**85**	**0**	**0**
9:00 PM	0	61	3	1	0	0	0	0	0	0	0	0	0	**65**	**0**	**0**
9:15 PM	2	82	5	1	0	0	0	0	1	0	0	0	0	**91**	**0**	**0**
9:30 PM	0	71	5	0	0	0	0	0	0	0	0	0	0	**76**	**0**	**0**
9:45 PM	2	87	3	2	0	0	0	0	0	0	0	0	0	**94**	**1**	**0**
10:00 PM	1	83	4	1	0	0	0	0	0	0	0	0	0	**89**	**0**	**0**
10:15 PM	0	68	2	1	0	0	0	0	0	0	0	0	0	**71**	**0**	**0**
10:30 PM	1	61	2	0	0	0	0	0	0	0	0	0	0	**64**	**3**	**0**
10:45 PM	0	100	6	1	0	0	0	0	0	0	0	0	0	**107**	**1**	**0**
11:00 PM	1	47	1	0	0	0	0	0	0	0	0	0	0	**49**	**2**	**0**
11:15 PM	0	82	3	1	0	0	0	0	0	0	0	0	0	**86**	**0**	**0**
11:30 PM	4	63	2	0	0	1	0	0	0	0	0	0	0	**70**	**0**	**0**
11:45 PM	2	54	4	1	0	0	0	0	0	0	0	0	0	**61**	**1**	**0**
Total	**71**	**8571**	**997**	**69**	**70**	**32**	**2**	**1**	**46**	**5**	**0**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	23	1	1	0	0	0	0	3	0	0	0	0	**28**	**0**	**0**
12:15 AM	0	38	0	0	0	1	0	0	1	0	0	0	0	**40**	**0**	**0**
12:30 AM	0	25	1	1	0	0	0	0	2	0	0	0	0	**29**	**0**	**2**
12:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
1:00 AM	0	23	0	1	0	0	0	0	0	1	0	0	0	**25**	**0**	**0**
1:15 AM	1	23	0	0	0	0	0	0	1	0	0	0	0	**25**	**0**	**0**
1:30 AM	0	22	0	1	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
1:45 AM	1	10	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:00 AM	0	25	0	1	0	0	0	0	0	0	0	0	0	**26**	**0**	**0**
2:15 AM	0	14	0	0	0	0	0	0	3	0	0	0	0	**17**	**0**	**0**
2:30 AM	0	13	0	1	0	0	0	0	1	0	0	0	0	**15**	**0**	**0**
2:45 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**	**0**	**0**
3:00 AM	0	19	2	1	1	0	0	0	3	0	0	0	0	**26**	**0**	**0**
3:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
3:30 AM	0	12	0	1	0	1	0	0	0	0	0	0	0	**14**	**0**	**0**
3:45 AM	0	21	0	0	0	0	0	0	1	0	0	0	0	**22**	**0**	**0**
4:00 AM	0	33	0	1	0	0	0	0	2	0	0	0	0	**36**	**0**	**0**
4:15 AM	0	20	1	0	0	0	0	0	1	0	0	0	0	**22**	**0**	**0**
4:30 AM	0	28	0	0	0	1	0	0	0	0	0	0	0	**29**	**0**	**0**
4:45 AM	0	24	0	1	0	0	0	0	0	0	0	0	0	**25**	**0**	**0**
5:00 AM	0	21	1	0	2	0	0	0	0	0	0	0	0	**24**	**0**	**0**
5:15 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
5:30 AM	0	54	2	0	0	2	1	0	2	0	0	0	0	**61**	**0**	**0**
5:45 AM	0	41	1	1	0	1	0	0	2	1	0	0	0	**47**	**0**	**0**
6:00 AM	0	26	0	0	0	1	0	0	2	0	0	0	0	**29**	**0**	**0**
6:15 AM	0	63	4	1	0	0	0	0	2	0	0	0	0	**70**	**1**	**0**
6:30 AM	0	81	6	1	0	0	0	0	2	0	0	0	0	**90**	**2**	**0**
6:45 AM	1	108	6	0	1	2	0	0	2	0	0	0	0	**120**	**2**	**0**
7:00 AM	0	100	7	1	3	0	0	0	1	0	0	0	0	**112**	**1**	**0**
7:15 AM	1	173	16	0	1	1	0	0	1	0	0	0	0	**193**	**1**	**0**
7:30 AM	0	80	11	1	0	0	0	0	1	1	0	0	0	**94**	**1**	**0**
7:45 AM	0	62	6	0	2	0	0	0	1	0	0	0	0	**71**	**0**	**1**
8:00 AM	0	106	9	1	0	0	0	0	1	0	0	0	0	**117**	**0**	**0**
8:15 AM	1	116	6	1	0	1	0	0	2	0	0	0	0	**127**	**2**	**0**
8:30 AM	0	88	7	1	0	0	0	0	1	0	0	0	0	**97**	**1**	**0**
8:45 AM	0	115	6	0	1	0	0	0	2	0	0	0	0	**124**	**0**	**0**
9:00 AM	2	141	10	0	0	1	0	0	2	0	0	0	0	**156**	**2**	**0**
9:15 AM	0	142	16	1	0	0	0	0	0	0	0	0	0	**159**	**0**	**0**
9:30 AM	1	162	19	1	2	1	0	0	0	0	0	0	0	**186**	**1**	**0**
9:45 AM	1	97	3	0	0	2	0	0	2	0	0	0	0	**105**	**0**	**0**
10:00 AM	1	138	4	0	3	0	0	0	0	0	0	0	0	**146**	**1**	**0**
10:15 AM	1	173	9	1	3	1	1	0	0	0	0	0	0	**189**	**0**	**0**
10:30 AM	0	133	7	1	1	0	0	0	0	0	0	0	0	**142**	**2**	**0**
10:45 AM	0	107	8	1	0	0	0	0	1	0	0	0	0	**117**	**1**	**0**
11:00 AM	2	149	10	1	0	0	0	0	0	0	0	0	0	**162**	**0**	**0**
11:15 AM	0	146	9	0	1	0	0	1	0	0	0	0	0	**157**	**1**	**0**
11:30 AM	0	133	8	1	0	0	0	0	1	0	0	0	0	**143**	**0**	**0**
11:45 AM	4	128	9	1	0	0	0	0	0	0	0	0	0	**142**	**1**	**0**
12:00 PM	0	157	7	1	0	0	0	0	0	0	0	0	0	**165**	**1**	**0**
12:15 PM	3	115	7	1	0	0	0	0	1	0	0	0	0	**127**	**2**	**0**
12:30 PM	2	186	14	0	1	1	0	0	0	0	0	0	0	**204**	**0**	**0**
12:45 PM	3	192	13	1	0	1	0	0	1	0	0	0	0	**211**	**0**	**0**
1:00 PM	1	119	7	1	1	0	0	0	0	0	0	0	0	**129**	**0**	**0**
1:15 PM	3	141	6	1	1	0	0	0	1	0	0	0	0	**153**	**0**	**0**
1:30 PM	1	165	4	0	1	0	0	0	0	0	0	0	0	**171**	**0**	**0**
1:45 PM	1	152	3	1	1	0	0	0	1	0	0	0	0	**159**	**1**	**0**
2:00 PM	1	93	3	0	1	0	0	0	0	0	0	0	0	**98**	**1**	**0**
2:15 PM	4	136	3	2	1	1	0	0	0	0	0	0	0	**147**	**1**	**0**
2:30 PM	2	93	8	0	0	1	0	0	1	0	0	0	0	**105**	**1**	**0**
2:45 PM	0	139	13	1	0	0	0	0	0	0	0	0	0	**153**	**1**	**0**
3:00 PM	1	181	15	0	0	0	0	0	0	0	0	0	0	**197**	**1**	**0**
3:15 PM	1	167	11	1	2	0	0	0	1	0	0	0	0	**183**	**1**	**0**
3:30 PM	1	99	7	0	0	0	0	0	1	0	0	0	0	**108**	**0**	**0**
3:45 PM	2	138	8	1	0	1	0	0	1	0	0	0	0	**151**	**0**	**0**
4:00 PM	2	175	23	1	0	0	0	0	0	0	0	0	0	**201**	**0**	**1**
4:15 PM	2	104	10	2	0	0	0	0	0	0	0	0	0	**118**	**0**	**0**
4:30 PM	0	125	11	0	0	0	0	0	0	0	0	0	0	**136**	**0**	**0**
4:45 PM	1	85	4	0	0	0	0	0	0	0	0	0	0	**90**	**0**	**0**
5:00 PM	0	137	4	2	0	0	0	0	1	0	0	0	0	**144**	**0**	**0**
5:15 PM	5	149	1	0	0	0	0	0	0	0	0	0	0	**155**	**0**	**0**
5:30 PM	1	124	5	1	0	0	0	0	0	0	0	0	0	**131**	**2**	**0**
5:45 PM	1	122	10	1	1	0	0	0	0	0	0	0	0	**135**	**1**	**0**
6:00 PM	0	210	11	0	2	0	0	0	2	0	0	0	0	**225**	**0**	**0**
6:15 PM	0	220	11	1	1	0	0	0	0	0	0	0	0	**233**	**1**	**0**
6:30 PM	1	185	2	3	0	1	0	0	0	0	0	0	0	**192**	**0**	**0**
6:45 PM	0	46	2	1	0	0	0	0	0	0	0	0	0	**49**	**0**	**0**
7:00 PM	1	95	4	0	0	0	0	0	1	0	0	0	0	**101**	**0**	**0**
7:15 PM	0	115	3	2	0	0	0	0	0	0	0	0	0	**120**	**0**	**1**
7:30 PM	2	112	2	0	0	0	0	0	1	0	0	0	0	**117**	**0**	**0**
7:45 PM	0	87	2	0	0	0	0	0	1	0	0	0	0	**90**	**0**	**0**
8:00 PM	0	81	2	2	0	0	0	0	0	0	0	0	0	**85**	**2**	**0**
8:15 PM	0	78	1	1	1	0	0	0	0	0	0	0	0	**81**	**0**	**0**
8:30 PM	1	63	1	0	1	0	0	0	0	0	0	0	0	**66**	**0**	**2**
8:45 PM	0	72	1	2	0	0	0	0	0	0	0	0	0	**75**	**1**	**0**
9:00 PM	0	52	2	1	1	0	0	0	0	0	0	0	0	**56**	**1**	**0**
9:15 PM	2	87	2	1	0	0	0	0	1	0	0	0	0	**93**	**0**	**0**
9:30 PM	1	70	2	2	0	0	0	0	0	0	0	0	0	**75**	**2**	**0**
9:45 PM	0	75	2	0	0	0	0	0	0	0	0	0	0	**77**	**0**	**0**
10:00 PM	0	68	2	0	0	0	0	0	0	0	0	0	0	**70**	**0**	**0**
10:15 PM	2	48	0	1	0	0	0	0	0	0	0	0	0	**51**	**0**	**0**
10:30 PM	0	35	1	1	1	0	0	0	0	0	0	0	0	**38**	**3**	**0**
10:45 PM	0	62	1	0	0	0	0	0	0	0	0	0	0	**63**	**1**	**0**
11:00 PM	0	47	0	1	0	0	0	0	0	0	0	0	0	**48**	**0**	**0**
11:15 PM	0	63	0	0	0	0	0	0	0	0	0	0	0	**63**	**0**	**0**
11:30 PM	0	40	1	1	0	0	0	0	1	0	0	0	0	**43**	**0**	**0**
11:45 PM	1	38	1	0	0	0	0	0	0	0	0	0	0	**40**	**0**	**0**
Total	**66**	**8652**	**458**	**64**	**38**	**22**	**2**	**1**	**62**	**4**	**0**	**0**	**0**			

St Claude Ave 7-Day Volume with Classifications
3/12/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	38	2	0	0	0	0	0	0	0	0	0	0	**40**	**1**	**0**
12:15 AM	0	54	1	1	0	0	0	0	0	0	0	0	0	**56**	**1**	**0**
12:30 AM	0	64	1	0	0	0	0	0	0	0	0	0	0	**65**	**0**	**0**
12:45 AM	1	46	0	1	0	0	0	0	0	0	0	0	0	**48**	**0**	**0**
1:00 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**1**	**0**
1:15 AM	1	42	1	1	0	0	0	0	0	0	0	0	0	**45**	**0**	**0**
1:30 AM	0	37	2	0	0	0	0	0	0	0	0	0	0	**39**	**0**	**0**
1:45 AM	0	31	1	1	0	0	0	0	0	0	0	0	0	**33**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:00 AM	1	69	0	0	0	0	0	0	0	0	0	0	0	**70**	**0**	**0**
3:15 AM	0	75	1	1	0	0	0	0	9	0	0	0	0	**86**	**0**	**0**
3:30 AM	1	108	4	2	0	0	0	0	0	0	0	0	0	**115**	**0**	**0**
3:45 AM	0	98	3	1	0	0	0	0	0	1	0	0	0	**103**	**0**	**0**
4:00 AM	1	20	0	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
4:15 AM	0	37	0	1	0	0	0	0	0	0	0	0	0	**38**	**0**	**0**
4:30 AM	1	20	0	0	0	0	0	0	0	1	0	0	0	**22**	**1**	**0**
4:45 AM	0	38	0	0	0	0	0	0	0	0	0	0	0	**38**	**0**	**0**
5:00 AM	0	38	0	0	0	0	1	0	0	0	0	0	0	**39**	**1**	**0**
5:15 AM	0	39	0	0	0	0	0	0	0	0	0	0	0	**39**	**0**	**0**
5:30 AM	0	14	0	0	0	0	0	0	0	1	0	0	0	**15**	**0**	**0**
5:45 AM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**	**0**	**0**
6:00 AM	1	18	0	1	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
6:15 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
6:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:45 AM	0	33	2	2	0	0	0	0	0	0	0	0	0	**37**	**0**	**0**
7:00 AM	0	26	1	1	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
7:15 AM	0	20	1	2	1	0	0	0	0	0	0	0	0	**24**	**1**	**0**
7:30 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
7:45 AM	0	33	2	1	0	0	0	1	2	0	0	0	0	**39**	**0**	**0**
8:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
8:15 AM	0	59	3	0	2	0	0	0	0	1	0	0	0	**65**	**0**	**0**
8:30 AM	0	44	2	1	1	0	0	0	3	0	0	0	0	**51**	**0**	**0**
8:45 AM	2	46	2	1	0	0	0	0	0	0	0	0	0	**51**	**0**	**0**
9:00 AM	0	33	8	0	0	0	0	0	0	1	0	0	0	**42**	**1**	**0**
9:15 AM	1	52	6	3	0	0	0	0	0	0	0	0	0	**62**	**0**	**0**
9:30 AM	0	95	5	0	2	0	0	0	1	0	0	0	0	**103**	**0**	**0**
9:45 AM	1	192	6	2	4	0	0	0	0	0	0	0	0	**205**	**0**	**0**
10:00 AM	1	231	45	2	0	0	0	0	2	1	0	0	0	**282**	**1**	**0**
10:15 AM	0	156	31	2	1	1	0	0	1	0	1	0	0	**193**	**0**	**0**
10:30 AM	0	201	38	2	2	0	0	0	1	0	0	0	0	**244**	**1**	**0**
10:45 AM	0	133	12	1	0	0	0	0	1	0	0	0	0	**147**	**0**	**0**
11:00 AM	0	128	17	1	0	0	0	0	0	0	0	0	0	**146**	**2**	**0**
11:15 AM	0	211	21	1	2	0	0	0	1	0	0	0	0	**236**	**0**	**0**
11:30 AM	1	92	7	1	0	0	0	0	0	0	0	0	0	**101**	**0**	**0**
11:45 AM	2	64	15	1	0	0	0	0	0	0	0	0	0	**82**	**0**	**0**
12:00 PM	1	45	2	1	1	0	0	0	1	0	0	0	0	**51**	**0**	**0**
12:15 PM	0	88	13	2	2	0	0	0	0	0	0	0	0	**105**	**3**	**0**
12:30 PM	1	52	4	0	0	0	0	0	0	0	0	0	0	**57**	**0**	**0**
12:45 PM	1	76	14	1	0	0	0	0	0	0	0	0	0	**92**	**0**	**0**
1:00 PM	0	102	17	1	0	0	0	0	1	0	0	0	0	**121**	**1**	**0**
1:15 PM	2	83	7	1	0	0	0	0	0	2	0	0	0	**95**	**0**	**0**
1:30 PM	1	52	10	1	0	0	0	0	0	0	0	0	0	**64**	**0**	**0**
1:45 PM	1	87	22	2	0	0	0	0	0	0	0	0	0	**112**	**1**	**0**
2:00 PM	4	94	13	1	0	0	0	0	0	0	0	0	0	**112**	**1**	**0**
2:15 PM	1	90	17	1	0	0	0	0	0	0	0	0	0	**109**	**0**	**0**
2:30 PM	3	28	4	0	0	0	0	0	0	0	0	0	0	**35**	**1**	**0**
2:45 PM	4	136	15	2	0	0	0	0	0	0	0	0	0	**157**	**0**	**0**
3:00 PM	0	106	14	2	0	0	0	0	0	0	0	0	0	**122**	**1**	**0**
3:15 PM	0	24	7	1	0	0	0	0	0	0	0	0	0	**32**	**1**	**0**
3:30 PM	3	147	23	1	0	0	0	0	0	1	0	0	0	**175**	**0**	**0**
3:45 PM	3	79	8	0	0	0	0	0	0	0	0	0	0	**90**	**0**	**0**
4:00 PM	3	230	33	2	0	0	0	0	2	0	0	0	0	**270**	**0**	**0**
4:15 PM	5	166	20	0	0	0	2	0	0	0	0	0	0	**193**	**1**	**0**
4:30 PM	1	106	14	4	1	0	0	0	0	0	0	0	0	**126**	**0**	**0**
4:45 PM	1	156	12	0	0	0	0	0	0	0	0	0	0	**169**	**0**	**0**
5:00 PM	0	130	16	1	0	0	0	0	0	0	0	0	0	**147**	**0**	**0**
5:15 PM	1	150	18	2	0	0	0	0	1	0	0	0	0	**172**	**2**	**0**
5:30 PM	1	215	37	2	1	0	0	0	0	0	0	0	0	**256**	**0**	**0**
5:45 PM	0	89	6	2	0	0	0	0	0	0	0	0	0	**97**	**1**	**0**
6:00 PM	2	122	11	2	1	0	0	0	1	0	0	0	0	**139**	**0**	**0**
6:15 PM	0	118	8	1	0	0	1	0	1	0	0	0	0	**129**	**0**	**0**
6:30 PM	6	106	7	1	0	0	0	0	0	0	0	0	0	**120**	**0**	**0**
6:45 PM	0	66	6	1	0	0	0	0	0	0	0	0	0	**73**	**0**	**0**
7:00 PM	2	83	17	1	0	0	0	1	0	0	0	0	0	**104**	**1**	**0**
7:15 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
7:30 PM	2	100	17	1	0	0	0	1	0	0	0	0	0	**121**	**2**	**0**
7:45 PM	1	93	14	2	0	0	1	0	0	0	0	0	0	**111**	**0**	**0**
8:00 PM	1	105	11	1	0	0	0	0	0	0	0	0	0	**118**	**2**	**0**
8:15 PM	0	38	2	1	0	0	0	0	0	0	0	0	0	**41**	**1**	**0**
8:30 PM	0	69	15	1	0	0	0	0	0	0	0	0	0	**85**	**2**	**0**
8:45 PM	2	75	8	1	0	0	0	0	0	0	0	0	0	**86**	**0**	**0**
9:00 PM	2	80	8	1	1	0	1	0	0	1	0	0	0	**94**	**1**	**0**
9:15 PM	0	71	10	1	0	0	0	0	0	0	0	0	0	**82**	**1**	**0**
9:30 PM	1	55	8	1	0	0	0	0	0	0	0	0	0	**65**	**0**	**0**
9:45 PM	2	53	9	1	0	0	0	0	1	0	0	0	0	**66**	**1**	**0**
10:00 PM	2	40	2	0	0	0	0	0	0	0	0	0	0	**44**	**2**	**0**
10:15 PM	0	65	6	2	0	0	0	0	0	0	0	0	0	**73**	**0**	**0**
10:30 PM	0	57	4	0	0	0	0	0	0	0	0	0	0	**61**	**1**	**0**
10:45 PM	0	38	2	1	0	0	0	0	1	0	0	0	0	**42**	**0**	**0**
11:00 PM	0	49	7	0	0	0	0	0	0	0	0	0	0	**56**	**0**	**0**
11:15 PM	0	61	6	1	0	0	0	0	0	0	0	0	0	**68**	**0**	**0**
11:30 PM	2	22	1	0	0	0	1	0	0	0	0	0	0	**26**	**0**	**0**
11:45 PM	1	34	1	1	0	0	1	1	1	0	0	0	0	**40**	**1**	**0**
Total	**78**	**6993**	**768**	**86**	**22**	**1**	**7**	**5**	**31**	**9**	**2**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	19	0	1	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
12:15 AM	0	31	1	0	0	0	0	0	0	0	0	0	0	**32**	**0**	**0**
12:30 AM	0	40	1	1	0	0	0	0	1	0	0	0	0	**43**	**0**	**0**
12:45 AM	0	29	0	0	0	0	0	0	0	1	0	0	0	**30**	**0**	**0**
1:00 AM	0	6	1	1	0	0	0	1	0	0	0	0	0	**9**	**0**	**0**
1:15 AM	0	30	0	0	0	0	0	0	0	1	0	0	0	**31**	**0**	**0**
1:30 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
1:45 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	44	0	1	0	0	0	0	1	0	0	0	0	**46**	**0**	**0**
3:15 AM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
3:30 AM	1	35	1	1	0	0	0	0	0	0	0	0	0	**38**	**0**	**0**
3:45 AM	0	36	1	0	0	0	0	0	0	0	0	0	0	**37**	**0**	**0**
4:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
4:15 AM	0	24	0	0	1	0	0	0	0	0	0	0	0	**25**	**0**	**0**
4:30 AM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
4:45 AM	0	25	0	1	0	0	0	0	0	0	0	0	0	**26**	**0**	**1**
5:00 AM	0	26	1	0	1	0	0	0	0	0	0	0	0	**28**	**0**	**1**
5:15 AM	0	35	1	1	1	0	0	0	0	1	0	0	0	**39**	**0**	**0**
5:30 AM	0	9	0	0	0	0	0	0	0	1	0	0	0	**10**	**0**	**0**
5:45 AM	0	20	0	1	0	0	0	0	0	1	0	0	0	**22**	**1**	**0**
6:00 AM	0	39	0	1	0	0	0	0	0	1	0	0	0	**41**	**1**	**0**
6:15 AM	0	51	4	1	0	0	0	0	0	0	0	0	0	**56**	**0**	**0**
6:30 AM	1	32	0	0	3	0	0	0	0	0	0	0	0	**36**	**0**	**0**
6:45 AM	0	36	0	1	0	0	0	0	0	2	0	0	0	**39**	**1**	**0**
7:00 AM	0	57	1	1	1	0	0	0	0	0	0	0	0	**60**	**0**	**0**
7:15 AM	0	58	0	1	0	0	0	0	0	1	0	0	0	**60**	**0**	**0**
7:30 AM	2	40	1	1	0	0	0	0	0	0	0	0	0	**44**	**0**	**0**
7:45 AM	0	52	2	1	1	0	0	0	0	0	0	0	0	**56**	**1**	**1**
8:00 AM	0	33	1	1	0	0	0	1	0	1	0	0	0	**37**	**1**	**0**
8:15 AM	1	63	4	0	1	0	0	0	0	1	0	0	0	**70**	**1**	**0**
8:30 AM	0	106	1	0	2	1	0	0	0	0	0	0	0	**110**	**1**	**4**
8:45 AM	0	91	4	1	0	0	0	0	1	2	0	0	0	**99**	**0**	**0**
9:00 AM	0	40	3	1	0	0	0	0	0	0	0	0	0	**44**	**0**	**0**
9:15 AM	0	94	8	2	0	0	1	0	0	1	0	0	0	**106**	**1**	**0**
9:30 AM	3	168	9	0	0	0	0	0	0	0	0	0	0	**180**	**0**	**0**
9:45 AM	1	154	12	2	0	0	0	0	0	0	0	0	0	**169**	**0**	**0**
10:00 AM	0	59	11	1	2	0	0	0	0	0	0	0	0	**73**	**0**	**0**
10:15 AM	0	94	15	1	1	1	0	0	0	0	0	0	0	**112**	**1**	**0**
10:30 AM	1	100	20	0	0	0	0	0	0	0	0	0	0	**121**	**1**	**0**
10:45 AM	3	108	21	3	0	0	0	0	1	0	0	0	0	**136**	**3**	**0**
11:00 AM	0	113	22	0	0	0	0	0	0	0	0	0	0	**135**	**0**	**0**
11:15 AM	1	110	21	3	0	0	0	0	2	1	0	0	0	**138**	**1**	**0**
11:30 AM	0	120	18	1	0	0	0	0	0	0	0	0	0	**139**	**1**	**0**
11:45 AM	0	90	16	1	2	0	0	0	0	0	0	0	0	**109**	**0**	**0**
12:00 PM	0	88	5	2	1	0	0	1	1	0	0	0	0	**98**	**2**	**0**
12:15 PM	2	138	9	0	0	1	0	0	0	0	0	0	0	**150**	**3**	**0**
12:30 PM	4	75	5	2	0	0	0	0	0	0	0	0	0	**86**	**3**	**0**
12:45 PM	0	100	9	1	0	0	0	0	1	0	0	0	0	**111**	**0**	**0**
1:00 PM	3	135	11	2	0	0	0	2	1	0	0	0	0	**154**	**0**	**0**
1:15 PM	0	130	12	0	0	0	0	0	1	0	0	0	0	**143**	**0**	**0**
1:30 PM	0	83	5	1	0	0	0	0	0	0	0	0	0	**89**	**1**	**0**
1:45 PM	1	95	9	1	0	0	0	0	1	0	0	0	0	**107**	**0**	**0**
2:00 PM	1	108	21	1	0	1	0	0	0	0	0	0	0	**132**	**0**	**0**
2:15 PM	3	113	16	2	0	0	0	0	0	0	0	0	0	**134**	**0**	**0**
2:30 PM	0	58	7	0	0	0	0	0	2	0	0	0	0	**67**	**2**	**0**
2:45 PM	1	107	17	1	0	0	0	0	0	0	0	0	0	**126**	**0**	**0**
3:00 PM	0	106	7	2	0	0	0	0	1	0	0	0	0	**116**	**4**	**0**
3:15 PM	0	55	12	0	0	0	0	0	0	0	0	0	0	**67**	**0**	**0**
3:30 PM	0	119	16	2	1	0	0	0	1	0	0	0	0	**139**	**3**	**0**
3:45 PM	2	131	21	1	0	0	0	0	0	0	0	0	0	**155**	**3**	**0**
4:00 PM	0	191	28	1	0	0	0	0	1	0	0	0	0	**221**	**1**	**0**
4:15 PM	0	125	18	1	0	0	0	0	0	0	0	0	0	**144**	**2**	**0**
4:30 PM	0	149	22	2	0	0	0	0	0	0	0	0	0	**173**	**3**	**0**
4:45 PM	2	122	17	0	0	0	0	0	1	0	0	0	0	**142**	**1**	**0**
5:00 PM	1	105	11	1	0	0	0	0	1	0	0	0	0	**119**	**0**	**0**
5:15 PM	3	147	12	2	0	0	0	0	0	0	0	0	0	**164**	**3**	**0**
5:30 PM	1	170	15	1	0	0	0	0	1	0	0	0	0	**188**	**2**	**0**
5:45 PM	1	80	7	0	0	0	0	0	1	0	0	0	0	**89**	**0**	**0**
6:00 PM	3	103	10	2	0	0	0	0	0	0	0	0	0	**118**	**0**	**0**
6:15 PM	1	101	10	0	0	0	0	0	1	0	0	0	0	**113**	**0**	**0**
6:30 PM	1	97	16	2	0	0	0	0	0	0	0	0	0	**116**	**1**	**0**
6:45 PM	0	72	7	0	0	0	0	0	0	0	0	0	0	**79**	**0**	**0**
7:00 PM	0	82	8	2	0	0	0	0	0	0	0	0	0	**92**	**1**	**0**
7:15 PM	1	61	5	0	0	0	0	0	1	0	0	0	0	**68**	**0**	**0**
7:30 PM	1	91	7	1	0	0	0	0	3	0	0	0	0	**103**	**0**	**0**
7:45 PM	0	94	6	0	0	0	0	0	1	0	0	0	0	**101**	**0**	**0**
8:00 PM	2	95	8	2	1	0	0	0	1	0	0	0	0	**109**	**0**	**0**
8:15 PM	1	42	5	0	0	0	0	0	0	0	0	0	0	**48**	**0**	**0**
8:30 PM	0	71	8	2	0	0	0	0	0	0	0	0	0	**81**	**0**	**0**
8:45 PM	1	57	6	1	1	0	0	0	1	0	0	0	0	**67**	**0**	**0**
9:00 PM	0	41	8	1	0	0	0	0	0	0	0	0	0	**50**	**0**	**0**
9:15 PM	0	81	6	0	0	0	0	0	0	0	0	0	0	**87**	**0**	**0**
9:30 PM	0	57	4	1	0	0	0	0	1	0	0	0	0	**63**	**1**	**0**
9:45 PM	1	36	6	0	0	0	0	0	1	0	0	0	0	**44**	**1**	**0**
10:00 PM	1	21	6	1	0	0	0	0	0	0	0	0	0	**29**	**1**	**0**
10:15 PM	0	51	5	0	0	0	0	0	1	0	0	0	0	**57**	**0**	**0**
10:30 PM	0	39	3	1	0	0	0	0	2	0	0	0	0	**45**	**0**	**0**
10:45 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
11:00 PM	0	31	6	1	0	0	0	0	0	0	0	0	0	**38**	**0**	**0**
11:15 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**	**0**	**0**
11:30 PM	0	18	1	1	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
11:45 PM	0	17	3	0	0	0	0	0	2	0	0	0	0	**22**	**0**	**0**
Total	**52**	**6555**	**661**	**76**	**20**	**4**	**1**	**5**	**32**	**18**	**0**	**0**	**0**			

St Claude Ave 7-Day Volume with Classifications
3/13/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	30	5	0	0	0	0	0	1	0	0	0	0	**36**	**0**	**0**
12:15 AM	0	70	9	1	1	0	0	0	2	0	0	0	0	**83**	**0**	**0**
12:30 AM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**	**1**	**0**
12:45 AM	0	18	0	1	0	0	0	0	1	0	0	0	0	**20**	**0**	**0**
1:00 AM	0	26	4	0	0	0	0	0	1	0	0	0	0	**31**	**0**	**0**
1:15 AM	0	21	2	1	0	0	0	0	0	0	0	0	0	**24**	**0**	**0**
1:30 AM	1	11	2	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
1:45 AM	0	21	2	1	0	0	0	0	1	0	0	0	0	**25**	**0**	**0**
2:00 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
2:15 AM	0	13	1	1	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
2:30 AM	0	11	0	1	0	0	0	0	1	0	0	0	0	**13**	**0**	**0**
2:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
3:00 AM	0	12	2	0	0	0	0	0	1	0	0	0	0	**15**	**1**	**0**
3:15 AM	0	14	4	1	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
3:30 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:45 AM	1	4	2	1	0	1	0	0	0	0	0	0	0	**9**	**0**	**0**
4:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
4:15 AM	0	9	6	0	0	0	0	0	0	0	0	0	0	**15**	**1**	**0**
4:30 AM	0	10	6	0	0	0	0	0	1	0	0	0	0	**17**	**0**	**0**
4:45 AM	0	14	7	0	0	1	0	2	0	0	0	0	0	**24**	**0**	**0**
5:00 AM	0	51	23	1	0	0	0	0	0	0	0	0	0	**75**	**0**	**0**
5:15 AM	0	17	11	0	0	1	0	0	0	0	0	0	0	**29**	**0**	**0**
5:30 AM	0	35	18	1	0	1	0	0	1	0	0	0	0	**56**	**0**	**0**
5:45 AM	0	26	18	0	1	1	0	0	0	0	0	0	0	**46**	**0**	**0**
6:00 AM	0	64	12	2	0	0	0	0	1	0	0	0	0	**79**	**0**	**0**
6:15 AM	1	38	11	1	1	0	0	0	3	1	0	0	0	**56**	**0**	**0**
6:30 AM	2	34	13	4	1	0	0	0	0	0	0	0	0	**54**	**0**	**0**
6:45 AM	0	29	15	3	2	0	1	0	3	0	0	0	0	**53**	**0**	**0**
7:00 AM	0	40	18	7	1	0	0	0	2	0	0	0	0	**68**	**0**	**0**
7:15 AM	1	41	12	2	1	2	0	0	3	0	0	0	0	**62**	**0**	**0**
7:30 AM	0	62	21	6	1	4	1	1	0	0	0	0	0	**96**	**0**	**0**
7:45 AM	0	54	12	1	2	1	0	0	2	0	0	0	0	**72**	**0**	**0**
8:00 AM	0	55	14	2	1	1	1	1	2	0	0	0	0	**77**	**0**	**0**
8:15 AM	0	75	22	1	4	1	1	1	4	0	0	0	0	**109**	**1**	**0**
8:30 AM	0	80	18	0	1	2	0	0	2	1	0	0	0	**104**	**0**	**0**
8:45 AM	0	41	25	0	4	2	1	0	4	0	0	0	0	**77**	**1**	**0**
9:00 AM	0	74	23	7	1	3	1	3	3	0	0	0	0	**115**	**1**	**0**
9:15 AM	0	59	23	0	0	0	0	0	4	0	0	0	0	**86**	**0**	**0**
9:30 AM	0	17	8	1	0	0	0	0	0	0	0	0	0	**26**	**0**	**0**
9:45 AM	0	69	27	2	3	0	0	0	0	0	0	0	0	**101**	**0**	**0**
10:00 AM	0	73	29	1	1	4	1	0	2	0	0	0	0	**111**	**0**	**0**
10:15 AM	0	40	13	2	2	0	0	0	2	0	0	0	0	**59**	**0**	**0**
10:30 AM	0	31	13	2	0	0	0	0	3	0	0	0	0	**49**	**0**	**0**
10:45 AM	0	57	23	0	7	4	1	3	1	1	0	0	0	**97**	**0**	**0**
11:00 AM	3	61	22	0	5	0	0	3	2	2	0	0	0	**98**	**0**	**0**
11:15 AM	0	42	12	0	2	0	0	1	1	1	0	0	0	**59**	**0**	**0**
11:30 AM	1	69	29	2	2	0	1	2	3	0	0	0	0	**109**	**0**	**0**
11:45 AM	0	107	39	2	5	1	0	2	4	4	0	0	0	**164**	**0**	**0**
12:00 PM	0	42	11	0	1	1	0	1	5	0	0	0	0	**61**	**0**	**0**
12:15 PM	0	40	13	0	1	0	1	1	4	1	0	0	0	**61**	**0**	**0**
12:30 PM	0	86	24	1	3	1	0	1	7	1	0	0	0	**124**	**0**	**0**
12:45 PM	3	78	20	1	4	2	0	0	4	1	0	0	0	**113**	**1**	**0**
1:00 PM	1	58	20	1	2	1	0	2	2	2	0	0	0	**89**	**0**	**0**
1:15 PM	1	58	13	1	2	0	0	0	4	1	0	0	0	**80**	**0**	**0**
1:30 PM	1	66	20	0	0	3	0	0	4	2	0	0	0	**96**	**1**	**0**
1:45 PM	0	89	22	1	3	1	0	0	1	0	0	0	0	**117**	**0**	**0**
2:00 PM	0	143	29	2	0	1	0	0	2	2	0	0	0	**179**	**1**	**0**
2:15 PM	0	83	24	0	2	1	0	0	2	5	0	0	0	**117**	**0**	**0**
2:30 PM	0	81	22	1	3	2	0	1	2	0	0	0	0	**112**	**0**	**0**
2:45 PM	0	86	18	0	1	0	0	0	5	1	0	0	0	**111**	**0**	**0**
3:00 PM	2	186	35	4	1	3	0	0	3	0	0	0	0	**234**	**1**	**0**
3:15 PM	0	204	37	2	4	1	0	1	1	3	0	0	0	**253**	**0**	**0**
3:30 PM	3	176	44	6	1	2	0	0	3	1	0	0	0	**236**	**0**	**0**
3:45 PM	2	202	41	8	4	1	0	0	3	1	0	0	0	**262**	**0**	**0**
4:00 PM	1	203	41	1	1	0	0	1	1	0	0	0	0	**249**	**1**	**0**
4:15 PM	1	196	50	6	2	3	0	0	1	1	0	0	0	**260**	**1**	**0**
4:30 PM	0	266	54	4	1	3	0	1	0	0	0	0	0	**329**	**0**	**0**
4:45 PM	1	292	50	4	2	2	0	0	1	1	0	0	0	**353**	**1**	**0**
5:00 PM	2	303	51	2	1	0	0	1	2	1	0	0	0	**363**	**1**	**0**
5:15 PM	0	292	51	3	2	0	0	0	0	0	0	0	0	**348**	**0**	**0**
5:30 PM	2	273	37	2	1	0	0	0	2	1	0	0	0	**318**	**0**	**0**
5:45 PM	2	138	27	0	0	1	1	0	2	1	0	0	0	**172**	**1**	**0**
6:00 PM	2	106	23	4	1	1	0	0	1	0	0	0	0	**138**	**0**	**0**
6:15 PM	1	232	43	2	2	1	0	0	0	0	0	0	0	**281**	**0**	**0**
6:30 PM	3	146	23	3	0	0	0	0	2	0	0	0	0	**177**	**0**	**0**
6:45 PM	0	119	16	0	0	0	0	0	1	1	0	0	0	**137**	**0**	**0**
7:00 PM	0	91	17	2	0	0	0	0	0	0	0	0	0	**110**	**0**	**0**
7:15 PM	1	122	22	1	0	0	0	0	1	0	0	0	0	**147**	**0**	**0**
7:30 PM	1	54	9	0	0	0	0	0	1	0	0	0	0	**65**	**0**	**0**
7:45 PM	2	109	15	2	1	0	0	0	1	0	0	0	0	**130**	**0**	**0**
8:00 PM	1	50	6	1	0	0	0	0	2	0	0	0	0	**60**	**0**	**0**
8:15 PM	0	58	8	1	0	0	0	0	0	1	0	0	0	**68**	**0**	**0**
8:30 PM	0	53	7	0	0	0	0	0	0	0	0	0	0	**60**	**0**	**0**
8:45 PM	1	58	6	1	0	0	0	0	0	0	0	0	0	**66**	**1**	**0**
9:00 PM	0	50	6	0	0	0	0	0	1	0	0	0	0	**57**	**0**	**0**
9:15 PM	0	47	3	1	1	0	0	1	1	0	0	0	0	**54**	**0**	**0**
9:30 PM	0	54	6	0	0	0	0	0	1	0	0	0	0	**61**	**1**	**0**
9:45 PM	0	56	3	1	0	0	0	0	0	0	0	0	0	**60**	**0**	**0**
10:00 PM	0	6	1	0	0	0	0	0	1	0	0	0	0	**8**	**0**	**0**
10:15 PM	0	65	6	1	1	0	0	0	2	0	0	0	0	**75**	**0**	**0**
10:30 PM	0	71	8	0	0	0	0	0	1	1	0	0	0	**81**	**0**	**0**
10:45 PM	0	58	4	1	0	0	0	0	0	0	0	0	0	**63**	**0**	**0**
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
11:15 PM	1	56	7	1	0	0	0	0	1	1	0	0	0	**67**	**0**	**0**
11:30 PM	1	30	5	0	0	0	0	0	1	0	0	0	0	**37**	**0**	**0**
11:45 PM	1	28	3	1	0	0	0	0	0	0	0	0	0	**33**	**1**	**0**
Total	**47**	**7164**	**1587**	**131**	**97**	**61**	**11**	**30**	**137**	**43**	**0**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	19	1	1	0	0	0	0	1	0	0	0	0	**22**	**0**	**0**
12:15 AM	0	35	4	0	0	0	0	0	1	0	0	0	0	**40**	**0**	**0**
12:30 AM	0	14	3	1	0	0	0	0	1	0	0	0	0	**19**	**0**	**0**
12:45 AM	0	12	2	0	0	0	0	0	1	0	0	0	0	**15**	**0**	**0**
1:00 AM	0	22	2	1	0	0	0	0	2	0	0	0	0	**27**	**0**	**0**
1:15 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	**14**	**0**	**0**
1:30 AM	0	8	2	1	0	0	0	0	1	0	0	0	0	**12**	**0**	**0**
1:45 AM	0	8	2	0	0	0	0	0	1	0	0	0	0	**11**	**0**	**0**
2:00 AM	0	12	1	1	0	0	0	0	1	0	0	0	0	**15**	**0**	**0**
2:15 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	**14**	**0**	**0**
2:30 AM	0	3	1	1	0	0	0	0	2	0	0	0	0	**7**	**0**	**0**
2:45 AM	0	4	1	0	0	0	0	0	2	0	0	0	0	**7**	**0**	**0**
3:00 AM	0	8	1	1	0	0	0	1	0	0	0	0	0	**11**	**0**	**0**
3:15 AM	0	11	2	0	0	0	0	0	1	0	0	0	0	**14**	**0**	**0**
3:30 AM	0	10	2	1	0	0	0	0	2	0	0	0	0	**15**	**0**	**0**
3:45 AM	0	16	2	0	0	0	0	0	3	0	0	0	0	**21**	**0**	**0**
4:00 AM	0	14	4	1	0	0	0	0	1	1	0	0	0	**21**	**0**	**1**
4:15 AM	0	27	5	0	0	1	0	0	2	0	0	0	0	**35**	**0**	**0**
4:30 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	**17**	**0**	**0**
4:45 AM	0	31	7	1	1	1	0	0	3	2	0	0	0	**46**	**0**	**0**
5:00 AM	0	57	15	0	0	0	0	0	0	0	0	0	0	**72**	**0**	**0**
5:15 AM	0	32	11	1	0	1	0	0	1	2	0	0	0	**48**	**0**	**0**
5:30 AM	0	52	5	0	0	0	1	0	4	2	0	0	0	**64**	**0**	**0**
5:45 AM	0	85	23	1	0	5	0	0	2	0	0	0	0	**116**	**0**	**0**
6:00 AM	1	143	28	1	3	3	0	0	3	0	0	0	0	**179**	**0**	**0**
6:15 AM	2	117	26	3	0	2	2	0	0	1	0	0	0	**153**	**0**	**0**
6:30 AM	0	188	40	4	0	0	2	1	2	2	0	0	0	**239**	**0**	**0**
6:45 AM	0	226	43	7	0	0	0	1	2	4	0	0	0	**283**	**0**	**0**
7:00 AM	0	275	46	7	0	6	0	0	1	1	0	0	0	**336**	**2**	**0**
7:15 AM	0	332	69	4	0	2	0	0	2	3	0	0	0	**412**	**0**	**0**
7:30 AM	0	293	55	3	1	1	0	1	2	4	0	0	0	**360**	**1**	**0**
7:45 AM	1	224	51	4	3	2	0	1	3	2	0	0	0	**291**	**0**	**0**
8:00 AM	0	226	41	2	7	4	0	0	4	2	0	0	0	**286**	**1**	**0**
8:15 AM	1	192	39	3	1	0	2	1	1	1	0	0	0	**241**	**1**	**0**
8:30 AM	1	228	50	1	3	3	0	0	4	0	0	0	0	**290**	**1**	**0**
8:45 AM	0	125	24	0	0	2	0	0	5	3	0	0	0	**159**	**0**	**0**
9:00 AM	0	117	32	1	2	1	0	0	2	3	0	0	0	**158**	**0**	**0**
9:15 AM	0	107	25	2	4	2	0	0	1	3	0	0	0	**144**	**1**	**0**
9:30 AM	0	36	11	1	1	3	0	0	2	1	1	0	0	**56**	**0**	**1**
9:45 AM	2	110	29	1	1	1	0	1	0	1	1	0	0	**147**	**0**	**0**
10:00 AM	2	107	30	1	3	2	0	0	2	1	0	0	0	**148**	**0**	**0**
10:15 AM	0	73	25	1	2	2	0	0	2	2	0	0	0	**107**	**0**	**0**
10:30 AM	0	57	23	1	0	2	0	0	4	1	0	0	0	**88**	**1**	**0**
10:45 AM	0	80	25	2	2	4	0	1	2	2	0	0	0	**118**	**0**	**0**
11:00 AM	0	81	12	1	4	3	2	1	6	1	0	0	0	**111**	**0**	**0**
11:15 AM	1	57	16	0	0	1	1	0	7	1	0	0	0	**84**	**1**	**0**
11:30 AM	1	86	16	1	2	1	1	0	6	2	0	0	0	**116**	**0**	**0**
11:45 AM	1	122	26	0	5	2	2	0	3	1	0	0	0	**162**	**0**	**0**
12:00 PM	1	106	20	1	4	0	1	0	2	0	0	0	0	**135**	**1**	**0**
12:15 PM	0	52	15	2	2	1	0	0	3	2	0	0	0	**77**	**0**	**0**
12:30 PM	1	74	18	0	2	0	1	0	4	1	0	0	0	**101**	**0**	**0**
12:45 PM	1	108	25	1	1	2	0	0	6	3	0	0	0	**147**	**0**	**0**
1:00 PM	0	107	22	1	4	2	0	0	1	0	0	0	0	**137**	**0**	**0**
1:15 PM	0	87	23	0	2	0	1	0	3	2	0	0	0	**118**	**1**	**0**
1:30 PM	1	58	15	1	0	0	0	1	2	1	0	0	0	**79**	**0**	**0**
1:45 PM	1	96	17	1	0	2	0	1	0	0	0	0	0	**118**	**1**	**0**
2:00 PM	0	174	20	2	2	0	0	0	1	0	0	0	0	**199**	**0**	**0**
2:15 PM	1	112	13	0	2	1	1	1	0	0	0	0	0	**131**	**0**	**0**
2:30 PM	0	63	10	3	1	2	0	0	2	1	0	0	0	**82**	**0**	**0**
2:45 PM	0	143	24	1	2	0	1	0	2	0	0	0	0	**173**	**1**	**1**
3:00 PM	0	161	22	1	5	0	0	2	1	1	0	0	0	**193**	**0**	**0**
3:15 PM	1	148	19	1	2	1	0	0	0	0	0	0	0	**172**	**1**	**2**
3:30 PM	3	165	19	2	3	0	0	1	0	1	0	0	0	**194**	**0**	**0**
3:45 PM	1	154	15	3	1	1	0	1	1	1	0	0	0	**178**	**0**	**0**
4:00 PM	0	167	21	1	2	1	0	1	2	0	0	0	0	**195**	**0**	**0**
4:15 PM	1	161	12	1	1	0	0	2	1	0	0	0	0	**179**	**0**	**0**
4:30 PM	0	223	37	5	1	0	0	2	2	0	0	0	0	**270**	**0**	**0**
4:45 PM	0	181	23	2	2	0	0	0	1	0	0	0	0	**209**	**2**	**0**
5:00 PM	3	140	11	0	0	0	0	0	3	0	0	0	0	**157**	**2**	**0**
5:15 PM	0	107	11	2	0	0	0	0	2	0	0	0	0	**122**	**2**	**0**
5:30 PM	1	108	18	4	0	1	0	0	2	0	0	0	0	**134**	**0**	**0**
5:45 PM	0	88	10	1	1	0	0	0	2	0	0	0	0	**102**	**0**	**0**
6:00 PM	0	51	8	1	1	0	0	0	0	0	0	0	0	**61**	**1**	**0**
6:15 PM	1	107	20	3	1	0	0	1	1	0	0	0	0	**134**	**0**	**0**
6:30 PM	0	115	9	0	0	0	0	1	0	0	0	0	0	**125**	**0**	**0**
6:45 PM	0	133	23	3	0	0	0	0	0	0	0	0	0	**159**	**1**	**0**
7:00 PM	0	106	11	1	0	0	0	0	1	0	0	0	0	**119**	**1**	**0**
7:15 PM	0	86	8	2	0	0	0	0	1	0	0	0	0	**97**	**2**	**0**
7:30 PM	1	78	5	0	1	0	0	0	0	0	0	0	0	**85**	**0**	**0**
7:45 PM	0	74	7	2	0	0	0	0	1	0	0	0	0	**84**	**0**	**0**
8:00 PM	1	61	2	1	0	0	0	0	1	0	0	0	0	**66**	**0**	**0**
8:15 PM	0	27	6	0	0	0	0	0	1	1	0	0	0	**35**	**1**	**1**
8:30 PM	0	64	4	1	0	0	0	0	2	0	0	0	0	**71**	**0**	**0**
8:45 PM	0	59	4	0	0	1	1	0	3	0	0	0	0	**68**	**0**	**0**
9:00 PM	0	51	4	1	0	0	0	0	2	0	0	0	0	**58**	**0**	**0**
9:15 PM	0	30	5	0	0	0	0	0	0	0	0	0	0	**35**	**0**	**0**
9:30 PM	0	48	6	1	0	0	0	0	1	0	0	0	0	**56**	**0**	**0**
9:45 PM	0	44	6	0	0	0	0	0	1	0	0	0	0	**51**	**1**	**0**
10:00 PM	0	25	4	1	0	0	0	0	2	0	0	0	0	**32**	**0**	**0**
10:15 PM	0	43	3	0	0	0	0	0	1	1	0	0	0	**48**	**0**	**0**
10:30 PM	0	52	5	1	0	0	0	0	0	0	0	0	0	**58**	**0**	**0**
10:45 PM	1	16	5	0	0	0	0	0	2	0	0	0	0	**24**	**0**	**0**
11:00 PM	0	11	1	1	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
11:15 PM	0	19	4	0	0	0	0	0	1	0	0	0	0	**24**	**0**	**0**
11:30 PM	0	20	3	1	0	0	0	0	2	0	0	0	0	**26**	**0**	**0**
11:45 PM	0	19	2	0	0	0	0	1	0	0	0	0	0	**22**	**0**	**0**
Total	**33**	**8445**	**1474**	**119**	**89**	**69**	**19**	**24**	**164**	**66**	**2**	**0**	**0**			

St Claude Ave 7-Day Volume with Classifications
3/14/2023
USI - 22-077

EASTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	28	5	0	0	0	0	0	0	0	0	0	0	**33**	**0**	**0**
12:15 AM	0	13	0	1	0	0	0	0	0	0	0	0	0	**14**	**1**	**0**
12:30 AM	0	25	0	0	0	0	0	0	3	0	0	0	0	**28**	**0**	**0**
12:45 AM	0	17	1	1	0	0	0	0	1	0	0	0	0	**20**	**0**	**0**
1:00 AM	0	12	2	0	0	0	0	0	0	0	1	0	0	**15**	**1**	**1**
1:15 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
1:30 AM	0	15	3	0	0	0	0	0	0	0	2	0	0	**20**	**0**	**0**
1:45 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
2:00 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:30 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**	**0**	**0**
2:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
3:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
3:15 AM	0	16	0	1	0	1	0	0	0	0	0	0	0	**18**	**0**	**0**
3:30 AM	0	10	0	0	1	0	0	0	1	0	0	0	0	**12**	**0**	**0**
3:45 AM	0	8	1	0	1	0	0	1	0	0	0	0	0	**11**	**0**	**0**
4:00 AM	0	10	1	0	0	1	0	0	1	1	0	0	0	**14**	**0**	**0**
4:15 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**	**0**	**0**
4:30 AM	1	16	5	0	0	0	0	1	3	1	1	0	0	**28**	**0**	**0**
4:45 AM	0	26	9	0	1	0	0	1	0	0	0	0	0	**37**	**0**	**0**
5:00 AM	0	21	6	0	0	0	0	1	0	0	0	0	0	**28**	**0**	**0**
5:15 AM	0	26	4	0	0	1	0	0	1	0	0	0	0	**32**	**0**	**0**
5:30 AM	0	34	6	0	1	0	0	0	1	0	1	0	0	**43**	**0**	**0**
5:45 AM	1	52	4	0	0	0	0	1	2	1	0	0	0	**61**	**0**	**0**
6:00 AM	0	25	1	0	2	0	0	0	1	0	0	0	0	**29**	**0**	**0**
6:15 AM	0	26	0	1	1	0	0	0	3	1	0	0	0	**32**	**0**	**0**
6:30 AM	0	61	5	6	0	1	1	0	0	2	0	0	0	**76**	**0**	**0**
6:45 AM	0	59	14	4	2	0	1	0	1	0	0	0	0	**81**	**1**	**0**
7:00 AM	0	75	11	0	5	1	0	0	1	0	0	0	0	**93**	**0**	**0**
7:15 AM	0	98	6	0	3	1	0	0	2	0	0	0	0	**110**	**0**	**0**
7:30 AM	0	77	16	0	5	1	0	0	5	1	0	0	0	**105**	**0**	**0**
7:45 AM	1	114	6	3	3	1	1	2	2	0	0	0	0	**133**	**0**	**0**
8:00 AM	1	97	10	1	2	2	0	0	4	0	0	0	0	**117**	**0**	**0**
8:15 AM	0	96	8	1	3	1	0	0	4	0	0	0	0	**113**	**0**	**0**
8:30 AM	0	93	7	1	0	1	0	0	5	1	0	0	0	**108**	**0**	**0**
8:45 AM	0	93	12	4	2	1	1	1	4	0	0	0	0	**118**	**0**	**0**
9:00 AM	0	49	9	1	1	0	1	2	2	1	0	0	0	**66**	**0**	**0**
9:15 AM	0	107	10	3	0	1	0	2	8	0	0	0	0	**131**	**0**	**0**
9:30 AM	1	94	10	1	0	3	1	0	2	0	0	0	0	**112**	**0**	**0**
9:45 AM	0	87	12	1	3	4	0	1	4	0	0	0	0	**112**	**0**	**0**
10:00 AM	0	52	10	0	3	0	0	0	3	2	0	0	0	**70**	**0**	**0**
10:15 AM	0	82	12	2	5	1	0	1	6	1	0	0	0	**110**	**0**	**0**
10:30 AM	0	78	9	1	4	2	0	2	2	0	1	0	0	**99**	**0**	**0**
10:45 AM	0	41	2	1	2	0	1	0	0	2	0	0	0	**49**	**0**	**0**
11:00 AM	0	71	5	0	3	0	1	1	6	4	0	0	0	**91**	**0**	**0**
11:15 AM	1	110	8	1	1	1	1	0	7	2	0	0	0	**132**	**1**	**0**
11:30 AM	0	83	10	2	3	0	0	0	4	1	0	0	0	**103**	**0**	**0**
11:45 AM	0	94	8	1	2	0	0	0	5	0	0	0	0	**110**	**0**	**0**
12:00 PM	1	84	10	1	0	0	0	1	4	1	0	0	0	**102**	**0**	**0**
12:15 PM	0	113	15	0	2	2	0	0	0	1	0	0	0	**133**	**0**	**0**
12:30 PM	0	98	11	1	2	1	0	2	4	3	0	0	0	**122**	**1**	**1**
12:45 PM	3	50	6	0	2	0	0	0	5	0	0	0	0	**66**	**0**	**0**
1:00 PM	2	135	19	3	1	0	0	0	4	0	0	0	0	**164**	**1**	**0**
1:15 PM	1	141	16	1	2	2	1	0	3	2	0	0	0	**169**	**0**	**0**
1:30 PM	0	119	18	0	2	1	0	0	3	0	0	0	0	**143**	**0**	**0**
1:45 PM	1	95	9	2	4	1	0	2	3	0	0	0	0	**117**	**2**	**0**
2:00 PM	2	126	11	1	1	1	1	0	2	1	0	0	0	**146**	**1**	**0**
2:15 PM	0	100	14	1	1	1	1	0	5	0	0	0	0	**123**	**2**	**0**
2:30 PM	0	145	9	1	0	1	0	0	4	1	0	0	0	**161**	**2**	**0**
2:45 PM	0	134	16	0	1	0	0	0	1	0	0	0	0	**152**	**0**	**0**
3:00 PM	0	168	21	4	1	4	0	0	0	1	0	0	0	**199**	**0**	**0**
3:15 PM	3	172	17	1	1	0	0	0	1	1	0	0	0	**196**	**1**	**0**
3:30 PM	0	208	25	7	4	2	0	0	2	0	0	0	0	**248**	**2**	**0**
3:45 PM	3	212	26	6	3	0	0	0	2	3	0	0	0	**255**	**1**	**0**
4:00 PM	0	251	21	3	2	2	0	0	1	1	0	0	0	**281**	**0**	**0**
4:15 PM	0	213	17	5	1	1	0	1	0	1	0	0	0	**239**	**1**	**0**
4:30 PM	0	260	20	5	0	1	0	1	0	0	0	0	0	**287**	**1**	**0**
4:45 PM	2	334	41	3	2	1	0	1	1	0	0	0	0	**385**	**1**	**0**
5:00 PM	3	320	22	3	1	0	0	0	1	0	0	0	0	**350**	**0**	**0**
5:15 PM	0	327	29	1	2	0	1	0	0	0	0	0	0	**360**	**1**	**0**
5:30 PM	1	287	25	2	1	0	0	0	0	0	0	0	0	**316**	**0**	**0**
5:45 PM	0	290	15	3	1	2	0	0	0	0	0	0	0	**311**	**2**	**0**
6:00 PM	1	225	14	7	1	3	0	0	1	0	0	0	0	**252**	**1**	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**2**	**0**
6:30 PM	1	181	11	3	0	0	0	0	2	0	0	0	0	**198**	**0**	**0**
6:45 PM	1	148	11	1	1	0	0	0	1	1	0	0	0	**164**	**1**	**0**
7:00 PM	0	127	7	1	0	0	0	0	0	0	0	0	0	**135**	**0**	**0**
7:15 PM	0	135	8	2	0	0	0	0	0	1	0	0	0	**146**	**1**	**0**
7:30 PM	0	62	13	0	0	0	0	0	1	0	0	0	0	**76**	**1**	**0**
7:45 PM	2	85	9	2	0	0	0	1	1	0	0	0	0	**100**	**0**	**0**
8:00 PM	0	127	27	1	1	0	0	0	3	0	0	0	0	**159**	**2**	**0**
8:15 PM	0	93	8	1	0	0	0	1	1	0	0	0	0	**104**	**0**	**0**
8:30 PM	1	57	9	1	0	0	0	0	2	0	0	0	0	**70**	**1**	**0**
8:45 PM	1	58	6	1	0	0	0	0	1	0	0	0	0	**67**	**1**	**0**
9:00 PM	0	76	6	0	0	0	0	0	1	0	0	0	0	**83**	**1**	**0**
9:15 PM	0	33	1	1	0	0	0	0	0	0	0	0	0	**35**	**0**	**0**
9:30 PM	1	56	1	1	0	0	0	0	3	0	0	0	0	**62**	**0**	**0**
9:45 PM	1	62	2	1	0	0	0	0	1	0	0	0	0	**67**	**1**	**0**
10:00 PM	0	82	1	0	0	0	0	0	2	0	0	0	0	**85**	**0**	**0**
10:15 PM	0	84	1	1	0	0	0	0	2	0	0	0	0	**88**	**1**	**0**
10:30 PM	0	60	2	0	1	0	0	0	1	0	0	0	0	**64**	**0**	**0**
10:45 PM	1	33	2	0	0	0	0	0	1	1	0	0	0	**38**	**1**	**0**
11:00 PM	0	49	1	0	0	0	0	0	5	0	0	0	0	**55**	**0**	**0**
11:15 PM	0	36	1	1	0	0	0	0	0	1	0	0	0	**39**	**1**	**0**
11:30 PM	0	46	0	0	1	0	0	0	0	0	0	0	0	**47**	**0**	**0**
11:45 PM	0	31	0	1	0	0	0	0	2	0	0	0	0	**34**	**0**	**0**
Total	**38**	**8585**	**826**	**122**	**102**	**51**	**13**	**29**	**171**	**40**	**6**	**0**	**0**			

WESTBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	29	2	1	0	0	0	0	0	0	0	0	0	**32**	**0**	**0**
12:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
12:30 AM	0	16	2	0	0	0	0	0	1	0	0	0	0	**19**	**0**	**0**
12:45 AM	0	12	0	1	1	0	0	0	1	0	0	0	0	**15**	**0**	**0**
1:00 AM	0	10	0	1	0	0	0	0	2	0	0	0	0	**13**	**0**	**0**
1:15 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	**11**	**0**	**1**
1:30 AM	0	9	1	1	0	0	0	0	1	0	0	0	0	**12**	**0**	**0**
1:45 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	**9**	**0**	**0**
2:00 AM	0	8	0	1	0	0	0	0	1	0	0	0	0	**10**	**0**	**0**
2:15 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**	**0**	**0**
2:30 AM	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
2:45 AM	0	13	1	0	0	0	0	0	1	0	0	0	0	**15**	**0**	**0**
3:00 AM	0	5	0	1	0	0	0	0	2	1	0	0	0	**9**	**0**	**0**
3:15 AM	0	7	1	0	0	0	0	1	1	1	0	0	0	**11**	**0**	**0**
3:30 AM	0	22	1	1	0	0	0	0	0	1	0	0	0	**25**	**0**	**0**
3:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
4:00 AM	0	22	2	1	1	0	0	0	2	0	0	0	0	**28**	**0**	**0**
4:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
4:30 AM	0	45	1	0	0	1	0	0	1	1	0	0	0	**49**	**0**	**0**
4:45 AM	0	31	2	1	1	2	0	0	3	0	0	0	0	**40**	**0**	**0**
5:00 AM	0	23	4	0	1	0	0	0	2	1	0	0	0	**31**	**0**	**0**
5:15 AM	1	30	1	1	1	0	0	0	1	0	0	0	0	**35**	**0**	**0**
5:30 AM	0	82	5	0	1	0	0	0	3	0	0	0	0	**91**	**0**	**0**
5:45 AM	0	96	4	0	1	2	0	0	1	0	0	0	0	**104**	**0**	**0**
6:00 AM	1	126	5	1	0	1	1	0	1	0	0	0	0	**137**	**0**	**0**
6:15 AM	0	97	2	3	3	1	0	0	5	3	0	0	0	**114**	**0**	**0**
6:30 AM	0	217	5	4	1	2	0	1	3	0	0	0	0	**233**	**0**	**0**
6:45 AM	0	289	10	6	0	3	0	0	4	1	0	0	0	**313**	**1**	**0**
7:00 AM	0	313	28	6	0	2	0	0	4	0	0	0	0	**353**	**1**	**0**
7:15 AM	0	388	30	4	2	6	0	0	2	0	0	0	0	**432**	**0**	**0**
7:30 AM	0	351	32	5	4	2	0	0	2	1	0	0	0	**397**	**0**	**0**
7:45 AM	1	277	37	4	5	0	0	2	9	3	0	0	0	**338**	**2**	**0**
8:00 AM	0	207	25	2	1	1	0	2	0	1	0	0	0	**239**	**1**	**0**
8:15 AM	1	206	37	3	2	4	0	1	3	2	0	0	0	**259**	**1**	**0**
8:30 AM	0	200	23	2	4	0	0	1	2	0	0	0	0	**232**	**1**	**0**
8:45 AM	0	147	30	2	2	2	0	0	1	1	0	0	0	**185**	**1**	**0**
9:00 AM	0	83	7	0	3	5	0	0	9	1	0	0	0	**108**	**0**	**0**
9:15 AM	0	113	14	1	2	1	0	0	1	0	0	0	0	**132**	**0**	**0**
9:30 AM	0	158	17	1	3	3	0	0	3	3	0	0	0	**188**	**1**	**0**
9:45 AM	0	119	20	1	2	2	0	0	4	1	0	0	0	**149**	**1**	**0**
10:00 AM	0	66	13	1	1	3	0	1	1	0	0	0	0	**88**	**1**	**0**
10:15 AM	1	97	16	0	0	0	1	0	5	1	0	0	0	**121**	**1**	**0**
10:30 AM	2	123	16	1	2	3	0	1	3	1	0	0	0	**152**	**0**	**0**
10:45 AM	0	58	11	1	3	1	0	0	4	1	0	0	0	**79**	**2**	**0**
11:00 AM	0	80	9	2	3	2	0	0	5	0	0	0	0	**101**	**0**	**0**
11:15 AM	0	103	15	0	2	3	0	0	4	1	0	0	0	**128**	**0**	**0**
11:30 AM	0	107	16	1	5	0	1	0	3	3	0	0	0	**136**	**0**	**0**
11:45 AM	1	114	9	0	0	4	0	0	7	2	0	0	0	**137**	**0**	**0**
12:00 PM	0	79	8	1	4	1	0	1	4	0	0	0	0	**98**	**1**	**0**
12:15 PM	0	115	17	2	2	1	0	0	5	0	0	0	0	**142**	**0**	**0**
12:30 PM	1	126	16	0	3	1	0	0	3	1	0	0	0	**151**	**0**	**0**
12:45 PM	2	88	14	0	1	0	0	1	1	0	0	0	0	**107**	**0**	**0**
1:00 PM	2	101	19	1	2	0	0	0	4	0	0	0	0	**129**	**0**	**0**
1:15 PM	0	155	32	2	1	2	0	2	1	1	0	0	0	**196**	**0**	**0**
1:30 PM	1	141	15	1	1	1	0	1	1	0	0	0	0	**162**	**1**	**0**
1:45 PM	0	87	7	1	4	2	0	2	2	0	0	0	0	**105**	**0**	**0**
2:00 PM	0	130	10	2	2	2	0	1	5	1	0	0	0	**153**	**3**	**0**
2:15 PM	0	134	13	1	0	1	0	2	1	0	0	0	0	**152**	**2**	**0**
2:30 PM	0	151	14	3	1	2	0	1	4	2	0	0	0	**178**	**0**	**0**
2:45 PM	1	108	11	1	0	0	0	1	0	0	0	0	0	**122**	**2**	**2**
3:00 PM	2	137	16	1	0	0	0	0	5	1	0	0	0	**162**	**0**	**0**
3:15 PM	0	155	13	2	3	0	0	0	3	0	0	0	0	**176**	**0**	**0**
3:30 PM	1	158	22	2	2	0	0	0	0	0	0	0	0	**185**	**0**	**0**
3:45 PM	1	176	20	4	1	1	0	1	3	0	0	0	0	**207**	**1**	**0**
4:00 PM	3	187	31	3	2	1	0	1	2	0	0	0	0	**230**	**1**	**0**
4:15 PM	0	142	20	2	1	0	0	0	0	0	0	0	0	**165**	**0**	**0**
4:30 PM	1	224	33	2	0	0	0	0	0	0	0	0	0	**260**	**0**	**0**
4:45 PM	0	174	33	1	3	1	0	0	1	1	0	0	0	**214**	**2**	**0**
5:00 PM	2	159	22	3	0	0	0	0	0	0	0	0	0	**186**	**0**	**0**
5:15 PM	0	130	25	0	0	0	0	1	3	0	0	0	0	**159**	**0**	**0**
5:30 PM	1	135	18	2	2	0	0	0	0	0	0	0	0	**158**	**1**	**0**
5:45 PM	0	142	25	1	1	0	0	0	0	0	0	0	0	**169**	**0**	**0**
6:00 PM	0	134	9	2	1	0	0	0	0	0	0	0	0	**146**	**2**	**0**
6:15 PM	1	46	5	1	0	0	0	0	1	0	0	0	0	**54**	**1**	**0**
6:30 PM	1	81	6	1	0	0	0	0	0	0	0	0	0	**89**	**0**	**0**
6:45 PM	2	86	7	2	0	0	0	0	2	0	0	0	0	**99**	**0**	**0**
7:00 PM	1	114	15	0	1	0	0	0	1	0	0	0	0	**132**	**0**	**0**
7:15 PM	0	105	7	2	0	0	0	0	0	0	0	0	0	**114**	**1**	**0**
7:30 PM	0	55	4	0	0	0	0	0	0	0	0	0	0	**59**	**0**	**0**
7:45 PM	0	79	6	1	0	0	0	0	2	0	0	0	0	**88**	**0**	**0**
8:00 PM	0	95	9	1	1	0	0	0	2	0	0	0	0	**108**	**0**	**0**
8:15 PM	0	75	4	0	0	0	0	0	0	0	0	0	0	**79**	**0**	**0**
8:30 PM	0	56	2	2	0	0	0	0	2	0	0	0	0	**62**	**0**	**0**
8:45 PM	0	61	3	0	0	0	0	0	0	0	0	0	0	**64**	**0**	**0**
9:00 PM	0	37	1	1	0	0	0	1	2	0	0	0	0	**42**	**0**	**0**
9:15 PM	1	26	2	0	0	0	0	0	2	0	0	0	0	**31**	**0**	**0**
9:30 PM	0	41	3	1	0	0	0	0	0	0	0	0	0	**45**	**0**	**0**
9:45 PM	0	33	3	0	0	0	0	0	1	0	0	0	0	**37**	**0**	**0**
10:00 PM	1	61	4	1	0	0	0	0	0	0	0	0	0	**67**	**0**	**0**
10:15 PM	0	56	2	0	0	0	0	0	2	0	0	0	0	**60**	**0**	**0**
10:30 PM	0	40	2	0	0	0	0	0	1	0	0	0	0	**43**	**0**	**0**
10:45 PM	0	18	0	1	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
11:00 PM	0	37	1	1	0	0	0	0	1	0	0	0	0	**40**	**0**	**0**
11:15 PM	0	17	0	0	0	0	0	0	1	0	0	0	0	**18**	**0**	**0**
11:30 PM	0	25	2	1	0	0	0	0	1	0	0	0	0	**29**	**1**	**0**
11:45 PM	0	24	1	1	0	0	0	0	2	0	0	0	0	**28**	**0**	**0**
Total	**33**	**9297**	**1008**	**119**	**97**	**73**	**3**	**26**	**182**	**39**	**0**	**0**	**0**			

Tennessee St North of Claiborne Ave 7-Day Volume with Classifications
3/8/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
6:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:45 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**1**	**1**
7:15 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
8:00 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
8:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
9:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
9:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:45 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	**6**	**0**	**0**
11:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**	**0**	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
12:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:15 PM	0	3	0	0	0	0	0	1	0	0	0	0	0	**4**	**0**	**0**
12:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:45 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**1**
1:15 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
1:30 PM	0	3	0	1	0	0	1	0	0	0	0	0	0	**5**	**0**	**0**
1:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**1**	**0**
2:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:30 PM	0	8	1	1	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
2:45 PM	0	6	2	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
3:00 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
3:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:30 PM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:45 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**	**0**	**0**
4:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
4:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
4:30 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:45 PM	0	4	2	1	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
5:00 PM	0	3	1	2	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
5:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**4**
5:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**2**
5:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
6:15 PM	1	8	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
6:30 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
6:45 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:00 PM	0	4	7	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:15 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:30 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:00 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
8:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
10:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
Total	**2**	**333**	**90**	**12**	**4**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>5 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**0**
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
6:15 AM	0	11	1	2	0	0	0	0	0	0	0	0	0	**14**	**0**	**1**
6:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
6:45 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
7:15 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**	**1**	**1**
7:30 AM	0	10	0	2	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
7:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**2**
8:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
8:15 AM	0	7	1	1	1	0	0	0	0	0	0	0	0	**10**	**1**	**1**
8:30 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**1**
8:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:45 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**	**0**	**0**
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
11:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
11:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
11:30 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
11:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
12:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:15 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
12:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
12:45 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**	**0**	**0**
1:00 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
1:15 PM	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**	**0**	**0**
1:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
1:45 PM	1	3	1	1	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
2:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
2:30 PM	0	10	3	1	2	1	0	0	1	0	0	0	0	**18**	**0**	**0**
2:45 PM	1	10	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:00 PM	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:15 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:30 PM	0	14	1	2	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
4:15 PM	0	6	2	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**2**
4:30 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**	**1**	**0**
4:45 PM	1	7	2	3	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
5:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
5:30 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	**6**	**0**
5:45 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**	**0**	**2**
6:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
6:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
8:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
8:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**2**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	**3**	**484**	**66**	**19**	**9**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**			

Tennessee St North of Claiborne Ave 7-Day Volume with Classifications
3/9/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**1**	**0**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
7:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
7:15 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
7:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
8:00 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**	**0**	**3**
8:15 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
8:45 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**1**
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:45 AM	0	8	0	0	0	1	0	0	0	0	0	0	0	**9**	**0**	**0**
11:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
11:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
11:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
11:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
12:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
12:30 PM	0	5	2	1	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:15 PM	1	11	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**6**
2:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:00 PM	0	5	1	0	0	1	0	0	0	0	0	0	0	**7**	**0**	**0**
3:15 PM	0	12	1	0	1	1	0	0	0	0	0	0	0	**15**	**0**	**1**
3:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:45 PM	0	6	1	1	1	0	0	0	0	0	0	0	0	**9**	**0**	**0**
4:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
4:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
4:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
4:45 PM	0	6	0	2	1	0	0	0	0	0	0	0	0	**9**	**0**	**3**
5:00 PM	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:15 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**1**
5:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
6:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
6:15 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**	**1**	**1**
6:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
6:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
8:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**2**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**1**
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:45 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
10:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
Total	**2**	**382**	**39**	**11**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:45 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**0**
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
6:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:15 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**1**
6:30 AM	0	7	1	2	0	0	0	0	0	0	0	0	0	**10**	**0**	**1**
6:45 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:00 AM	0	13	0	2	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
7:15 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
7:30 AM	0	6	0	2	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
7:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
8:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**1**	**0**
8:15 AM	0	7	1	2	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
8:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**1**
8:45 AM	0	12	1	1	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
9:00 AM	0	11	2	2	0	0	0	0	0	0	0	0	0	**15**	**0**	**2**
9:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
10:00 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:15 AM	0	6	1	0	0	2	0	0	0	0	0	0	0	**9**	**0**	**0**
10:30 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:45 AM	0	8	0	0	2	0	0	0	0	0	0	0	0	**10**	**0**	**0**
11:00 AM	0	12	0	0	5	0	0	0	0	0	0	0	0	**17**	**0**	**0**
11:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
11:30 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
11:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**3**
12:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
12:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**1**	**0**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:45 PM	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
1:15 PM	1	13	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**4**
1:30 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
2:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
2:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
2:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**2**
3:00 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
3:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
3:30 PM	0	9	0	2	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:45 PM	0	10	0	2	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
4:00 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
4:15 PM	1	12	0	1	1	1	0	0	0	0	0	0	0	**16**	**0**	**3**
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:45 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
5:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
5:15 PM	0	7	0	3	0	0	0	0	0	0	0	0	0	**10**	**0**	**1**
5:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
6:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**1**	**0**
6:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**1**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**2**
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
Total	**3**	**549**	**33**	**27**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Tennessee St North of Claiborne Ave 7-Day Volume with Classifications
3/10/2023
USI - 22-077

	NORTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**3**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:30 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:45 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:15 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:45 AM	1	1	0	1	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
8:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
8:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
9:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:30 AM	0	3	5	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
10:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:30 AM	1	5	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:45 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
11:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
11:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
11:45 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**	**0**	**0**
12:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
12:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
12:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
12:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
1:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
1:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
1:45 PM	0	4	3	1	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
2:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
2:15 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
2:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:00 PM	0	7	2	1	1	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
3:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
4:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
4:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
4:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
4:45 PM	0	14	4	1	0	0	0	0	0	0	0	0	0	**19**	**1**	**0**
5:00 PM	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
5:15 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
6:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:30 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
7:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
9:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
9:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
10:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**2**
Total	**2**	**424**	**79**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
6:15 AM	0	9	0	0	0	1	0	0	0	0	0	0	0	**10**	**0**	**0**
6:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
6:45 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**2**
7:00 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
7:15 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:30 AM	0	5	0	3	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
7:45 AM	0	9	0	0	0	1	0	0	0	0	0	0	0	**10**	**0**	**0**
8:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
8:15 AM	0	6	0	2	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
8:30 AM	0	11	1	0	2	0	0	0	0	0	0	0	0	**14**	**0**	**0**
8:45 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:15 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
9:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:00 AM	0	6	4	0	1	0	0	0	0	0	0	0	0	**11**	**0**	**0**
10:15 AM	0	11	3	0	0	1	0	0	0	0	0	0	0	**15**	**1**	**0**
10:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:45 AM	1	15	3	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
11:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
11:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
11:30 AM	0	8	3	1	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
11:45 AM	0	10	2	0	0	1	0	0	0	0	0	0	0	**13**	**0**	**0**
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
12:15 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
12:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**1**	**0**
12:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:00 PM	0	7	3	0	0	1	0	0	0	0	0	0	0	**11**	**0**	**0**
1:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
1:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
1:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
2:00 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**	**0**	**0**
2:15 PM	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
2:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
3:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:15 PM	0	13	2	1	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
3:30 PM	0	8	6	1	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
3:45 PM	0	4	2	3	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
4:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
4:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
4:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
4:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**1**	**2**
5:15 PM	1	9	2	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
5:30 PM	0	3	1	1	1	0	0	0	0	0	0	0	0	**6**	**0**	**0**
5:45 PM	0	6	0	1	1	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
6:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
6:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
7:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**1**	**0**
8:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
8:30 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**4**
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	**2**	**516**	**78**	**19**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Tennessee St North of Claiborne Ave 7-Day Volume with Classifications
3/11/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
7:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:45 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	**6**	**0**	**0**
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
10:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
11:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
11:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
12:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
1:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
2:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
2:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
2:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
3:00 PM	1	7	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
3:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
4:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**1**	**0**
4:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
4:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
4:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
5:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:15 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**2**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
8:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:30 PM	2	3	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
Total	**3**	**403**	**27**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
7:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:15 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
8:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**1**
9:00 AM	0	13	0	1	0	0	0	0	0	0	0	0	0	**14**	**0**	**1**
9:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:30 AM	0	14	0	0	1	0	0	0	0	0	0	0	0	**15**	**2**	**0**
9:45 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**	**0**	**0**
10:00 AM	0	23	1	0	1	0	0	0	0	0	0	0	0	**25**	**0**	**0**
10:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
10:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
10:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
11:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
11:15 AM	1	8	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
11:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
11:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
12:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
12:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
12:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
1:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
1:30 PM	1	8	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
2:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
2:15 PM	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
2:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**1**	**0**
3:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
3:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**1**
3:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
3:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
4:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
4:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
4:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
4:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:30 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
6:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
6:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
7:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**2**
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
Total	**2**	**545**	**22**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Tennessee St North of Claiborne Ave 7-Day Volume with Classifications
3/12/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**0**
7:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**1**
9:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
9:45 AM	1	8	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**1**	**0**
11:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**1**	**0**
11:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
12:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
12:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
1:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
1:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
1:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
1:45 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:00 PM	1	4	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**1**	**0**
3:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
4:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**1**	**0**
4:15 PM	1	7	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
4:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**1**	**0**
4:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
5:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
5:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
6:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
6:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**2**
6:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:15 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
7:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:45 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
10:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	**6**	**360**	**32**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**1**
7:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
8:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**1**
9:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
9:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
10:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:15 AM	0	7	2	1	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
10:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**1**
10:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
11:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**1**	**0**
11:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**1**	**0**
11:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**1**	**0**
11:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
12:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
12:15 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
12:30 PM	1	6	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
12:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
1:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
1:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
2:00 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**2**
2:15 PM	1	7	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
2:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
3:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
4:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
4:30 PM	0	8	1	1	0	0	0	0	0	0	0	0	0	**10**	**0**	**1**
4:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:15 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	**2**	**0**
5:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
6:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**2**
6:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
6:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
7:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
8:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
9:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**1**	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
Total	**2**	**443**	**37**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Tennessee St North of Claiborne Ave 7-Day Volume with Classifications
3/13/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
6:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
6:15 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4	0	0
6:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	4	0	0
6:45 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
7:30 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	0
7:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
8:00 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	0
8:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
8:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	0
9:30 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	0
9:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
10:00 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7	0	1
10:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
10:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	9
10:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	0
11:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
11:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
11:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
11:45 AM	0	8	0	0	2	0	0	0	0	0	0	0	0	10	0	0
12:00 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	10	0	0
12:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
12:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:45 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	0
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:15 PM	1	10	0	0	0	0	0	0	0	0	0	0	0	11	0	0
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	1	0
1:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
2:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
2:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
2:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
2:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	1
3:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
3:15 PM	0	11	0	1	0	0	0	0	0	0	0	0	0	12	0	0
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
4:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	18
4:15 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	1
4:30 PM	0	8	1	1	0	0	0	0	0	0	0	0	0	10	0	0
4:45 PM	0	6	2	0	1	0	0	0	0	0	0	0	0	9	0	0
5:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	1	0
5:15 PM	0	9	1	1	0	0	0	0	0	0	0	0	0	11	1	0
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
5:45 PM	0	5	0	2	0	0	0	0	0	0	0	0	0	7	0	4
6:00 PM	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0
6:15 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	0
6:30 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	1
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	1	0
7:00 PM	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	0
7:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	1	0
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:45 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	0
8:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
8:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	1
8:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
11:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
Total	**2**	**392**	**50**	**13**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
6:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	1
6:30 AM	0	10	1	0	0	0	1	0	0	0	0	0	0	12	0	1
6:45 AM	0	5	0	2	0	0	0	0	0	0	0	0	0	7	0	0
7:00 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	2
7:15 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	0
7:30 AM	0	6	0	3	0	0	0	0	0	0	0	0	0	9	0	0
7:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
8:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
8:15 AM	0	3	2	2	0	0	0	0	0	0	0	0	0	7	0	0
8:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
8:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
9:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	2
10:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	0
10:15 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7	0	0
10:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	10
10:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	0
11:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	9	0	0
12:00 PM	0	12	0	0	0	1	0	0	0	0	0	0	0	13	0	0
12:15 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	12	0	0
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:45 PM	0	9	0	0	0	1	0	0	0	0	0	0	0	10	0	0
1:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
1:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
1:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
1:45 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	0
2:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	0
2:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	1
2:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	1	0
2:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
3:00 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	18	0	17
3:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	1
3:30 PM	0	10	0	3	0	0	0	0	0	0	0	0	0	13	0	0
3:45 PM	0	4	1	1	0	0	0	0	0	0	0	0	0	6	0	0
4:00 PM	0	11	1	1	0	0	0	0	0	0	0	0	0	13	0	0
4:15 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	0
4:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
4:45 PM	0	4	1	1	0	0	0	0	0	0	0	0	0	6	0	2
5:00 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	1
5:15 PM	0	8	1	1	0	0	0	0	0	0	0	0	0	10	0	4
5:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
5:45 PM	0	8	1	1	0	0	0	0	0	0	0	0	0	10	0	1
6:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	0
6:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
6:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	5	0
6:45 PM	1	16	0	0	0	0	0	0	0	0	0	0	0	17	6	0
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	1	0
7:15 PM	1	11	0	0	0	0	0	0	0	0	0	0	0	12	2	0
7:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
7:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	1	0
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	1	0
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
8:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
9:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
9:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total	**2**	**511**	**29**	**19**	**6**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**			

Tennessee St North of Claiborne Ave 7-Day Volume with Classifications
3/14/2023
USI - 22-077

	NORTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:30 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:45 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
6:45 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	**1**	**0**
7:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**4**	**0**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:15 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:45 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	**3**	**0**
10:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**2**	**0**
10:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
10:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
10:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
11:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**2**	**0**
11:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**4**	**0**
11:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	**2**	**0**
11:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**2**	**0**
12:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
12:15 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**	**5**	**0**
12:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:45 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**	**2**	**0**
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**4**	**0**
1:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**1**	**0**
2:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
2:30 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	**2**	**3**
2:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**2**	**1**
3:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**1**	**0**
3:15 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**	**3**	**0**
3:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**8**	**0**
3:45 PM	0	9	1	1	0	0	0	0	0	0	0	0	0	**11**	**2**	**1**
4:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**6**	**0**
4:15 PM	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**	**4**	**0**
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
5:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
5:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
6:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**1**	**0**
6:30 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
7:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
7:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
8:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**1**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	**0**	**366**	**28**	**7**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**	**0**	**0**
4:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:15 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**2**
5:30 AM	0	3	0	2	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:00 AM	0	10	1	2	0	0	0	0	0	0	0	0	0	**13**	**0**	**1**
6:15 AM	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
6:30 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**	**0**	**2**
6:45 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:00 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:15 AM	0	14	1	1	0	0	1	0	0	0	0	0	0	**17**	**0**	**0**
7:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**1**	**0**
9:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**4**	**0**
10:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**3**	**1**
10:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
10:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
11:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**1**	**0**
11:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	**5**	**0**
11:30 AM	1	10	0	0	0	0	0	0	1	0	0	0	0	**12**	**2**	**0**
11:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**2**	**0**
12:00 PM	0	8	0	0	0	0	1	0	0	0	0	0	0	**9**	**0**	**0**
12:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**5**	**0**
12:30 PM	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**	**0**	**0**
12:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**3**	**0**
1:00 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**	**0**	**1**
1:15 PM	1	9	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
1:30 PM	0	5	1	0	2	0	0	0	0	0	0	0	0	**8**	**5**	**0**
1:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**3**	**0**
2:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
2:15 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
2:30 PM	0	7	2	4	0	0	0	0	0	0	0	0	0	**13**	**2**	**0**
2:45 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**	**2**	**0**
3:00 PM	0	6	2	2	1	0	0	0	0	0	0	0	0	**11**	**1**	**1**
3:15 PM	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**	**3**	**1**
3:30 PM	1	6	0	2	0	0	0	0	0	0	0	0	0	**9**	**9**	**0**
3:45 PM	1	7	1	1	2	0	0	0	0	0	0	0	0	**12**	**1**	**1**
4:00 PM	0	4	1	2	0	0	0	0	0	0	0	0	0	**7**	**5**	**0**
4:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**2**	**0**
4:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**1**	**0**
4:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
5:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:30 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
6:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**1**	**0**
6:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**1**
9:15 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
Total	**5**	**474**	**33**	**24**	**8**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**			

Tennessee St South of Claiborne Ave 7-Day Volume with Classifications
3/8/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
4:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
5:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
5:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
5:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
6:15 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	0
6:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
6:45 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	4
7:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
7:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	0
7:30 AM	0	19	1	1	0	0	0	0	0	0	0	0	0	21	0	0
7:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
8:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
8:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
8:30 AM	1	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0
8:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
9:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
9:15 AM	0	33	0	0	0	0	0	0	0	0	0	0	0	33	0	0
9:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	0
9:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	1
10:15 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	0
10:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
10:45 AM	0	7	0	2	0	0	0	0	0	0	0	0	0	9	0	0
11:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0
11:45 AM	0	14	1	1	0	0	0	0	0	0	0	0	0	16	0	0
12:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	0
12:15 PM	1	18	1	0	1	0	0	0	0	0	0	0	0	21	0	0
12:30 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
12:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	1
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
1:15 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	0
1:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0
1:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
2:00 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	0
2:15 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	0
2:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
2:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
3:00 PM	0	17	0	1	0	0	0	0	0	0	0	0	0	18	0	0
3:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
3:30 PM	0	9	1	1	0	0	0	0	0	0	0	0	0	11	0	0
3:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
4:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
4:30 PM	1	12	3	0	0	0	0	0	0	0	0	0	0	16	0	0
4:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
5:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	0
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
5:30 PM	0	16	0	1	0	0	0	0	0	0	0	0	0	17	0	0
5:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
6:00 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	8	0	1
6:15 PM	1	26	1	0	1	0	0	0	0	0	0	0	0	29	0	0
6:30 PM	0	13	0	0	1	0	0	0	0	0	0	0	0	14	0	0
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
7:00 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	5	0	0
7:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
8:00 PM	1	9	0	0	0	0	0	0	0	0	0	0	0	10	0	0
8:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total	**6**	**743**	**31**	**9**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
6:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:15 AM	0	10	0	2	0	0	0	0	0	0	0	0	0	12	0	0
7:30 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	0
7:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
8:00 AM	0	7	0	2	0	0	0	0	0	0	0	0	0	9	0	0
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
8:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
9:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
9:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
9:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	1	0
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
10:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
10:30 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	0
10:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	4	0	2
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:15 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	9	0	0
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
12:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	2
12:15 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
12:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
12:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
1:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	1	0
1:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
1:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
1:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	3
2:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
2:15 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	0
2:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
2:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
3:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
3:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
3:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
3:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
4:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	0
4:15 PM	0	15	1	1	0	0	0	0	0	0	0	0	0	17	0	0
4:30 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	0
4:45 PM	0	11	2	1	0	0	0	0	0	0	0	0	0	14	0	0
5:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	0
5:15 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	0
5:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
5:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
6:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
6:15 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	0
6:30 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	0
6:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
7:00 PM	0	12	0	1	0	0	0	0	0	0	0	0	0	13	0	0
7:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
7:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
8:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	1	0
8:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
8:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
8:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
9:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
9:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
10:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
10:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
10:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
Total	**0**	**650**	**38**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Tennessee St South of Claiborne Ave 7-Day Volume with Classifications
3/9/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	13	1	1	0	0	0	0	0	0	0	0	0	15	0	0
5:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
6:15 AM	0	6	3	1	0	0	0	0	0	0	0	0	0	10	0	0
6:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	3
6:45 AM	0	6	2	1	0	0	0	0	0	0	0	0	0	9	0	2
7:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
7:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
7:30 AM	0	13	1	2	0	0	0	0	0	0	0	0	0	16	0	0
7:45 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
8:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
8:15 AM	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0	1
8:30 AM	0	41	0	0	0	0	0	0	0	0	0	0	0	41	0	0
8:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	1
9:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	3	0	1
9:15 AM	0	21	2	1	0	0	0	0	0	0	0	0	0	24	0	0
9:30 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	4
9:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:00 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	3
10:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1
10:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
10:45 AM	0	4	3	0	0	1	0	0	0	0	0	0	0	8	0	2
11:00 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	1
11:15 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	12	0	0
11:30 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	0
11:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1
12:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
12:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
12:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
12:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	1
1:00 PM	0	6	0	0	0	1	0	0	0	0	0	0	0	7	0	1
1:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	0
1:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
1:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:15 PM	0	13	0	1	0	0	0	0	0	0	0	0	0	14	0	0
2:30 PM	1	16	0	1	0	0	0	0	0	0	0	0	0	18	1	0
2:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
3:00 PM	0	12	3	0	0	1	0	0	0	0	0	0	0	16	0	0
3:15 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	10	0	0
3:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	1	0
3:45 PM	0	10	0	2	0	0	0	0	0	0	0	0	0	12	0	0
4:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	1
4:15 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	1
4:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	2
4:45 PM	0	9	3	1	0	0	0	0	0	0	0	0	0	13	0	0
5:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	0
5:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
5:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
5:45 PM	0	8	1	1	0	0	0	0	0	0	0	0	0	10	0	1
6:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	0
6:15 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
6:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
6:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:00 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24	1	0
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
8:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	1
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
8:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total	**2**	**729**	**53**	**14**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	0
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	1
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:15 AM	0	6	1	2	0	0	0	0	0	0	0	0	0	9	0	0
7:30 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11	0	0
7:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
8:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	3
8:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	1
8:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
8:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	1	0
9:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	1
9:15 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8	0	0
9:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1
9:45 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11	0	0
10:00 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10	0	1
10:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	1
10:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
10:45 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7	0	3
11:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	0
11:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
11:30 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	1
11:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	0
12:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
12:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
12:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
1:00 PM	0	7	2	0	0	1	0	0	0	0	0	0	0	10	0	1
1:15 PM	2	5	2	0	0	0	0	0	0	0	0	0	0	9	0	0
1:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	2	0
1:45 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	6	0	1
2:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
2:15 PM	0	6	2	1	0	0	0	0	0	0	0	0	0	9	0	0
2:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	1	0
2:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
3:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
3:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	1
3:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	1
4:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	1
4:15 PM	0	14	2	1	0	0	0	0	0	0	0	0	0	17	0	0
4:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
4:45 PM	0	15	1	1	0	0	0	0	0	0	0	0	0	17	0	0
5:00 PM	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	0
5:15 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	1
5:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
5:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
6:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
6:15 PM	0	13	2	1	0	0	0	0	0	0	0	0	0	16	0	0
6:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
6:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
7:00 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	0
7:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
7:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	1
7:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
8:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15	1	0
8:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
8:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
9:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	1	0
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
10:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
10:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
Total	**2**	**595**	**53**	**8**	**7**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**			

Tennessee St South of Claiborne Ave 7-Day Volume with Classifications
3/10/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:00 AM	1	17	1	0	0	0	0	0	0	0	0	0	0	19	0	0
6:15 AM	0	29	2	1	0	0	0	0	0	0	0	0	0	32	0	0
6:30 AM	0	4	3	1	0	0	0	0	0	0	0	0	0	8	0	1
6:45 AM	0	6	0	2	0	0	0	0	0	0	0	0	0	8	0	0
7:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
7:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	1
7:30 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	0
7:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
8:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	0
8:15 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0
8:30 AM	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	0
8:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
9:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	1
9:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
9:30 AM	0	27	5	0	0	0	0	0	0	0	0	0	0	32	0	0
9:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	2
10:00 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	1
10:15 AM	0	23	2	0	0	0	0	0	0	0	0	0	0	25	0	0
10:30 AM	1	21	1	0	0	0	0	0	0	0	0	0	0	23	0	1
10:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
11:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
11:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
11:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
12:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
12:15 PM	0	6	0	0	0	0	1	0	0	0	0	0	0	6	0	0
12:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
12:45 PM	0	22	1	0	1	0	0	0	0	0	0	0	0	24	0	0
1:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
1:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
1:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
1:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
2:00 PM	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	0
2:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:30 PM	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	0
2:45 PM	0	10	3	1	0	0	0	0	0	0	0	0	0	14	0	0
3:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
3:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	1	0
3:30 PM	0	15	3	1	0	0	0	0	0	0	0	0	0	19	0	1
3:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
4:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	0
4:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
4:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
4:45 PM	0	6	2	2	0	0	0	0	0	0	0	0	0	10	0	0
5:00 PM	0	5	3	1	1	0	0	0	0	0	0	0	0	10	0	0
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
5:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	1
5:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
6:00 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	0
6:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0
6:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	0
6:45 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	0
7:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	1
7:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
7:30 PM	0	6	2	1	0	0	0	0	0	0	0	0	0	9	0	0
7:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
8:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
8:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
8:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
10:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
Total	**2**	**777**	**68**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
6:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:15 AM	0	6	0	2	0	0	0	0	0	0	0	0	0	8	0	0
7:30 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7	0	0
7:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
8:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
8:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
8:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
8:45 AM	0	7	0	0	0	1	0	0	0	0	0	0	0	8	0	0
9:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
9:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	1
9:30 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	0
9:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	2
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	1	2
10:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	0
11:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
12:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
12:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
12:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
12:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
1:00 PM	0	20	4	0	1	0	0	0	0	0	0	0	0	25	0	0
1:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
1:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	1
1:45 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	5	0	0
2:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	0
2:15 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	10	1	0
2:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
2:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
3:00 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8	0	0
3:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	1
3:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	1
3:45 PM	0	9	1	1	0	0	0	0	0	0	0	0	0	11	0	2
4:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
4:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	0
4:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
4:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
5:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
5:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
5:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	1
5:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	1
6:00 PM	1	20	0	0	0	0	0	0	0	0	0	0	0	21	0	0
6:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
6:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
6:45 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	0
7:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
7:30 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	0
7:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	2
8:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
8:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
8:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
8:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
9:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
9:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	3
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:45 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	0
10:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
10:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
10:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
10:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
11:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	0
Total	**2**	**629**	**51**	**8**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Tennessee St South of Claiborne Ave 7-Day Volume with Classifications
3/11/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	1
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	0
6:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0
7:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
7:30 AM	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	1
7:45 AM	0	13	0	1	0	0	0	0	0	0	0	0	0	14	0	0
8:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
8:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	1
8:30 AM	0	28	0	0	0	0	0	0	0	0	0	0	0	28	1	1
8:45 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	19	0	0
9:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	1
9:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	3
9:30 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	0
9:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	1
10:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	1
10:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
10:30 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	0
10:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	0
11:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
11:15 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7	0	0
11:30 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	1
11:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
12:00 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	0
12:15 PM	0	20	0	1	0	0	0	0	0	0	0	0	0	21	0	0
12:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
12:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
1:00 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	28	0	0
1:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0
1:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0
1:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
2:00 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	0
2:15 PM	1	16	3	0	0	0	0	0	0	0	0	0	0	20	0	0
2:30 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
2:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
3:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
3:30 PM	1	34	0	1	0	0	0	0	0	0	0	0	0	36	0	0
3:45 PM	1	11	1	0	0	0	0	0	0	0	0	0	0	13	0	0
4:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	1	0
4:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
4:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
4:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	2
5:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
5:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
5:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
5:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	0
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
6:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	1
6:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15	1	0
6:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0
7:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
7:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
7:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	1
7:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
8:00 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	0
8:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
8:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
8:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
9:00 PM	1	14	1	0	0	0	0	0	0	0	0	0	0	16	0	0
9:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	0
9:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
10:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	1
10:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
Total	**4**	**870**	**32**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
12:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
12:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1
2:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	0
7:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0
7:30 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7	0	1
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0
8:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	1
8:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	1
8:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	1	0
10:45 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10	0	0
11:00 AM	0	5	2	0	0	1	0	0	0	0	0	0	0	8	0	0
11:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
11:30 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	10	0	0
11:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
12:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	1	0
12:15 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	12	0	0
12:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
12:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	0
1:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	0
1:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
1:30 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	0
1:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	0
2:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
2:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0
2:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
2:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	0
3:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	0
3:15 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	0
3:30 PM	1	14	2	2	0	0	0	0	0	0	0	0	0	19	0	0
3:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
4:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0
4:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	0
4:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
4:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
5:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
5:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	1	0
5:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	0
5:45 PM	1	13	1	0	1	0	0	0	0	0	0	0	0	16	0	0
6:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
6:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	1	0
6:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	1
6:45 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	0
7:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
7:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0
7:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17	1	0
7:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	0
8:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	0
8:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
8:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
8:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0
9:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0
9:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	1
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
9:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
10:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	0
11:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0
11:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0
Total	**2**	**608**	**41**	**4**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Tennessee St South of Claiborne Ave 7-Day Volume with Classifications
3/12/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
6:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
7:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
7:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:00 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**	**0**	**0**
8:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
8:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:00 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
9:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
9:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
10:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
11:00 AM	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**0**
11:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
11:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
11:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
12:00 PM	0	15	1	1	0	0	0	0	0	0	0	0	0	**17**	**0**	**1**
12:15 PM	0	9	0	0	0	0	1	0	0	0	0	0	0	**9**	**0**	**0**
12:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
12:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
1:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
1:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
1:30 PM	1	19	0	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
1:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
2:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
2:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
2:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
2:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
3:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
3:15 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**	**0**	**0**
3:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
4:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
4:15 PM	1	6	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
4:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
4:45 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
5:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
5:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
5:45 PM	1	10	2	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
6:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**1**	**0**
6:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:45 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
7:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:15 PM	1	18	1	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
7:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:15 PM	1	13	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
8:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
9:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
9:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**1**
10:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
Total	**5**	**662**	**45**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
7:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
8:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
8:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**1**	**0**
8:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
9:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
9:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
11:15 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**	**0**	**0**
11:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
11:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**1**
12:00 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**	**0**	**0**
12:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
12:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
1:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
1:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
1:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
1:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:00 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
3:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
4:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
4:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
5:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**1**	**0**
6:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
6:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
6:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
7:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
7:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
8:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
8:45 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
9:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
9:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
9:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
10:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
10:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
11:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
Total	**2**	**562**	**27**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Tennessee St South of Claiborne Ave 7-Day Volume with Classifications
3/13/2023
USI - 22-077

NORTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**1**
5:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**2**
6:15 AM	0	16	0	1	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
6:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**3**
6:45 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
7:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**1**
7:30 AM	0	11	2	1	1	0	0	0	0	0	0	0	0	**15**	**0**	**0**
7:45 AM	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
8:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**2**
8:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
8:30 AM	1	25	0	1	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
8:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
9:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
9:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
9:30 AM	0	22	1	0	1	0	0	0	0	0	0	0	0	**24**	**0**	**0**
9:45 AM	0	9	0	1	1	0	0	0	0	0	0	0	0	**10**	**0**	**0**
10:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:15 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
10:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
11:15 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
11:30 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
11:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
12:15 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**	**0**	**0**
12:30 PM	0	8	1	0	0	1	0	0	0	0	0	0	0	**10**	**0**	**1**
12:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
1:00 PM	0	6	0	0	2	0	0	0	0	0	0	0	0	**8**	**0**	**1**
1:15 PM	1	22	1	0	1	0	0	0	0	0	0	0	0	**25**	**0**	**0**
1:30 PM	0	18	1	0	2	0	0	0	0	0	0	0	0	**21**	**0**	**0**
1:45 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**	**0**	**0**
2:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:15 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	**26**	**0**	**0**
2:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**2**
2:45 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**	**0**	**1**
3:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**1**
3:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**1**
3:45 PM	0	7	0	2	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
4:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**3**
4:15 PM	0	9	1	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
4:30 PM	0	8	2	1	1	0	0	0	0	0	0	0	0	**12**	**0**	**0**
4:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
5:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:45 PM	0	16	1	1	0	0	0	0	0	0	0	0	0	**18**	**0**	**0**
6:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
6:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:00 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**1**	**0**
7:15 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
8:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**1**
8:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
8:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
9:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
10:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
Total	**2**	**773**	**39**	**10**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

SOUTHBOUND

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
4:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**	**0**	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
5:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**1**
7:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
7:15 AM	0	8	0	2	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
7:30 AM	0	8	2	2	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
8:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:15 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**	**0**	**0**
8:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
8:45 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**1**
9:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
9:15 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
9:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
10:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:15 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	**10**	**0**	**0**
10:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
11:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
11:15 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**	**1**	**0**
11:30 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	**7**	**0**	**0**
11:45 AM	0	9	1	0	0	1	0	0	0	0	0	0	0	**11**	**0**	**0**
12:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
12:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**1**
12:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
12:45 PM	0	7	3	0	1	0	0	0	0	0	0	0	0	**11**	**0**	**0**
1:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**1**
1:15 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
1:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
1:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
2:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
2:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
2:30 PM	0	16	0	1	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
2:45 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
3:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
3:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**1**
3:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**3**
3:45 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
4:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
4:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
4:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
4:45 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
5:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:30 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
5:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
6:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**	**0**	**0**
6:15 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
6:30 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
6:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**1**	**0**
7:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
7:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
7:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
7:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**1**	**0**
8:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
8:15 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**1**
8:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
9:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
10:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
Total	**0**	**619**	**82**	**7**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Tennessee St South of Claiborne Ave 7-Day Volume with Classifications
3/14/2023
USI - 22-077

	NORTHBOUND																
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**	**0**
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
4:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
5:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
5:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
6:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**0**	**0**
6:15 AM	0	27	2	1	0	0	0	0	0	0	0	0	0	**30**	**0**	**0**
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**3**
6:45 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**	**0**	**4**
7:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
7:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
7:30 AM	0	7	3	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**1**
8:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
8:15 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
8:30 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**	**0**	**1**
8:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:00 AM	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
9:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:30 AM	1	5	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
9:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
10:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
10:45 AM	0	30	1	0	1	0	0	0	0	0	0	0	0	**32**	**0**	**0**
11:00 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**0**
11:15 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
11:30 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**	**0**	**0**
11:45 AM	0	19	3	0	1	0	0	0	0	0	0	0	0	**23**	**1**	**0**
12:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
12:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
12:45 PM	1	16	2	0	0	0	0	0	0	0	0	0	0	**19**	**0**	**0**
1:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
1:15 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**	**0**	**0**
1:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	**0**	**0**
1:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
2:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
2:15 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
2:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	**0**	**0**
2:45 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**	**0**	**0**
3:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
3:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
3:30 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**1**
3:45 PM	0	9	1	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
4:00 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**	**0**	**1**
4:15 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
4:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**1**
4:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
5:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**	**0**	**1**
5:15 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
5:30 PM	0	13	1	1	1	0	0	0	0	0	0	0	0	**16**	**0**	**0**
5:45 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**	**0**	**0**
6:00 PM	1	10	3	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
6:15 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	**30**	**0**	**0**
6:30 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**	**0**	**0**
6:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
7:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
7:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
9:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	1	**8**	**0**	**0**
9:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**1**
9:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
10:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
Total	**3**	**747**	**59**	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

	SOUTHBOUND															
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	Bikes	Pedestrians
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**1**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**1**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**1**	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**0**	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
6:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
6:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	**0**	**0**
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**1**
7:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**	**0**	**0**
7:15 AM	0	3	0	2	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:30 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
7:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
8:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
8:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**1**	**0**
9:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:45 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
10:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
10:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
11:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
11:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
12:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
12:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
12:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
12:45 PM	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
1:00 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
1:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
1:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
1:45 PM	0	7	7	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
2:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
2:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
2:30 PM	0	9	1	1	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
2:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
3:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
3:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**5**
3:45 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
4:00 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**	**0**	**0**
4:15 PM	1	5	0	1	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
4:30 PM	0	15	1	1	0	0	0	0	0	0	0	0	0	**17**	**0**	**0**
4:45 PM	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**	**0**	**0**
5:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	**0**	**0**
5:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
5:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	**1**	**0**
5:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
6:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
6:15 PM	0	17	0	2	1	0	0	0	0	0	0	0	0	**20**	**0**	**0**
6:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
6:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**0**	**0**
7:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**0**	**0**
7:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**0**	**0**
7:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**0**
7:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
8:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	**0**	**0**
8:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**0**	**0**
8:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
9:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
9:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
9:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**0**	**1**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**0**	**0**
10:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**0**	**0**
10:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**0**	**0**
10:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**0**	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**0**	**0**
Total	**1**	**536**	**45**	**12**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			

Bridge Opening Logs

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 20/19 7-7 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
TUG	Dani Lynn	S	840	846	850	856		
TUG	Dani Lynn	N	1204	1210	1216	1220		

Vessels: 2 Openings: 2

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

02 2

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jared White	7	7	[signature]
Operator 2: (mark N/A if only one)	Capacine Young	7a	7p	[signature] Young
Operator (s) who were relieved:				
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

Sheet of

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-1-2019 747 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

O x O V x O

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER WARY	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JACK			
Operator (s) relieved by:	JACK			

Supervisor's Review of Report	
Initials	
Date	

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Sheet __ of __

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 2, 2019 7:00 A.M. To 7:00 P.M. **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Lak Master IBGS	S	11 26 A.M.	11 31 A.M.	11 33 A.M.			
Tug	T.H. Kelly 3BGS	S	"	"	11 43 A.M.	11 48 A.M.	(1)	
Tug	Captain Jay	N	11 59 A.M.	12 04 P.M.	12 04 P.M.			
Tug	Maggie Lynn	N	"	"	12 04 P.M.			
Tug	Paddy Cenac IBG	N	"	"	12 05 P.M.	12 09 P.M.	(2)	
Tug	Gregory IBG	N	1 46 P.M.	1 51 P.M.	1 51 P.M.			
Tug	Whirl Away	N	"	"	1 53 P.M.	1 58 P.M.	(3)	
Tug	Whirl Away IBG	S	2 12 P.M.	2 17 P.M.	2 18 P.M.			
Tug	Sammy Tate IBG	S	"	"	2 20 P.M.	2 25 P.M.	(4)	
Tug	Silver Fox IBG	N	2 39 P.M.	2 44 P.M.	2 47 P.M.			
Tug	No Name	N	"	"	2 53 P.M.	2 58 P.M.	(5)	
Tug	Silver Fox	S	5 35 P.M.	5 40 P.M.	5 40 P.M.	5 43 P.M.	(6)	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Vessels 12

Openings 10

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David LaCroix Jr.	7 AM.	7 PM.	Jack David LaCroix Jr.
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Xavier Neary			
Operator (s) relieved by:	Xavier Neary			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-2-2019 7-7 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TY	TEE C	N	716	722	723	725	1	
TY	ROCK MASTER	N	811	819	820	826	2	
TY	SWEATT (1B)	N	932	938	940	946	3	
TY	CONCORDIA	N	222	228	228	234	4	
TY	TEXAS (2B)	S	456	456	458	504	5	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

OPS VK3

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER NEELY	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	JACK			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 3, 2019 7:00A.M. To 7:00P.M. **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Bayou Lady IBGS	S	11 01 A.M.	11 06 A.M.	11 09 A.M.	11 14 A.M.	(1)	
Tug	Tee Cenac IBG	S	11 22 A.M.	11 27 A.M.	11 30 A.M.	/		
Tug	C.C. Cenac IBG	S	"	"	11 38 A.M.	11 43 A.M.	(2)	
Tug	Silver Fox IBG	S	1 01 P.M.	1 06 P.M.	1 10 P.M.	/		
Tug	Sydney Ann IBG	S	"	"	1 15 P.M.	1 20 P.M.	(3)	
Tug	Savage Founder IBG	S	2 28 P.M.	2 33 P.M.	2 35 P.M.	/		
Tug	Lock Master IBG	S	"	"	2 37 P.M.	2 42 P.M.	(4)	
Tug	Savage Founder IBG	N	4 48 P.M.	4 53 P.M.	4 59 P.M.	/		
Tug	Lock Master IBG	N	"	"	5 04 P.M.	5 09 P.M.	(5)	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Vessels 9 Openings 5

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David LaRue Jr.	7 00 A.M.	7 00 P.M.	Jack David LaRue Jr.
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Xavier Neary			
Operator (s) relieved by:	Xavier Neary			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-3-2019 7-7 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TY	SCM CYPRESS 105	N	715	721	723	[illegible]	1	
TY	STEP	N	—	—	723	730		
TJ	MM ANN 115	N	800	806	806		2	
TY	MAYN TEE	N	—	—	808	816		
TY	SILVER FOX 185	N	559	605	606	612	3	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

0-3 V-3

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER WEARY	7	7	[signature]
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	WHITE			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-19 7-7 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUG	midC	N	910	916	920	926		
TUG	toddC	S	600	606	610	616		
TUG	LockmasterA	N	/	/	—	—		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

02 V3

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	JarcAnk	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-4-19 7PM TO 7AM **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUG	TOM COTTON 2 BGS	S	8:52	8:56	8:56	9:02	1	
TUG	LOCKMASTER 1	N	9:37	9:41	9:41	9:46	2	
TUG	NO NAME 1 BG	N	12:20	12:24	12:26	12:31	3	
	V-3 O-3							

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. MAHRIN	7PM	7AM	R Mahrin
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	SAREP WHITE			
Operator (s) relieved by:	SAREP WHITE			

Supervisor's Review of Report	
Initials	
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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 5 2019 7-7 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
tug	Gnoec	S	545	551	551	557		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

01 VO

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jared White	7	7	
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Bob			
Operator (s) relieved by:	Bob			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-5-19 7PM TO 7AM **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUG	VELMA C 1	S	8:32	8:36	8:36	8:41	1	

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 6 2017 Tue Tom **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUS	KellBell	n	1030	1036	1040	1046		
TUS	Portier 1	n	1110	1116	1120	1126		
tus	Tee celac	n	100	106	106			
tus	Todds	n	—	—	110	116		
tug	#5 Dolce	s	130	136	140	146		
TUS	christine	n	200	206	210	216		
TUG	silverFox	n	250	256	300	306		
tug	silverfox	s	—	—	—	—		
TUG	Black Bell	s	—	—	—	—		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

~ 9 06

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jaredwhite	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Bob			
Operator (s) relieved by:	Bob			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-6-19 7PM TO 7AM **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUG	ODETTE CENAC IBG	S	6:59	7:03	7:08	7:13	1	
TUG	CHRISTINE CENAC IBG	S	7:16	7:21	7:25	7:29	2	
TUG	LOCKMASTER IBG	S	11:37	11:41	11:45			
TUG	FRITZ CENAC IBG	S	—	—	11:47	11:52	3	
TUG	WENDY C 1	N	1:52	1:56	1:56			
TUG	ODETTE CENAC 1	N	—	—	1:56	2:01	4	
TUG	WENDY C IBG	S	2:51	2:55	3:00			
TUG	SAVAGE GUARDIAN IBG	S	—	—	3:02	3:07	5	
TUG	KATHRYN T. DONALL IBG	S	3:42	3:46	3:49	3:54	6	
TUG	MONAMIE IBG	N	3:55	3:59	4:02			
T-B	RICHIE IBG	N	—	—	4:02			
TUG	MISS ROLANDIA IBG	S	—	—	4:16	4:21	7	
TUG	LOCKMASTER 1	N	4:54	4:58	4:58	5:03	8	

4-13 0-8

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. MAURIN	7PM	7AM	R Maurin
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JARED WHITE			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 7 2019 **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Todd	N	1010	1016	1026	—		
Tug	Wendy C	N	—	—	1021	1027		
Tug	Boyd Lady	S	600	606	607			
Tug	Silver Fox	N	—	—	610	616		
Tug	Joey & John	S	640	646	650	656		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

VS 03

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jared	7	7	JW
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Bob			
Operator (s) relieved by:	Bob			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-7-19 7PM TO 7AM **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUG	MISS KIM 1BG	S	7:16	7:21	7:22			
TUG	UNCLE JOHN 4BG	N	—	—	7:35			
TUG	PORTIA I 1	N	—	—	7:37			
TUG	WENDY C 1BG	N	—	—	7:40	7:45	1	
USCG	4577313 1	N	8:26	8:30	8:30			
TUG	LOCK MASTER 1	S	—	—	8:31			
TUG	RHONDA LANELLE 1BG	N	—	—	8:40	8:45	2	
TUG	HENRY C 4BGS	S	10:11	10:15	10:20			
TUG	UNCLE JOHN 4BGS	S	—	—	10:25	10:30	3	
SAIL BOAT	NO NAME 1	N	11:08	11:12	11:14			
TUG	SUSAN FOX 1	S	—	—	11:15	11:20	4	
TUG	LOCKMASTER 1BG	N	11:42	11:47	11:47			
TUG	SUSAN LYNN 1	S	—	—	12:01	12:06	5	
TUG	DIAMOND 1BG	N	12:44	12:48	12:50			

4-21 0-9

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. MAYRIN	7PM	7AM	R. Mc
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JARRELL WHITE			
Operator (s) relieved by:	SALIK			

Supervisor's Review of Report	
Initials	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUG	SILVER FOX 1	N	—	—	12:52	12:57	6	
TUG	GOSPEL LIGHT 3 BGS	S	1:21	1:25	1:28			
TUG	SILVER FOX 3 BGS	S	—	—	1:45			
TUG	BONNIE ROBINS 1	S	—	—	1:53	1:58	7	
TUG	TEE CENAC 1	N	2:27	2:31	2:31	2:36	8	
TUG	EUGENE J. HUBER 1 BG	S	4:51	4:55	4:58			
TUG	PAPPY CENAC 1 BG	S	—	—	5:10	5:15	9	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: February 8, 2019 7a-7p **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Hazel Ann	S	831	837	839	844	(1)	8
Tug	Safety First 1BG	N	9 24 A.M.	9 29 A.M.	9 45 A.M.			
Tug	Pamela Ann 1BG	N	"	"	9 21 A.M.	9 26 A.M.	(2)	17
Tug	Lee-Cenac 1Bg	S	935	940	944			
Tug	Odette Cenac 1Bg	S			954	1000	(3)	19
Tug	Kitty 1BG	N	10 18 A.M.	10 23 A.M.	10 24 A.M.	10 32 A.M.	(4)	6
Tug	Wendy-C	N	11 32 A.M.	11 36 A.M.	11 41 A.M.	11 46 A.M.	(5)	7
Tug	Miss Kim 1Bg	N	1228	1234	1236			
Tug	Wendy C 1Bg	S			1239			
Tug	Nancy Sonier 1Bg	S			1240			
Tug	Apollo 1Bg	S			1244	1255	(6)	16
Tug	Miss Kym	S	236	241	243	247	(7)	7
	Crew Boat	N	545	550	550			
Tug	GNODEC 432	N			557			

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

* Weather: It is cold outside *

Vessels 17

Openings 8

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David Alford	7 00 A.M.	7 00 P.M.	Jack David Alford Jr.
Operator 2: (mark N/A if only one)	Capacine Young	7a	7p	C. Young
Operator (s) who were relieved:	Bob Maurin			
Operator (s) relieved by:	Xavier Neal			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
Tug	RC Crippel IBg	N	/	/	553	/		
Tug	Witcha IBg	S	/	/	610	/		
Tug	Lock Master IBg	S	/	/	615	620	(8)	30

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

2-8-19 7-7

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TG	MANNIE 2Bs	S	930	936	936	942	1	
TJ	SILVER FOX	W	1208	1214	1218		2	
TJ	LOCK MASTER/Hs	W			1216	1222		
TJ	SILVER FOX 1Bs	S	1254	1257	1258		3	
TJ	JOEY 1Bs	S			100	106		
TJ	LADY TERR	S	227	233	235	241	4	
TJ	Wendy C	N	400	406	410	416	5	
TJ	T.H KELLY 4Bs	N	620	626	626	634	6	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

OFF V49

XAVIER NANCY 2-8-19 7-7

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: February 9, 2019 7a-7p **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Lockmaster 3Bg	N	715	721	726			
PV	Last Trade	S			731	736	(1)	16
Tug	St. Matthew 4Bg	N	812	817	822	827	(2)	10
* SB	Tryth	S	911	915	917			
Tug	Lockmaster 2Bg	S			919			
Tug	Max B 4Bg	S			922			
Tug	Silver Fox 4Bg	N			928	933	(3)	17
Tug	Silver Fox	S	1050	1054	1054	1101	(4)	4
PV	High Maintaince	S	1219	1224	~~1224~~			
Tug	Crosby Progress 1Bg	N			1225			
Tug	Mr. Wayne 1Bg	N			1228	1234	(5)	9
* Tug	Kitty	S	1246 P.M.	1250 P.M.	1249 P.M.	1255 P.M.	(6)	3
Tug	Tensaw 2Bg	N	123	128	130			
Tug	Sea Otter 1Bg	N			133	140	(7)	10

Vessels: 27 Openings: 14

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: It is Cold outside.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack Davidson	7a	7p	Jack Davidson
Operator 2: (mark N/A if only one)	Capacine Young	7a	7p	C Young
Operator (s) who were relieved:	Xavier. M			
Operator (s) relieved by:	Xavier Wesley			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
Tug	Lockmaster	N	224	229	229			
Tug	Sydney Ann 1Bg	N			232	237	(8)	
Tug	Porter 1 2Bg	S	305	310	315			
Tug	Wendy-C 1Bg	N			325	329	(9)	20
Tug	Lock Master	S	4~~04~~ P.M.	4~~09~~ P.M.	4~~09~~ P.M.			
Tug	Joe B. Ward 3BGS	S	"	"	4~~22~~ P.M.			
Tug	Silver Fox 2Bg	N			425	430	(10)	21
Tug	J.O Bradford 4Bg	N	518	523	526	531	(11)	8
Tug	Wendy-C	S	553	559	559	605	(12)	6
Tug	Silver Fox	S	613	619	619	625	(13)	6
Tug	T. Claude Devall 1BG	N	6~~31~~ P.M.	6~~36~~ P.M.	6~~37~~ P.M.			
Tug	Palo Duro 1BG	N	"	"	6~~39~~ P.M.			
Tug	Susan Lynn 1BG	N	"	"	6~~42~~ P.M.	6~~49~~ P.M.	(14)	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-9-19 7-7 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
TY	SILVER FOX	N	751	757	759		1	
TY	FRANK 2BS	S	—	—	800			
TY	MATT L 1BS	S	—	—	805	811		
TY	LOCK MASTER 1BS	N	844	849	851	821	2	
TY	SILVER FOX 1BS	S	907	912	914		3	
TY	GL D 2BS	S	—	—	916	924		
TY	MVL 1BS	N	942	950	951	958	4	
TY	BEYOU LADY	S	1034	1040	1044	1050		
TY	SILVER FOX	N	1145	1151	1151	1155	5	
TY	SILVER FOX 1BS	S	500	506	508		5	
TY	CONCORE 1BS	S	—	—	512	518		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

OK 6 VIS 10

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER NEAL	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	JACK			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: February 10, 2019 7a-7p **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Silver Fox	N	801	805	805	810	(1)	4
Tug	Pamala Ann	S	1011	1015	1017	/		
Tug	Silver Fox	S	/	/	1021	/		
Tug	Lockmaster	S	/	/	1023	1029	(2)	12
* Tug	George-C	N	1111	1117*	1115*	1124	(3)	6
Tug	Velma C 2Bg	N	1212	1218	1219	/		
Tug	Helen Maria 2Bg	N	/	/	1222	/		
Tug	~~Marquette~~ St. Andrew 4Bg	S	/	/	1228	/		
* mv Tug	Ms. Ranee	S	/	/	1231	1236	(4)	14
mv	White Boat	N	139	143	143	/		
Tug	George C	S	/	/	144	149	(5)	5

Vessels: 11 Openings: 5

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Not to cold today.

George-C was told not to move until bridge is fully open but he continued to move forward and said he can't stop the boat so I placed an Astro by his name. However, he did apologized once he passed under bridge while going up.

VESSELS: 11 OPENINGS: 5

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David Calvaglio Jr	7:00 A.M.	7 P.M.	Jack David Calvaglio Jr
Operator 2: (mark N/A if only one)	Capprice Young	7a	7p	C. Young
Operator (s) who were relieved:	A. Neal			
Operator (s) relieved by:	Xavier Neal			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-10-19 7-7 **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TY	CLOSED IN	S	515	521	521	528	1	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

OFF V40

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER NEALY	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	JACK			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 11, 2019 7:00 A.M. To 3:00 P.M. **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	George C.	N	8:21 A.M.	8:39 A.M.	8:38 A.M.			
Tug	Jane L.	S	"	"	8:44 A.M.	8:49 A.M.	(1)	
* Tug	Safety Runner 1BG	N	9:05 A.M.	9:10 A.M.	9:10 A.M.	9:15 A.M.	(2)	
Tug	T. Claude Devall 1BG	N	10:01 A.M.	10:06 A.M.	10:09 A.M.	10:14 A.M.	(3)	
Tug	Capt. Hymen Devall 1BG	S	10:17 A.M.	10:22 A.M.	10:27 A.M.	10:32 A.M.	(4)	
Tug	Lock Master 1BG	N	11:00 A.M.	11:05 A.M.	11:10 A.M.	11:15 A.M.	(5)	
Tug	Sammy Tate 1BG	N	11:51 A.M.	11:56 A.M.	11:58 A.M.			
Tug	Lock Master	S	"	"	12:14 P.M.	12:16 P.M.	(6)	
* 382905	U.S. Customs & Border Protection	N	1:03 P.M.	1:04 P.M.	1:07 P.M.	1:12 P.M.	(7)	
Tug	George C. 1BG	S	2:13 P.M.	2:18 P.M.	2:20 P.M.	2:25 P.M.	(8)	
Tug	Palo Duro 1BG	S	2:28 P.M.	2:33 P.M.	2:34 P.M.			
Tug	T. Claude Devall 1BG	S	"	"	2:39 P.M.			
Tug	Lock Master 1BG	N	"	"	2:47 P.M.	2:52 P.M.	(9)	
Tug	The Black Belt 1BG	N	5:56 P.M.	6:01 P.M.	6:05 P.M.	6:10 P.M.	(10)	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Vessels 17

Openings 11

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David LaPaze Jr.	7:00 A.M.	7:00 P.M.	Jack David LaPaze Jr.
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Xavier Nealy			
Operator (s) relieved by:	Xavier Nealy			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
Tug	Altro Donna	N	1636 P.M.	1641 P.M.	1647 P.M.			
Tug	Wendy-C	N	"	"	1647 P.M.			
Tug	Maxx B.	N	"	"	1642 P.M.	1647 P.M.	(11)	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-11-19 7-7 **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
TY	Wendy C 1Bs	S	713	719	724		1	
TY	Ms Max 1Bs	S	—	—	722			
TY	Ms William 2Bs	W	—	—	725	731		
TY	Wendy C	N	150	156	156	202	2	
TY	Wendy C 1Bs	S	216	224	229	[redacted]	3	
TY	Jesse B 1Bs	S	—	—	230	236		
TY	Ms Max 4Bs	N	300	304	308	314	4	
TY	St Peter 4Bs	N	344 [redacted]	350	352	358	5	
TY	Ms Max	S	551	557	600	606	6	
TY	Actio 3Bs	S	612	618	618		7	
TY	Hakai B 5Bs	S	—	—	622	628		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

0+7 V+22

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Xavier Neely	7	7	X
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	JACK			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 12, 2019 7:00 a.m. To 7:00 p.m. **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	MR MAX		N	8 41 A.M.	8 46 A.M.	8 48 A.M.	8 53 A.M.	(1)	
Tug	Wendy-C		N	9 12 A.M.	9 17 A.M.	9 17 A.M.			
Tug	LAYLA RENEE		N	"	"	9 18 A.M.	9 23 A.M.	(2)	
Tug	Miss Audrey	1BG	S	10 04 A.M.	10 09 A.M.	10 11 A.M.			
Tug	Sarah Cenac	1BG	S	"	"	10 14 A.M.			
Tug	Ashleigh	1BG	S	"	"	10 17 A.M.	10 22 A.M.	(3)	
Crew Boat	Miss. Kaitlyn		S	10 45 A.M.	10 50 A.M.	10 52 A.M.	10 57 A.M.	(4)	
Tug	Victoria	3BGS	S	11 15 A.M.	11 20 A.M.	11 24 A.M.			
Tug	Mr. Max	3BGS	S	"	"	11 31 A.M.	11 36 A.M.	(5)	
Tug	Lock Master		S	11 40 A.M.	11 45 A.M.	11 45 A.M.			
Tug	Man O' War	4BGS	S	"	"	11 46 A.M.			
Tug	Wendy-C	4BGS	S	"	"	11 55 A.M.	12 00 P.M.	(6)	
Crew Boat	Capt. Rod II		N	1 34 P.M.	1 39 P.M.	1 39 P.M.	1 44 P.M.	(7)	
Tug	Lock Master		N	2 36 P.M.	2 41 P.M.	2 41 P.M.	2 46 P.M.	(8)	

Train Direction	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Vessels 15

Openings 9

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David LaCaste	7:00 A.M.	7:00 P.M.	Jack David LaCaste
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Xavier Nealy			
Operator (s) relieved by:	Xavier Nealy			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
Tug	Lock Master	S	5:45 P.M.	5:50 P.M.	5:50 P.M.	5:55 P.M.	(9)	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-12-19 7 a 7 **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Ty	FRANK G 3Bs	N	701	707	710	716	1	
Ty	DAVID C 1Bs	N	800	806	806	812	2	
Ty	PRESENT 1Bs	N	915	921	922		3	
Ty	PAT LINE 1Bs	N	—	—	924	930		
Ty	PAM ANN	N	958	1004	1004	1010	4	
Ty	NO NAME 1Bs	N	1057	1103	1106	1112	5	
Ty	BELLE 1Bs	N	1209	1215	1217	1223	6	
Ty	PAM ANN	S	—	—	1220	1224		
Ty	ALTRO 1Bs	N	105	111	113	119	7	
Ty	LOCK MASTER	N	157	203	205		8	
Ty	CHRISTINE 1Bs	N	—	—	206	216		
Ty	ALTRO DON	S	221	227	230	234	9	
Ty	Wendy-C 1Bs	N	300	306	306	312	10	
Ty	PAT C 1Bs	N	345	351	352	358	12	

Train Direction	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

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Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER NEALY	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	JACK			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
T-1	Wendy C	S	~~4009~~	415	415	421	13	
~~T-1~~	~~✓~~	~~✓~~						
T-1	R.G. IBS	S	425	431	431		14	
T-1	ML MAX IBS	N	~~4[illegible]~~		430	436		
T-1	JAY C IBS	S	458	504	506	512	15	
T-1	ML MAX	S	533	539	545	551	16	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 13 2019 7:00 A.M. To 7:00 P.M. **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	George C. IBG	N	8:30 A.M.	8:35 A.M.	8:37 A.M.			
Tug	Sea Otter IBG	S	"	"	8:39 A.M.	8:44 A.M.	(1)	
Tug	Pamela Ann IBG	N	9:23 A.M.	9:28 A.M.	9:33 A.M.	9:38 A.M.	(2)	
Tug	Henri IBG	S	9:42 A.M.	9:47 A.M.	9:50 A.M.			
Tug	Lock Master IBG	S	"	"	9:52 A.M.	9:57 A.M.	(3)	
Tug	Sawyer William IBG	N	10:20 A.M.	10:25 A.M.	10:25 A.M.			
Tug	Kitty	N	"	"	10:26 A.M.	10:31 A.M.	(4)	
Tug	Dani Lynn	S	10:58 A.M.	11:03 A.M.	11:05 A.M.			
Tug	Portier I IBGS	S	"	"	11:16 A.M.	11:21 A.M.	(5)	
Tug	Miss Kim	N	11:29 A.M.	11:34 A.M.	11:34 A.M.			
Tug	Pamela Ann	S	"	"	11:34 A.M.			
Tug	Dani Lynn	N	"	"	11:35 A.M.	11:40 A.M.	(6)	
Tug	Dennis Chambers IBGS	N	2:11 P.M.	2:16 P.M.	2:18 P.M.	2:23 P.M.	(7)	
Tug	George C. IBG	S	2:38 P.M.	2:43 P.M.	2:46 P.M.	2:51 P.M.	(8)	

Train Direction	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Vessels 16 Openings 10

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David LaCaze Jr.	7:00 A.M.	7:00 P.M.	Jack David LaCaze Jr.
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Xavier Neal			
Operator (s) relieved by:	Xavier Neal			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
Tug	Miss-Kim 1BG	S	5 45 P.M.	5 50 P.M.	5 51 P.M.	5 56 P.M.	(9)	
Tug	NO NAME 2BGS	N	6 38 P.M.	6 43 P.M.	6 45 P.M.	6 50 P.M.	(10)	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: ~~0~~ 2-13-19 7a7 **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
TY	PAM ANN IBS	N	732	738	739		1	
TY	GLADYS	N	—	—	741	747		
TY	FLITE IBS	N	820	824	825	834	2	
TY	PAM ANN	S	857	900	901	907	3	
TY	PAMY C IBS	N	912	918	919	926	4	
TY		S	1141	1147	1149		5	
SHIP	GREEN COSTA RICA	N	—	—	1152			
TY	MICHAEL S	N	—	—	1152			
TY	PAMY	S	—	—	1155	ROC		
TY	MICHAEL S	S	103	109	109		6	
TY	CCATV B	S	—	—	111			
TY	SAFTY RUN IBS	S	—	—	112			
TY	SAFTY FI IBS	S	—	—	114	120		
TY	MK MAX	S	—	—	117	123		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

0+8 V+7

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER NEALY	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	WHITE			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TY	Mr MAX 65	S	237	243	245		7	
TY	SILVER FOX	N	~~249~~	—	247	253		
TY	MOTOR R 135	S	300	306	310	316	8	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 14 2018 7-7 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
TUG	missam	S	900	906	910	916		
TUG	Todds	N	1010	1016	1017			
TUG	Mr wayne	S	/	/	1020	1026		
TUG	Lanlam	N	1110	1116	1120	1126		
TUG	windy C	N	1240	1246	125	1257		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

VSO4

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jacobwhite	7	7	JJWJ
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:				
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-14-19 7PM TO 7AM **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
PLEASURE BOAT	NO NAME 1	N	7:04	7:08	7:12			
TUG	ALBERT CENAC IBG	N	—	—	7:09	7:14	1	
TUG	PADDY CENAC IBG	N	7:53	7:57	7:58	8:03	2	
TUG	WENDY C IBG	S	9:02	9:12	9:17			
TUG	CAPT. PICNAQUIN IBG	S	—	—	9:19	9:24	3	
TUG	PADDY CENAC 1	S	10:12	10:16	10:17	10:22	4	
TUG	LOCK MASTER 1	N	1:36	1:40	1:44			
TUG	DUSTIN IBG	N	—	—	1:52	1:57	5	
TUG	MR. MAX IBG	N	2:04	2:09	2:12			
TUG	KATHRYN DEVALL IBG	S	—	—	2:18	2:23	6	
TUG	LOCK MASTER IBG	S	2:29	2:33	2:36			
TUG	BEA SONIER IBG	S	—	—	2:38	2:43	7	
TUG	WENDY C IBG	N	3:10	3:14	3:19	3:24	8	
TUG	H.S. DUPRE IBG	N	4:08	4:12	4:14	4:19	9	

V-17 O-12

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. MAHRIN	7PM	7AM	R. Mahrin
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JARED WHITE			
Operator (s) relieved by:	JARed White			

Supervisor's Review of Report	
Initials	
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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUG	MEHAN C 1	S	5:16	5:20	5:22	5:27	10	
TUG	MR. MAY 1	S	5:31	5:36	5:37	5:42	11	
SAIL BOAT	HONAMC 1	N	5:58	6:02	6:04	6:09	12	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 15 2019 7a-7p **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
TUG	David C Deval	S	1010	1016	1020			
TUG	Capt Leroy	S	—	—	1021	1027		
TUG	Randy Trac Lair	N	1150	1156	1200	1206		
TUG	Windy C	S	1240	1246	1250	1256		
TUG	Lockmaster	N	200	206	210	216		
TUG	Grace	N	300	306	310	316		
TUG	Lockmaster	S	600	606	610	616		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

✓ 7 06

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jaredwhite	7	7	
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Bob			
Operator (s) relieved by:	Bob			

Supervisor's Review of Report	
Initials	
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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-15-19 7PM TO 7AM **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
TUG	SILVER FOX 2BGS	N	6:57	7:01	7:03			
TUG	NAVIGATOR 1BG	N	/	/	7:06	7:11	1	
TUG	MARY KAY 1BG	N	8:01	8:06	8:10	8:15	2	
TUG	SILVER FOX 1	S	8:30	8:34	8:34	8:39	3	
TUG	ASHLEIGH 4BGS	N	9:00	9:04	9:16	9:21	4	
TUG	LOCKMASTER 1BG	N	10:09	10:13	10:15			
TUG	GEORGE 1	N	/	/	10:16	10:21	5	
TUG	CAPT PRIMEAUX 1BG	N	11:12	11:16	11:20	11:25	6	
TUG	MR MAY 1BG	N	12:05	12:09	12:17	12:22	7	
TUG	JEF CENAC 1	N	1:07	1:11	1:11			
TUG	AMERICAN STRONG 1BG	N	/	/	1:14			
TUG	ST. ANDREW 1BG	S	/	/	1:20	1:25	8	
TUG	SILVER FOX 2BGS	N	2:01	2:06	2:09			
TUG	LOCKMASTER 1BG	S	/	/	2:26			

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
	4-20		0-11		

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. MAYRIN	7PM	7AM	R Mayrin
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JARED WHITE			
Operator (s) relieved by:	JARED WHITE			

Supervisor's Review of Report	
Initials	
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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
Tug	TEE CENAC 1BG	S	/	/	2:37			
Tug	MR. MAX 1BG	S	/	/	2:47			
Tug	CHRISTINE CENAC 1BG	S	/	/	2:53			
Tug	PAM G 1BG	N	/	/	2:59	3:04	9	
Tug	RC CRIPPEL 2BGS	N	3:55	3:59	4:00	4:05	10	
Tug	GEORGE C 1	S	6:36	6:40	6:40	6:45	11	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-16-19 7PM TO 7AM **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
	V-0 0-0							

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. MAURIN	7AM	7AM	R Maurin
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JARED Schitz			
Operator (s) relieved by:	JARedschitz			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ____

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-17-19 7PM TO 7AM **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
TUG	LADY LORIN 1BG	S	7:59	8:03	8:07			
TUG	LOCKMASTER 1	N	—	—	8:11			
TUG	PAT CEHAC 1	N	—	—	8:17	8:22	1	
TUG	PAMELA ANN 1BG	S	10:51	10:55	10:58	11:03	2	
TUG	SAVAGE GAURDIAN 1BG	N	11:42	11:47	11:51	11:56	3	
TUG	DIAMANT 1BG	S	11:59	12:03	12:10			
TUG	LOCKMASTER 1BG	S	—	—	12:15	12:20	4	
TUG	PAMELA ANN 1BG	S	1:58	2:03	2:06			
TUG	MACKENZIE HOLT 1BG	S	—	—	2:12	2:17	5	
TUG	LOCKMASTER 1	N	3:37	3:41	3:41	3:46	6	
TUG	LOCKMASTER 1BG	S	4:17	4:21	4:26			
TUG	CHRISTINE 1BG	S	—	—	4:31	4:36	7	
TUG	AYDEE NOEL 4BGS	N	4:52	4:56	4:57	5:02	8	
TUG	FRANK GOLEMI 3BGS	S	5:34	5:39	5:46	5:51	9	

V-14 O-9

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. MARRIN	7PM	7AM	R Marrin
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JARED WHITE			
Operator (s) relieved by:	JACK LACAZE			

Supervisor's Review of Report	
Initials	
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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 18, 2019 7:00A.M. To 7:00p.m. **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Miss. Lizzy (Miss. Beth)	1BG	N	8:38 A.M.	8:45 A.M.	8:49 A.M.	8:54 A.M.	(1)	
Tug	Wendy-C	3BGS	N	9:25 A.M.	9:30 A.M.	9:33 A.M.	9:38 A.M.	(2)	
Tug	Pamela Ann	4BGS	N	10:23 A.M.	10:28 A.M.	10:35 A.M.	10:40 A.M.	(3)	
Sail Boat	Avalon		S	11:15 A.M.	11:20 A.M.	11:22 A.M.	11:27 A.M.	(4)	
Tug	William	1BG	S	11:36 A.M.	11:41 A.M.	11:43 A.M.			
Tug	Man O' War	4BGS	N	"	"	11:50 A.M.	11:55 A.M.	(5)	
Tug	Taylor		N	12:29 P.M.	12:34 P.M.	12:35 P.M.			
Tug	Lock Master	1BG	N	"	"	12:37 P.M.	12:42 P.M.	(6)	
Tug	Lynne	1BG	S	1:21 P.M.	1:26 P.M.	1:28 P.M.			
Tug	Taylor	1BG	S	"	"	1:33 P.M.	1:38 P.M.	(7)	
Tug	Pamela Ann		S	1:40 P.M.	1:45 P.M.	1:45 P.M.			
Tug	Robert G. Stone Jr.	1BG	N	"	"	1:48 P.M.	1:53 P.M.	(8)	
Tug	Wendy-C		S	2:31 P.M.	2:36 P.M.	2:37 P.M.	2:42 P.M.	(9)	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Vessels 14 Openings 9

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David LaCroix	7:00 A.M.	7:00 P.M.	Jack David LaCroix Jr.
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Bob Maurin			
Operator (s) relieved by:	Xavier Nealy			

Supervisor's Review of Report	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-18-19 7-7 **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
TJ	TAYLOR	S	831	837	840		1	
TJ	SAM ANN LBJ	N	—	—	842	848		
TJ	JULIE LBJ	N	930	936	934	943	2	
TJ	PARIS LBJ	N	1028	1034	1034	1040	3	
TJ	SAM ANN	S	1054	1100	1103		4	
TJ	GOULD MASTER LBJ	S	—	—	1105			
TJ	T. H. KELLY LBJ	S	—	—	1108	[illegible]		
TJ	TEE C LBJ	N	—	—	1122	1128		
TJ	TAYLOR LBJ	S	1136	1144	1146		5	
TJ	SHOEMAKER LBJ	S	—	—	1148	1154		
TJ	TEE C	S/N	200	206	208	214	8	
TJ	TEA C LBJ	N	432	438	440	[illegible]	7	
TJ	DAN ANN	N			440	450		
TJ	SEA HOG LBJ	S	544	550	551	558	8	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

0-8 V-14

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER NOAH	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	JACK			

Supervisor's Review of Report	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: February 18, 2019 7a-7p **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

	RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
	Tug	Taylor		N	835	839	840	844	(1)	5
	Tug	Kayla Olivia		S	920	925	926	930	(2)	6
	Tug	Nicole Brent	1Bg	N	1033	1038	1039	/		
	Tug	Lady G II	1Bg	S	/	/	1044	1046	(3)	8
	Tug	Avoyelle Noel	4Bg	S	1106	1111	1118	1122	(4)	12
	Tug	Henri'	1Bg	N	1136	1141	1142	1147	(5)	6
	Tug	Wendy-C	1Bg	S	1240	1245	1247	1253	(6)	7
	Tug	Pamela Ann	1Bg	N	125	130	131	/		
	Tug	Taylor		S	/	/	137	143	(7)	12
	Tug	WENDY-C		S	158 PM.	203 PM.	203 PM.	208 PM.	(8)	10
	Tug	Pamela Ann		S	225	230	231	/		
*	mv	Jean Laf.		N	/	/	232	/		
	Tug	Gregory	1Bg	N	/	/	240	/		
	Tug	Kayla Olivia		N	/	/	241	246	(9)	16

Vessels: 15 Openings: 10

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

*Weather: Today it is cold. *

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David LaCaze	7:00 A.M.	7:00 P.M.	Jack David LaCaze Jr.
Operator 2: (mark N/A if only one)	Capacine Young	7a	7p	C. Young
Operator (s) who were relieved:	X. Neal			
Operator (s) relieved by:	XAVIER WEARY			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
	mv Caliente	N	546	550	551	557	10	5

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-19-19 7-7 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TY	HIDEKI	S	924	930	930	936	1	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

O#1 V#1

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER WEALY	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	JACK			

Supervisor's Review of Report	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: February 20, 2019 7a-7p **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Lady Teresa	S	831	835	836			
Tug	Judy Ann	S			837	842	(1)	6
Tug	Miss Rolanette 2Bg	S	849	915	921	926	(2)	28
RB	America	S	945	949	953	958	(3)	8
Tug	Kent 1Bg	N	1002	1007	1010			
Tug	Lockmaster 1Bg	S			1013			
Tug	Kitty 1Bg	S			1016	1022	(4)	14
Tug	Angelica E 2Bg	S	1137	1141	1143			
Tug	Pam G 2Bg	S			1152	1158	(5)	15
Tug	Silver Fox	N	1207	1212	1213	1217	(6)	
Tug	Silver Fox 1Bg	S	1239	1244	1247			
Tug	Lauren Elizabeth 1Bg	S			1252	1256	(7)	13
RB	Revent & ReVamp	N	206	211	212			
Tug	Lockmaster	N			213	219	(8)	7

Vessels: 16 Openings: 10

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Today it feels good outside.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack Davis Hodges Jr	7a	7p	Jack Davis Hodges Jr
Operator 2: (mark N/A if only one)	Capucine Young	7a	7p	C. Young
Operator (s) who were relieved:	N. Neaky			
Operator (s) relieved by:	Xavier Woody			

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
Tug	Miss Lillie 4Bg	S	249	254	259	305	9	10
Tug	Lady Teresa		636	641	642	646	10	6

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-20-19 7A7 **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
TY	KAT. T.D IBS	W	731	737	739		1	
TY	MANNIE IBS	W	815	824	824	830	2	
TY	LOCK MASTER IBS	S	910	916	915		3	
TY	PRIMEAUX IBS	S	←	←	919	925		
TY	FRANK IBS	W	931	937	937		4	
TY	TOUDO IBS	W	←	←	939	945		
TY	TEXAS's TBS	W	1034	1046	1041	1047	5	
TY	Wad-C IBS	W	1126	1134	1136	1142	6	
TY	TRACY IBS	W	1221	1227	1230	1236	7	
TY	Wad-C	S	144	150	151	157	8	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Off Vfg

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER NEAL	7	7	Xai
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	JACK			

Supervisor's Review of Report	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: February 21, 2019 7a-7p **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
RB	Queen of the Mississippi	S	928	937	939	943	(1)	11
mv	Jean Lafitte Marine	S	1051	1056	1057	1100	(2)	6
Tug	Lockmaster	N	202	207	208	214	(3)	6
Tug	Bayou Lady 2Bg	N	224	228	232	238	(4)	8
Tug	Holy Rosary NBg	N	307	322	324	329	(5)	17
Tug	Lockmaster 1Bg	S	552	558	602	/		
Tug	Sammy Tate NBg	S	/	/	604	609	(6)	12

Vessels: 7 Openings: 6

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: It's really foggy this morning.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Capacine Young	7a	7p	C. Young
Operator 2: (mark N/A if only one)	R. Manseca	7a	7p	R. Manseca
Operator (s) who were relieved:	X. Nealy			
Operator (s) relieved by:				

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-21-19 7 & 7 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
TJ	SAFETY FIRST IBS	N	758	804	805	811	1	
TJ	Wendy - C	N	903	907	910		2	
TJ	Wendy - C IB	S	——		918			
TJ	FRITZ IBS	S	——		920	926		
TJ	SILVER FOX IBS	N	1030	1036	1038	1044	3	
TJ	LOCK MASTER	N	1132	1138	1140		4	
TJ	SHAWN IBS	N	——	——	1142	1148		
TJ	SILVER FOX	S	1250	1256	1256	104	5	
TJ	NO NAME IBS	S	114	120	121	127	6	
TJ	Wendy - C YBS	N	514	520	521	527	7	
TJ	LOCK MASTER	N	618	624	624		8	
TJ	BROOKE MC YBS	N	——	——	627	633		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	KAREN NEAL	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	WHITE			

Supervisor's Review of Report	
Initials	
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4060 4215 0410 694

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 22 2019 ~ ~ **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
T	Todds	N	900	910	910	916		
T	Wings	S	1020	1026	1036	1036		
T	Panorama	S	1250	1256	100	106		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

03 x3

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jared White	7	7	
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	None			
Operator (s) relieved by:	Bob			

Supervisor's Review of Report	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-22-19 7AM TO 7AM **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUG	PAMELA ANN 1	N	6:50	6:54	6:54			
TUG	CAPT PIC NARQUIN IBG	N	—	—	6:55			
TUG	LOCKMASTER IBG	S	—	—	7:00			
TUG	D. ANDRE FORCADE IBG	S	—	—	7:03	7:08	1	
TUG	PAMELA ANN IBG	S	7:22	7:26	7:27			
T-U	SAVOIR WILLIAM IBG	S	—	—	7:30			
TUG	CREEK 2BGS	S	—	—	7:41	7:46	2	
T-U	NO NAME IBG	N	9:22	9:26	9:29	9:34	3	
TUG	LOCKMASTER 1	N	10:22	10:26	10:26	10:31	4	
T-U	ALTRO DONNA 1	S	10:36	10:40	10:40	10:47	5	
TUG	WENDY C 1	N	11:11	11:15	11:16	11:21	6	
T-U	LOCKMASTER 2BGS	S	11:29	11:33	11:38			
TUG	SUSAN LYNN 4BGS	S	—	—	11:45			
TUG	WENDY C IBG	S	—	—	11:51			

~~V-21~~ O-11 KM V-23 O-12

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. HARRIS	7AM	7AM	R Harris
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JARED WHITE			
Operator (s) relieved by:	JARED WHITE			

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
T-B	ALBRICENAL IBG	S	—	—	12:02			
T-B	T. CLAUDE DUVAL IBG	S	—	—	12:10	12:15	7	
T-B	FRANK GOLEMI ZBGS	S	3:19	3:23	3:29	3:34	8	
T-B	PAMELA ANN IBG	N	4:41	4:45	4:49	4:54	9	
T-B	BEA SONIER IBG	N	5:34	5:39	5:42	5:47	10	
T-B	TAYLOR I	N	6:27	6:32	6:32			
T-B	STRITA IBG	N	—	—	6:32	6:37	11	
T-B	PAMELA ANN IBG	S	6:42	6:46	6:50			
T-B	BIBLICO/SONIER IBG	S	—	—	6:53	6:58	12	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-28-19 7AM TO 7AM **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
TUG	PAMELA ANN 4BGS	N	9:12	9:17	9:19	9:24	1	
TUG	LOCKMASTER 1	S	10:08	10:12	10:13			
TUG	JOSEPH HAMILTON 1BG	N	/	/	10:19	10:24	2	
TUG	SILVIA FOX 1BGS	N	11:05	11:09	11:11	11:16	3	
TUG	PAMELA ANN 1	S	11:24	11:28	11:29	11:34	4	
TUG	JOHN WILLIAMS 1BG	N	12:01	12:05	12:09	12:14	5	
TUG	LOCKMASTER 4BGS	N	1:09	1:13	1:16	1:21	6	
TUG	T.H. KELLY ANGUS COOPER 5BGS	N	2:33	2:38	2:41	2:46	7	
TUG	SILVIA FOX 1	N	3:12	3:16	3:17	3:22	8	
TUG	NONAME 1BGS	N	3:32	3:36	3:40	3:45	9	
TUG	LOCKMASTER 1BG	S	3:58	4:02	4:06			
TUG	GRACE 1BG	S	/	/	4:13	4:18	10	
TUG	PAMELA ANN 1BG	N	4:30	4:34	4:36	4:41	11	
TUG	HERNANDO 1BG	N	5:29	5:33	5:33	5:38	12	

N-15 O-13

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. MAURIN	7AM	7AM	R Maurin
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JARED WHITE			
Operator (s) relieved by:	JARED WHITE			

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
Tug	PAMELA ANN 1	S	6:18	6:22	6:24	6:29	13	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: ~~Feb~~ 24 2019 **Location:** **Florida Avenue Bridge**

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
O	Todd G	N	700	706	710	716		
J-	wind	N	1020	1026	1030	1036		
UU	mst	S	600	606	610	616		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

03 Y3

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jarrod W.	7	7	
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Bob			
Operator (s) relieved by:	Bob			

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-24-19 7PM TO 7AM **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUG	DYNAMITE 1BG	N	7:11	7:15	7:16	7:21	1	
TUG	JEHA MARIE 1BG	N	8:06	8:10	8:11	8:16	2	
TUG	PAMELA ANN 4BGS	N	9:42	9:46	9:47	9:52	3	
TUG	WENDY C 1BG	N	10:32	10:36	10:40			
TUG	LADY JOYELLE 1	N	—	—	10:42	10:47	4	
TUG	JEHA MARIE 1	S	11:40	11:44	11:47			
TUG	NICK LOUMENNANN 1BG	N	—	—	11:49	11:54	5	
TUG	ASHLEIGH 3BGS	S	12:34	12:38	12:51	12:56	6	
TUG	FRANK GOLEMI 1BG	N	12:58	1:02	1:02			
TUG	SEA LION 1BG	N	—	—	1:05			
TUG	JIMMY LAFONT 1BG	S	—	—	1:09			
TUG	ST. RITA 1BG	S	—	—	1:12			
TUG	WENDY C 1	S	—	—	1:16	~~1:27~~	~~7~~	
TUG	TOM COTTON 2BGS	S	—	—	1:30	1:35	7	

V-16 O-9

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. MAHRIN	7PM	7AM	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JARed Schutte			
Operator (s) relieved by:	JACK LACAZE			

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
TUG	AMERICA E 2365	N	3:20	3:24	3:25	3:29	8	
TUG	PAMELA AHNI 1	S	4:13	4:18	4:20	4:25	9	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES Continuation

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: February 25, 2019 7a-7p **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
mv	Sea Tow	S	900	904	905			
mv	Pound Toon	S			906	910	(1)	6
mv	Sea Tow	N	1004	1008	1009			
mv	Pound Toon	N			1010	1014	(2)	6
* US	Coast Guard (45642)	S	214	219*	218*	223	(3)	4
* US	Coast Guard (45642)	N	227	232*	231*	236	(4)	4
Tug	Lock Master	S	554 P.M.	559 P.M.	559 P.M.	604 P.M.	(5)	
Tug	Miss Kim HBg	N	6 P.M.	632 P.M.	637 P.M.	643 P.M.	(6)	

Train Direction	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

* Weather: Today the weather is nice. *

* Coast Guard went before bridge ~~for~~ was fully open and horn was blown. *

VESSELS OPENINGS

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David Lafargue Jr	7a AM.	7p PM.	Jack David Lafargue
Operator 2: (mark N/A if only one)	Capacine Young	7a	7p	C. Young
Operator (s) who were relieved:	BOB MAURIN			
Operator (s) relieved by:	XAVIER NEALY			

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-25-19 7P7 **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Ty	NAVIGATOR 45	N	747	753	757	803	1	
Ty	MARY KAY 1B	S	817	823	826	832	2	
Ty	Wendy-C 1B,	N	848	854	855	[illegible]	3	
Ty	DAVID 1B,	S	—	—	901			
Ty	BUD S 1B,	S	—	—	905	911		
Ty	BAYOU LADY	N	944	950	951	[illegible]	4	
Ty	Wendy-C	S	—	—	955	[illegible]		
Ty	MATT C 1A,	N	—	—	1006	1007		
Ty	LOCK MASTER 1B,	N	152	158	155	204	5	
Ty	NAVIGATOR	S	215	221	222	228	6	
Ty	ALBERT C 1B,	N	246	252	256	302	7	
Ty	DEVIN C	N	430	436	442	448	8	
Ty	ALBERT C	S	520	526	527	533	9	
	FISHING BOAT	N	604	610	611	618	10	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Xavier Wray	7	7	X
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	JACK			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: February 26, 2019 7a-7p **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Dani Lynn	S	830	835 A.M.	835 A.M.	840 A.M.	(1)	5
Tug	Dani Lynn	N	851	857	858	902	(2)	7
mv	OysterBoat	S	1048	1052	1053			
mv	Oyster Boat	S	/	/	1054	1058	(3)	6
PL	John Paul	S	1236	1244	1245	1250	(4)	9

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: It is cold today

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David Alfred	700 A.M.	700 P.M.	Jack David Alfred
Operator 2: (mark N/A if only one)	Capacine Young	7a	7p	C. Young
Operator (s) who were relieved:	X Medy			
Operator (s) relieved by:	XAVIER WEARY			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: February 27, 2019 7a-7p **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Dani Lynn	S	1049	1054	1055	1100	(1)	6
Tug	Dani Lynn	N	1107	1112	1113	1117	(2)	6
Tug	Dani Lynn	S	143	148	149	1154	(3)	
Tug	DANI LYNN IBG	N	159 P.M.	204 P.M.	204 P.M.	299 P.M.	(4)	

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles
[redacted]					

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Today is a nice, day but wet.

Barnes electric Trouble Shooting Spot Light, Fixed Light and tested

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jack David LaCroix Jr.	7 A.M.	7 P.M.	Jack David LaCroix Jr.
Operator 2: (mark N/A if only one)	Capacine Young	7a	7p	C. Young
Operator (s) who were relieved:	X. Meaux			
Operator (s) relieved by:	Xavier Deary			

Supervisor's Review of Report	
Initials	
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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-27-19 7-7 **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
TY	DENNIS C 2BS	S	1051	1057	1100	1106	1	
TY	YANDEE 4BS	S	1129	1135	1137		2	
TY	ED S	S	—	—	1141	1147		
TY	JEM 3BS	N	1215	1221	1225		3	
TY	ROD 2BS	S	—	—	1227	1233		
TY	FRANK 1BS	S	1241	1247	1250	1256	4	
TY	PAM ANN	N	420	426	424		5	
TY	[redacted] HOUCK MASTER	N	—	—	427	433	6	
TY	PAM ANN 1BS	S	515	521	522	[redacted]	7	
TY	ST RITA 1BS	N	—	—	527	533		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	XAVIER KEY	7	7	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	WHITE			

Supervisor's Review of Report	
Initials	
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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 28 2019 **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
T	Wimsey	N	1-10	106	109	116		
T	Todd	N	—	—	—			
T	Smcock	S	500	556	600			
T	Joey Jr	S	—	—	601	607		

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

02 VY

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Jared Wh	7	7	JW
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Jm			
Operator (s) relieved by:	Bob			

Supervisor's Review of Report	
Initials	
Date	

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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-28-19 7AM to 7AM **Location:** Florida Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	CAPT. TRAVIS 1	N	8:36	8:40	8:40			
Tug	PAMELA ANN 1BG	N	—	—	8:42	8:47	1	
Tug	SAMANTHA WILLIAMS 1BG	N	9:44	9:48	9:48	9:53	2	
Tug	PAMELA ANN 1	S	10:32	10:36	10:38			
Tug	LOCKMASTER 1BG	N	—	—	10:41	10:46	3	
Tug	CAPT. PRINCEAUX 1BG	N	11:41	11:45	11:45	11:50	4	
Tug	S. LUCIA FOX 1BG	N	2:03	2:07	2:11	2:16	5	
Tug	NANCY SONIER 1BG	N	3:00	3:04	3:04	3:09	6	
Tug	ST. MATTHEW 5BGS	N	4:33	4:37	4:37	4:42	7	
Tug	PAMELA ANN 2BGS	N	5:17	5:21	5:25	5:30	8	

V-10 O-8

Train Direction (E or W)	Train ID	Signal Call	Train Arrival	Train Depart	Remarks/Delays/ Signal Troubles

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

WEATHER - SHOWERS 65°

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	R. HAWKINS	7AM	7AM	R. Hawkins
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	JARED WHITE			
Operator (s) relieved by:	JARED WHITE			

Supervisor's Review of Report	
Initials	
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Sheet ___ of ___

ND = No Data

Date	Opening	AM/PM	Time Closing	AM/PM	Direction of Tow	Height (ft)	Duration (minutes)	Notes
2/1/2019	1:37	AM	1:46	AM	East	50	0:09	
2/1/2019	3:12	AM	3:22	AM	East	49	0:10	
2/1/2019	4:21	AM	4:35	AM	West	120	0:14	
2/2/2019	0:00	AM	0:00	PM	ND	ND	0:00	
2/3/2019	2:17	AM	2:28	AM	East	55	0:11	
2/3/2019	6:21	PM	6:31	PM	West	48	0:10	
2/3/2019	8:16	PM	8:26	PM	West	50	0:10	
2/4/2019	8:19	PM	8:29	PM	West	48	0:10	
2/4/2019	10:47	PM	10:57	PM	East	55	0:10	
2/5/2019	2:19	PM	2:25	PM	West	50	0:06	
2/6/2019	10:28	AM	10:34	AM	East	50	0:06	
2/6/2019	11:50	AM	11:56	AM	East	50	0:06	
2/6/2019	8:13	PM	8:21	PM	East	48	0:08	
2/7/2019	3:49	AM	4:00	AM	East	65	0:11	
2/7/2019	10:08	AM	10:17	AM	West	55	0:09	
2/7/2019	11:30	AM	11:37	AM	West	75	0:07	
2/7/2019	1:15	PM	1:27	PM	East	48	0:12	
2/7/2019	7:30	PM	7:41	PM	East	50	0:11	
2/7/2019	9:10	PM	9:19	PM	West	46	0:09	
2/7/2019	9:42	PM	9:49	PM	West	50	0:07	
2/8/2019	2:15	AM	2:24	AM	East	50	0:09	
2/8/2019	8:08	PM	8:18	PM	West	48	0:10	
2/9/2019	12:08	AM	12:18	AM	East	65	0:10	
2/9/2019	1:40	PM	1:46	PM	West	56	0:06	
2/9/2019	9:38	PM	9:45	PM	East	48	0:07	
2/9/2019	9:50	PM	9:58	PM	West	43	0:08	
2/10/2019	12:02	AM	12:20	AM	West	120	0:18	
2/10/2019	3:09	AM	3:19	AM	West	47	0:10	
2/11/2019	0:00	AM	0:00	PM	ND	ND	0:00	
2/12/2019	3:32	AM	3:39	AM	East	50	0:07	
2/12/2019	4:16	AM	4:23	AM	West	55	0:07	
2/12/2019	10:24	AM	10:29	AM	West	52	0:05	
2/12/2019	12:05	PM	12:10	PM	West	46	0:05	
2/12/2019	7:04	PM	7:14	PM	East	55	0:10	
2/13/2019	12:01	AM	12:09	AM	East	54	0:08	
2/13/2019	10:13	AM	10:19	AM	East	50	0:06	
2/13/2019	7:00	PM	7:09	PM	East	60	0:09	
2/13/2019	11:43	PM	11:58	PM	East	103	0:15	
2/14/2019	1:20	AM	1:28	AM	West	60	0:08	Lost power on control deck after putting down gates on 2/14
2/15/2019	5:51	AM	5:57	AM	West	47	0:06	
2/15/2019	8:41	AM	8:47	AM	West	48	0:06	
2/15/2019	11:43	AM	11:49	AM	East	47	0:06	
2/15/2019	2:43	PM	2:49	PM	East	48	0:06	
2/16/2019	1:05	AM	1:12	AM	East	50	0:07	
2/16/2019	2:48	AM	2:55	AM	East	49	0:07	
2/17/2019	7:11	PM	7:21	PM	West	47	0:10	
2/17/2019	9:34	PM	9:46	PM	East	ND	0:12	
2/17/2019	11:48	PM	11:59	PM	West	65	0:11	
2/18/2019	4:49	AM	4:55	AM	East	48	0:06	
2/18/2019	8:36	AM	8:42	AM	East	50	0:06	
2/18/2019	11:27	AM	11:33	AM	East	47	0:06	
2/18/2019	11:32	AM	11:38	AM	East	51	0:06	
2/18/2019	1:55	PM	2:01	PM	West	48	0:06	
2/18/2019	11:20	PM	11:30	PM	West	50	0:10	
2/19/2019	1:51	am	1:58	AM	West	50	0:07	
2/19/2019	4:26	AM	4:33	AM	East	50	0:07	
2/20/2019	12:43	PM	12:49	PM	East	50	0:06	
2/20/2019	10:02	AM	12:43	PM	East	67	2:41	
2/20/2019	9:25	PM	9:34	PM	East	50	0:09	
2/21/2019	12:17	AM	12:27	AM	East	50	0:10	
2/21/2019	9:48	AM	9:54	AM	West	60	0:06	
2/21/2019	3:06	PM	3:14	PM	East	46	0:08	
2/21/2019	5:45	PM	5:56	PM	West	55	0:11	
2/22/2019	11:27	PM	11:35	PM	East	55	0:08	
2/22/2019	2:30	AM	2:36	AM	West	51	0:06	
2/22/2019	10:55	AM	11:01	AM	East	70	0:06	
2/22/2019	11:57	AM	12:04	PM	East	50	0:07	
2/22/2019	6:20	PM	6:30	PM	ND	ND	0:10	
2/22/2019	6:40	PM	6:48	PM	West	48	0:08	
2/22/2019	9:25	PM	9:36	PM	West	50	0:11	
2/22/2019	10:23	PM	10:38	PM	West	45	0:15	
2/23/2019	8:15	AM	8:21	AM	East	50	0:06	
2/23/2019	9:28	AM	9:36	AM	West	55	0:08	
2/23/2019	12:10	PM	12:21	PM	East	50	0:11	
2/23/2019	5:17	PM	5:22	PM	East	50	0:05	
2/24/2019	6:43	PM	6:50	PM	West	45	0:07	
2/24/2019	11:33	PM	11:42	PM	East	48	0:09	
2/25/2022	12:51	AM	1:14	AM	Both	Multiple	0:23	
2/25/2022	3:10	AM	3:17	AM	East	55	0:07	
2/25/2019	3:43	AM	3:55	AM	West	50	0:12	
2/26/2019	0:00	AM	0:00	PM	ND	ND	0:00	
2/27/2019	0:00	AM	0:00	PM	ND	ND	0:00	
2/28/2019	12:10	AM	12:18	AM	East	49	0:08	
2/28/2019	1:00	AM	1:08	AM	West	50	0:08	
2/28/2019	1:59	AM	2:08	AM	West	46	0:09	
2/28/2019	1:03	PM	1:09	PM	West	48	0:06	
2/28/2019	9:33	PM	9:41	PM	East	48	0:08	
2/28/2019	11:30	PM	11:39	PM	East	46	0:09	

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 1, 2019 7-7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
Tug	Paddy Cenac 1 Brg	N	8:33	8:34	8:42	8:44	1	11
Tug								
Tug								
Tug								

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Paddy Cenac backed up out of the locks. The locks are broke down. Spoke to the master, he told me, he's waiting for the divers, and it may be awhile. 10AM I called the Dock and found that they are not looking, broke up [redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	[redacted]	7AM	7pm	[redacted]
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	[redacted]			
Operator (s) relieved by:	[redacted]			

Supervisor's Review of Report	
Initials	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 1, 2019 7pm - 7Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Cold
Hpd Came out.
The locks are broke down.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	Natalie Payne
Operator 2: (mark N/A if only one)	N/A	-		N/A
Operator (s) who were relieved:	D. Bacot			
Operator (s) relieved by:	D. Bacot			

Supervisor's Review of Report	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 2, 2019 7AM-7PM **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Paddy Cenac 1Bg	N	11:10	11:11	11:16	—		
Tug	Cape Bay	N	—	—	11:16	—		
Tug	Maggie Lynn	N	—	—	11:17	11:19	1	9
Tug	Josephine Anne	S	1:08	1:09	1:11	—		
Tug	Gregory 1Bg	N	—	—	1:15	—		
Tug	Wind Dancer	N	—	—	1:16	1:18	2	10
Tug	Silver Hoe 1Bg	N	2:04	2:05	2:11	—		
Tug	Lori Johnson	N	—	—	2:12	2:14	3	10
Tug	T. H Kelly 4Bgs	S	4:44	4:45	4:58	5:00	4	14
Tug	Silver Hoe 0Bgs	S	6:43	6:44	6:46	—		
Tug	Lock Master 2Bgs	S	—	—	6:49	—		
Tug	T. Cenac	N	—	—	6:51	6:53	5	10
	V-12 D:5							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

7AM all secure, Locks are still Broke down.
About 3:45 gate #4 would not go down
4:44 Called out help, so the T.H Kelly out of the locks into the river.
*Babin-Brown - Called out for gate #4 Not working.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DBROT	7AM	7pm	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 2, 2019 7pm - 7am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Whirlaway Ibg2	S	739	741	744			
Lb	Hook Master	N			745	748	1	5
Tug	Sammy Tate Ibg2	S	833	837	840	842	2	7
Tug	Sarah Cenac Ibg2	N	900	902	905	907	3	5
Lb	Concordia	N	148	150	151	152	4	3
Tug	Capt Travis Ibg2	S	555	558	604			
PB	That'll Do	S			605	607	5	10

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Cold
Hpd Came out

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7am	Natalie Payne
Operator 2: (mark N/A if only one)	N/A	-	-	N/A
Operator (s) who were relieved:	L. Bacot			
Operator (s) relieved by:	L. Bacot			

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 3, 2019 7-7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Tersaun IBG	S	10:03	10:04	10:10	10:12	1	9
Boat	Pleasure Boat	S	11:00	11:01	11:04	11:06	2	6
Tug	Bayou Verde IBG	S	11:54	11:55	12:01			
Tug	Selina Gail	N	—	—	12:04	12:06	3	12
Tug	C. C Cenac IBG	S	12:52	12:53	1:00	1:02	4	10
Tug	Tee Cenac IBG	S	2:02	2:03	2:07	—		
Tug	Lady Tersa	S	—	—	2:08	2:10	5	8
* Tug	Silesia Gail IBG	S	3:04	3:05	3:15	3:17	6	13 *
Tug	Sydney Cenac IBG	S	6:11	6:12	6:18	6:20	7	9
Tug	Sea Cypress	N	6:35	6:36	6:44	—		
	Shepard IBG	N	—	—	6:44	6:46	8	11
	V: 11 0:8							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

7AM All Secure We need a bulb for the span flashy Close light.
Black pick-up truck hit + broke gate # 6
— over —

1530 HRS

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	[redacted]	7AM	7pm	[redacted]
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.

LOG ENTRIES Continuation

#6 A white pick up truck and a black pick-up truck drove up the gate #6 (which was alright down, as I lower the rest of the gate). The white truck and the car behind stop. The black truck stomp on his breaks, but still hit the gate, as the car behind stopped. They pause, then decided to leave. I tryed to get the L.P, but I couldnt see the L.P clearly. I call the call out crew; the lock + C. Johnson, also #P

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Jet 3 2019 7am-7am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Pamela Ann	N	729	731	733			
Lb	Lady Terea				734	736	1	
	Silver Fox Ibgz	N	817	819	822	823	2	
	V-3-2							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	N. Payne
Operator 2: (mark N/A if only one)	N/A	-	-	N/A
Operator (s) who were relieved:	D. Bacot			
Operator (s) relieved by:	D. Bacot			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/4/19 (7Am-7pm) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Silver Fox	1	S	907	908	913			
Tug	Pamela Ann	1	S			914	916	1	7
Tug	Pamela Ann (Bg)	2	N	930	931	938	940	2	8
Tug	Jesse Presenti (Bg)	2	N	1024	1025	1030	1032	3	6
Tug	Pamela Ann	1	S	1145	1146	1151	1153	4	6
Tug	Miss Libbie	1	N	1206	1207	1210	1212	5	4
Boat	Pelican	1	S	1259	PU	103			
Tug	Penni (Bg)	2	N			111	113	6	12
Tug	Silver Fox (Bg)	2	N	157	158	206	208	7	9
Tug	Miss Kelly (Bg)	2	S	545	546	556			
Tug	Mary Sarah	1	N			559			
Tug	Defender	1	N			601			
Barge	Tonnage	1	N			603	605	8	18

Vessels: (13) Openings (8)

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Foggy Overcast

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:		7	7	
Operator 2: (mark N/A if only one)	Manuel	7Am	7pm	Manuel
Operator (s) who were relieved:	Gayle			
Operator (s) relieved by:	Smith			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 4/2019/7:00 pm to 7:00 Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Savage Founder 1 Brg 2	S	7:10	7:12	7:14			
Tug	Bea Sonier 1	S			7:15	7:17 pm	1	5
Tug	Lock Master 1 Brg 2	S	8:00	8:02	8:05	8:07 pm	2	5
Tug	Randy J. Trosclair 1 Brg 2	S	8:53	8:55	8:59			
Tug	Lock Master 1	N			9:01	9:03 pm	3	11
Tug	Lil' Dee 1 Brg 2	N	11:17	11:19	11:25	11:27 pm	4	8
V	6		0	4				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Nice but foggy.

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 Am	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Elmansura			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/5/19 (7Am-7pm) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Sidney Fox / Barge	S	1018	1019	1025	1027	1	7
Tug	Pamela Ann / Barge	N	230	231	235	237	2	5
* Tug	Tom Colton / Barge	S	324	327	335			
Tug	Rush / Barge	N			337	339	3	11
Tug	Pamela Ann / Barge	S	545	546	553	555	2	8
Tug	Stephnie Kennedy / Barge	S	644	645	653	655	3	9

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 5/2019 / 7:~~00~~ pm to 7:~~00~~ Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
Tug	GNOCO 432 Both Bros Hg	S	7:41	7:43	7:46	7:~~48~~ pm	1	5
V	1		O	1				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Foggy and the river shut down. M.S

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 Am	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	El Mansura			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/6/19 (7am-7pm) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Volmac	1	S	853	854	856			
Tug	George C	2	N			903			
Tug	Joe B Ward	2	N			910	912	1	19
Tug	Heather I	2	N	1009	1010	1018			
Tug	St Andrew	2	N			1022			
Tug	No Name	2	N			1024	1026	2	15
Tug	Johnny Castellon	2	N	1120	1121	1124	1129	3	7
Tug	Pamela Ann	2	N	1210	1211	1216			
Tug	Joe Canac	1	N			1220	1225	4	10
Tug	Christine	2	N	110	111	117	119	5	7
Tug	Ray Dupre	1	S	202	203	206			
Tug	Sidney Fox	2	N			215	217	6	13
Tug	Miss Kim	5	N	301	302	313	315	7	12
Tug	Miss Hayley	2	S	550	551	558			
Tug	George	1	S			600	602	8	10

Vessels (15) Openings (8)

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Foggy + wet

[redacted]

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:		7am	7pm	
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:				
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
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Sheet ___ of ___

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/6/2019 / 7:00 pm to 7:00 Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	The Black Belt 5Bgs 6	S	6:58	7:00	7:13	7:15 pm	1	5
Tug	Silver Fox 1Bg 2	S	8:28	8:30	8:32			
Tug	Portier 1 2Bgs 3	S			8:39	8:41 pm	2	11
Tug	Pamela Ann 1Bg 2	S	9:41	9:43	9:47	9:49 pm	3	6
Tug	Jee Cenac 1Bg 2	S	10:39	10:41	10:46	10:48 pm	4	7
Tug	Odette Cenac 1Bg 2	S	11:33	11:35	11:43	11:45 pm	5	10
Tug	Christine Cenac 1Bg 2	S	12:26	12:28	12:32	12:34 Am	6	6
Tug	Lock Master 1Bg 2	S	1:16	1:18	1:22			
Tug	Wendy C. 1	N			1:24			
Tug	Odette Cenac 1	N			1:25	1:27 Am	7	9
Tug	Fritz Cenac 1Bg 2	S	2:16	2:18	2:21	2:23 Am	8	5
Tug	Susan Lynn 5Bgs 6	N	3:03	3:05	3:12	3:14 Am	9	9
Tug	Wendy C. 1Bg 2	S	4:16	4:18	4:21			
Tug	Lock Master 1	N			4:22	4:24 Am	10	6
Tug	Savage Guardian 1Bg 2	S	5:18	5:20	5:24	5:26 Am	11	6
V	15		0	11				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Humid and foggy. [redacted] M.S Re* White's Suburban was stale @ my gate No.9 but finally got pass gate no 6 & 8 Call H-police and told them he was gone. M.S. 14:55 pm. [redacted]

(over)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 Am	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Elmansura			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.

LOG ENTRIES Continuation

[redacted] Fog Inbound at 5:22pm Can't not see my gates & M.S. Landline phone not working at all no dial tone no Nothing. M.S.

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/7/19 (7am-7pm) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Miss Rolanette	2Bg	S	841	843	847			
Tug	Silver Fox		N			849	852	(1)	8
Tug	Kathryn T. Duvall	1Bg	S	940	942	944	947	(2)	4
Tug	Lady A. III	1Bg 2	N	958	959	1004	1006	3	6
Tug	Silver Fox	1Bg	S	1100	1103	1107	1109	(4)	7
Tug	Sawyer William	1Bg	S	1156	1159	1202	1204	(5)	5
Steam	Watchey		S	1250	1251	106	108	6	16
Tug	Janet	3Bg	N	117	119	126	128	(7)	9
Tug	U.S.C.G. 45573		S	313	314	317			
Tug	Miss Ellen	2Bg	N			322			
* Tug	Edgewood	2Bg	N			333	335	8	20
Tug	Helena Maria	2Bg	S	623	625	629			
Tug	Pat Luke	1Bg	S			632	635	(9)	9
Tug	Wesley	1Bg	N	654	655	701			
Tug	Portier		N			705	705	10	11
	Vessels: (13) Openings (10)								

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Foggy. Re: Headline phone not working.
Re: Bridge up waiting on Lafon to 2nd Tug moving slow.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	S. Mendoza	7am	7pm	S. Mendoza
Operator 2: (mark N/A if only one)	Caparine Young	7a	7p	C. Young
Operator (s) who were relieved:	L. Smith			
Operator (s) relieved by:				

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Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/7/2019 / 7:00 pm to 7:00 AM **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Rhonda Lamulle 1Bg 2	N	7:50	7:52	7:57			
US	Coast Guard 46703	N	/	/	7:58	8:00 pm	1	8
Tug	Miss Kim 1Bg 2	S	9:08	9:10	9:12			
Tug	Lock Master 1	S	/	/	9:13	9:16 pm	2	6
Tug	Justin D. Shiva 2Bg 3	S	10:14	10:16	10:20			
Recreation Boat	Mojadito 1	N	/	/	10:25	10:27 pm	3	11
Tug	Lock Master 1Bg 2	N	11:10	11:12	11:15	11:17 pm	4	5
Tug	Silver Fox 1	S	12:00	12:02	12:04			
Tug	Dimmit 1Bg 2	N	/	/	12:09			
Tug	Silver Fox 1	N	/	/	12:11	12:13 AM	5	11
Tug	Wendy C. 3Bg 4	S	1:41	1:43	1:50			
Tug	Susan Lynn	S	/	/	1:51			
Tug	Lee Cenac 1	N	/	/	1:56	1:58 AM	6	15
Tug	Uncle John 4Bg 5	S	3:03	3:05	3:12	3:14 AM	7	9
Tug	Ronnie Rogers 1	S	4:07	4:09	4:10			
Tug	Silver Fox 2Bg 3	S	/	/	4:18	4:20 AM	8	11
Tug	Gospel Light 3Bg 4	S	5:15	5:17	5:27	5:29 AM	9	12
Tug	Safety First 1Bg 2	N	6:06	6:08	6:14	6:16 AM	10	
V	18		0	10				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Nice and humid.

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 AM	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Elmansura			
Operator (s) relieved by:	Capacine			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 8 2019 7AM-7PM **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Paddy Cenac 1Bg	S	8:30	8:31	8:36	8:38	1	8
Tug	Ponda Ann 1Bg	N	8:43	8:44	8:50	8:52	2	9
Tug	Hazel Ann	S	9:37	9:38	9:40	—		
Tug	Kitty 1Bg	N	—	—	9:46	9:48	3	4
Tug	Tee Cenac 1Bg	S	10:56	10:57	11:02	—		
Tug	Wendy C	N	—	—	11:04	11:06	4	10
Tug	Odette Cenac 1Bg	S	12:00	12:01	12:08	—		
Tug	Miss Kim	N	—	—	12:10	12:12	5	12
Tug	Wendy C 1Bg	S	1:23	1:24	1:31	1:33	6	12
Tug	Danny Senior 1Bg	S	2:22	2:23	2:30	2:32	7	18
Tug	K. Strepel 2Bg	N	3:00	3:01	3:12	—		
Tug	Captain Joey	N	—	—	3:14			
Boat	Delta Point	N	—	—	3:16	3:18	8	18
Tug	Lipsco 1Bg	S	5:57	5:58	6:04	—		
Tug	Miss Kim	S	—	—	6:25	6:27	9	18
	V: 15 0:9							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Ringer on land line phone is turned off and there is no dial tone 7AM.

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DBACOT	7AM	7PM	DBacot
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Paddy			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
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[redacted]

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 8, 2019 7pm - 7Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Eugenie J. Huger 1bg2	S	703	706	711	713	1	8
Tug	Lock Master 1bg2	S	823	826	831	833	2	8
Tug	Wichita 1bg2	S	920	923	927	929	3	7
Tug	Mannie 1bg2	S	1051	1054	1057	1100	4	6
Tug	Lock Master 1bg2	N	1131	1135	1135			
LB	Silver Fox	N			1136	1138	5	5
	Baffin bag	N	1124	1127	1233	1236	6	9
Tug	Silver Fox 1bg2	S	141	143	146	148	7	5
Tug	Julia Gonsoulin 1bg2	S	231	233	237	239	8	6
Tug	Wendy-C 1bg2	N	319	321	327	328	9	8
LB	Lock Master	S	417	419	420			
LB	Lady Joyelle	S			420			
Tug	Bea Sonier 1bg2	N			428	430	10	11
Tug	T. H. Kelly 4pgs	N	527	529	537	539	11	10
LB	Wendy-C	S	1032	1034	1034			
Tug	Lock Master 1bg2	N			1043	1045	12	11
	V: 16 12: 0							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Cclcl

[redacted]

~~The landline is not working.~~

The landline isnt working properly.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	N. Payne
Operator 2: (mark N/A if only one)	N/A	-	-	N/A
Operator (s) who were relieved:	D. Bacot			
Operator (s) relieved by:	D. Bacot			

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 9, 2019 7-7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	St Matthew 1Bg	N	7:35	7:36	7:42	7:44	1	9
Tug	Pleasure Boat	S	8:33	8:34	8:36	—		
Tug	Silver Fox 4Bgs	N	—	—	8:46	8:48	2	15
Tug	Lock Master 2Bgs	S	10:07	10:08	10:14	—		
Tug	Sail Boat	S	—	—	10:16	10:18	3	11
Tug	Mary B 4Bgs	S	11:04	11:05	11:14	11:16	4	12
Tug	Crosley Progress 3Bgs	N	11:28	11:29	11:34	—		
Tug	Mr Mary 2Bgs	N	—	—	11:38	11:40	5	12
Tug	Silver Fox	S	12:36	12:37	12:39	—		
Tug	Texsan 1Bg	N	—	—	12:48	—		
Tug	Sig Otter 1Bg	N	—	—	12:50	12:52	6	14
Tug	Kelly	S	1:49	1:50	1:52	—		
Tug	Dept Maintence	S	—	—	1:52	—		
Tug	Sydney Ann 1Bg	N	—	—	1:59	—		
Tug	Lock Master	N	—	—	2:00	2:02	7	13
Tug	Wendy C 1Bg	N	2:43	2:44	3:00	3:02	8	9
Tug	Silver Fox 3Bgs	N	3:40	3:41	3:46	3:48	9	8
Tug	Lock Master	S	4:47	4:48	4:50	—		
Tug	J.D. Bradford 4Bgs	N	—	—	4:55	4:57	10	10
	V: 18 0: 10							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

A+T Chalor Condos

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DBROT	7AM	7pm	X
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
Date	

**ture is a certification that all entries are true and correct to the best of signer's knowledge, fully g that false entries could constitute fraud and subject signer to disciplinary action.

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 10, 2019 7pm - 7am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Portier-I	S	727	728	734			
LB	Wendy-C	S		-	734	737	1	7
Tug	Lock Master 2bg3	N	809	811	815	817	2	6
Tug	Lynne 1bg2	N	902	905	907	910	3	5
Tug	Silver Fox 1bg2	S	1008	1011	1013	1015	4	5
Tug	Lil "D" 2bg3	S	1107	1108	1116			
LB	Silver Fox	N			1120	1121	5	3
Tug	Matt Laggardi	S	1219	1222	1228			
LB	Bayou Lady	S			1228	1230	6	11
Tug	Frank Golemi 2bg3	S	129	132	140	142	7	11
LB	Silver Fox	S	239	241	246	247	8	6
Lb	Albert Cenac	S	330	334	337	342	9	7
Tug	Miss Libbie 1bg7	N	434	436	444	~~447~~	10	
LB	Wendy-C	N			447	450		13
Tug	Joe B. Ward 1bg7	S	536	539	544	547	11	7
	V-15 11-0							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Cold

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	N Payne
Operator 2: (mark N/A if only one)	N/A	-	-	N/A
Operator (s) who were relieved:	L. Bagot			
Operator (s) relieved by:	L. Bagot			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 10, 2019 7AM - 7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Capt Roger Adams	1Bg	S	7:25	7:26	7:30	—		
Tug	Silver Fox		N	—	—	7:32	7:34	1	9
Tug	Wendy C	1Bg	S	8:26	8:27	8:32	8:34	2	8
Tug	Concordia	4Bgs	S	9:23	9:24	9:32	—		
Tug	Lupa Dean		S	—	—	9:32	9:34	3	11
Tug	George C	3Bgs	N	10:33	10:34	10:42	10:44	4	11
Tug	Lock Master		S	11:28	11:29	11:31	—		
Tug	Sylvia Fox		S	—	—	11:32	—		
Tug	Velma C	2Bg	N	—	—	11:38	—		
Tug	Helen M	2Bg	N	—	—	11:41	11:43	5	15
Tug	Pamela Ann	2Bg	S	1:00	1:01	1:08	—		
Boat	Pleasure Boat		N	—	—	1:10	1:14	6	12
Tug	St. Andrea	4Bgs	S	5:37	5:38	5:46	5:48	7	11
	V: 13	O: 7							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

2:05 Call HP: people climbing up the stairs by the gear room openings delay until the is clear. 2:13, call HP again people going up there with small kids, they said they're in traffic but trying to leave, Lock master calling to say there is people up there. I told him HP is on the way. H.P. told me to tell the people to get down. Mean while N.O.P.D. was here to entire time. Start to finish 2:45pm Not try to make a opening, but H.P told me to wait, not to raise the bridge. People are walking back & forth.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DBacot	7AM	7pm	DBacot
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 10, 2019 7pm-7a **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Boat	~~Pleasure Boat~~	S	8:31	8:32	8:34	—		
Tug	Tug	N			8			

SRPY

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather - Fog

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Page	7pm	7am	Natalie Page
Operator 2: (mark N/A if only one)	N/A	—	—	N/A
Operator (s) who were relieved:	L. Bacot			
Operator (s) relieved by:	L. Bacot			

Supervisor's Review of Report	
Initials	
Date	

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20 54

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 11, 2019 7AM-7PM **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Boat	Pleasure Boat		S	8:31	8:32	8:34			
Tug	Safety Runner	1Bg	N	—	—	8:40	8:42	1	11
Tug	~~Harvey~~ Jane L		S	9:26	9:27	9:28	—		
Tug	Crosby Regency		S	—	—	9:30	—		
Tug	K & Derail	1Bg	N	—	—	9:37	9:39	2	13
Tug	Lock Master	1Bg	N	10:21	10:22	10:29	10:32	3	11
Tug	Sammy Tate	1Bg	N	11:15	11:16	11:21	11:23	4	8
Tug	Capt Hymel	1Bg	S	12:29	12:30	12:38	—		
Boat	Boat		N	—	—	12:40	12:42	5	13
Tug	Lock Master		S	1:20	1:21	1:23	1:25	6	5
Tug	Lock Master	2Bg	N	2:06	2:07	2:14	2:14	7	10
Tug	Black Bell	4Bgs	N	2:55	2:56	3:07	3:09	8	14
Tug	Pablo Duro	1Bg	S	6:00	6:01	6:04	—		
Tug	George C	1Bg	S	—	—	6:06	—		
Tug	T-C Claude	1Bg	S	—	—	6:09	—		
Tug	Delta Nexus		N	—	—	6:10	—		
Tug	Wendy C		N	—	—	6:10	—		
Tug	Pamela Ann		N	—	—	6:11	6:13	9	13
	William	1Bg	N	6:52	6:53	6:59	7:01	10	9
	V: 19	0:10							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Dorcet	7AM	7pm	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 11 2019 7pm - 7Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Wendy-C 1bg2	S	804	806	810	813	1	6
Tug	Mr. Maxx 1bg2	S	906	909	913	916	2	7
Lb	Wendy-C	N	119	120	121	123	3	3
Tug	Mr. Maxx 4bg5	N	210	212	220	221	4	10
Tug	St Peter 2bg3	N	305	307	311	313	5	6
Tug	Wendy-C 1bg2	S	425	427	438	442	6	13
Tug	Jesse D. Rosentinel 1bg2	S	529	531	534	536	7	4
	TV 7:0							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: lite Fog
Bridge breaks needs to be tighten.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	Natalie Payne
Operator 2: (mark N/A if only one)	N/A	-	-	N/A
Operator (s) who were relieved:	L. Bacot			
Operator (s) relieved by:	L. Bacot			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 12, 2019 7AM-7PM **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Alter Donna	5 Bgs	S	8:31	8:32	8:43			
Tug	Wendy C		N	—	—	8:45			
Tug	Kayla Renee		N	—	—	8:46	8:48	1	12
Tug	Barry Brendell	5 Bgs	S	9:48	9:49	10:01	10:03	2	15
Tug	Miss Audrey	2 Bgs	S	11:02	11:03	11:07	—		
Tug	Sarah Ernest	1 Bg	S	—	—	11:10	11:18	3	10
Tug	Ashleigh	1 Bg	S	11:56	11:57	12:03			
Boat	Miss Leslie		S	—	—	12:04	12:06	4	10
Tug	Man of War	4 Bgs	S	12:56	12:57	1:04	—		
Tug	Lock Master		S	—	—	1:04	—		
Boat	Crew Boat		N	—	—	1:06	1:08	5	12
Tug	Mr Mike	4 Bgs	S	1:57	1:58	2:07	—		
Tug	Lock Master		N	—	—	2:09	2:11	6	13
Tug	Wendy C	4 Bgs	S	3:07	3:08	3:17	3:19	7	12
Tug	Victoria	4 Bgs	S	5:46	5:47	5:56	5:58	8	12
Tug	Frank	2 Bgs	N	6:18	6:19	6:27	6:29	9	11
	V: 14	O: 9							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

All secure 7:00 AM at shift change Inform C. Johnson the Lindop is Running

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DBACOT	7AM	7PM	DBacot
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 12, 2019 7pm - 7Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
LD	David C. Devall	S	722	725	726			
Tug	George. C 1bg2	N			731	732	1	
Tug	Portier 2bg3	N	818	822	826			
Tug	Pat Luke 1bg2	N			831	834	2	
Tug	Pamela Ann 1bg2	N	928	930	934	936	3	
Tug	Miss Lauren Elizabeth 1bg2	N	1019	1021	1024	1026	4	
Tug	Bailey 1bg2	N	1120	1122	1125	1127	5	
Tug	Pamela Ann 1bg2	N	1232	1235	1237	1239	6	
LB	Christine Cenac	S	123	126	127			
LB	Lock Master	N			132	133	7	
Tug	Wendy-C 1bg2	N	215	217	223	225	8	
LB	Atro Donko	S	313	314	315			
Tug	Paddy Cenac 2bg3	N			319	321	9	
Tug	Mr. Maxx 1bg2	N	403	405	410	412	10	
LB	Wendy-C	S	453	456	457			
Tug	St-Andrew 1bg2	N			502	503	11	
LB	Mr. Maxx	S	615	617	619			
Tug	K.C. Creppel 2bg3	S			622			
LB	Paddy Cenac	S			622	624	12	
	V-19 D-12							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	Natalie Payne
Operator 2: (mark N/A if only one)	N/A	—	—	N/A
Operator (s) who were relieved:	D. Bacot			
Operator (s) relieved by:	D. Bacot			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 13, 2019 7AM – 7PM **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Pamela Ann 1Bg	N	8:38	8:39	8:57	8:59	1	11
Tug	Sawyer William 1Bg	N	9:41	9:40	9:49	—		
Tug	Kitty	N	—	—	9:49	9:51	2	10
Tug	Verrazi 1Bg	S	10:58	10:59	11:05			
Tug	Miss Kim	N	—	—	11:07	11:09	3	4
Tug	Lock Master 1Bg	S	11:49	11:50	11:55	11:57	4	8
Tug	Sea Otter 1Bg	S	1:04	1:05	1:10	—		
Tug	Portia T 2Bgs	S	—	—	1:16			
Tug	Pamela Ann	S	—	—	1:16	1:18	5	12
Tug	Reanna Chambers 2Bgs	N	1:31	1:32	1:42	1:44	6	13
Boat	Pleasure Boat	N	2:55	2:56	3:2[illegible]	3:[illegible]	7	7
Tug	GeorgeC 1Bg	S	5:46	5:47	5:58	5:54	8	8
Tug	D. Andre 2Bgs	N	6:04	6:02	6:09	6:11	9	6
Tug	Pamela Ann 1Bg	S	6:55	6:56	[illegible]	—		
Tug	Jackie B	N	—	—	7:04	7:06	10	11
	V:15 O:10							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

1st opening delay while the brakes are being adjusted.
Opening #8. The Lock took the captain to go ahead and get within the bridge at 5:40pm. I ask the Captain to (by) Standby until 5:45pm, due to traffic crossing.
Opening #9. Claiborne went up while St Claude was up. They don't call and they don't answer.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DBACOT	7AM	7PM	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
Date	

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Sheet 25 of 54

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 13, 2019 7pm-7Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Lb	Gladys B	N	701	705	707	709	1	
Tug	Fritz Cenac 1bg2	N	754	755	757	759	2	3
Tug	Daddy Cenac 1bg2	N	841	843	845	847	3	4
Lb	Pamela Ann	S	955	958	958			
Tug	Miss Kim 1bg2	S			1001	1003	4	5
Ship	Green Costa Rica	N	1044	1046	1051			
Tug	Michael S	N			1054	1057	5	10
Lb	Mr. Maxx	N	1250	1253	1254			
Lb	Liberty	N			1254	1255	6	4
Lb	Daddy Cenac	S	159	201	202			
Lb	Michael S	S			202			
Lb	Gladys B	S			204			
Tug	Silver Fox 2bg3	N			217	220	~~7~~	17
Tug	Kristi P. Smith 1bg3	N	304	307	311	314	~~8~~	7
Tug	Mr. Max	S	442	444	450	452	9	8
	Gregory 1bg2	S	539	542	547	549	10	
	V-16	O-10						

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Cold. Sunny, Clear.

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	N. Payne
Operator 2: (mark N/A if only one)	N/A	-	-	N/A
Operator (s) who were relieved:	J. El-Mansour			D. Bacot
Operator (s) relieved by:	J-El-Mansour			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/14/19 (7AM-7PM) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Safety First / Bg 2	S	853	853	902	904	1	10
Tug	Safety Runner / Bg 2	S	953	954	1002			
Tug	Miss Ann	S			1003	1005	2	10
Tug	Nancy Sonya / Bg 2	N	1012	1013	1019	1021	3	7
Tug	Sidney Jr	S	1101	1102	1104			
Tug	Pamela Ann / Bg 2	N			1111	1113	4	10
Tug	Wendy C / Bg 2	N	1156	1157	1207	1258	5	11
Tug	Gabriel Jr / Bg 2	N	1259	100	112	114	6	13
Tug	Sidney Jr / Bg 2	N	211	212	222	224	7	11
Tug	Pamela Ann	S	312	313	316			
Bridge	~~St Claude~~ Claudia	N			319	321	8	7
Tug	Jensen / Bg 2	S	618	619	623	625	9	5
Tug	Athet Cenac / Bg 2	N	630	631	638	640	10	11

Vessels (13) Openings (10)

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Cool & Nice [redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:		7	7	
Operator 2: (mark N/A if only one)	L Mancuso	AM	PM	L Mancuso
Operator (s) who were relieved:	Hayes			
Operator (s) relieved by:	Smith			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/14/2019 / 7:00 pm to 7:00 Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Paddy Cenac / Bg 2	N	7:20	7:22	7:26	7:28 pm	1	6
Tug	Capt Stacy L. Chermin / Bg 2	S	8:29	8:31	8:33	8:35 pm	2	4
Tug	Silver Fox / Bg 2	S	9:25	9:27	9:30	9:32 pm	3	5
Tug	Wendy C. / Bg 2	S	10:19	10:21	10:26	10:28 pm	4	7
Tug	Capt Pic Naquin / Bg 2	S	11:22	11:24	11:28			
Tug	Paddy Cenac / 1	S			11:32			
Tug	Lock Master / 1	N			11:40			
Sales Boat	Liburna / 1	N			11:41	11:43 pm	5	19
Tug	Dustin / Bg 2	N	12:29	12:31	12:35	12:37 Am	6	6
Tug	Mr. Mat / Bg 2	N	1:23	1:25	1:30	1:32 Am	7	7
Tug	Wendy C. / Bg 2	N	2:25	2:27	2:36	2:38 Am	8	11
Tug	H. J. Dupre / Bg 2	N	3:26	3:28	3:32	3:34 Am	9	6
Tug	Lock Master / Bg 2	S	4:34	4:36	4:38	4:40 Am	10	4
Tug	Bea Sonier / Bg 2	S	5:26	5:28	5:33	5:35 Am	11	7
Tug	Wendy C / 1	S	6:14	6:16	6:17			
Tug	Mr. Mat / 1	S			6:18	6:20 Am	12	4
V	16		0	12				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather : Nice

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 AM	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Elmansura			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/15/19 (7AM-7PM) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Kathryn DeVall / Barge	2	S	830	831	841	843	1	11
Tug	Mr. Wayne / Barge	2	S	936	937	947			
Tug	Tommy L. / Barge	2	S			949	951	2	13
Tug	Wendy C / Barge	2	N	957	958	1008	1010	3	11
Tug	Randy J. Boudreaux / Barge	2	N	1102	1103	1116	1118	4	14
Tug	Miss Callie / Barge	2	N	1209	1210	1219	1221	5	10
Tug	Lockmaster / Barge	2	N	109	110	117	119	6	8
Tug	Wendy / Barge	1	S	205	206	209			
Tug	Grace / Barge	2	N			216	218	7	11
Tug	Capt. Leroy / Barge	2	S	309	310	317	319	8	8
Tug	Daniel DeVall / Barge	2	S	545	546	555	557	9	10
Tug	Spencer / Barge	2	N	608	609	615			
Tug	Navigator / Barge	3	N			620	622	10	12

Vessels: (13) Openings (10)

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Clear

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:		7	7	
Operator 2: (mark N/A if only one)	Mancuso	7am	7pm	Mancuso
Operator (s) who were relieved:	Smith			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 15/2019/7:00 pm to 7:00 Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Lock master 1	S	7:15	7:17	7:18			
Tug	Mary Kay 1Bg2	N			7:26	7:28 pm	1	11
Tug	Ashleigh 4Bg5	N	8:23	8:25	8:31	8:33 pm	2	8
Tug	Silver Fox 1	S	9:23	9:25	9:26			
Tug	Lock Master 1Bg2	N			9:32			
Tug	George C. 1	N			9:34	9:36 pm	3	11
Tug	Capt. Primeaux 1Bg2	N	10:24	10:26	10:30	10:32 pm	4	6
Tug	Mr. Mac 1Bg2	N	11:24	11:26	11:32	11:34 pm	5	8
Tug	American Strong 1Bg2	N	12:21	12:23	12:28			
Tug	Lee Cenac 1	N			12:30	12:32 Am	6	9
Tug	Silver Fox 2Bg3	N	1:22	1:24	1:31	1:36 Am	7	12
Tug	Pam G. 1Bg2	N	2:21	2:23	2:26	2:28 Am	8	5
Tug	R.C. Creppel 2Bg3	N	3:12	3:14	3:20	3:22 Am	9	8
Tug	Lock master 1Bg2	S	4:28	4:30	4:35	4:37 Am	10	7
V 14			0	10				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather ; Nice

Re* The lockmaster call a second boat to come in with the Silver Fox and discover he wouldn't fit and had to back him out. M.S.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 Am	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	E Mansura			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

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Sheet of

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/16/19 (7Am-7pm) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
	Lock are Broke							
V0	D0							

LOG/ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Foggy & Mild [redacted]

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:		7Am	7pm	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:	Smith			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 16/2019/7:00 pm to 7:00 AM **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
	Locks Broken							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather : Nice

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 AM	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Elmansura			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/17/19 (7AM-7PM) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 17/2019/7:00 pm to 7:00 Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Mr. Mac Bg 2	S	7:33	7:35	7:40			
Tug	Silver Fox 1	S			7:41			
Tug	Lock Master 1	N			7:44	7:46 PM	1	11
Tug	Lee Cenac Bg 2	S	8:41	8:43	8:48	8:50 PM	2	7
Tug	Christine Cenac Bg 2	S	9:38	9:40	9:45	9:47 PM	3	7
Tug	Pamela Ann Bg 2	N	10:18	10:20	10:24	10:26 PM	4	6
Tug	Savage Guardian Bg 2	N	11:08	11:10	11:13	11:15 PM	5	5
Tug	St Andrew Bg 2	S	12:21	12:23	12:25			
Tug	Lady Loren Bg 2	S			12:30	12:32 AM	6	9
Tug	Lock master Bg 2	S	1:18	1:20	1:25	1:27 AM	7	7
Tug	Kimmit Bg 2	S	2:10	2:12	2:17	2:19 AM	8	7
Tug	Pamela Ann Bg 2	S	3:01	3:03	3:06			
Tug	Lock Master 1	N			3:07	3:09 AM	9	6
Tug	Mackenzie Hope Bg 2	S	3:51	3:53	3:58	4:00 AM	10	7
Tug	Averee Noel 4 Bgs 5	N	4:14	4:16	4:21	4:23 AM	11	7
Tug	Lock master Bg 2	S	5:24	5:26	5:31	5:33 AM	12	7
Tug	Christine Bg 2	S	6:14	6:16	6:20	6:22 AM	13	6
Tug	Miss Lizzy 2 Bg 2	N	6:36	6:38	6:45	6:47 AM	14	9
V	18		0	14				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Nice

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 Am	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Elmansura			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 18, 2019 7AM - 7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Wendy C 3 Bgs	N	8:43	8:44	8:53	8:55	1	12
Tug	Pamela Ann 4 Bgs	N	9:41	9:42	9:52	9:54	2	13
Tug	Man O War 4 Bgs	N	10:46	10:47	10:56	10:58	3	12
Tug	Lock Master Bg	N	11:46	11:47	11:55			
Tug	Taylor	N	—	—	11:56	11:58	4	10
Boat	Bird Boat	S	12:55	12:56	12:59	—		
Tug	Robert G. Stone 1 Bg	N	—	—	1:06	1:08	5	13
Tug	Frank Galerie 3 Bgs	S	2:41	2:42	2:54	2:56	6	15
Tug	Taylor 1 Bg	S	5:45	5:46	5:52	—		
* Tug	Pamela Ann, Wendy C	S	—	—	5:53	5:55	7	12
Tug	Lynn 1 Bg	S	6:37	6:38	6:44	6:46	8	
	V:12 O:8							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

St Claude was up when I came. I called C. Johnson to find out if there is a traffic curfew or not today. There is a traffic curfew today. "Curfew Today"

* 5:48pm Claiborne on the way up, while St Claude is up

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DARCOT	7AM	7pm	D Barcot
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	By/Co			
Operator (s) relieved by:	Paspl			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-18-2019 7pm-7Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	William 2bg3	S	735	739	743	745	1	8
Lb	Pamela Ann	N	753	755	800			
Lb	Taylor	N			801	805	2	7
Lb	Lolie Gonsoulin	N	850	853	858	900	3	8
Tug	Paddy Cenac 1bg2	N	951	953	955	957	4	4
Tug	Tee Cenac 1bg2	N	1047	1049	1052	1054	5	5
Lb	Barbara	S	1157	1200	1205			
Lb	Lock Master 1bg2	S			1205	1208	6	12
Lb	Pamela Ann	S	104	108	119	122	7	15
Tug	T.A. Kelly 4bg5	S	206	208	211	214	8	5
Tug	Taylor 2bg3	N	306	308	313			
Tug	Miles Shoemaker 2bg3	S			314	318	9	8
Lb	Tee Cenac	S	330	333	336			
Tug	Tom Cotton	N			343			
Lb	Pamela Ann	N			342	[illegible]	[illegible]	
Lb	Sarah Cenac	N			346	348	10	16
Lb	Lock Master	N	450	453	454	456	11	4
Lb	Taylor	S	555	558	602	608	12	7
	V-17	O-12						

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	~~7pm~~	7Am	Natalie Payne
Operator 2: (mark N/A if only one)	N/A	-	-	N/A
Operator (s) who were relieved:	L. Bacot			
Operator (s) relieved by:	L. Bacot			

Supervisor's Review of Report	
Initials	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 14, 2019 7AM - 7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Sydney Ann IBg	S	8:46	8:47	8:53	8:55	1	9
Tug	Sea Hog IBg	S	9:36	9:37	9:43	9:44	2	8
Tug	Nicole Grant IBg	N	9:55	9:56	10:01	10:03	3	7
Tug	K Alicia	S	10:57	10:58	11:00	—		
Tug	Pepsi IBg	N	—	—	11:06	11:08	4	11
Tug	Wendy IBg	N	11:53	11:54	12:02	12:04	5	11
Tug	Pamela Ann IBg	N	12:57	12:58	1:03	1:05	6	8
~~Boat~~	~~Pleasure Boat~~ Grey Hog IBg	N	1:44	1:45	1:55	—		
Tug	K. Alicia	N	—	—	1:56			
~~Boat~~	~~Pleasure Boat~~	N	—	—	1:58	2:00	7	16
Tug	Lady D II IBg	S	3:08	3:09	3:14	—		
Tug	Pamela Ann	S	—	—	3:15	—		
Tug	Taylor	S	—	—	3:15	—		
Tug	Wendy C	S	—	—	3:16	—		
~~Boat~~	~~Pleasure Boat~~	N	—	—	3:18	3:20	8	12
	V: 15 D: 8							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Hog Bound 5:45 pm

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DBROT	7am	7pm	~~DBrot~~
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
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** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-12-2019 7pm - 7Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 20, 2019 7AM - 7PM **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Miss Rolandette 1Bg	N	8:31	8:32	8:41	8:43	1	
Tug	Lady Lynn	S	9:30	9:31	9:33			
Tug	Lady Terse	S	—	—	9:33	—		
Tug	Liberty	S	—	—	9:34	—		
Tug	Kent 2Bgs	N	—	—	9:40	9:42	2	12
Boat	Pleasure vessel	S	10:42	10:43	10:52	10:54	3	12
Tug	Lock Master 1Bg	S	11:34	11:35	11:40	—		
Tug	Sylvan Girl	N	—	—	11:40	11:44	4	10
Tug	Kitty 1Bg	S	12:30	12:31	12:34	12:36	5	6
Tug	Aurora Rae 4Bgs	S	1:30	1:31	1:36	—		
Tug	Lock Master	N	—	—	1:38	1:40	6	10
Tug	Silver Girl 1Bg	S	2:30	2:31	2:36	2:38	7	8
* Tug	Lauren Elizabeth 1Bg	S	3:25	3:26	3:32	3:34	8	9 *
Tug	Miss Lydie 4Bgs	S	5:56	5:57	6:04	—		
Tug	Lady Tessa	N	—	—	6:08	6:10	9	14
Tug	T. Claude 1Bg	N	6:52	6:53	7:00	7:02	10	10
	V: 16 0:10							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Daniel Fonsca was here 10:50 Am DP

*Call C Johnson @ 3:25pm for opening the bridge 5 mins to confirm. He said yes, to mark the opening *

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DBACOT	7AM	7PM	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-20-2019 7pm - 7Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Mamie lbgz	N	750	753	754	756	1	4
Tug	Frank Golem. lbgz	N	840	842	844			
Tug	T. Claude deVall lbgz	N			849	851	2	9
Tug	Capt Travis lbgz	N	951	953	956	958	3	5
Tug	Wendy-C lbgz	N	1049	1053	1057	1059	4	7
Tug	Capt Tracy L. Cheramie lbgz	N	1142	1145	1147	1149	5	5
	V-6 O-5							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Wet Foggy
Hgal Came Out.
[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	N. Payne
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	L. Bacot			
Operator (s) relieved by:	L. Bacot			

Supervisor's Review of Report	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 21, 2019 7-7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Wendy C	S	8:30	8:31	8:33	8:35	1	5
Boat	Queen of Mississippi	S	—	—	10:52	10:54	2	
Tug	Lark Master 1Brg	S	11:40	11:41	11:47	—		
Boat	Crew Boat	S	—	—	11:47	11:49	3	9
Tug	Capt Rhyne Jr 1Brg	S	12:39	12:40	12:45	12:47	4	8
Tug	Bayou Teche 2Brgs	N	1:36	1:37	1:37	—		
Tug	Lark Master	N	—	—	1:37	1:39	5	13
Tug	Holy Rosary 4Brgs	N	2:36	2:37	2:43	2:45	6	9
Tug	Pam S 2Brgs	S	6:38	6:39	6:45	—		
Tug	Angelic E 2Brgs	S	—	—	6:51	6:53	7	
	V 11	0:7						

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Eric Johnson and Bill Harrison installed punch clock

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DBROT	7	7	DBrot
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 21, 2019 7pm - 7am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Safety First 1bg2	N	718	720	725	727	1	7
Tug	Lock Master 1bg2	S	834	836	838			
Lb	Wendy-C	N			841	842	2	6
Tug	Sammy Tate 1bg2	S	932	935	938	940	3	6
Tug	Silver Fox 1bg2	N	951	954	958	1000	4	7
Tug	Capt Shawn D. Martinez 1bg2	N	1050	1052	1055			
Lb	Lock Master	N			1055	1057	5	5
Tug	Wendy-C 1bg2	S	1202	1206	1210	1212	6	6
Lb	Fritz Cenac 1bg2	S	108	111	115	117	7	7
Lb	Silver Fox	S	202	204	205			
Tug	Navigator 1bg2	S			208	210	8	6
Tug	Terry H 1bg2	S	300	303	307	309	9	7
Tug	Lock Master 1bg2	S	405	407	409	413	10	4
Tug	Wendy-C 4bg5	N	435	437	443	446	11	7
Tug	Brooke McKenzie 4bg5	N	526	528	540			
Lb	Lock Master	N			543	545	12	17
	V- 16 12-0							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Fog/wet

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	N. Payne
Operator 2: (mark N/A if only one)	N/A	-	-	N/A
Operator (s) who were relieved:	L. Bacot			
Operator (s) relieved by:	L. El-mansuri			

Supervisor's Review of Report	
Initials	
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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/22/19 (7Am-7pm) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	LC Coppel	1B 2	S	905	906	913	915	1	8
Tug	Pamela Ann	1B 2	N	925	926	933	935	2	8
Tug	Jane Lenac	1B 2	N	1018	1019	1028	1030	3	10
Tug	Kent	2B 3	S	1125	1126	1134	1136	2	9
Tug	Wendy G	1B 2	S	1221	1222	1228	1230	5	7
Tug	Ronald Lamella	1B 2	S	1229	1233	1237			
Tug	Pamela Ann	1	S			1332	1334	6	10
Tug	Jimmy Lafont	1B 2	N	1451	1461	1455			
Tug	Barry Riggle	1B 2	N			2000			
Tug	Bubba Gates	(Bubba) 1	N			2001	2013	7	16
Tug	Little Donna	4B 5	N	2533	2547	3033	3045	8	10
Tug	Pat Luke	1B 2	S	5451	5461	5538	6000	9	13
Tug	Pic Nazim	1B 2	N	6058	6069	6114			
Tug	Pamela Ann	1	N			6145	6147	10	7

Vessels: (14) Openings (10)

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Overcast Foggy

[redacted]

Mallory Truck 91 at Bridge

Re: Safety problems gate #3 would not go down But the locking was able to run, Call Charles Johnson about problems

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:		7	7	
Operator 2: (mark N/A if only one)	R Marseca	7 Am	7 pm	R Marseca
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Smith			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/22/2019 / 7:00 PM to 7:00 AM **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Lock Master 1Bg2	S	7:37	7:39	7:43	7:45 PM	1	6
Tug	D'Andra Forward 1Bg2	S	8:29	8:31	8:34	8:36 PM	2	5
Tug	Apollo 1Bg2	N	8:43	8:45	8:48	8:50 PM	3	5
Tug	Pamela Ann 1Bg2	S	9:50	9:52	9:54			
Tug	Lock Master 1	N	/	/	9:56	9:58 PM	4	6
Tug	Sawyer William 1Bg2	S	10:41	10:43	10:47			
Tug	Wendy C. 1	N	/	/	10:49	10:57 PM	5	8
Tug	Creek 4Bgs5	S	11:46	11:48	11:54			
Tug	Altra Donna 1	S	/	/	11:55	11:57 PM	6	9
Tug	Lock Master 2Bg3	S	12:59	1:01	1:04			
Tug	T-Claude Duvall 1Bg2	S	/	/	1:06	1:08 AM	7	7
Tug	Susan Lynn 4Bgs5	S	2:00	2:02	2:06	2:08 AM	8	6
Tug	Wendy C. 1Bg2	S	2:52	2:54	2:58	3:00 AM	9	6
Tug	Albert Cenac 1Bg2	S	3:48	3:50	3:55	3:57 AM	10	7
Tug	Pamela Ann 1Bg2	N	4:10	4:12	4:16	4:18 AM	11	6
Tug	Bea Sonier 1Bg2	N	4:59	5:01	5:06	5:08 AM	12	7
Tug	St Rita 1Bg2	N	5:52	5:54	5:57			
Tug	Taylor 1	N	/	/	5:59	6:01 AM	13	7
Tug	Lock Master 1Bg2	N	6:49	6:51	6:56	6:58 AM	14	7
V	19		0	14				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Hot and Humid

[redacted]

This morning about 5:50 when the boat captain St Rita call for and opening and I look out and they had no traffic and so I let down all the gates and I look out the back windows and they

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 PM	7:00 AM	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Elmansura			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

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01-44-56

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT Continuation

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.

LOG ENTRIES Continuation

had a Black Wrangler Jeep sitting inside gate no. 4 just so happen I check again as I usually do and the man was sitting under the Counter Weight, as if he was sleeping or drunk I had to blow my horn for him to move. This is just some of the things that happen on St Claude at night. M. Smith.

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/23/19 (7Am-7pm) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Saint Charles	1Bg 2	N	743	744	752	754	1	9
Tug	Pamela Ann	1Bg 2	S	851	852	900	902	2	9
Tug	Nancy Sawyer	1Bg 2	S	951	952	1001	1003	3	10
Tug	Frank Golemi	1Bg 2	S	1051	1052	1059			
Tug	Lockmaster	1	S			1101	1103	4	10
Tug	Miss Kim	2Bg 3	N	1129	1130	1141			
Tug	Capt. Jo Jost	1	N			1143	1145	5	14
Tug	Lockmaster	1Bg 2	N	1241	1242	1251			
Tug	Kerley James	2Bg 3	N			1254	1256	6	13
Barge	Splendid Up.	1	S	148	149	153			
Tug	Sarah Ann	1Bg 2	N			158	200	7	10
Tug	Baby	1Bg 2	S	317	318	326	328	8	9
Tug	Wendy C	1Bg 2	N	336	337	340			
Tug	Chris Galloway	1	N			344	346	9	8
Tug	Miss Kim	1	S	437	438	440			
Tug	Integrity	1Bg 2	N			448	450	10	11
Tug	Sobelia Sinner	1Bg 2	N	539	540	548	550	11	9
Tug	Taylor	2Bg 5	S	651	652	659			
Tug	Wendy C	1	S			900	902	12	9
Vessels: (19)			Opening (12)						

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Warm [redacted]

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:				
Operator 2: (mark N/A if only one)	[illegible]	7Am	7pm	[illegible]
Operator (s) who were relieved:				
Operator (s) relieved by:	Smith			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/23/2019 / 7:00 pm to 7:00 AM **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	The Black Belt 5 Bgs 6	S	7:58	8:00	8:09	8:11 pm	1	11
Tug	Pamela Ann 4 Bgs 5	N	8:31	8:33	8:38	8:40 pm	2	7
Tug	Joseph M. Hamilton 1 Bg 2	N	9:30	9:32	9:36	9:38 pm	3	6
Tug	Silver Fox 1 Bg 2	N	10:24	10:26	10:31	10:33 pm	4	7
Tug	Lock Master 0 1	S	11:22	11:24	11:25			
Tug	John Williams 1 Bg 2	N			11:32	11:34 pm	5	10
Tug	Pamela Ann 0 1	S	12:20	12:22	12:23			
Tug	Lock master 4 Bgs 5	N			12:32	12:34 AM	6	12
Tug	Angus K. Cooper 1	N	1:28	1:30	1:35	#		
Tug	T. H. Kelly 5 Bgs 6	N			1:37	1:39 AM	7	9
Tug	David C Duvall 1 Bg 2	N	2:55	2:57	3:02	3:04 AM	8	7
Tug	Silver Fox 0 1	S	3:52	3:54	3:55			
Tug	Pamela Ann 1 Bg 2	N			4:02	4:04 AM	9	10
Tug	Hermanator J. 1 Bg 2	N	4:49	4:51	4:57	4:59 AM	10	8
Tug	Lock Master 1 Bg 2	S	6:00	6:02	6:05	6:07 AM	11	5
Tug	Grace 1 Bg 2	S	6:54	6:56	6:59			
Tug	Pamela Ann 0 1	S			6:59	7:01 AM	12	5
V	17		0	12				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Raining and Nasty.

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 AM	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:				
Operator (s) relieved by:	Elmarsura			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/24/18 (7Am - 7pm) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Aspree Neel	4Bgs 5	N	725	726	734			
Tug	Rockmaster	1	N			735	737	1	18
Tug	Wendy C	Bg 2	N	824	825	832	834	2	8
Tug	Capt Roger Adams	Bg 2	N	919	920	926	928	3	7
Tug	Christine	Bg 2	N	1009	1010	1018	1020	4	9
Tug	Pamela Ann	Bg 2	N	1104	1105	1114	1116	5	10
Tug	Wendy C	1	S	1200	1201	1203			
Tug	Mrs J	4Bgs 5	N			1211	1213	6	11
Tug	Christiana	Bg 2	S	121	122	124			
Tug	Pamela Ann	1	S			131	133	7	10
Tug	Miss Laurie	Bg 2	N	141	142	148	150	8	7
Tug	Wendy C	Bg 2	N	235	236	246	248	9	11
Tug	Stephanie Kelly	Bg 2	N	332	333	341	343	10	9
Boat	Calling is calming	1	N	426	427	434	436	11	6
Tug	Mr. D	1	S	520	521	524			
Tug	Bud Sonier	Bg 2	N			533	535	12	13
Tug	Bayou Lady	1	S	627	628	630			
Tug	Wendy C	1	S			631			
Tug	Vermont	Bg 2	N			634	641	13	12
Vessels: (19)			Openings (13)						

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Cool Nice [redacted]

[redacted]

Re: Call HPD about subject down on guide wall.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	D Carson	7am	7pm	D Carson
Operator 2: (mark N/A if only one)		7am	7pm	
Operator (s) who were relieved:				
Operator (s) relieved by:	Smith			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 24/2019/7:~~00~~ pm to 7:~~00~~ am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Bubba Gates 1	S	7:28	7:30	7:31			
Tug	Jena Marie C. 1Bg2	N	/	/	7:35	7:37 pm	1	7
Tug	Mannie 2Bg3	S	840	843	847	850	2	7
Tug	Pamela Ann 4Bg5	N	8:57	8:59	9:07	9:06 pm	3	7
Tug	Wendy-C 1Bg2	N	955	957	1002	/		
Tug	Lady Joyelle	N	/	/	1004	1006	4	9
Tug	Nick Lonnemann 1Bg2	N	1057	1059	1105	1107	5	8
Tug	Frank Dolemi 1Bg2	N	12:12	12:15	12:17			
Tug	Sea Lion 1Bg2	N	/	/	12:22	12:25 AM	6	9
Tug	Ashleigh 10Bg11	S	1:56	1:58	2:05	2:07 AM	7	9
Tug	Angelicia E 2Bg3	N	2:30	2:32	2:36	2:38 AM	8	6
Tug	Jimmy Lafont 1Bg2	S	4:06	4:08	4:11			
Tug	Wendy C 1	S	/	/	4:11			
Tug	Jena Marie C. 1	S	/	/	4:12	4:14 AM	~~4~~	~~6~~
Tug	St Rita 1Bg2	S	/	/	4:15	4:17 AM	9	9
Tug	Pamela Ann 1	S	5:05	5:07	5:08			
Tug	Tom Cotton 2Bg3	S	/	/	5:14	5:16 AM	10	9
V	17		0	10				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Warm and humid. M.S

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 AM	Mary Smith
Operator 2: (mark N/A if only one)	Capacinelli	7p	11p	C Young
Operator (s) who were relieved:	El Mansura			
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 25, 2019 7-7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Miss Kim 4Bgs	N	5:45	5:46	5:57	6:04	14	1
Tug	Lock Master	S	6:50	6:51	6:52	—		
Tug	Navigator 4Bgs	N	—	—	7:07	7:29	19	2

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Locks are closed until evening curfew
John Gaudry + 2 females from H B.

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DOTD T	7	7pm	
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:				
Operator (s) relieved by:				

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 25, 2019 7pm-7Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Bayou lady 1bg2	N	815	817	820			
Tug	Wendy-C 2bg3	N			824	827	1	9
Tug	Matt Lagarde 1bg2	N	915	917	921	923	2	6
Tug	Mary Kay 2bg3	S	1043	1046	1051			
Lb	Wendy-C	S			1052	1054	3	9
Tug	David C. Devall 1bg2	S	1147	1149	1153	1155	4	6
Lb	Bud Sonier	S	1241	1246	1247	1253	5	6
Tug	Lock Master 1bg2	N	110	112	115	117	6	5
Tug	Albert Cenac 1bg2	N	210	212	218	220	7	8
Lb	Navigator	N	305	309	310			
Tug	Wendy-C 1bg2	N			315	320	8	10
Lb	Christine Cenac	N	401	403	408	412	9	7
Lb	Lock Master	S	519	523	523			
Tug	Wendy-C 2bg3	S			524	5		
PB	No Name	N			526	532	10	6
	Diane Cenac 1bg2	S	616	620	624			
Lb	Albert Cenac	S			626	628	11	10
	V-17 O-11							

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Ite rain, wet, cold.
NO Hpd

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	N. Payne
Operator 2: (mark N/A if only one)	N/A	-	-	N/A
Operator (s) who were relieved:	D. Bacot			
Operator (s) relieved by:	D. Bacot			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 26, 2019 7-7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.
	Danny & Mick	6:30	8:45	Port Nola				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

The lock are Closed

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	DBROOT	7	7pm	DBroot
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb 27, 2019 7Am-7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Dry

[redacted]

Locks Closed

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Pay	7pm	7Am	Natalie Pay
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	L. Bacot			
Operator (s) relieved by:	L. Bacot			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: Feb. 27, 2019 7-7pm **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains	
							Hours	Min.

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

The Locks are closed upon arrival 7AM

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	ABrot	7AM	7pm	ABrot
Operator 2: (mark N/A if only one)				
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Payne			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2-27-2019 7pm-7Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Min.
Tug	Jimmy P. LaFont 3bgs	N	1127	1129	1136	1138	1	9
Tug	Dennis Chamber 1bg2	S	1258	100	105	109	2	6
Tug	Avoree Noel 4bgs	S	234	236	246			
PP	John Hall	S			249			
Trawl	NO Name	S			249			
Trawl	NO Name	S			250			
Lb	Ed's	S			251	253	3	17
Tug	Frank Golemi 1bg2	S	341	343	347			
LB	Pamela Ann	N			350			
Lb	Lock Master	N			350	352	4	9
Tug	St Rita 1bg2	N	447	449	451	454	5	10
Tug	Pamela Ann 1bg2	S	553	556	557	559	6	7

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Lite cool
* Please get us new chairs. My back is on fire about these uncomfortable chairs. Also Jane & Sealey we are sitting up here for 12 hours. * Harry Dulin was called but did not give fire. At 1254 gun fire exchange 911 was also called out. I am safe and sound

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	Natalie Payne	7pm	7Am	N. Payne
Operator 2: (mark N/A if only one)	N/A			N/A
Operator (s) who were relieved:	L.D. Bacot			
Operator (s) relieved by:	E Elmansuri			

Supervisor's Review of Report	
Initials	
Date	

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PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 7/28/19 (7AM-7PM) **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL		Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Tug	Miss Rolanette	2Bg	S	111	113	122	124	1	13
Tug	Capt. Pic Naguin	Bg	S	222	223	231			
Tug	Capt. Rob		S			232			
Tug	Kelly James		S			233	235	2	11
Tug	Jensen	Bg	N	253	254	304			
Tug	Tyler Dena	Bg	N			311			
Tug	Mr. Kingle		N			312	314	3	19
Tug	Capt. Travis	1Bg	S	555	557	604	606	4	9
Tug	Safety First	Bg	S	649	650	656			
Tug	Lockmaster		S			657	659	5	8
Vessels (10)			Openings (5)						

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Overcast + Foggy

[redacted]

Operator Information

	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	E Manseur	7am	7pm	E Manseur
Operator 2: (mark N/A if only one)	Capacine Young	7a	7p	C Young
Operator (s) who were relieved:	Payne			
Operator (s) relieved by:	Smith			

Supervisor's Review of Report	
Initials	
Date	

** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

PORT NOLA
THE PORT OF NEW ORLEANS

BRIDGE OPERATOR'S SHIFT REPORT

Date and Shift: 2/28/2019 / 7:00 pm to 7:00 Am **Location:** St Claude Avenue Bridge

(Each shift shall start a new report. For additional vessels or log entries use back of form and then second sheet if necessary.)

RIG	NAME OF VESSEL	Direction of Travel (N or S)	Blew for Bridge	Bridge Opened	Passed Through	Bridge Closed	Delays Vessels or Trains Hours	Delays Vessels or Trains Min.
Sale Boat	Windfall 1	S	7:58	8:00	8:02			
Tug	Pamela Ann 1Bg 2	N			8:06			
Tug	Capt. Travis 1	N			8:07	8:09 pm	1	9
Tug	Sawyer William 1Bg 2	N	8:54	8:56	8:59	9:01 pm	2	5
Tug	Lock Master 1Bg 2	N	9:58	10:00	10:05	10:07 pm	3	7
Tug	Capt. Primeaux 1Bg 2	N	10:57	10:59	11:06	11:08 pm	4	7
Tug	Pamela Ann 1	S	12:20	12:22	12:24	12:26 Am	5	4
Tug	Silver Fox 1Bg 2	N	1:26	1:28	1:34	1:36 Am	6	8
Tug	Nancy Sonier 1Bg 2	N	2:23	2:25	2:28	2:30 Am	7	5
Tug	St Matthew 5Bg 6	N	3:16	3:18	3:24	3:26 Am	8	8
Tug	Pamela Ann 2Bg 3	N	4:42	4:44	4:46	4:48 Am	9	4
V	11		0	9				

LOG ENTRIES (shift change, weather, accidents, visitors, maintenance safety or police issues, etc)

Weather: Raining and Nasty.

[redacted]

Operator Information

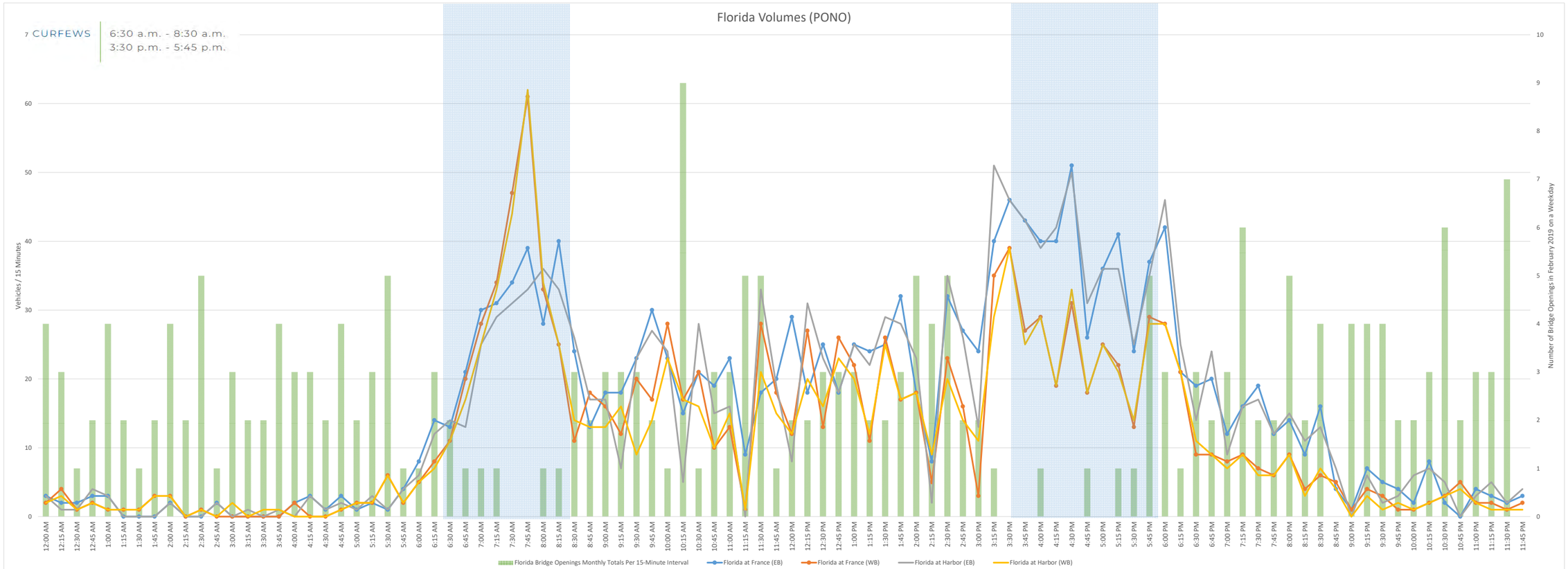
	Name (Print)	Arrival Time	Departure Time	Signature**
Operator 1:	MARY SMITH	7:00 pm	7:00 Am	Mary Smith
Operator 2: (mark N/A if only one)	N/A			
Operator (s) who were relieved:	Elmansura + young			
Operator (s) relieved by:	Elmansura			

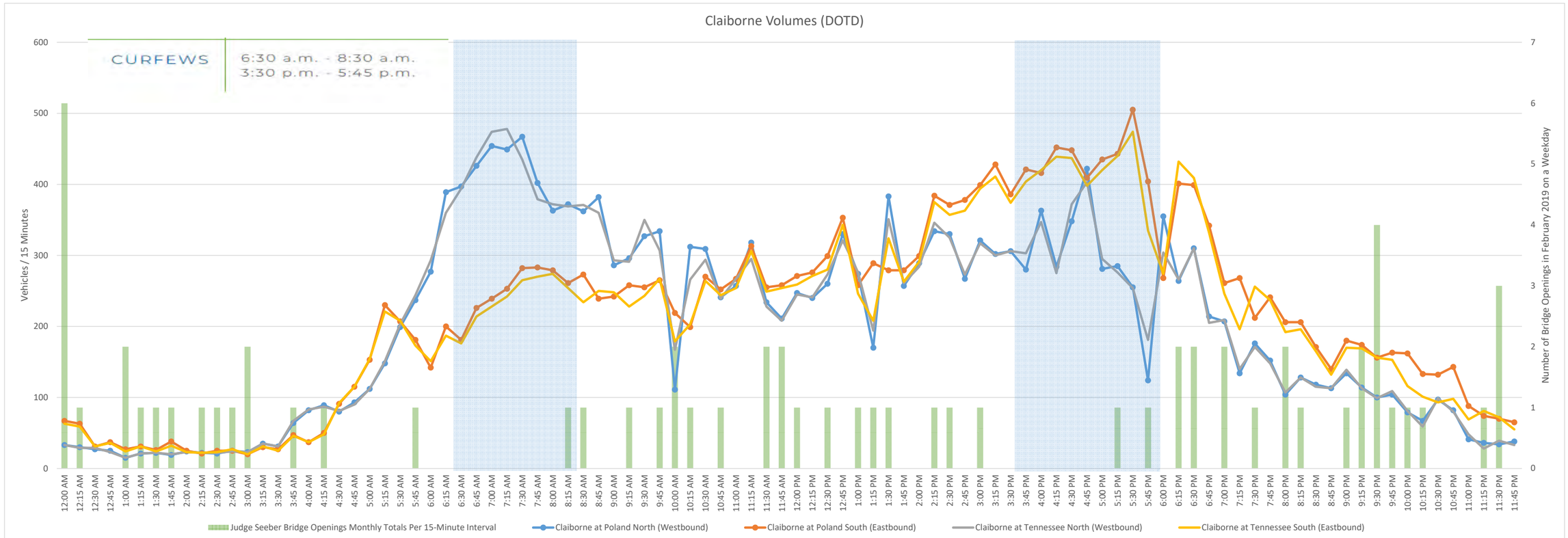
Supervisor's Review of Report	
Initials	
Date	

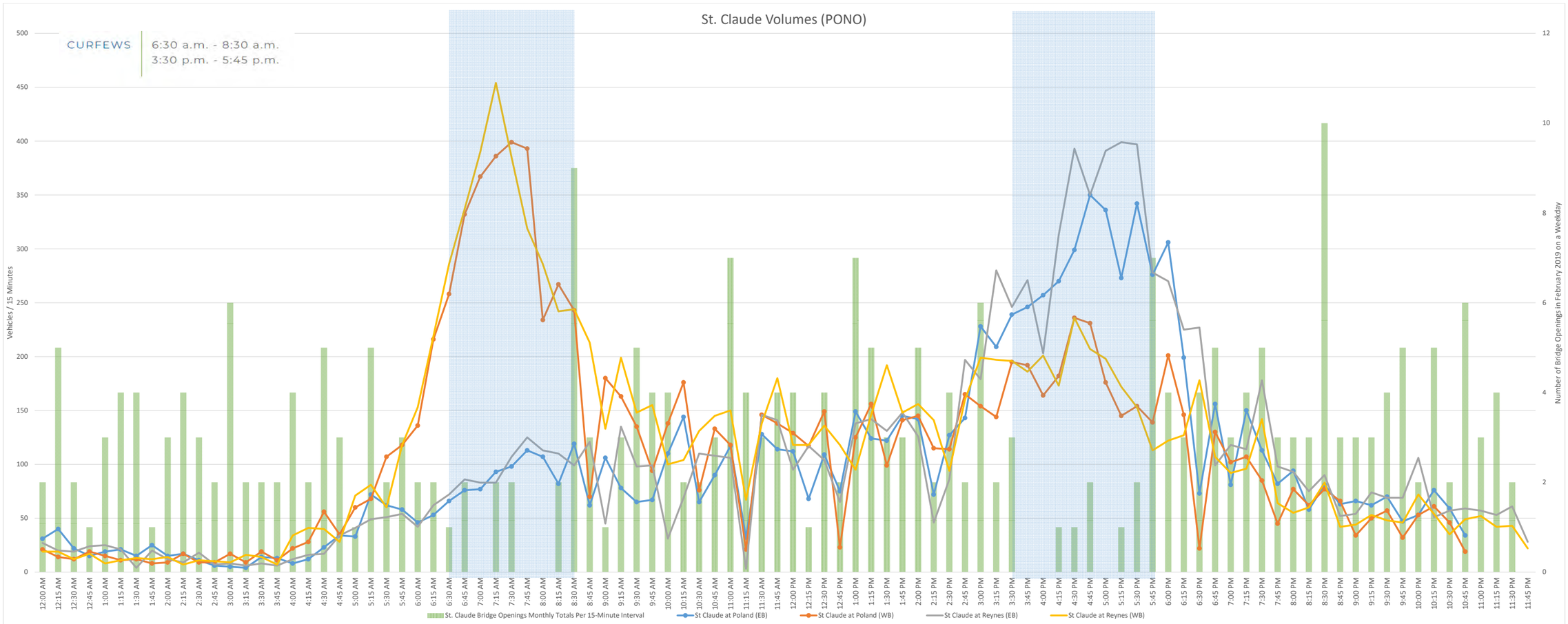
** Signature is a certification that all entries are true and correct to the best of signer's knowledge, fully acknowledging that false entries could constitute fraud and subject signer to disciplinary action.

56 - 56

Bridge Opening vs Existing Count Data Graphs


Florida Volumes (PONO)
7 CURFEWS
6:30 a.m. - 8:30 a.m.
3:30 p.m. - 5:45 p.m.
Vehicles / 15 Minutes
Number of Bridge Openings in February 2019 on a Weekday
Florida Bridge Openings Monthly Totals Per 15-Minute Interval
Florida at France (EB)
Florida at France (WB)
Florida at Harbor (EB)
Florida at Harbor (WB)


Claiborne Volumes (DOTD)
CURFEWS
6:30 a.m. - 8:30 a.m.
3:30 p.m. - 5:45 p.m.
Vehicles / 15 Minutes
Number of Bridge Openings in February 2019 on a Weekday
Judge Seeber Bridge Openings Monthly Totals Per 15-Minute Interval
Claiborne at Poland North (Westbound)
Claiborne at Poland South (Eastbound)
Claiborne at Tennessee North (Westbound)
Claiborne at Tennessee South (Eastbound)


St. Claude Volumes (PONO)
CURFEWS
6:30 a.m. - 8:30 a.m.
3:30 p.m. - 5:45 p.m.
Vehicles / 15 Minutes
Number of Bridge Openings in February 2019 on a Weekday
St. Claude Bridge Openings Monthly Totals Per 15-Minute Interval
St Claude at Poland (EB)
St Claude at Poland (WB)
St Claude at Reynes (EB)
St Claude at Reynes (WB)

Traffic Signal Inventories

TRAFFIC SIGNAL INVENTORY

SI NO. 36-081

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT — PAGE: 1 OF 6

INTERSECTION:	**LA 46 (St. Claude Ave.) @ Poland Ave.**	**CTRL SEC:**	**LOGMILE:**
CITY: New Orleans	**PARISH:** Orleans	**LAT:** 29.9648	**INSTALLATION DATE:**
TYPE SIGNAL: Pre-timed Coordinated by Time Base		**LONG:** -90.0315	**LAST REVISION DATE:** 08/16/21

PHASES		Φ2 + Φ5			Φ2 + Φ6			Φ4 + Φ8													
INTERVALS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL	
SIGNAL FACES	1				G	Y	R													Y	Hours of Flashing Operation: Emergency/Manual
	2				G	Y	R													Y	
	3	G	G	G	G	Y	R													Y	
	4	G	G	G	G	Y	R													Y	
	5							G	Y	R										R	
	6							G	Y	R										R	
	7							G	Y	R										R	
	8							G	Y	R										R	
	9																			R	
	10	<G	<Y	<R																R	
	11							G	Y	R										R	
	12							G	Y	R										R	
	13				G	Y	R													Y	
	14				G	Y	R													Y	
	15	G	G	G	G	Y	R													Y	
	16	G	G	G	G	Y	R													Y	
TIME	SEC	6.0	3.5	2.5	48.0	5.0	1.0	17.0	5.0	2.0										Offset=	
FO	SEC																			42 sec	
YP	SEC																			Beg. Of	
SPLIT	SEC	66		12	66		54	24		24										Green	

PLAN = 1 CYCLE LENGTH = 90 TIMES OF OPERATION = 06:00-09:00

TIME	SEC																			Offset=	
FO	SEC																			sec	
YP	SEC																				
SPLIT	SEC																				

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																			Offset=	
FO	SEC																			sec	
YP	SEC																				
SPLIT	SEC																				

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

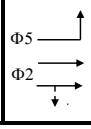
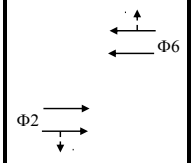
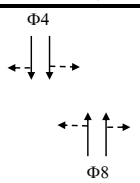
TIME	SEC																			Offset=	
FO	SEC																			sec	
YP	SEC																				
SPLIT	SEC																				

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																			Offset=	
FO	SEC																			sec	
YP	SEC																				
SPLIT	SEC																				

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2 + Φ5	Φ2 + Φ6	Φ4 + Φ8	0		
					

SIGNAL WARRANTS:	MAINTAINED BY: LADOTD	CONTROLLER MANUF: NAZTEC	SYSTEM #:
MASTER/ SLAVE: LOCAL	MASTER AT TSI #:	COORDINATED WITH TSI #'S:	

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-081

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT — PAGE: 2 OF 6

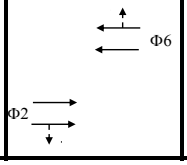
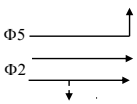
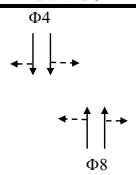
INTERSECTION: LA 46 (St. Claude Ave.) @ Poland Ave. | **CTRL SEC:** | **LOGMILE:**

CITY: New Orleans | **PARISH:** Orleans | **LAT:** 29.9648 | **INSTALLATION DATE:**

TYPE SIGNAL: Pre-timed Coordinated by Time Base | **LONG:** -90.0315 | **LAST REVISION DATE:**

PHASES	Φ2 + Φ6			Φ2 + Φ5				Φ4 + Φ8													
INTERVALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	FL	Hours of Flashing Operation: Emergency/Manual
SIGNAL FACES 1	G	Y	R																	Y	
2	G	Y	R																	Y	
3	G	G	G	G	Y	Y	R													Y	
4	G	G	G	G	Y	Y	R													Y	
5								G	Y	R										R	
6								G	Y	R										R	
7								G	Y	R										R	
8								G	Y	R										R	
9																				R	
10				<G	<Y	<R	<R													R	
11								G	Y	R										R	
12								G	Y	R										R	
13	G	Y	R																	Y	
14	G	Y	R																	Y	
15	G	G	G	G	Y	Y	R													Y	
16	G	G	G	G	Y	Y	R													Y	
TIME SEC	29.0	5.0	1.0	12.0	3.5	1.5	1.0	20.0	5.0	2.0										Offset= 48 sec	
FO SEC																				Beg. Of Green	
YP SEC																					
SPLIT SEC	53		35	53			18	27		27											
PLAN = 2	CYCLE LENGTH = 80			TIMES OF OPERATION = 00:00-06:00, 09:00-15:00, 18:00-00:00																	
TIME SEC	33.0	5.0	1.0	12.0		5.0	1.0	26.0	5.0	2.0										Offset= 56 sec	
FO SEC																				Beg. Of Green	
YP SEC																					
SPLIT SEC	57		39	57			18	33		33											
PLAN = 3	CYCLE LENGTH = 90			TIMES OF OPERATION = 15:00-18:00																	
TIME SEC																				Offset= sec	
FO SEC																					
YP SEC																					
SPLIT SEC																					
PLAN =	CYCLE LENGTH =			TIMES OF OPERATION =																	
TIME SEC																				Offset= sec	
FO SEC																					
YP SEC																					
SPLIT SEC																					
PLAN =	CYCLE LENGTH =			TIMES OF OPERATION =																	
TIME SEC																				Offset= sec	
FO SEC																					
YP SEC																					
SPLIT SEC																					
PLAN =	CYCLE LENGTH =			TIMES OF OPERATION =																	

PHASING SEQUENCE

Φ2 + Φ6	Φ2 + Φ5	Φ4 + Φ8	0		
					

SIGNAL WARRANTS: | MAINTAINED BY: LADOTD | CONTROLLER MANUF: NAZTEC | SYSTEM #:

MASTER/ SLAVE: LOCAL | MASTER AT TSI #: | COORDINATED WITH TSI #'S:

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-081
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 4 OF 6

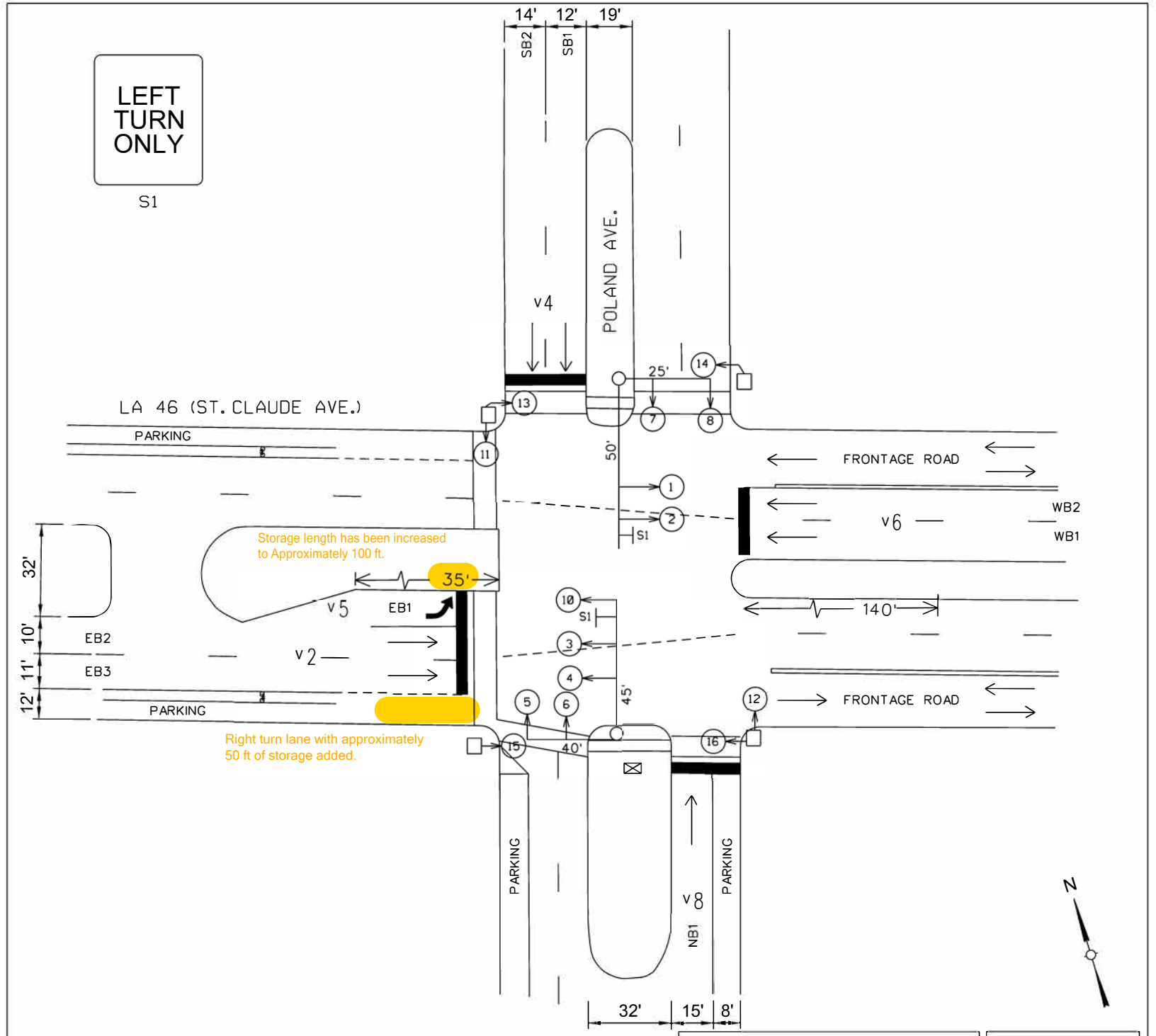
Intersection: LA 46 (St. Claude Avenue) @ Poland Ave.

ming Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description		→		↓	↑→	←		↑
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0		15.0		10.0	5.0	15.0		10.0
PASSAGE TIME	0 - 9.9								
MAX GREEN I (MAX I)	0 - 99.0		40.0		30.0	15.0	40.0		30.0
MAX GREEN II (MAX II)	0 - 99.0								
YELLOW CLEARANCE (YEL)	3 - 9.9		5.0		5.0	3.5	5.0		5.0
RED CLEARANCE (RED)	0 - 9.9		1.0		2.0	2.5	1.0		2.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9								
TIME TO REDUCE	0 - 99.0								
TIME BEFORE REDUCTION	0 - 99.0								
MIN GAP	0 - 9.9								
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES		MAX		MAX	MAX	MAX		MAX
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1: RED CLEARANCE TIME IS 0 SECONDS
Note 2:
Note 3:
Note 4:
Note 5:
Note 6:



SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 46 (ST. CLAUDE AVE.) @ POLAND AVE.

- WOOD POLE
- METAL POLE
- MAST ARM
- SPAN WIRE
- CONTROLLER
- SIGNAL POWER PEDESTAL W/ DISCONNECT
- STOP LINE
- PED CROSS WALK
- SPAN WIRE SIGN & NO.
- GROUND MOUNT SIGN & NO.
- LOOP DETECTOR & NO.
- PEDESTAL MOUNT SIGNAL & NO.
- SIGNAL FACE & NO.
- PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING
- POWER SOURCE
- VIDEO DETECTION ZONE
- VIDEO DETECTION
- WIRELESS INTERCONNECT
- UTILITY POLE

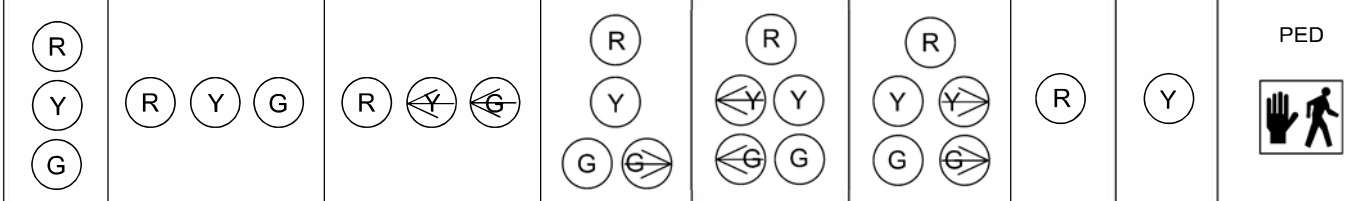
EXISTING SPEED LIMITS

LA 46- 35 MPH

POLAND AVE. - 35 MPH

SIGNAL FACES	11-16	1-8	10	0	0	0	0	0	0
TOTALS	6	8	1	0	0	0	0	0	0

R = RED
Y = YELLOW
G = GREEN
G = GREEN ARROW
Y = YELLOW ARROW
DK = DARK
8" = 8" DIA. LENS
12" = 12" DIA. LENS
WA = WALK
DW = DON'T WALK
FDW = FLASHING DON'T WALK

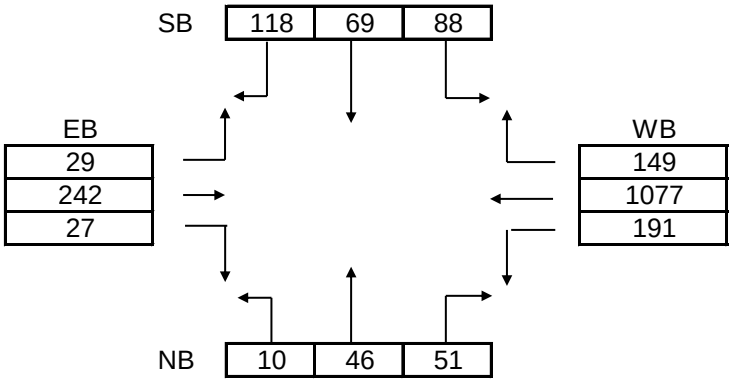


TRAFFIC SIGNAL INVENTORY

TSI NO. 36-081

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

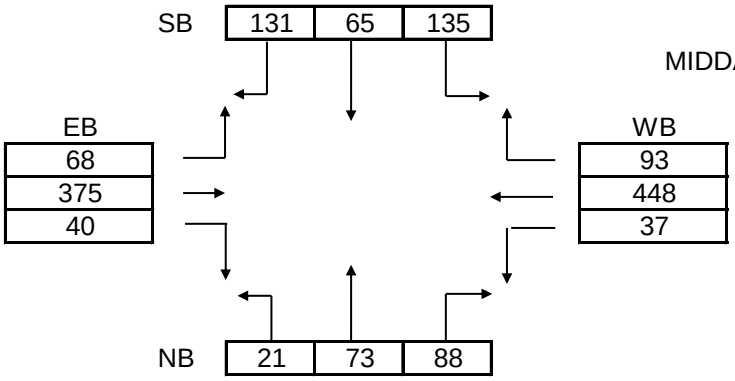
Intersection: LA 46 (St. Claude Avenue) @ Poland Ave.



AM PEAK HOUR: 7:00 AM to 8:00 AM

Count Date: 11/17/2015

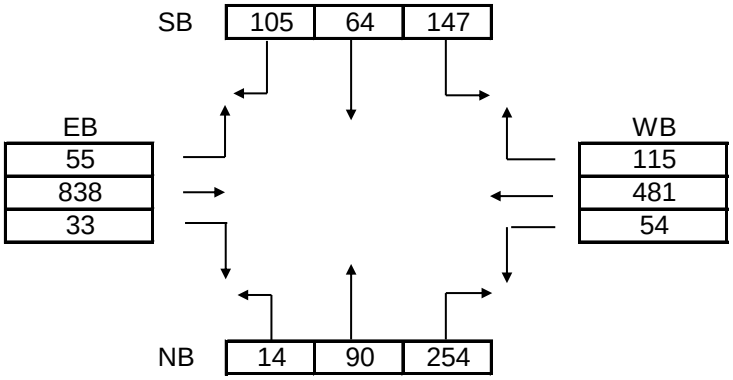
PHF: 0.91



MIDDAY PEAK HOUR: 2:30 PM to 3:30 PM

Count Date: 11/17/2015

PHF: 0.8



PM PEAK HOUR: 4:45 PM to 5:45 PM

Count Date: 11/17/2015

PHF: 0.96

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-081
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION	SHEET: 6 OF 6
CONTROL SECTION: 047-02 **HIGHWAY:** LA 47	**PARISH:** ORLEANS

Modification & Inspection Record

DATE	DESCRIPTION
08/16/21	Adjusted offsets and splits.

TRAFFIC SIGNAL INVENTORY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TSI NO. 36-084

PAGE: 1 OF 5

INTERSECTION: LA 46 (St. Claude Ave.) @ Forstall St.
CTRL SEC: 046-02
LOGMILE:

CITY: New Orleans
PARISH: Orleans
LAT: 29.9625
INSTALLATION DATE: 07/16/70

TYPE SIGNAL: Pre-timed Coordinated by Fiber
LONG: -90.0214
LAST REVISION DATE: 01/19/22

PHASES	Φ2 + Φ6			Φ4															
INTERVALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL
SIGNAL FACES 1	G	Y	R																Y
2	G	Y	R																Y
3	G	Y	R																Y
4	G	Y	R																Y
5	G	Y	R																Y
6	G	Y	R																Y
7	G	Y	R																Y
8	G	Y	R																Y
9	G	Y	R																Y
10	G	Y	R																Y
11				G	Y	R													R
12				G	Y	R													R
13				G	Y	R													R
14				G	Y	R													R
15				G	Y	R													R
16				G	Y	R													R
17				G	Y	R													R
18				G	Y	R													R
19				G	Y	R													R
20				G	Y	R													R
21				G	Y	R													R
22				G	Y	R													R

Hours of Flashing Operation: Emergency/Manual

TIME SEC	43.0	4.0	1.0	17.0	4.0	1.0													Offset = 59 sec Beg. Of Green
FO SEC																			
YP SEC																			
SPLIT SEC	48		48	22															

PLAN = 1 CYCLE LENGTH = 70 TIMES OF OPERATION = 24 HR

TIME SEC																			Offset = sec
FO SEC																			
YP SEC																			
SPLIT SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

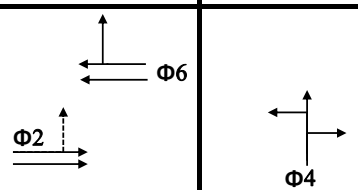
TIME SEC																			Offset = sec
FO SEC																			
YP SEC																			
SPLIT SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME SEC																			Offset = sec
FO SEC																			
YP SEC																			
SPLIT SEC																			

PHASING SEQUENCE

Φ2 + Φ6	Φ4	0	0	0	0



SIGNAL WARRANTS: | MAINTAINED BY: LADOTD | CONTROLLER MANUF: NAZTEC | SYSTEM #:

MASTER/ SLAVE: LOCAL | MASTER AT TSI #: | COORDINATED WITH TSI #'S:

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-084
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 2 OF 5

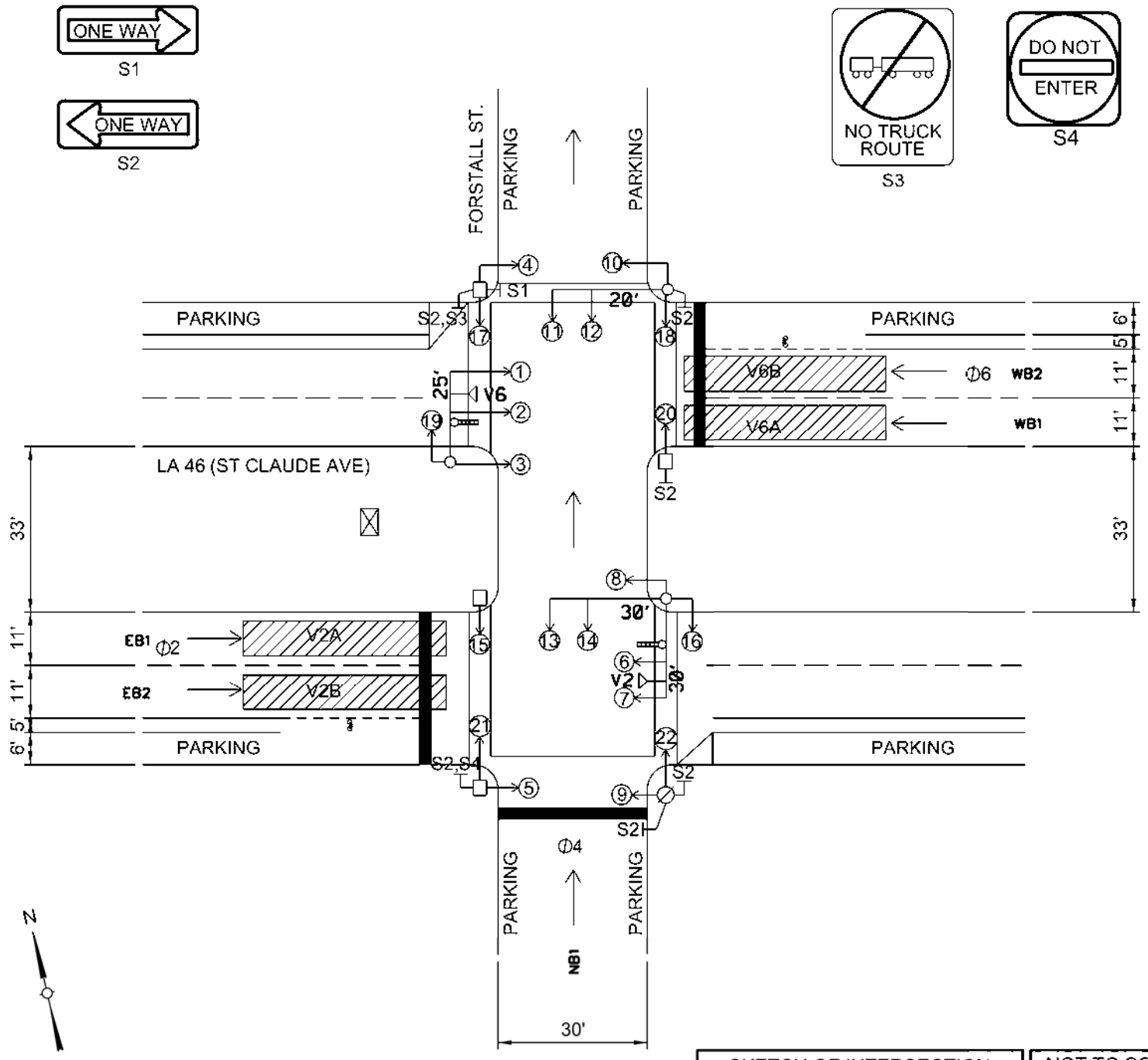
Intersection: LA 46 (St. Claude Ave.) @ Forstall St.

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description		→		↑		←		
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0		20.0		10.0		20.0		
PASSAGE TIME	0 - 9.9								
MAX GREEN I (MAX I)	0 - 99.0		50.0		30.0		50.0		
MAX GREEN II (MAX II)	0 - 99.0		50.0		30.0		50.0		
YELLOW CLEARANCE (YEL)	3 - 9.9		4.0		4.0		4.0		
RED CLEARANCE (RED)	0 - 9.9		1.0		1.0		1.0		
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9								
TIME TO REDUCE	0 - 99.0								
TIME BEFORE REDUCTION	0 - 99.0								
MIN GAP	0 - 9.9								
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES		MAX		MAX		MAX		
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:
Note 2:
Note 3:
Note 4:
Note 5:
Note 6:



SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 46 (ST. CLAUDE AVE.) AT FORSTALL ST.

- WOOD POLE
- METAL POLE
- MAST ARM
- SPAN WIRE
- CONTROLLER
- SIGNAL POWER PEDESTAL W/ DISCONNECT
- STOP LINE
- PED CROSS WALK
- SPAN WIRE SIGN & NO.
- GROUND MOUNT SIGN & NO.
- #4 LOOP DETECTOR & NO.
- PEDESTAL MOUNT SIGNAL & NO.
- SIGNAL FACE & NO.
- PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING
- EMERGENCY PREEMPTION
- POWER SOURCE
- VIDEO DETECTION ZONE
- VIDEO DETECTION
- WIRELESS INTERCONNECT
- UTILITY POLE

EXISTING SPEED LIMITS

LA 46 - 35 MPH

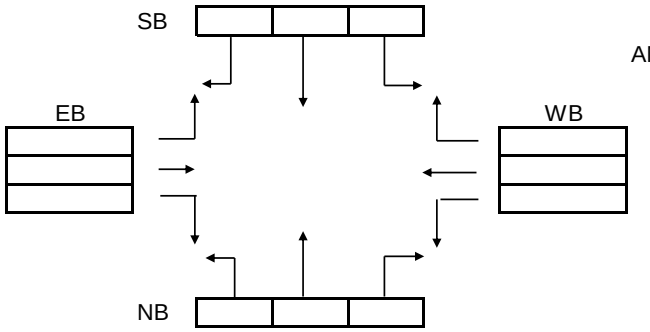
FORSTALL ST. - 25 MPH

SIGNAL FACES	3-5,8-10, 15-22	1,2,6,7,11-14	0	0	0	0	0	0	0
TOTALS	14	8	0	0	0	0	0	0	0

R = RED
Y = YELLOW
G = GREEN
G = GREEN ARROW
Y = YELLOW ARROW
DK = DARK
8" = 8" DIA. LENS
12" = 12" DIA. LENS
WA = WALK
DW = DON'T WALK
FDW = FLASHING DON'T WALK

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-084
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 4 OF 5

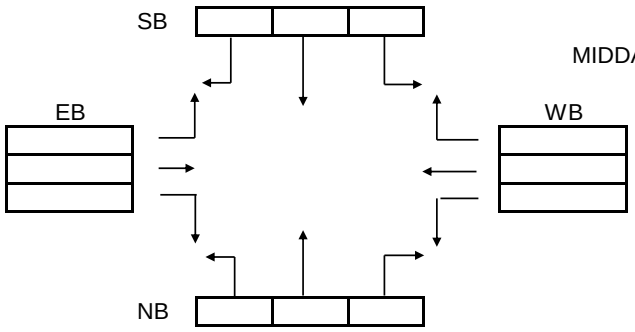
Intersection: LA 46 (St. Claude Ave.) @ Forstall St.



AM PEAK HOUR: _____ to _____

Count Date: _____

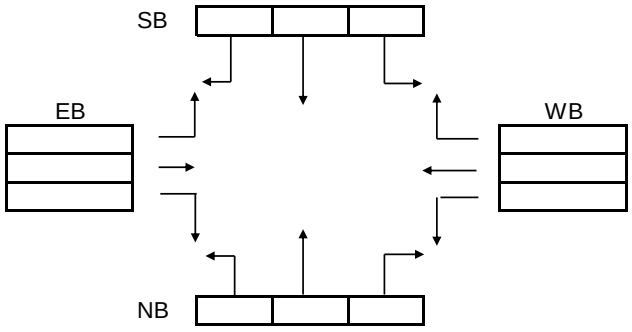
PHF: _____



MIDDAY PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____



PM PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-084
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION	SHEET: 5 OF 5
CONTROL SECTION: 046-02 **HIGHWAY:** LA 47	**PARISH:** ORLEANS

Modification & Inspection Record

DATE	DESCRIPTION
01/19/22	Adjusted offsets and splits

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-088

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

INTERSECTION: LA 39 (N. Claiborne Ave.) @ Forstall St. | **CTRL SEC:** | **LOGMILE:**

CITY: New Orleans | **PARISH:** Orleans | **LAT:** 29.9673 | **INSTALLATION DATE:**

TYPE SIGNAL: Pre-timed Coordinated By Fiber | **LONG:** -90.0197 | **LAST REVISION DATE:** 02/11/16

PHASES		Φ2 + Φ6			Φ8															
INTERVALS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL
SIGNAL FACES	1-10	G	Y	R																Y
	11				G	Y	R													R
	12				G	Y	R													R
	13				G	Y	R													R
	14				G	Y	R													R
	15				G	Y	R													R
	16				G	Y	R													R
	17				G	Y	R													R
	18				G	Y	R													R
	19				G	Y	R													R
	20				G	Y	R													R
	21				G	Y	R													R
	22				G	Y	R													R

Hours of Flashing Operation: Emergency

TIME	SEC	42.0	5.0	1.0	17.0	4.0	1.0													Offset = 59 sec Beg. Of Green
FO	SEC																			
YP	SEC																			
SPLIT	SEC	48		48	22		22													

PLAN = 1 CYCLE LENGTH = 70 TIMES OF OPERATION = 00:00-06:00, 09:00-15:30, 18:00-00:00

TIME	SEC	52.0	5.0	1.0	17.0	4.0	1.0													Offset = 4 sec Beg. Of Green
FO	SEC																			
YP	SEC																			
SPLIT	SEC	58		58	22		22													

PLAN = CYCLE LENGTH = 80 TIMES OF OPERATION = 06:00-09:00

TIME	SEC	52.0	5.0	1.0	17.0	4.0	1.0													Offset = 0 sec Beg. Of Green
FO	SEC																			
YP	SEC																			
SPLIT	SEC	58		58	22		22													

PLAN = CYCLE LENGTH = 80 TIMES OF OPERATION = 15:30-18:00

TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

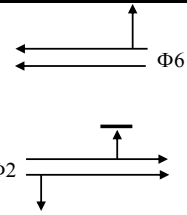
PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

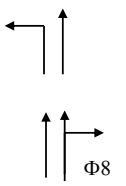
PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2 + Φ6



Φ8



SIGNAL WARRANTS:	MAINTAINED BY: LADOTD	CONTROLLER MANUF: NAZTEC	SYSTEM #:
MASTER/ SLAVE: LOCAL	MASTER AT TSI #:	COORDINATED WITH TSI #'S: 36-094,124,129,135	

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-088
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 2 OF 5

Intersection: LA 39 (N. Claiborne Ave.) @ Forstall St.

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description		→				←		↑
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0		20.0				20.0		11.0
PASSAGE TIME	0 - 9.9								
MAX GREEN I (MAX I)	0 - 99.0		50.0				50.0		20.0
MAX GREEN II (MAX II)	0 - 99.0		50.0				50.0		50.0
YELLOW CLEARANCE (YEL)	3 - 9.9		5.0				4.0		5.0
RED CLEARANCE (RED)	0 - 9.9		1.0				1.0		1.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9								
TIME TO REDUCE	0 - 99.0								
TIME BEFORE REDUCTION	0 - 99.0								
MIN GAP	0 - 9.9								
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES		MAX		MAX		MAX		MAX
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:

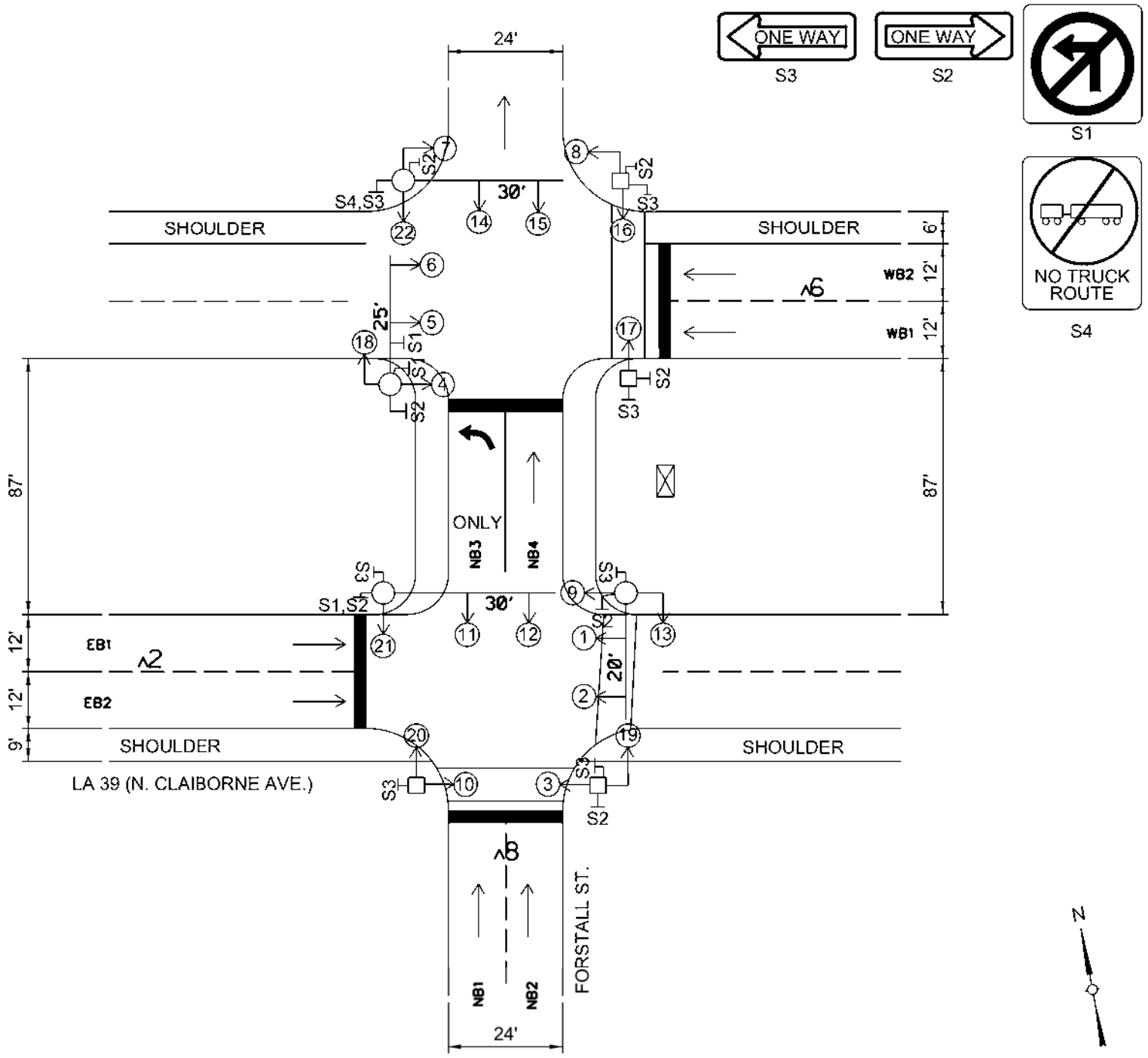
Note 2:

Note 3:

Note 4:

Note 5:

Note 6:



SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 39 (N. CLAIBORNE AVE.) @ FORSTALL ST. | PAGE 3 OF 5

- WOOD POLE
- METAL POLE
- MAST ARM
- SPAN WIRE
- CONTROLLER
- SIGNAL POWER PEDESTAL W/ DISCONNECT
- STOP LINE
- PED CROSS WALK
- SPAN WIRE SIGN & NO.
- GROUND MOUNT SIGN & NO.
- #4 LOOP DETECTOR & NO.
- PEDESTAL MOUNT SIGNAL & NO.
- SIGNAL FACE & NO.
- PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING
- POWER SOURCE
- VIDEO DETECTION ZONE
- VIDEO DETECTION
- WIRELESS INTERCONNECT
- UTILITY POLE

EXISTING SPEED LIMITS

LA 39 - 35 MPH

SIGNAL FACES	3,4,7-10, 13,16-22	0	0	1,2,5,6,11,12, 14,15	0	0	0	0	0
TOTALS	14	0	0	8	0	0	0	0	0

R = RED
Y = YELLOW
G = GREEN
G = GREEN ARROW
Y = YELLOW ARROW
DK = DARK
8" = 8" DIA. LENS
12" = 12" DIA. LENS
WA = WALK
DW = DON'T WALK
FDW = FLASHING DON'T WALK

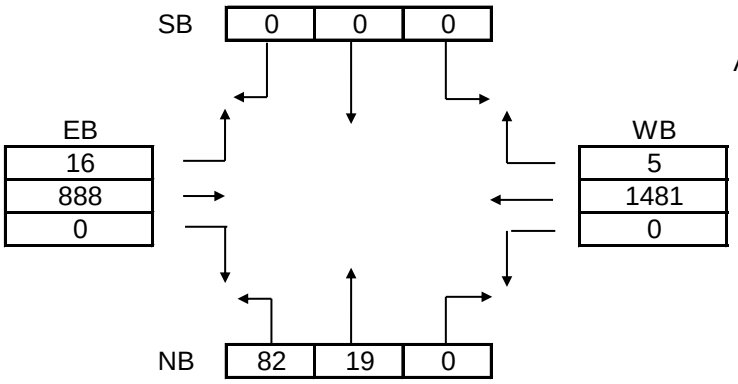
PED

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-088

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

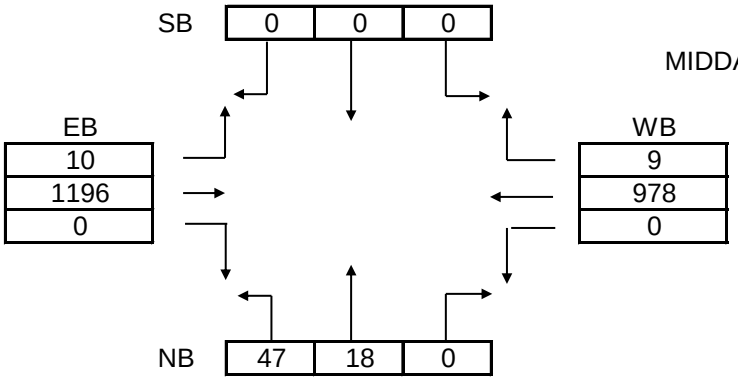
Intersection: LA 39 (N. Claiborne Ave.) @ Forstall St.



AM PEAK HOUR: 7:00 AM to 8:00 AM

Count Date: 9/29/2015

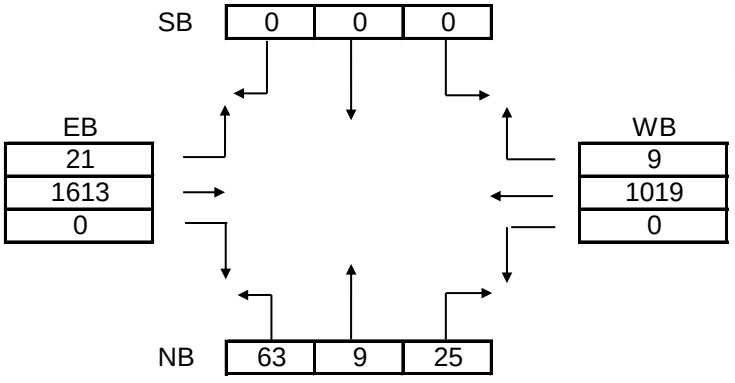
PHF: 0.93



MIDDAY PEAK HOUR: 2:30 PM to 3:30 PM

Count Date: 9/29/2015

PHF: 0.92



PM PEAK HOUR: 4:45 PM to 5:30 PM

Count Date: 9/29/2015

PHF: 0.93

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-088

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION | SHEET: 5 OF 5

CONTROL SECTION: 046-31 | **HIGHWAY:** LA 39 (N. Claiborne Ave.) @ Forstall St. | **PARISH:** Orleans

Modification & Inspection Record

DATE	DESCRIPTION
02/11/16	Addjusted splits and offset, modified yellow and red clearence to meet current standards

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-089

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PAGE: 1 OF 6

INTERSECTION: LA 39 (N. Claiborne Ave.) @ Poland Ave. | **CTRL SEC:** 046-31 | **LOGMILE:**

CITY: New Orleans | **PARISH:** Orleans | **LAT:** 29.9698 | **INSTALLATION DATE:** 01/28/69

TYPE SIGNAL: Pre-timed Coordinated by Time Base | **LONG:** -90.0299 | **LAST REVISION DATE:** 11/05/15

PHASES		Φ2			Φ4 + Φ8															
INTERVALS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL
SIGNAL FACES	1	G	Y	R																Y
	2	G	Y	R																Y
	3	G	Y	R																Y
	4	G	Y	R																Y
	5	G	Y	R																Y
	6	G	Y	R																Y
	7	G	Y	R																Y
	8	G	Y	R																Y
	9				G	Y	R													R
	10				G	Y	R													R
	11				G	Y	R													R
	12				G	Y	R													R
	13				G	Y	R													R
	14				G	Y	R													R
	15				G	Y	R													R
	16				G	Y	R													R

Hours of Flashing Operation: Emergency

TIME	SEC	44.0	4.0	2.0	35.0	4.0	1.0													Offset = 0 sec
FO	SEC	44			85															
YP	SEC																			
SPLIT	SEC	50			40		40													

PLAN = 1 CYCLE LENGTH = 90 TIMES OF OPERATION = M-TH: 19:00 - 06:00 / 09:00 - 15:00 | F: 19:00 - 06:00 / 09:00 - 13:30 | S,S: 19:00 - 10:00

TIME	SEC	64.0	4.0	2.0	40.0	4.0	1.0													Offset = 111 sec
FO	SEC	64			110															
YP	SEC																			
SPLIT	SEC	70			45		45													

PLAN = 2 CYCLE LENGTH = 115 TIMES OF OPERATION = M-F: 06:00 - 09:00 S-S: 10:00 - 19:00

TIME	SEC	64.0	4.0	2.0	40.0	4.0	1.0													Offset = 0 sec
FO	SEC	64			110															
YP	SEC																			
SPLIT	SEC	70			45		45													

PLAN = 3 CYCLE LENGTH = 115 TIMES OF OPERATION = M-TH: 15:00 - 19:00 | F: 13:30 - 19:00

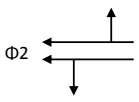
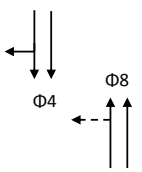
TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2	Φ4 + Φ8	0	0	0	0
					

SIGNAL WARRANTS:	MAINTAINED BY: DOTD	CONTROLLER MANUF: NAZTEC	SYSTEM #:
MASTER/ SLAVE: LOCAL	MASTER AT TSI #: n/a	COORDINATED WITH TSI #'S:	36-100,99,98,97,96,93,92,91,89,87

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-089
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 2 OF 6

Intersection: LA 39 (N. Claiborne Ave.) @ Poland Ave.

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description		←		↓				↑
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0		6.0		6.0				6.0
PASSAGE TIME	0 - 9.9		0.0		0.0				0.0
MAX GREEN I (MAX I)	0 - 99.0		50.0		40.0				40.0
MAX GREEN II (MAX II)	0 - 99.0								
YELLOW CLEARANCE (YEL)	3 - 9.9		4.0		4.0				4.0
RED CLEARANCE (RED)	0 - 9.9		2.0		1.0				1.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9								
TIME TO REDUCE	0 - 99.0								
TIME BEFORE REDUCTION	0 - 99.0								
MIN GAP	0 - 9.9								
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES		MAX		MAX		MAX		MAX
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1: * PHASE INACTIVE BUT TIMINGS ARE IN CONTROLLER

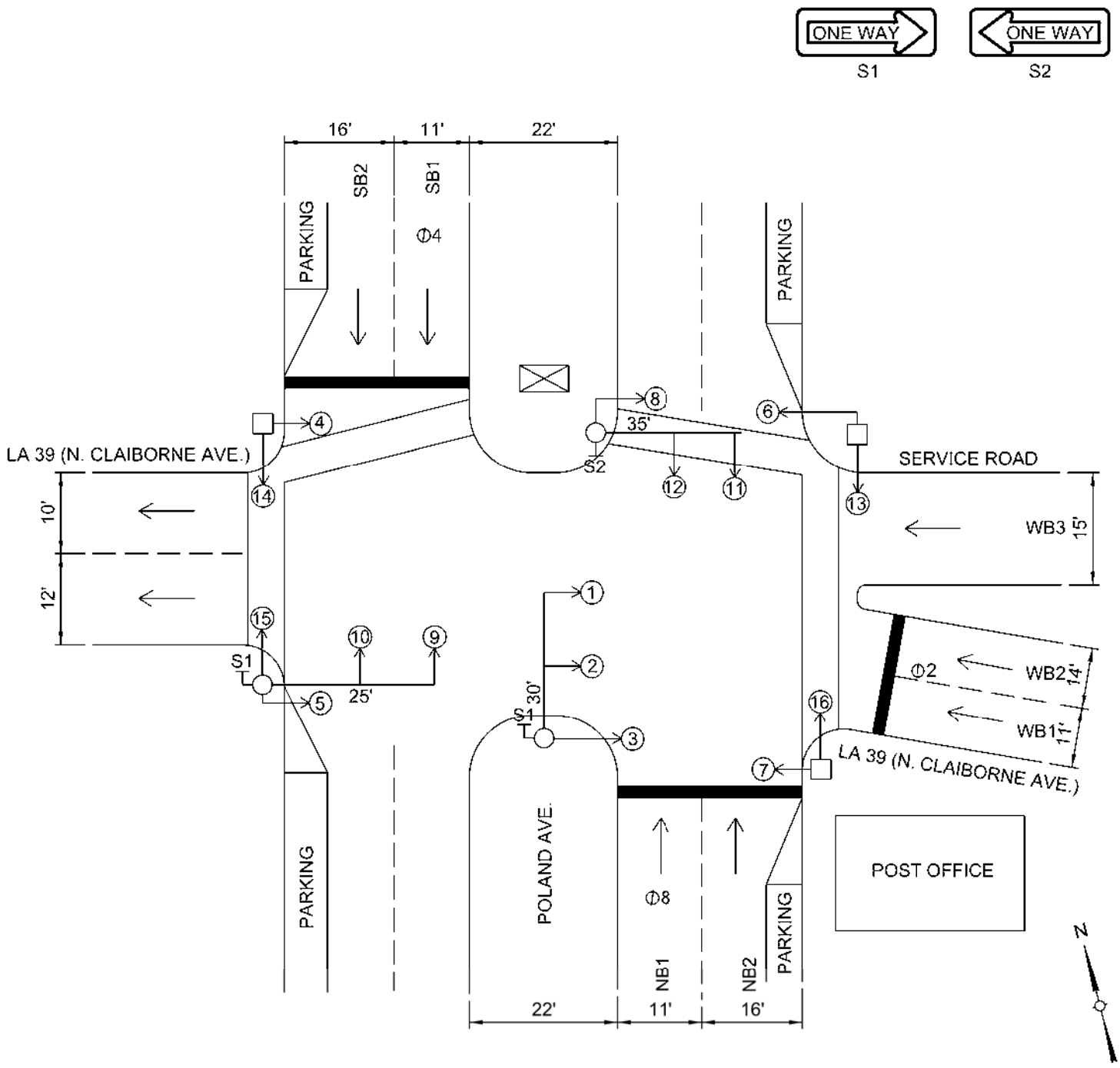
Note 2:

Note 3:

Note 4:

Note 5:

Note 6:



SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 39 (N. CLAIBORNE AVE.) AT POLAND AVE.

WOOD POLE
METAL POLE
MAST ARM
SPAN WIRE
CONTROLLER
SIGNAL POWER PEDESTAL W/ DISCONNECT
STOP LINE
PED CROSS WALK
SPAN WIRE SIGN & NO.
GROUND MOUNT SIGN & NO.
#4 LOOP DETECTOR & NO.
PEDESTAL MOUNT SIGNAL & NO.
SIGNAL FACE & NO.
PEDESTRIAN SIGNAL & NO.
PED BUTTON & SIGN
PARALLEL PARKING
POWER SOURCE
VIDEO DETECTION ZONE
VIDEO DETECTION
WIRELESS INTERCONNECT
UTILITY POLE

EXISTING SPEED LIMITS

LA 39 - 30 MPH

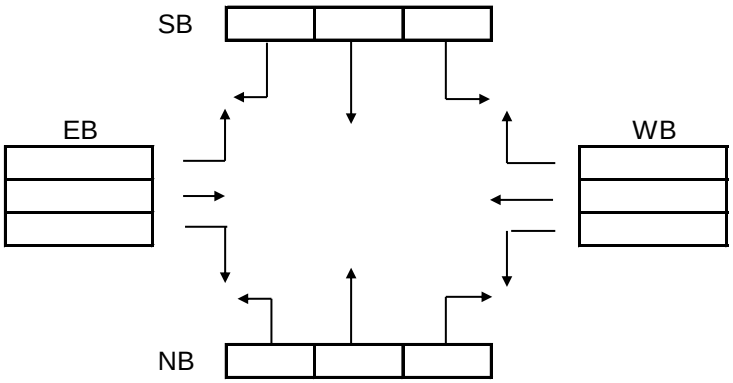
POLAND AVE. - 35 MPH

SIGNAL FACES	3,4-8, 13-16	1-2, 9-12	0	0	0	0	0	0	0
TOTALS	10	6	0	0	0	0	0	0	0

R = RED
Y = YELLOW
G = GREEN
G = GREEN ARROW
Y = YELLOW ARROW
DK = DARK
8" = 8" DIA. LENS
12" = 12" DIA. LENS
WA = WALK
DW = DON'T WALK
FDW = FLASHING DON'T WALK

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-089
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 5 OF 6

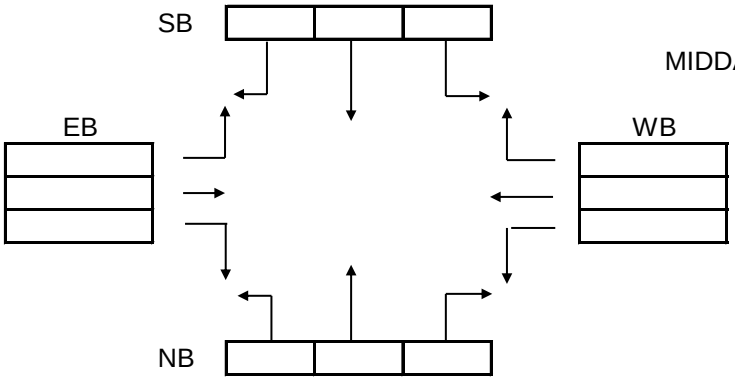
Intersection: LA 39 (N. Claiborne Ave.) @ Poland Ave.



AM PEAK HOUR: _____ to _____

Count Date: _____

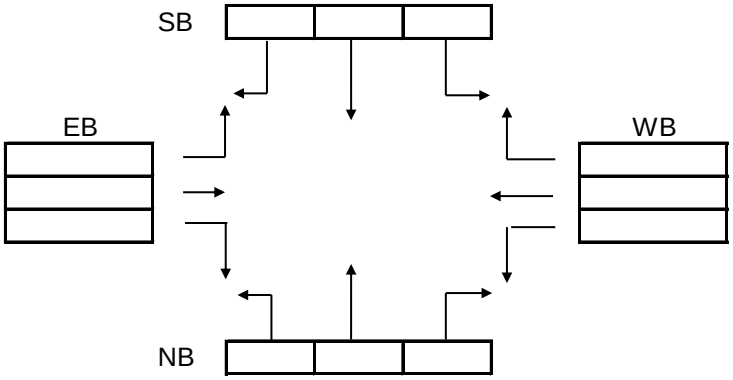
PHF: _____



MIDDAY PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____



PM PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-089

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION | SHEET: 5 OF 5

CONTROL SECTION: 046-31 | **HIGHWAY:** LA 39 (N. Claiborne Ave.) @ Poland Ave. | **PARISH: Orleans**

Modification & Inspection Record

DATE	DESCRIPTION
11/05/15	Modified timings and coordinated signal with 36-100,99,98,97,96,93,92,91,89,87
11/05/15	Modified yellow and red clearance to meet current standards

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-098

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

INTERSECTION: LA 39 (N. Robertson Ave.) @ Poland Ave.
CTRL SEC: 046-31
LOGMILE: 2.167

CITY: New Orleans
PARISH: Orleans
LAT: 29.9687
INSTALLATION DATE: 01/28/69

TYPE SIGNAL: Pre-Timed Coordinated by GPS
LONG: -90.0305
LAST REVISION DATE: 11/05/15

PHASES	Φ2			Φ4 + Φ8			Φ4 + Φ7												
INTERVALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL
SIGNAL FACES 1	G	Y	R																Y
2	G	Y	R																Y
3	G	Y	R																Y
4	G	Y	R																Y
5	G	Y	R																Y
6				G	Y	R													R
7				G	Y	R													R
8				G	Y	R													R
9				G	G	G	G	Y	R										R
10				G	Y	R	G	Y	R										R
11				G	Y	R	G	Y	R										R
12				G	Y	R	G	Y	R										R
13				G	G	G	<G/G	<Y/Y	R										R
14																			
15																			
16																			

Hours of Flashing Operation: Emergency

TIME	SEC	43.0	4.0	2.0	16.0	4.0	1.0	15.0	4.0	1.0									Offset = 87 sec
FO	SEC	43			65			85											
YP	SEC																		
SPLIT	SEC	49			41		21	41		20									

PLAN = 1 CYCLE LENGTH = 90 TIMES OF OPERATION = M-TH: 19:00 - 06:00 / 09:00 - 15:00 | F: 19:00 - 06:00 / 09:00 - 13:30 | S,S: 19:00 - 10:00

TIME	SEC	64.0	4.0	2.0	17.0	4.0	1.0	18.0	4.0	1.0									Offset = 10 sec
FO	SEC	64			87			110											
YP	SEC																		
SPLIT	SEC	70			45		22	45		23									

PLAN = 2 CYCLE LENGTH = 115 TIMES OF OPERATION = M-F: 06:00 - 09:00 S-S: 10:00 - 19:00

TIME	SEC	58.0	4.0	2.0	16.0	4.0	1.0	15.0	4.0	1.0									Offset = 10 sec
FO	SEC	64			87			110											
YP	SEC																		
SPLIT	SEC	73			42		22	42		20									

PLAN = 3 CYCLE LENGTH = 115 TIMES OF OPERATION = M-TH: 15:00 - 19:00 | F: 13:30 - 19:00

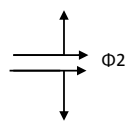
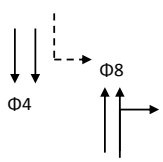
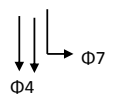
TIME	SEC																		Offset = sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC																		

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																		Offset = sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC																		

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2	Φ4+Φ8	Φ4+Φ7	0	0	0
					

SIGNAL WARRANTS:		MAINTAINED BY:	LADOTD	CONTROLLER MANUF:	NAZTEC	SYSTEM #:	
MASTER/ SLAVE:	LOCAL	MASTER AT TSI #:	n/a	COORDINATED WITH TSI #'S:	36-100,99,98,97,96,93,92,91,89,87		

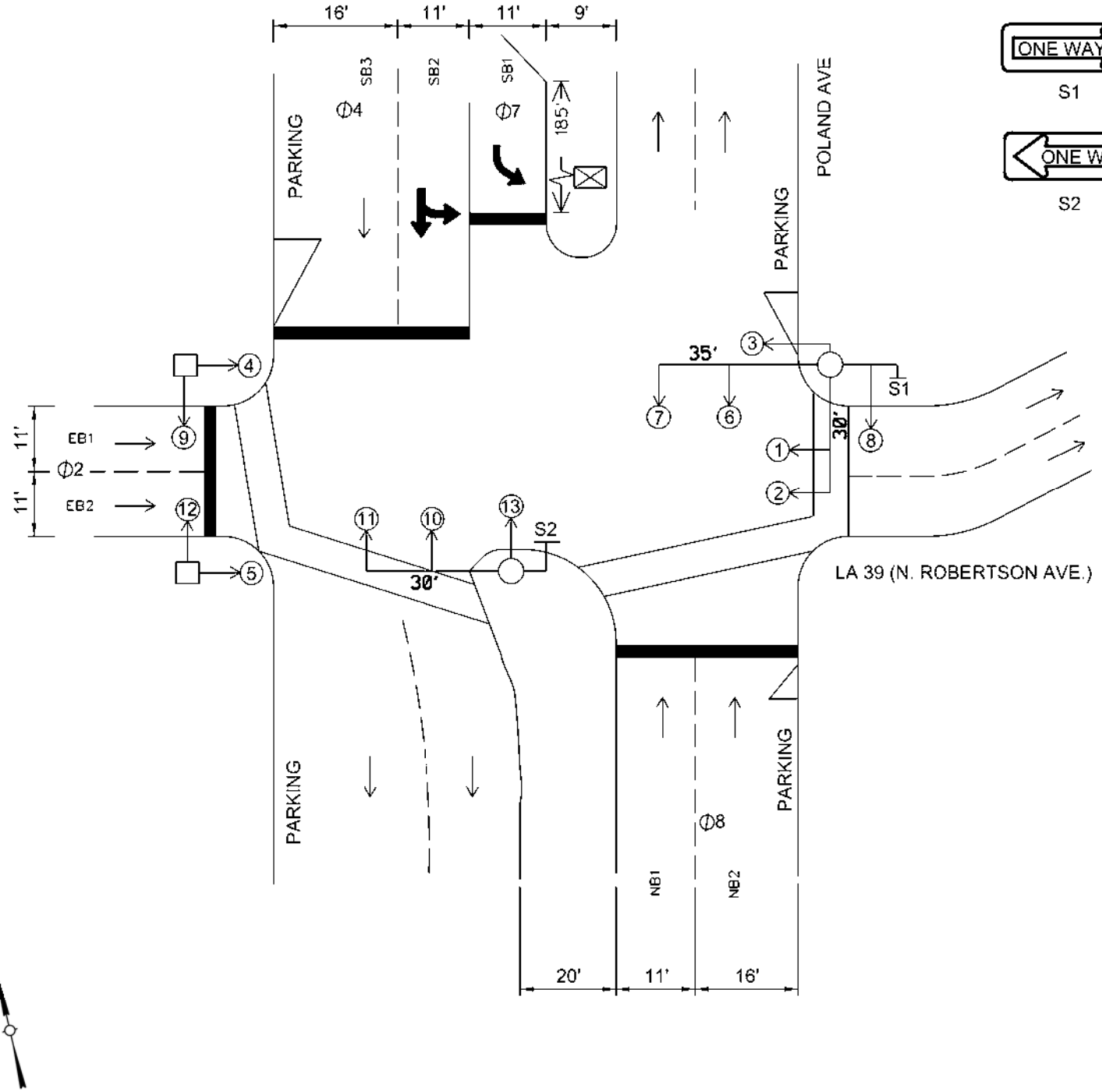
TRAFFIC SIGNAL INVENTORY									TSI NO. 36-098
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT								PAGE: 2	OF 5
Intersection:	LA 39 (N. Robertson Ave.) @ Poland Ave.								

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description		→		↓			↳	↑
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0		6.0		6.0			6.0	6.0
PASSAGE TIME	0 - 9.9		0.0		0.0			0.0	0.0
MAX GREEN I (MAX I)	0 - 99.0		50.0		40.0			20.0	20.0
MAX GREEN II (MAX II)	0 - 99.0								
YELLOW CLEARANCE (YEL)	3 - 9.9		4.0		4.0			4.0	4.0
RED CLEARANCE (RED)	0 - 9.9		2.0		1.0			1.0	1.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9								
TIME TO REDUCE	0 - 99.0								
TIME BEFORE REDUCTION	0 - 99.0								
MIN GAP	0 - 9.9								
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES		MAX		MAX			MAX	MAX
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:
Note 2:
Note 3:
Note 4:
Note 5:
Note 6:



SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 39 (N. ROBERTSON AVE.) AT POLAND AVE. | PAGE 3 OF 6

WOOD POLE
METAL POLE
MAST ARM
SPAN WIRE
CONTROLLER
SIGNAL POWER PEDESTAL W/ DISCONNECT
STOP LINE
PED CROSS WALK
SPAN WIRE SIGN & NO.
GROUND MOUNT SIGN & NO.
#4 LOOP DETECTOR & NO.
PEDESTAL MOUNT SIGNAL & NO.
SIGNAL FACE & NO.
PEDESTRIAN SIGNAL & NO.
PED BUTTON & SIGN
PARALLEL PARKING
POWER SOURCE
VIDEO DETECTION ZONE
VIDEO DETECTION
WIRELESS INTERCONNECT
UTILITY POLE

EXISTING SPEED LIMITS

LA 39 - 30 MPH

POLAND AVE - 35 MPH

SIGNAL FACES	3,4,5,8, 9,12	1,2,6,7, 10,11	0	0	13	0	0	0	0
TOTALS	6	6	0	0	1	0	0	0	0

R = RED
Y = YELLOW
G = GREEN
G = GREEN ARROW
Y = YELLOW ARROW
DK = DARK
8" = 8" DIA. LENS
12" = 12" DIA. LENS
WA = WALK
DW = DON'T WALK
FDW = FLASHING DON'T WALK

PED

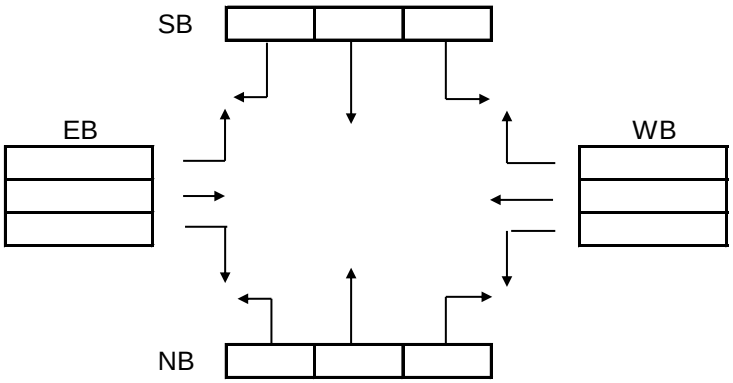
TRAFFIC SIGNAL INVENTORY

TSI NO. 36-098

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PAGE: 4 OF 5

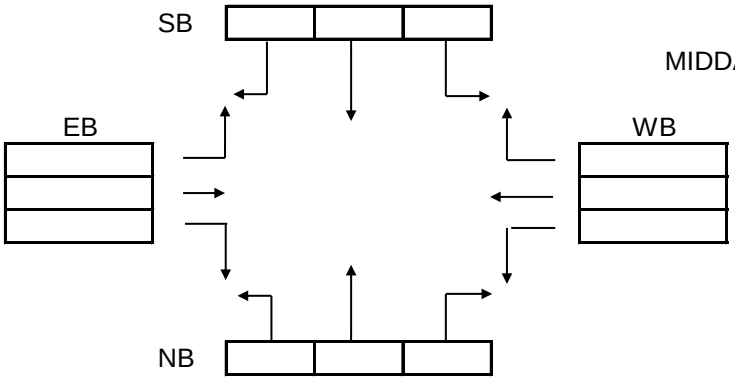
Intersection: LA 39 (N.Robertson Ave.) @ Poland Ave.



AM PEAK HOUR: _____ to _____

Count Date: _____

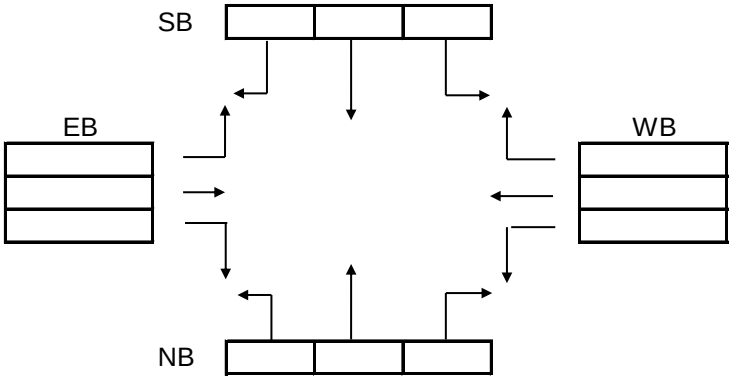
PHF: _____



MIDDAY PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____



PM PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-098

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION | SHEET: 5 OF 5

CONTROL SECTION: 046-31 | **HIGHWAY:** LA 39 (N. Robertson Ave.) @ Poland Ave. | **PARISH: Orleans**

Modification & Inspection Record

DATE	DESCRIPTION
11/05/15	Modified timings and coordinated signal with 36-100,99,98,97,96,93,92,91,89,87
11/05/15	Modified yellow and red clearance to meet current standards

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-124

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

INTERSECTION: LA 39 (N. Claiborne Ave.) @ Tennessee St. | **CTRL SEC:** | **LOGMILE:**

CITY: New Orleans | **PARISH:** Orleans | **LAT:** 29.9677 | **INSTALLATION DATE:** 12/17/74

TYPE SIGNAL: Pre-timed Coordinated by Fiber | **LONG:** -90.0215 | **LAST REVISION DATE:** 02/11/16

PHASES		Φ2 + Φ6			Φ4 + Φ8 + OLC + OLD														
INTERVALS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	FL
SIGNAL FACES	1-10	G	Y	R															Y
	11-26				G	Y	R												R

Hours of Flashing Operation: Emergency

TIME	SEC	42.0	5.0	1.0	17.0	4.0	1.0												Offset = 69 sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC	48		48	22		22												

PLAN = 1 CYCLE LENGTH = 70 TIMES OF OPERATION = 00:00-06:00, 09:00-15:30, 18:00-00:00

TIME	SEC	53.0	5.0	1.0	16.0	4.0	1.0												Offset = 9 sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC	59		59	21		21												

PLAN = 2 CYCLE LENGTH = 80 TIMES OF OPERATION = 06:00-09:00

TIME	SEC	53.0	5.0	1.0	16.0	4.0	1.0												Offset = 74 sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC	59		59	21		21												

PLAN = 3 CYCLE LENGTH = 80 TIMES OF OPERATION = 15:30-18:00

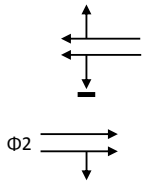
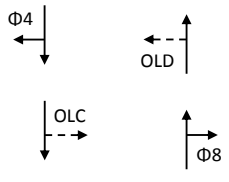
TIME	SEC																		Offset = sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC																		

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																		Offset = sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC																		

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2 + Φ6	Φ4 + Φ8 + OLC + OLD	0	0	0	0
					

SIGNAL WARRANTS:	MAINTAINED BY: LADOTD	CONTROLLER MANUF: NAZTEC	SYSTEM #:
MASTER/ SLAVE: LOCAL	MASTER AT TSI #:	COORDINATED WITH TSI #'S: 36-094,124,129,135	

TRAFFIC SIGNAL INVENTORY	TSI NO. 36-124
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 2 OF 6

Intersection: LA 39 (N. Claiborne Ave.) @ Tennessee St.

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description		→		↓		←		↑
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0		20.0		11.0		20.0		11.0
PASSAGE TIME	0 - 9.9								
MAX GREEN I (MAX I)	0 - 99.0		50.0		20.0		50.0		20.0
MAX GREEN II (MAX II)	0 - 99.0		50.0		30.0		50.0		50.0
YELLOW CLEARANCE (YEL)	3 - 9.9		5.0		4.0		5.0		4.0
RED CLEARANCE (RED)	0 - 9.9		1.0		1.0		1.0		1.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9								
TIME TO REDUCE	0 - 99.0								
TIME BEFORE REDUCTION	0 - 99.0								
MIN GAP	0 - 9.9								
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES		MAX		MAX		MAX		MAX
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:

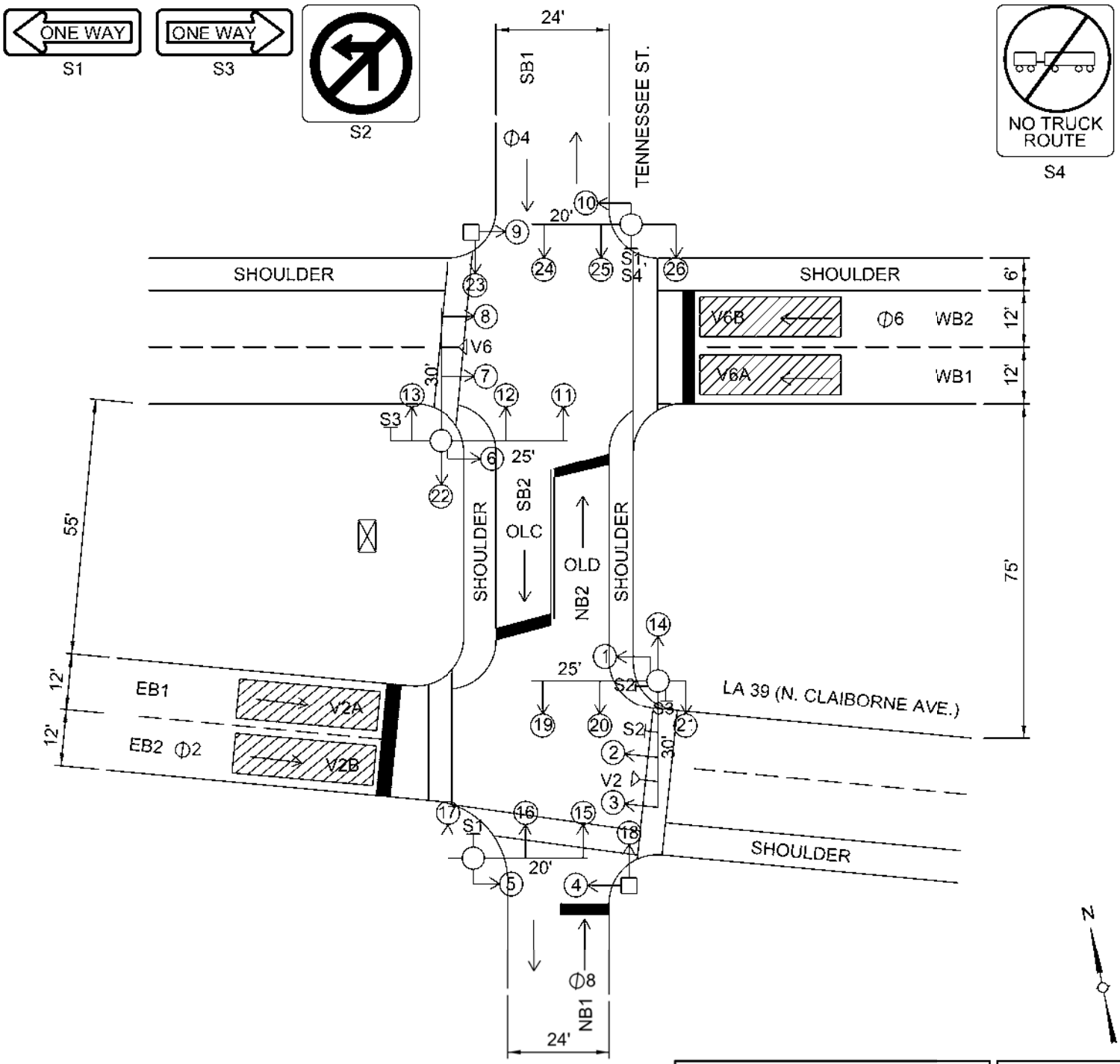
Note 2:

Note 3:

Note 4:

Note 5:

Note 6:



SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 39 (N. CLAIBORNE AVE.) @ TENNESSEE ST. | PAGE 3 OF 5

WOOD POLE
METAL POLE
MAST ARM
SPAN WIRE
CONTROLLER
SIGNAL POWER PEDESTAL W/ DISCONNECT
STOP LINE
PED CROSS WALK
SPAN WIRE SIGN & NO.
GROUND MOUNT SIGN & NO.
#4 LOOP DETECTOR & NO.
PEDESTAL MOUNT SIGNAL & NO.
SIGNAL FACE & NO.
PEDESTRIAN SIGNAL & NO.
PED BUTTON & SIGN
PARALLEL PARKING
POWER SOURCE
VIDEO DETECTION ZONE
VIDEO DETECTION
WIRELESS INTERCONNECT
UTILITY POLE

EXISTING SPEED LIMITS

LA 39 - 30 MPH

Tennessee St. - 30 MPH

SIGNAL FACES	1,4-6,9,10, 13,14,17, 18,21-23,26	0	0	2,3,7,8,11,12,15,16, 19,20,24,25	0	0	0	0	0
TOTALS	14	0	0	12	0	0	0	0	0

R = RED
Y = YELLOW
G = GREEN
⇦ = GREEN ARROW
⇦ = YELLOW ARROW
DK = DARK
8" = 8" DIA. LENS
12" = 12" DIA. LENS
WA = WALK
DW = DON'T WALK
FDW = FLASHING DON'T WALK

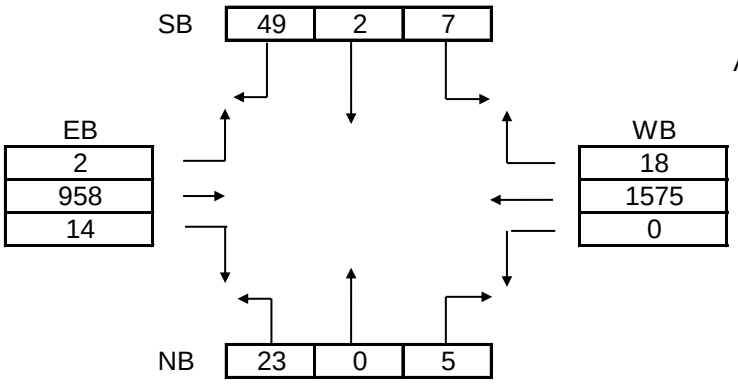
PED

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-124

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

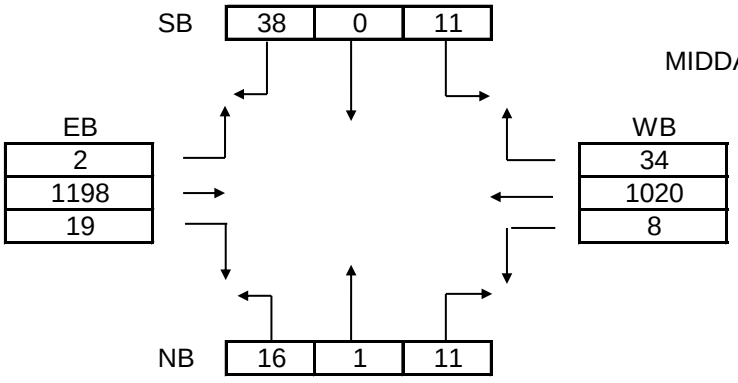
Intersection: LA 39 (N. Claiborne Ave.) @ Tennessee St.



AM PEAK HOUR: 7:00 AM to 8:00 AM

Count Date: 9/29/2015

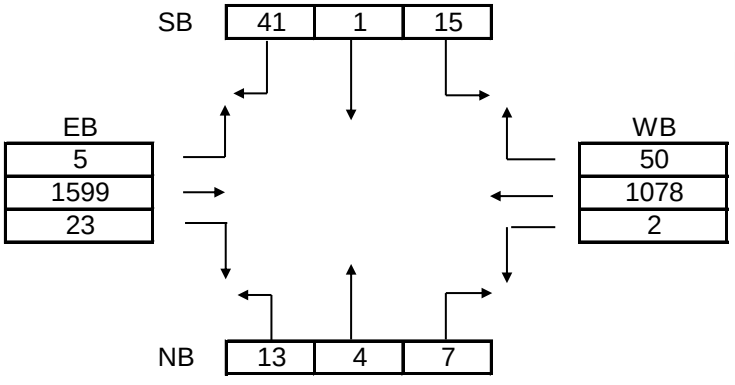
PHF: 0.93



MIDDAY PEAK HOUR: 2:30 PM to 3:30 PM

Count Date: 9/29/2016

PHF: 0.9



PM PEAK HOUR: 4:45 PM to 5:45 PM

Count Date: 9/29/2015

PHF: 0.93

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type
V2A - V2B	Φ2	Camera	EB1-EB2	2X6X50		Stopbar
V6A - V6B	Φ6	Camera	WB1-WB2	2X6X50		Stopbar

TRAFFIC SIGNAL INVENTORY

TSI NO. 36-124

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT/ TRAFFIC SECTION | SHEET: 5 OF 5

CONTROL SECTION: 046-31 | **HIGHWAY:** LA 39 (N. Claiborne Ave.) @ Tennessee St. | **PARISH:** Orleans

Modification & Inspection Record

DATE	DESCRIPTION
02/11/16	Addjusted splits and offset, modified yellow and red clearence to meet current standards

IHNC Traffic Study

Appendix B

Final Data Collection

Turning Movement Count Data Collection Location Map.....B-2

Turning Movement Count Data.....B-4

Travel Time Data.....B-114

Peak Period Typical Bridge Opening Queues.....B-161

Growth Rate Data.....B-163

Turning Movement Count

Data Collection Location Map

TMC Data Collection Map

22-077 IHNC Traffic Study

Legend

TMCs

Florida at France TMCs

Florida at France NB ramp TMCs

Florida at France SB ramp TMCs

Florida at Harbor TMCs

Fla at Tenn TMCs

Claiborne at Poland TMCs

Robertson at Poland TMCs

Claiborne at Tenn TMCs

Robertson at Tenn TMCs

St Claude at Poland TMCs

St Claude at Forstall TMCs

St Claude at Reynes TMCs

Google Earth

3000 ft

Turning Movement Count Data

Claiborne at Poland (Westbound)
Data Collection Date: 02/08/23
USI Project #: 22-077

	WESTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
7:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
7:15 AM	0	12	0	1	0	0	0	0	0	0	0	0	0	13
7:30 AM	0	17	2	1	0	0	0	0	0	0	0	0	0	20
7:45 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
8:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
8:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
8:45 AM	0	21	1	1	0	0	0	0	0	0	0	0	0	23
9:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
9:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:30 AM	0	20	1	1	0	0	0	0	0	0	0	0	0	22
9:45 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	17
10:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
10:30 AM	0	20	1	0	1	0	0	0	0	0	0	0	0	22
10:45 AM	1	14	1	0	0	0	0	0	0	0	0	0	0	16
11:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
11:15 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
11:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
11:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
12:00 PM	0	13	1	0	0	1	0	0	0	0	0	0	0	15
12:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
12:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
12:45 PM	1	20	2	0	1	0	0	0	0	0	0	0	0	24
1:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
1:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:30 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	29
1:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
2:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
2:15 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
2:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
2:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
3:00 PM	1	13	0	0	0	0	0	0	0	0	0	0	0	14
3:15 PM	0	19	1	0	1	0	0	0	0	0	0	0	0	21
3:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
3:45 PM	0	16	0	1	1	0	0	0	0	0	0	0	0	18
4:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
4:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
4:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
5:15 PM	0	13	0	1	0	0	0	0	0	0	0	0	0	14
5:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
6:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
6:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
7:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**3**	**772**	**44**	**6**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Claiborne at Poland (Westbound)
Data Collection Date: 02/08/23
USI Project #: 22-077

	NORTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
2:00 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	2
2:15 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
2:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
3:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	2
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	2	0	0	0	0	0	1	0	0	0	0	3
4:30 AM	0	5	0	1	0	0	0	0	1	0	0	0	0	7
4:45 AM	0	1	1	0	0	1	0	0	3	0	0	0	0	6
5:00 AM	0	4	1	0	2	0	0	0	2	0	0	0	0	9
5:15 AM	0	5	0	0	0	0	0	0	3	0	0	0	0	8
5:30 AM	0	3	0	0	0	0	0	0	1	1	0	0	0	5
5:45 AM	0	6	2	0	0	1	0	0	2	1	0	0	0	12
6:00 AM	0	4	1	0	0	0	0	0	3	2	0	0	0	10
6:15 AM	0	11	2	0	0	1	1	0	0	1	0	0	0	16
6:30 AM	0	8	1	0	0	0	0	0	0	1	0	0	0	10
6:45 AM	0	19	0	1	1	1	0	0	0	3	0	0	0	25
7:00 AM	0	12	0	0	0	0	0	0	2	0	0	0	0	14
7:15 AM	0	11	1	0	0	0	1	0	2	0	0	0	0	15
7:30 AM	0	14	2	0	0	1	0	0	0	0	0	0	0	17
7:45 AM	0	10	2	1	0	0	0	0	0	0	0	0	0	13
8:00 AM	0	5	3	0	0	1	0	0	1	0	0	0	0	10
8:15 AM	0	13	2	0	0	1	0	0	0	0	0	0	0	16
8:30 AM	0	10	3	0	0	0	0	0	0	1	0	0	0	14
8:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
9:00 AM	0	12	2	1	0	0	0	0	1	1	0	0	0	17
9:15 AM	0	11	1	0	0	0	0	0	0	1	0	0	0	13
9:30 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
9:45 AM	0	8	1	0	1	0	0	0	0	3	0	0	0	13
10:00 AM	0	6	1	0	1	2	0	0	1	2	0	0	0	13
10:15 AM	0	8	1	0	0	2	0	0	0	2	0	0	0	13
10:30 AM	0	10	2	0	0	0	0	0	1	3	0	0	0	16
10:45 AM	0	6	1	0	1	0	0	0	1	3	0	0	0	12
11:00 AM	0	16	1	0	1	1	0	0	1	2	0	0	0	22
11:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
11:30 AM	0	7	1	0	0	0	0	0	0	0	2	0	0	10
11:45 AM	0	15	0	0	1	0	0	0	0	0	1	0	0	17
12:00 PM	0	12	3	0	0	0	0	0	1	0	0	0	0	16
12:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
12:30 PM	1	18	4	1	0	0	0	0	3	1	1	0	0	29
12:45 PM	0	3	1	0	1	0	0	1	0	1	0	0	0	7
1:00 PM	0	11	2	0	1	0	0	0	0	3	0	0	0	17
1:15 PM	0	11	1	0	0	1	1	0	0	2	0	0	0	16
1:30 PM	0	15	0	0	0	0	0	0	0	1	0	0	0	16
1:45 PM	0	17	1	0	0	0	0	0	3	2	0	0	0	23
2:00 PM	0	9	2	0	0	0	0	0	1	0	0	0	0	12
2:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
2:30 PM	0	11	0	0	0	0	0	0	2	0	0	0	0	13
2:45 PM	0	23	1	0	0	0	0	0	1	0	0	0	0	25
3:00 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
3:15 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
3:30 PM	0	16	1	0	0	0	0	0	1	0	0	0	0	18
3:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:00 PM	0	12	2	1	0	0	0	0	0	0	0	0	0	15
4:15 PM	0	15	0	0	0	1	0	0	1	0	0	0	0	17
4:30 PM	0	8	1	0	0	0	0	1	0	1	0	0	0	11
4:45 PM	1	22	0	0	0	0	0	0	0	0	0	0	0	23
5:00 PM	2	9	0	0	0	0	0	0	0	0	0	0	0	11
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	15	0	0	1	0	0	0	0	0	0	0	0	16
5:45 PM	0	18	0	0	1	0	0	0	0	0	0	0	0	19
6:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:15 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
6:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	12	0	0	0	0	0	0	1	0	0	0	0	13
7:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:45 PM	0	10	4	0	1	0	0	0	0	0	0	0	0	15
8:00 PM	0	11	2	0	0	0	0	0	1	0	0	0	0	14
8:15 PM	0	4	2	0	0	0	0	0	2	0	0	0	0	8
8:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
8:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
9:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
9:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
9:30 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	6
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
10:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:45 PM	0	3	1	0	0	0	0	0	0	1	0	0	0	5
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	6
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	6
Total	**4**	**768**	**85**	**6**	**14**	**14**	**3**	**2**	**54**	**39**	**4**	**0**	**0**	

Claiborne at Poland (Westbound)
Data Collection Date: 02/08/23
USI Project #: 22-077

	WESTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	17	2	0	1	0	0	0	0	0	0	0	0	**20**
12:15 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**
12:30 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
12:45 AM	0	16	1	0	0	0	0	0	1	0	0	0	0	**18**
1:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:15 AM	0	16	1	0	0	0	0	0	3	0	0	0	0	**20**
1:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
1:45 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
2:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
2:15 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
2:30 AM	0	13	1	0	0	0	0	0	1	0	0	0	0	**15**
2:45 AM	0	18	1	0	1	0	0	0	2	0	0	0	0	**22**
3:00 AM	0	18	2	0	0	0	0	0	1	0	0	0	0	**21**
3:15 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	**28**
3:30 AM	0	25	2	0	0	0	0	0	1	0	0	0	0	**28**
3:45 AM	0	55	4	0	0	0	0	1	0	0	0	0	0	**60**
4:00 AM	0	60	8	0	3	0	0	1	0	1	0	0	0	**73**
4:15 AM	0	74	7	0	0	0	0	0	3	0	0	0	0	**84**
4:30 AM	0	61	6	0	3	0	0	0	0	0	0	0	0	**70**
4:45 AM	0	75	6	0	2	1	0	1	1	0	0	0	0	**86**
5:00 AM	0	94	9	0	1	0	0	0	0	0	0	0	0	**104**
5:15 AM	1	116	15	0	1	1	0	0	1	0	0	0	0	**135**
5:30 AM	0	162	13	0	0	1	0	0	1	0	0	0	0	**177**
5:45 AM	1	183	26	0	1	0	0	0	0	0	0	0	0	**211**
6:00 AM	0	219	24	0	1	1	0	0	2	0	0	0	0	**247**
6:15 AM	0	309	28	3	3	0	0	0	0	0	0	0	0	**343**
6:30 AM	0	313	28	4	5	1	1	0	1	0	0	0	0	**353**
6:45 AM	0	329	26	4	1	0	1	0	0	0	0	0	0	**361**
7:00 AM	0	345	34	2	0	1	0	0	1	0	0	0	0	**383**
7:15 AM	0	340	27	4	0	0	0	0	0	1	0	0	0	**372**
7:30 AM	2	351	25	3	1	0	0	0	0	0	0	0	0	**382**
7:45 AM	0	283	17	1	1	0	0	0	1	0	0	0	0	**303**
8:00 AM	0	276	21	3	1	0	0	0	1	0	0	0	0	**302**
8:15 AM	1	287	19	1	1	1	0	0	0	0	0	0	0	**310**
8:30 AM	0	276	13	0	2	1	1	1	1	0	0	0	0	**295**
8:45 AM	0	275	20	4	1	0	3	0	1	0	0	0	0	**304**
9:00 AM	1	210	8	1	2	4	0	0	2	0	0	0	0	**228**
9:15 AM	0	223	12	0	2	1	0	0	3	1	0	0	0	**242**
9:30 AM	1	244	20	3	3	0	0	0	0	0	0	0	0	**271**
9:45 AM	1	248	16	0	4	1	0	0	4	0	0	0	0	**274**
10:00 AM	0	82	9	0	1	0	0	0	2	0	0	0	0	**94**
10:15 AM	0	219	12	3	7	2	0	0	1	0	0	0	0	**244**
10:30 AM	0	222	18	0	4	1	0	0	1	0	0	0	0	**246**
10:45 AM	0	167	10	1	4	2	0	0	0	0	0	0	0	**184**
11:00 AM	0	166	20	0	4	3	1	0	1	1	0	0	0	**196**
11:15 AM	1	211	15	0	4	1	1	0	0	0	0	0	0	**233**
11:30 AM	1	174	8	0	4	0	1	0	5	0	0	0	0	**193**
11:45 AM	0	148	10	0	5	1	0	0	2	0	0	0	0	**166**
12:00 PM	0	172	10	0	3	2	0	0	2	0	0	0	0	**189**
12:15 PM	0	166	15	1	2	0	0	0	1	0	0	0	0	**185**
12:30 PM	1	187	14	0	3	1	0	0	1	0	0	0	0	**207**
12:45 PM	0	224	11	1	2	3	0	0	0	0	0	0	0	**241**
1:00 PM	1	181	16	1	7	0	1	0	1	0	0	0	0	**208**
1:15 PM	0	129	11	0	2	0	0	0	0	0	0	0	0	**142**
1:30 PM	2	268	17	2	3	0	1	0	0	1	0	0	0	**294**
1:45 PM	0	190	10	0	2	1	0	0	4	0	0	0	0	**207**
2:00 PM	0	202	12	0	5	0	0	0	1	1	0	0	0	**221**
2:15 PM	1	234	17	0	4	0	0	0	1	1	0	0	0	**258**
2:30 PM	1	232	16	1	1	1	0	0	1	1	0	0	0	**254**
2:45 PM	0	188	14	0	3	1	1	1	3	0	0	0	0	**211**
3:00 PM	0	234	13	0	3	0	0	1	0	0	0	0	0	**251**
3:15 PM	0	205	11	4	0	1	0	0	0	0	0	0	0	**221**
3:30 PM	0	209	11	9	2	1	0	0	1	0	0	0	0	**233**
3:45 PM	0	190	13	3	2	1	0	1	2	0	0	0	0	**212**
4:00 PM	0	253	26	1	3	1	0	1	1	0	0	0	0	**286**
4:15 PM	0	208	20	3	1	0	0	0	2	0	0	0	0	**234**
4:30 PM	0	250	26	0	2	0	0	1	2	1	0	0	0	**282**
4:45 PM	1	311	27	2	1	0	0	0	0	0	0	0	0	**342**
5:00 PM	0	189	22	1	1	0	0	0	0	0	0	0	0	**213**
5:15 PM	0	207	15	1	0	0	0	0	0	0	0	0	0	**223**
5:30 PM	0	194	7	3	3	0	0	0	2	0	0	0	0	**209**
5:45 PM	0	86	7	0	1	0	0	0	0	0	0	0	0	**94**
6:00 PM	0	252	25	0	4	1	0	0	0	0	0	0	0	**282**
6:15 PM	0	176	20	0	2	0	0	0	1	0	0	0	0	**199**
6:30 PM	0	231	18	0	0	0	0	0	0	0	0	0	0	**249**
6:45 PM	0	158	7	1	0	0	0	0	0	0	0	0	0	**166**
7:00 PM	0	143	13	0	1	0	0	0	0	0	0	0	0	**157**
7:15 PM	1	84	8	0	1	0	1	0	1	0	0	0	0	**96**
7:30 PM	0	131	6	0	0	0	0	1	0	0	0	0	0	**138**
7:45 PM	0	104	9	0	1	0	0	0	0	1	0	0	0	**115**
8:00 PM	0	74	3	0	2	0	0	0	1	0	0	0	0	**80**
8:15 PM	0	90	5	1	1	0	0	0	0	0	0	0	0	**97**
8:30 PM	0	91	7	0	1	0	0	0	1	0	0	0	0	**100**
8:45 PM	0	78	4	0	1	0	1	0	1	0	0	0	0	**85**
9:00 PM	0	87	1	0	0	0	0	0	1	2	0	0	0	**91**
9:15 PM	0	88	1	1	0	0	0	0	0	1	0	0	0	**91**
9:30 PM	0	76	2	0	0	0	0	0	0	0	0	0	0	**78**
9:45 PM	0	70	4	0	0	0	0	0	0	0	0	0	0	**74**
10:00 PM	0	51	4	0	0	0	0	0	0	1	0	0	0	**56**
10:15 PM	0	49	2	0	0	0	0	0	0	0	0	0	0	**51**
10:30 PM	0	73	3	0	0	0	0	0	0	0	0	0	0	**76**
10:45 PM	0	66	1	1	0	0	0	0	0	0	0	0	0	**68**
11:00 PM	0	29	8	0	0	0	0	0	1	1	0	0	0	**39**
11:15 PM	0	25	3	0	1	0	0	0	0	0	0	0	0	**29**
11:30 PM	0	24	1	0	1	0	0	0	0	0	0	0	0	**26**
11:45 PM	0	33	1	0	0	0	0	0	1	1	0	0	0	**36**
Total	**18**	**14253**	**1074**	**74**	**146**	**38**	**14**	**10**	**77**	**16**	**0**	**0**	**0**	

Claiborne at Poland (Westbound)
Data Collection Date: 02/08/23
USI Project #: 22-077

	NORTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	1	8	1	0	0	0	0	0	0	0	0	0	0	**10**
12:30 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 AM	0	6	1	0	0	0	0	0	1	0	0	0	0	**8**
5:00 AM	0	3	1	0	1	0	0	0	1	0	0	0	0	**6**
5:15 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
5:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**
5:45 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**
6:00 AM	0	17	2	0	0	0	0	0	0	2	0	0	0	**21**
6:15 AM	0	18	2	0	0	2	0	0	0	0	0	0	0	**22**
6:30 AM	0	33	2	0	1	1	0	0	2	0	0	0	0	**39**
6:45 AM	0	41	3	0	0	0	0	0	0	0	0	0	0	**44**
7:00 AM	0	40	2	1	1	0	0	0	0	0	0	0	0	**44**
7:15 AM	0	64	1	0	0	0	0	0	1	0	0	0	0	**66**
7:30 AM	0	54	3	2	1	0	0	0	0	0	0	0	0	**60**
7:45 AM	0	55	1	2	1	0	0	0	1	0	0	0	0	**60**
8:00 AM	0	47	6	2	2	0	0	0	3	0	0	0	0	**60**
8:15 AM	0	45	6	0	4	0	0	1	0	1	0	0	0	**57**
8:30 AM	0	32	1	0	0	0	0	1	2	0	0	0	0	**36**
8:45 AM	0	22	3	0	0	0	0	3	1	0	0	0	0	**29**
9:00 AM	0	32	2	0	0	0	0	0	1	1	0	0	0	**36**
9:15 AM	0	25	10	0	0	0	0	0	0	0	0	0	0	**35**
9:30 AM	0	39	9	0	0	0	0	1	0	0	0	0	0	**49**
9:45 AM	0	33	4	0	0	0	0	1	0	0	0	0	0	**38**
10:00 AM	0	34	9	0	2	0	0	2	1	0	0	0	0	**48**
10:15 AM	0	32	3	0	2	0	0	1	2	0	0	0	0	**40**
10:30 AM	0	26	4	0	0	1	0	0	1	0	0	0	0	**32**
10:45 AM	1	28	2	0	0	0	0	0	0	0	0	0	0	**31**
11:00 AM	0	24	3	0	1	0	0	1	1	0	0	0	0	**30**
11:15 AM	0	26	2	0	1	0	0	0	2	0	0	0	0	**31**
11:30 AM	0	30	5	0	0	0	0	2	2	1	0	0	0	**40**
11:45 AM	0	29	8	0	1	1	0	0	1	1	0	0	0	**41**
12:00 PM	0	42	7	0	6	1	0	1	0	0	0	0	0	**57**
12:15 PM	0	32	4	0	1	2	1	0	1	0	0	0	0	**41**
12:30 PM	0	39	9	0	0	0	0	0	1	0	0	0	0	**49**
12:45 PM	1	36	4	1	1	0	0	1	2	1	0	0	0	**47**
1:00 PM	0	35	6	0	0	0	0	0	0	0	0	0	0	**41**
1:15 PM	0	43	9	1	0	1	0	0	1	0	0	0	0	**55**
1:30 PM	0	39	7	0	0	1	0	1	0	0	0	0	0	**48**
1:45 PM	0	30	2	0	1	0	0	0	1	0	0	0	0	**34**
2:00 PM	0	37	6	0	0	3	0	1	0	0	0	0	0	**47**
2:15 PM	0	34	5	0	1	2	0	0	0	0	0	0	0	**42**
2:30 PM	0	43	9	1	0	3	1	0	0	0	0	0	0	**57**
2:45 PM	0	46	7	0	1	3	0	0	2	1	0	0	0	**60**
3:00 PM	0	38	1	0	0	1	0	0	2	1	0	0	0	**43**
3:15 PM	1	47	8	1	3	1	0	0	0	0	0	0	0	**61**
3:30 PM	0	50	4	3	1	0	0	0	0	2	0	0	0	**60**
3:45 PM	1	67	4	1	0	0	0	0	0	1	0	0	0	**74**
4:00 PM	1	65	5	3	0	0	0	0	0	0	0	0	0	**74**
4:15 PM	1	70	5	1	0	0	0	0	0	0	0	0	0	**77**
4:30 PM	0	65	7	0	1	0	0	1	1	0	0	0	0	**75**
4:45 PM	0	62	6	0	2	1	0	0	1	0	0	0	0	**72**
5:00 PM	0	63	5	0	0	0	0	0	0	0	0	0	0	**68**
5:15 PM	0	50	4	1	0	0	0	0	0	0	0	0	0	**55**
5:30 PM	0	46	2	0	1	0	0	0	0	0	0	0	0	**49**
5:45 PM	1	55	2	0	0	0	0	0	0	0	0	0	0	**58**
6:00 PM	0	51	0	0	0	0	0	0	0	0	0	0	0	**51**
6:15 PM	0	44	2	0	0	0	0	0	0	0	0	0	0	**46**
6:30 PM	1	35	0	0	0	0	0	0	0	0	0	0	0	**36**
6:45 PM	0	38	0	0	0	0	0	0	0	0	0	0	0	**38**
7:00 PM	0	30	1	0	1	0	0	0	0	0	0	0	0	**32**
7:15 PM	0	33	2	0	1	0	0	0	0	0	0	0	0	**36**
7:30 PM	0	31	2	0	0	0	0	0	0	0	0	0	0	**33**
7:45 PM	0	20	1	0	2	0	0	0	0	0	0	0	0	**23**
8:00 PM	0	30	2	1	0	0	0	0	0	0	0	0	0	**33**
8:15 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**
8:30 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**
8:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
9:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
9:15 PM	1	14	0	0	0	0	0	0	0	0	0	0	0	**15**
9:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
9:45 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
10:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
10:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
10:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
10:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
11:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
11:15 PM	0	15	0	1	0	0	0	0	0	0	0	0	0	**16**
11:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
11:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
Total	**11**	**2618**	**254**	**22**	**41**	**24**	**2**	**18**	**36**	**12**	**0**	**0**	**0**	

Claiborne at Poland (Westbound)
Data Collection Date: 02/08/23
USI Project #: 22-077

	SOUTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	1	21	0	1	0	0	0	0	2	0	0	0	0	**25**
12:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
12:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
12:45 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	**14**
1:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:15 AM	0	9	0	1	0	0	1	0	0	0	0	0	0	**11**
1:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
1:45 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	**10**
2:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:15 AM	0	7	0	0	0	1	0	0	0	0	0	0	0	**8**
2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:45 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**
3:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
3:15 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**
3:30 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	**10**
3:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	**13**
4:15 AM	0	11	0	0	0	0	0	0	2	0	0	0	0	**13**
4:30 AM	0	24	2	0	0	0	0	0	1	0	0	0	0	**27**
4:45 AM	0	15	1	1	1	1	0	0	2	0	0	0	0	**21**
5:00 AM	0	30	1	0	0	0	0	0	0	0	0	0	0	**31**
5:15 AM	0	35	1	1	0	0	0	0	1	0	0	0	0	**38**
5:30 AM	0	37	2	0	1	1	0	1	3	0	0	0	0	**45**
5:45 AM	0	44	0	2	0	0	0	0	1	0	0	0	0	**47**
6:00 AM	0	42	2	4	0	0	0	1	3	0	0	0	0	**52**
6:15 AM	0	50	3	4	1	0	0	1	1	0	0	0	0	**60**
6:30 AM	0	60	3	3	0	0	0	0	1	0	0	0	0	**67**
6:45 AM	0	58	4	5	2	2	0	0	0	0	0	0	0	**71**
7:00 AM	0	83	5	4	2	1	0	0	3	0	0	0	0	**98**
7:15 AM	0	113	3	3	1	1	0	0	0	0	0	0	0	**121**
7:30 AM	0	134	8	4	0	2	0	0	3	0	0	0	0	**151**
7:45 AM	1	112	7	3	3	1	1	0	2	1	0	0	0	**131**
8:00 AM	0	133	9	1	2	0	2	0	1	0	0	0	0	**148**
8:15 AM	0	99	5	1	1	3	1	1	2	0	0	0	0	**113**
8:30 AM	0	109	4	0	4	1	1	0	1	1	0	0	0	**121**
8:45 AM	0	85	5	2	1	0	0	0	3	2	0	0	0	**98**
9:00 AM	1	81	4	1	2	1	0	0	0	0	0	0	0	**90**
9:15 AM	0	88	7	1	3	0	0	1	2	0	0	0	0	**102**
9:30 AM	0	85	4	1	3	1	0	1	0	0	0	0	0	**95**
9:45 AM	0	83	8	1	3	1	0	0	2	0	0	0	0	**98**
10:00 AM	0	68	4	0	2	1	0	1	0	0	0	0	0	**76**
10:15 AM	0	98	5	1	3	1	0	0	1	2	0	0	0	**111**
10:30 AM	0	79	7	0	2	1	2	0	2	1	0	0	0	**94**
10:45 AM	0	75	3	1	2	1	1	1	2	2	0	0	0	**88**
11:00 AM	0	99	8	0	5	1	0	3	0	1	0	0	0	**117**
11:15 AM	0	102	8	0	3	0	1	0	1	0	0	0	0	**115**
11:30 AM	0	94	12	0	0	0	1	0	1	1	0	0	0	**109**
11:45 AM	0	93	4	1	2	0	0	1	1	1	0	0	0	**103**
12:00 PM	0	104	8	0	4	0	0	0	2	2	0	0	0	**120**
12:15 PM	0	111	5	0	2	1	1	0	2	0	0	0	0	**122**
12:30 PM	0	97	6	2	1	1	0	0	0	1	0	0	0	**108**
12:45 PM	0	99	8	1	3	0	5	0	3	0	0	0	0	**119**
1:00 PM	1	114	1	0	4	0	0	1	1	0	0	0	0	**122**
1:15 PM	0	89	3	0	0	1	0	0	1	1	0	0	0	**95**
1:30 PM	0	84	0	0	6	1	1	0	2	0	0	0	0	**94**
1:45 PM	0	109	8	2	1	0	1	0	2	0	0	0	0	**123**
2:00 PM	0	106	8	0	1	0	0	0	1	0	0	0	0	**116**
2:15 PM	0	109	9	0	4	1	1	1	2	0	0	0	0	**127**
2:30 PM	0	124	10	2	0	2	1	0	0	0	0	0	0	**139**
2:45 PM	0	137	12	0	0	2	1	0	2	0	0	0	0	**154**
3:00 PM	0	138	9	2	3	0	2	0	0	0	0	0	0	**154**
3:15 PM	0	140	6	4	3	2	0	0	0	0	0	0	0	**155**
3:30 PM	1	153	7	3	2	1	0	0	0	1	0	0	0	**168**
3:45 PM	2	128	5	4	1	0	1	1	0	0	0	0	0	**142**
4:00 PM	1	126	3	5	0	1	0	0	0	1	0	0	0	**137**
4:15 PM	0	138	6	1	0	0	0	0	1	1	0	0	0	**147**
4:30 PM	0	150	7	1	2	0	0	0	1	0	0	0	0	**161**
4:45 PM	0	132	8	4	3	1	0	0	0	0	0	0	0	**148**
5:00 PM	0	144	12	1	0	0	0	0	0	0	0	0	0	**157**
5:15 PM	2	151	4	2	0	0	0	1	1	0	0	0	0	**161**
5:30 PM	0	155	7	1	0	0	0	0	0	0	0	0	0	**163**
5:45 PM	0	132	10	0	0	0	0	0	0	0	0	0	0	**142**
6:00 PM	0	147	6	2	0	0	0	0	1	0	0	0	0	**156**
6:15 PM	0	114	1	0	1	0	0	0	1	0	0	0	0	**117**
6:30 PM	0	112	4	1	0	0	0	1	1	0	0	0	0	**119**
6:45 PM	1	110	0	0	0	0	0	0	1	0	0	0	0	**112**
7:00 PM	0	105	2	1	0	0	0	0	0	0	0	0	0	**108**
7:15 PM	0	97	2	0	0	0	0	0	0	0	0	0	0	**99**
7:30 PM	0	85	0	0	0	0	0	0	0	0	0	0	0	**85**
7:45 PM	0	86	3	1	2	0	0	0	0	0	0	0	0	**92**
8:00 PM	0	61	0	0	0	0	0	0	1	1	0	0	0	**63**
8:15 PM	0	64	0	1	0	0	0	0	1	0	0	0	0	**66**
8:30 PM	0	53	2	1	1	0	0	0	0	0	0	0	0	**57**
8:45 PM	0	65	0	0	1	0	0	0	1	0	0	0	0	**67**
9:00 PM	1	54	0	1	0	0	0	0	2	0	0	0	0	**58**
9:15 PM	0	69	1	1	0	0	0	0	1	0	0	0	0	**72**
9:30 PM	0	62	1	0	0	0	0	0	0	1	0	0	0	**64**
9:45 PM	0	43	0	1	0	0	0	0	0	0	0	0	0	**44**
10:00 PM	0	37	1	0	0	0	0	0	1	0	0	0	0	**39**
10:15 PM	0	38	0	1	0	0	0	0	0	0	0	0	0	**39**
10:30 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	**31**
10:45 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	**31**
11:00 PM	0	26	1	0	0	0	0	0	1	0	0	0	0	**28**
11:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
11:30 PM	0	16	0	1	0	0	0	0	0	0	0	0	0	**17**
11:45 PM	0	22	0	0	1	0	0	0	1	0	0	0	0	**24**
Total	**12**	**7001**	**331**	**94**	**96**	**36**	**25**	**17**	**83**	**21**	**0**	**0**	**0**	

Claiborne at Poland (Westbound)
Data Collection Date: 02/08/23
USI Project #: 22-077

	WESTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
12:15 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 AM	1	5	0	0	0	0	0	0	0	0	0	0	0	**6**
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 AM	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:30 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	**9**
4:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:15 AM	0	10	1	1	0	0	0	0	0	0	0	0	0	**12**
5:30 AM	1	14	2	0	0	0	0	0	0	0	0	0	0	**17**
5:45 AM	0	21	1	1	0	0	0	0	0	0	0	0	0	**23**
6:00 AM	0	26	0	0	0	0	0	1	1	0	0	0	0	**28**
6:15 AM	0	35	2	4	2	1	0	0	0	0	0	0	0	**44**
6:30 AM	0	36	2	0	0	0	0	0	1	0	0	0	0	**39**
6:45 AM	0	52	1	3	0	0	0	0	0	0	0	0	0	**56**
7:00 AM	0	58	1	3	1	0	0	0	0	0	0	0	0	**63**
7:15 AM	0	59	1	2	2	0	0	0	0	0	0	0	0	**64**
7:30 AM	0	60	2	1	2	0	0	0	0	0	0	0	0	**65**
7:45 AM	0	74	6	3	1	0	0	0	0	0	0	0	0	**84**
8:00 AM	0	53	2	0	0	0	0	0	0	0	0	0	0	**55**
8:15 AM	0	41	2	1	2	0	0	0	1	0	0	0	0	**47**
8:30 AM	0	56	2	0	0	0	0	0	0	0	0	0	0	**58**
8:45 AM	0	50	3	1	1	0	0	0	0	0	0	0	0	**55**
9:00 AM	0	43	2	0	0	0	0	0	0	0	0	0	0	**45**
9:15 AM	0	40	2	1	3	0	0	0	0	0	0	0	0	**46**
9:30 AM	0	29	3	0	0	0	0	1	1	0	0	0	0	**34**
9:45 AM	0	37	3	1	2	0	0	0	0	0	0	0	0	**43**
10:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
10:15 AM	0	44	4	1	0	0	0	1	0	0	0	0	0	**50**
10:30 AM	0	35	2	0	3	1	0	0	0	0	0	0	0	**41**
10:45 AM	0	34	4	1	2	0	0	0	0	0	0	0	0	**41**
11:00 AM	0	38	1	0	2	0	0	0	0	0	0	0	0	**41**
11:15 AM	1	63	4	1	1	0	0	0	0	0	0	0	0	**70**
11:30 AM	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**
11:45 AM	0	34	2	0	0	1	0	0	0	0	0	0	0	**37**
12:00 PM	1	39	3	0	0	0	0	0	0	0	0	0	0	**43**
12:15 PM	0	32	1	1	0	1	0	0	2	0	0	0	0	**37**
12:30 PM	0	36	2	0	0	0	0	0	0	0	0	0	0	**38**
12:45 PM	0	60	2	1	0	0	0	0	2	0	0	0	0	**65**
1:00 PM	0	46	1	0	1	0	0	0	0	0	0	0	0	**48**
1:15 PM	0	20	1	0	0	1	0	0	0	0	0	0	0	**22**
1:30 PM	0	50	7	0	2	1	0	0	0	0	0	0	0	**60**
1:45 PM	0	34	2	0	0	0	0	0	0	1	0	0	0	**37**
2:00 PM	0	44	1	0	1	3	0	0	0	0	0	0	0	**49**
2:15 PM	0	55	2	1	0	0	0	0	0	0	0	0	0	**58**
2:30 PM	0	56	0	1	0	0	0	0	0	0	0	0	0	**57**
2:45 PM	0	40	3	0	0	0	0	0	0	0	0	0	0	**43**
3:00 PM	0	52	3	1	0	0	0	0	0	0	0	0	0	**56**
3:15 PM	0	55	2	3	0	0	0	0	0	0	0	0	0	**60**
3:30 PM	1	50	5	2	1	0	0	0	1	0	0	0	0	**60**
3:45 PM	0	43	3	2	2	0	0	0	0	0	0	0	0	**50**
4:00 PM	0	55	2	1	0	1	0	0	0	0	0	0	0	**59**
4:15 PM	0	35	3	1	0	0	0	0	0	0	0	0	0	**39**
4:30 PM	0	49	3	3	0	1	0	0	0	0	0	0	0	**56**
4:45 PM	0	66	1	2	0	0	0	0	0	0	0	0	0	**69**
5:00 PM	0	45	3	2	0	0	0	0	0	0	0	0	0	**50**
5:15 PM	0	41	4	3	0	0	0	0	0	0	0	0	0	**48**
5:30 PM	0	33	3	1	1	0	0	0	0	0	0	0	0	**38**
5:45 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**
6:00 PM	0	52	5	1	0	0	0	0	0	0	0	0	0	**58**
6:15 PM	0	43	4	2	0	0	0	0	0	0	0	0	0	**49**
6:30 PM	0	42	4	0	0	0	0	0	0	0	0	0	0	**46**
6:45 PM	0	41	2	2	0	0	0	0	1	0	0	0	0	**46**
7:00 PM	0	35	2	2	1	0	0	0	0	0	0	0	0	**40**
7:15 PM	0	32	0	1	0	0	0	0	0	0	0	0	0	**33**
7:30 PM	0	28	2	1	0	0	0	0	0	0	0	0	0	**31**
7:45 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**
8:00 PM	0	15	1	0	1	0	0	0	1	0	0	0	0	**18**
8:15 PM	0	23	3	1	0	0	0	0	0	0	0	0	0	**27**
8:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
8:45 PM	0	21	1	1	0	0	0	0	0	0	0	0	0	**23**
9:00 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	**35**
9:15 PM	0	18	0	1	0	0	0	0	0	0	0	0	0	**19**
9:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
9:45 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
10:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
10:15 PM	0	13	1	1	0	0	0	0	0	0	0	0	0	**15**
10:30 PM	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**
10:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**5**	**2765**	**155**	**66**	**35**	**12**	**0**	**3**	**11**	**1**	**0**	**0**	**0**	

Claiborne at Poland (Westbound)
Data Collection Date: 02/08/23
USI Project #: 22-077

	NORTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Claiborne at Poland (Westbound)
Data Collection Date: 02/08/23
USI Project #: 22-077

	SOUTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
6:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:45 AM	0	17	0	1	0	0	0	0	1	0	0	0	0	19
7:00 AM	0	9	0	1	0	0	0	0	1	0	0	0	0	11
7:15 AM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
7:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
7:45 AM	0	14	2	0	0	1	1	0	3	0	0	0	0	21
8:00 AM	0	17	1	1	1	0	0	0	1	0	0	0	0	21
8:15 AM	0	14	0	0	0	1	1	1	1	0	0	0	0	18
8:30 AM	0	8	0	0	0	1	0	0	0	0	0	0	0	9
8:45 AM	0	8	0	0	0	0	1	0	0	0	0	0	0	9
9:00 AM	0	9	1	1	0	0	0	0	3	0	0	0	0	14
9:15 AM	0	6	0	0	1	0	0	1	1	0	0	0	0	9
9:30 AM	0	8	0	0	1	0	0	0	1	0	0	0	0	10
9:45 AM	0	13	1	0	2	0	0	0	2	0	0	0	0	18
10:00 AM	0	8	1	0	0	0	0	2	0	0	0	0	0	11
10:15 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	9
10:30 AM	0	6	1	0	2	1	0	0	4	0	0	0	0	14
10:45 AM	0	9	4	0	0	0	0	1	2	0	0	0	0	16
11:00 AM	0	13	2	0	0	0	1	0	0	0	0	0	0	16
11:15 AM	0	9	1	0	0	1	0	0	0	0	0	0	0	11
11:30 AM	0	14	1	0	0	2	0	1	2	0	0	0	0	20
11:45 AM	0	13	1	0	0	0	0	0	1	0	0	0	0	15
12:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
12:15 PM	0	14	0	0	0	0	0	1	0	0	0	0	0	15
12:30 PM	0	3	0	0	0	0	0	2	0	0	0	0	0	5
12:45 PM	0	7	0	0	0	0	0	0	1	0	0	0	0	8
1:00 PM	0	12	0	0	0	0	0	1	0	0	0	0	0	13
1:15 PM	0	12	1	0	1	0	0	0	2	0	0	0	0	16
1:30 PM	0	10	0	0	0	1	1	1	0	0	0	0	0	13
1:45 PM	0	10	0	0	0	0	1	0	0	0	0	0	0	11
2:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
2:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
2:30 PM	0	10	1	0	0	0	0	0	1	0	0	0	0	12
2:45 PM	0	16	1	0	0	0	0	1	0	0	0	0	0	18
3:00 PM	0	13	1	0	0	1	0	1	1	0	0	0	0	17
3:15 PM	0	12	0	0	0	2	0	0	0	0	0	0	0	14
3:30 PM	0	8	0	0	0	1	0	1	1	0	0	0	0	11
3:45 PM	0	10	0	0	1	0	0	0	1	0	0	0	0	12
4:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
4:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
4:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
4:45 PM	0	14	0	0	0	0	0	1	0	0	0	0	0	15
5:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
5:30 PM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
6:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
6:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
6:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
6:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
7:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
7:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
7:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
7:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
8:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
8:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
9:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	**0**	**690**	**30**	**7**	**10**	**13**	**6**	**15**	**31**	**0**	**0**	**0**	**0**	

Claiborne at Poland (Westbound)
Data Collection Date: 02/08/23
USI Project #: 22-077

	NORTHBOUND U-TURN													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

N Robertson St at Poland Ave
Data Collection Date: 02/08/23
USI Project #: 22-077

	EASTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
5:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:45 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
6:00 AM	0	5	1	0	0	0	0	1	0	0	0	0	0	**7**
6:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
6:45 AM	0	7	0	0	0	1	0	0	1	0	0	0	0	**9**
7:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
7:15 AM	0	18	0	0	0	1	0	0	0	0	0	0	0	**19**
7:30 AM	0	8	0	1	0	1	0	0	0	0	0	0	0	**10**
7:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
8:00 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	**13**
8:15 AM	0	5	0	0	1	0	0	0	1	0	0	0	0	**7**
8:30 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	**9**
8:45 AM	0	7	0	0	1	0	0	0	2	1	0	0	0	**11**
9:00 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**
9:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
9:30 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	**7**
9:45 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**
10:00 AM	0	15	1	0	0	0	1	0	2	0	0	0	0	**19**
10:15 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	**10**
10:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
10:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
11:00 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**
11:15 AM	0	9	1	0	0	0	0	0	1	1	0	0	0	**12**
11:30 AM	0	10	1	0	0	0	0	0	2	0	0	0	0	**13**
11:45 AM	0	9	0	0	0	2	0	0	0	0	0	0	0	**11**
12:00 PM	0	15	0	0	0	1	0	0	1	0	0	0	0	**17**
12:15 PM	0	13	0	0	0	0	0	0	0	1	0	0	0	**14**
12:30 PM	0	8	2	0	1	2	0	0	0	0	0	0	0	**13**
12:45 PM	0	6	0	0	0	0	0	0	1	1	0	0	0	**8**
1:00 PM	0	11	0	0	0	1	0	0	1	1	0	0	0	**14**
1:15 PM	0	11	2	1	0	0	0	0	1	0	0	0	0	**15**
1:30 PM	0	9	1	0	0	0	0	1	0	0	0	0	0	**11**
1:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:00 PM	0	6	1	0	0	1	0	0	1	0	0	0	0	**9**
2:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
2:30 PM	0	14	2	0	1	0	0	0	0	1	0	0	0	**18**
2:45 PM	0	9	0	0	0	1	0	0	0	0	0	0	0	**10**
3:00 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	**6**
3:15 PM	0	10	1	0	0	0	0	0	1	0	0	0	0	**12**
3:30 PM	0	18	0	1	0	0	0	0	0	0	0	0	0	**19**
3:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
4:00 PM	1	14	0	0	0	0	0	0	0	0	0	0	0	**15**
4:15 PM	0	20	0	2	0	0	0	0	0	0	0	0	0	**22**
4:30 PM	0	14	0	0	0	0	0	0	1	0	0	0	0	**15**
4:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
5:00 PM	0	12	0	0	0	1	0	0	0	1	0	0	0	**14**
5:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
5:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
5:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
6:00 PM	1	5	0	0	0	0	0	0	0	0	0	0	0	**6**
6:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
6:30 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
6:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
7:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
7:45 PM	0	9	0	0	2	0	0	0	0	0	0	0	0	**11**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
9:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:15 PM	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:15 PM	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
11:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
Total	**4**	**673**	**25**	**6**	**10**	**13**	**1**	**3**	**22**	**7**	**0**	**0**	**0**	

N Robertson St at Poland Ave
Data Collection Date: 02/08/23
USI Project #: 22-077

	NORTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

N Robertson St at Poland Ave
Data Collection Date: 02/08/23
USI Project #: 22-077

	SOUTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	14	2	1	0	0	0	0	1	0	0	0	0	**18**
12:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:45 AM	0	13	2	0	0	0	0	0	0	1	0	0	0	**16**
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
1:15 AM	0	4	3	0	0	1	0	0	0	0	0	0	0	**8**
1:30 AM	0	10	1	1	0	0	0	0	0	0	0	0	0	**12**
1:45 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
2:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
2:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:30 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
2:45 AM	0	3	3	0	0	0	0	0	1	0	0	0	0	**7**
3:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
3:15 AM	0	4	5	0	0	0	0	0	0	0	0	0	0	**9**
3:30 AM	0	2	3	0	1	0	0	0	0	1	0	0	0	**7**
3:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
4:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:30 AM	0	8	10	0	0	0	0	0	1	0	0	0	0	**19**
4:45 AM	0	9	4	1	0	0	0	0	1	0	0	0	0	**15**
5:00 AM	0	10	11	0	0	1	0	0	0	0	0	0	0	**22**
5:15 AM	0	20	8	1	0	0	0	0	0	0	0	0	0	**29**
5:30 AM	0	22	6	0	1	0	0	0	0	0	0	0	0	**29**
5:45 AM	0	24	11	1	0	0	0	0	0	0	0	0	0	**36**
6:00 AM	0	22	10	2	0	0	0	0	0	0	0	0	0	**34**
6:15 AM	0	29	14	4	0	0	0	0	1	0	0	0	0	**48**
6:30 AM	0	26	13	1	0	0	0	0	0	0	0	0	0	**40**
6:45 AM	0	34	6	3	1	0	0	0	0	0	0	0	0	**44**
7:00 AM	0	32	17	2	0	1	0	0	0	0	0	0	0	**52**
7:15 AM	0	60	7	3	2	0	0	0	0	0	0	0	0	**72**
7:30 AM	0	66	14	4	1	0	0	0	0	0	0	0	0	**85**
7:45 AM	0	60	12	2	0	0	0	0	0	0	0	0	0	**74**
8:00 AM	0	72	13	2	0	0	0	0	0	0	0	0	0	**87**
8:15 AM	0	49	18	1	0	1	2	0	0	0	0	0	0	**71**
8:30 AM	0	61	17	0	3	0	1	0	1	0	0	0	0	**83**
8:45 AM	0	62	12	1	0	0	0	0	1	0	0	0	0	**76**
9:00 AM	0	54	7	0	1	1	0	0	0	0	0	0	0	**63**
9:15 AM	0	55	14	1	1	0	0	0	0	0	0	0	0	**71**
9:30 AM	0	53	15	0	1	1	0	0	1	0	0	0	0	**71**
9:45 AM	0	46	17	1	0	0	2	0	1	0	0	0	0	**67**
10:00 AM	0	48	8	0	2	0	0	0	0	0	0	0	0	**58**
10:15 AM	0	41	15	1	2	0	0	1	0	0	0	0	0	**60**
10:30 AM	0	47	13	0	1	0	0	1	0	1	0	0	0	**63**
10:45 AM	0	49	11	1	1	1	1	1	0	0	0	0	0	**65**
11:00 AM	1	73	8	0	1	1	1	0	0	0	0	0	0	**85**
11:15 AM	0	66	15	0	2	0	0	0	1	0	0	0	0	**84**
11:30 AM	0	45	13	0	1	0	0	0	0	0	0	0	0	**59**
11:45 AM	0	51	12	0	1	1	0	0	0	0	0	0	0	**65**
12:00 PM	1	59	17	1	1	0	0	1	0	0	0	0	0	**80**
12:15 PM	0	58	24	0	0	0	0	0	0	0	0	0	0	**82**
12:30 PM	0	63	13	1	1	0	1	0	0	0	0	0	0	**79**
12:45 PM	0	52	13	0	1	2	2	0	1	0	0	0	0	**71**
1:00 PM	0	62	18	0	1	0	0	0	0	0	0	0	0	**81**
1:15 PM	0	65	15	0	2	1	0	0	0	0	0	0	0	**83**
1:30 PM	0	28	17	0	2	1	1	0	0	0	0	0	0	**49**
1:45 PM	1	67	16	0	2	0	0	1	0	0	0	0	0	**87**
2:00 PM	0	58	13	2	1	0	0	0	0	0	0	0	0	**74**
2:15 PM	0	79	23	0	3	1	1	0	0	0	0	0	0	**107**
2:30 PM	0	72	18	0	1	2	0	0	0	0	0	0	0	**93**
2:45 PM	0	83	19	1	0	2	0	0	0	0	0	0	0	**105**
3:00 PM	0	82	19	1	2	0	1	0	0	0	0	0	0	**105**
3:15 PM	1	94	18	2	2	0	1	0	0	0	0	0	0	**118**
3:30 PM	1	95	16	0	1	1	0	0	0	0	0	0	0	**114**
3:45 PM	2	84	13	5	1	0	0	0	0	0	0	0	0	**105**
4:00 PM	0	78	18	2	2	0	0	0	0	0	0	0	0	**100**
4:15 PM	1	83	12	2	0	0	0	0	0	0	0	0	0	**98**
4:30 PM	0	93	11	2	0	0	0	0	0	0	0	0	0	**106**
4:45 PM	0	93	15	1	1	0	0	0	1	0	0	0	0	**111**
5:00 PM	0	82	18	2	1	0	0	0	0	0	0	0	0	**103**
5:15 PM	0	99	14	2	0	0	0	0	0	0	0	0	0	**115**
5:30 PM	0	112	17	1	0	0	0	0	1	0	0	0	0	**131**
5:45 PM	0	91	10	0	0	0	0	0	0	0	0	0	0	**101**
6:00 PM	0	76	8	1	0	0	0	0	0	0	0	0	0	**85**
6:15 PM	0	73	13	2	0	0	0	0	0	0	0	0	0	**88**
6:30 PM	0	82	11	0	0	0	0	0	0	0	0	0	0	**93**
6:45 PM	0	72	7	1	0	0	0	0	1	0	0	0	0	**81**
7:00 PM	0	68	13	1	0	0	0	0	0	0	0	0	0	**82**
7:15 PM	0	75	9	0	0	0	0	0	0	0	0	0	0	**84**
7:30 PM	0	46	4	0	0	0	0	0	0	0	0	0	0	**50**
7:45 PM	0	65	5	1	1	0	0	0	0	0	0	0	0	**72**
8:00 PM	0	54	8	0	0	0	0	0	0	0	0	0	0	**62**
8:15 PM	0	48	5	1	0	0	0	0	1	1	0	0	0	**56**
8:30 PM	0	39	4	0	0	0	0	0	0	0	0	0	0	**43**
8:45 PM	0	37	4	0	1	0	0	0	0	0	0	0	0	**42**
9:00 PM	0	44	1	1	0	0	0	0	1	0	0	0	0	**47**
9:15 PM	0	56	4	1	0	0	0	0	0	0	0	0	0	**61**
9:30 PM	0	40	8	0	0	0	0	0	0	1	0	0	0	**49**
9:45 PM	0	42	3	0	0	0	0	0	0	0	0	0	0	**45**
10:00 PM	0	27	0	1	0	0	0	0	0	0	0	0	0	**28**
10:15 PM	0	27	0	1	0	0	0	0	0	0	0	0	0	**28**
10:30 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
10:45 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**
11:00 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
11:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
11:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
11:45 PM	0	12	1	1	1	0	0	0	1	0	0	0	0	**16**
Total	**8**	**4323**	**892**	**71**	**51**	**19**	**14**	**5**	**17**	**5**	**0**	**0**	**0**	

N Robertson St at Poland Ave
Data Collection Date: 02/08/23
USI Project #: 22-077

	EASTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	42	1	0	2	0	0	0	0	2	0	0	0	47
12:15 AM	1	42	2	0	0	0	0	0	0	0	0	0	0	45
12:30 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
12:45 AM	0	15	2	0	0	0	0	0	2	0	0	0	0	19
1:00 AM	0	15	2	0	0	0	0	0	1	0	0	0	0	18
1:15 AM	0	19	1	0	1	0	0	0	1	1	0	0	0	23
1:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
1:45 AM	0	26	0	0	0	0	0	0	0	0	0	0	0	26
2:00 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	19
2:15 AM	0	16	0	0	1	1	0	0	1	0	0	0	0	19
2:30 AM	0	12	1	0	1	0	0	0	1	0	0	0	0	15
2:45 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
3:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
3:15 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
3:30 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
3:45 AM	0	32	3	0	1	1	0	0	2	0	0	0	0	39
4:00 AM	0	22	2	0	1	1	0	2	0	0	0	0	0	28
4:15 AM	0	30	7	0	1	0	0	3	0	0	0	0	0	41
4:30 AM	0	58	8	1	1	0	0	3	0	0	0	0	0	71
4:45 AM	1	88	9	1	0	0	0	0	0	0	0	0	0	99
5:00 AM	0	109	20	0	0	0	0	1	1	0	0	0	0	131
5:15 AM	0	176	22	0	0	0	0	1	2	0	0	0	0	201
5:30 AM	1	151	22	0	0	1	0	1	1	0	0	0	0	177
5:45 AM	0	128	11	0	0	0	0	1	0	0	0	0	0	140
6:00 AM	0	91	12	1	1	1	0	1	0	0	0	0	0	107
6:15 AM	0	132	9	4	0	3	0	0	1	0	0	0	0	149
6:30 AM	0	120	9	2	2	0	0	0	3	0	0	0	0	136
6:45 AM	0	165	5	1	3	0	0	0	0	1	0	0	0	175
7:00 AM	0	158	11	4	1	1	0	1	0	0	0	0	0	176
7:15 AM	1	160	7	5	1	1	0	0	0	0	0	0	0	175
7:30 AM	0	173	5	2	1	1	0	0	1	0	0	0	0	183
7:45 AM	0	179	17	0	2	0	0	0	0	0	0	0	0	198
8:00 AM	0	171	4	1	2	0	0	0	0	0	0	0	0	178
8:15 AM	0	168	12	2	2	1	0	0	0	1	0	0	0	186
8:30 AM	0	137	4	0	6	0	0	0	0	0	0	0	0	147
8:45 AM	0	138	6	0	0	0	1	0	0	1	0	0	0	146
9:00 AM	0	150	12	1	2	0	0	0	1	0	0	0	0	166
9:15 AM	0	142	13	1	1	1	0	0	1	0	0	0	0	159
9:30 AM	1	144	9	0	1	0	0	0	0	0	0	0	0	155
9:45 AM	0	152	9	0	2	0	0	0	1	0	0	0	0	164
10:00 AM	0	145	6	1	1	1	0	1	0	0	0	0	0	155
10:15 AM	0	119	6	2	1	1	0	0	1	1	0	0	0	131
10:30 AM	1	141	14	0	2	3	0	1	0	0	0	0	0	162
10:45 AM	1	155	9	0	1	1	0	0	3	0	0	0	0	170
11:00 AM	0	155	9	1	0	1	0	0	4	0	0	0	0	170
11:15 AM	0	154	8	1	4	2	0	0	4	0	0	0	0	173
11:30 AM	1	164	6	1	3	2	0	0	0	0	0	0	0	177
11:45 AM	1	152	12	1	1	2	1	0	2	0	0	0	0	172
12:00 PM	0	153	19	0	2	1	0	0	1	0	0	0	0	176
12:15 PM	0	157	17	0	4	2	0	0	3	0	0	0	0	183
12:30 PM	0	188	18	1	1	0	0	0	3	0	0	0	0	211
12:45 PM	1	197	14	0	6	0	0	0	1	1	0	0	0	220
1:00 PM	0	152	10	0	1	0	0	0	1	0	0	0	0	164
1:15 PM	1	172	11	2	3	0	0	0	1	0	0	0	0	190
1:30 PM	0	167	10	0	1	1	0	0	0	0	0	0	0	179
1:45 PM	1	161	14	0	3	0	0	0	1	0	0	0	0	180
2:00 PM	0	195	11	0	3	1	0	0	3	0	0	0	0	213
2:15 PM	0	229	10	0	2	0	0	0	3	0	0	0	0	244
2:30 PM	0	212	15	0	3	1	0	0	0	1	0	0	0	232
2:45 PM	0	242	16	0	0	0	0	0	2	0	0	0	0	260
3:00 PM	0	269	13	0	2	0	0	0	0	2	0	0	0	286
3:15 PM	0	280	15	2	2	0	0	0	1	0	0	0	0	300
3:30 PM	0	240	12	0	2	1	0	0	1	0	0	0	0	256
3:45 PM	0	288	12	1	0	0	0	0	0	1	0	0	0	302
4:00 PM	0	287	7	1	2	0	1	0	1	0	0	0	0	299
4:15 PM	0	327	11	1	1	0	0	0	0	0	0	0	0	340
4:30 PM	0	310	9	2	1	1	0	0	0	0	0	0	0	323
4:45 PM	0	275	9	1	1	0	0	0	1	0	0	0	0	287
5:00 PM	1	298	16	1	1	0	0	0	0	0	0	0	0	317
5:15 PM	0	304	8	1	3	0	0	0	1	0	0	0	0	317
5:30 PM	0	346	9	2	0	1	0	0	0	0	0	0	0	358
5:45 PM	0	277	13	0	0	1	0	0	0	0	0	0	0	291
6:00 PM	0	157	13	0	3	0	0	0	0	0	0	0	0	173
6:15 PM	0	274	22	0	2	0	0	0	1	0	0	0	0	299
6:30 PM	2	235	13	0	2	0	0	0	1	0	0	0	0	253
6:45 PM	0	209	8	4	2	0	0	0	2	0	0	0	0	225
7:00 PM	0	161	11	2	1	0	0	0	0	1	0	0	0	176
7:15 PM	0	160	11	1	1	0	0	0	0	0	0	0	0	173
7:30 PM	0	141	7	1	3	0	0	0	2	0	0	0	0	154
7:45 PM	0	142	6	0	2	0	0	0	0	0	0	0	0	150
8:00 PM	0	127	5	0	0	0	0	0	1	0	0	0	0	133
8:15 PM	0	143	4	0	0	0	0	0	0	1	0	0	0	148
8:30 PM	0	116	7	0	0	0	0	0	0	0	0	0	0	123
8:45 PM	0	93	1	0	1	0	0	0	0	0	0	0	0	95
9:00 PM	0	111	8	0	1	0	0	0	1	0	0	0	0	121
9:15 PM	0	93	5	0	0	0	0	0	0	0	0	0	0	98
9:30 PM	0	98	5	0	0	0	0	0	0	0	0	0	0	103
9:45 PM	0	94	4	0	1	0	0	0	1	0	0	0	0	100
10:00 PM	0	110	13	0	1	0	0	0	0	1	0	0	0	125
10:15 PM	0	90	8	0	0	0	0	0	0	0	0	0	0	98
10:30 PM	0	97	6	0	0	0	0	0	0	0	0	0	0	103
10:45 PM	0	90	7	0	1	0	0	0	1	0	0	0	0	99
11:00 PM	0	58	4	0	0	0	0	0	2	0	0	0	0	64
11:15 PM	0	51	4	0	1	0	0	0	0	0	0	0	0	56
11:30 PM	0	37	3	0	0	0	0	0	0	0	0	0	0	40
11:45 PM	0	42	2	0	0	0	0	0	0	0	0	0	0	44
Total	**15**	**13318**	**808**	**56**	**116**	**36**	**3**	**16**	**70**	**15**	**0**	**0**	**0**	

N Robertson St at Poland Ave
Data Collection Date: 02/08/23
USI Project #: 22-077

	NORTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6
12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:30 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
2:00 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
2:15 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
3:00 AM	0	6	2	0	0	0	0	0	1	0	0	0	0	9
3:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	3
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	3
4:30 AM	0	6	0	1	0	0	0	0	0	1	0	0	0	8
4:45 AM	0	5	0	0	0	0	0	0	2	1	0	0	0	8
5:00 AM	0	7	0	0	1	0	1	0	2	1	0	0	0	12
5:15 AM	0	7	0	0	0	0	0	1	3	0	0	0	0	11
5:30 AM	0	10	5	0	0	0	0	0	0	1	0	0	0	16
5:45 AM	0	13	2	0	0	1	0	0	3	1	0	0	0	20
6:00 AM	0	16	2	0	0	0	0	0	3	3	0	0	0	24
6:15 AM	0	22	4	0	0	2	0	0	3	0	0	0	0	31
6:30 AM	0	24	3	0	0	1	0	0	2	0	0	0	0	30
6:45 AM	0	33	5	1	1	1	0	0	0	2	0	0	0	43
7:00 AM	0	37	5	1	3	0	0	0	1	1	0	0	0	48
7:15 AM	1	55	4	0	0	0	0	0	3	0	0	0	0	63
7:30 AM	0	48	7	1	0	0	0	0	1	0	0	0	0	57
7:45 AM	0	51	6	3	0	1	0	0	0	1	0	0	0	62
8:00 AM	0	37	3	2	0	0	0	0	1	0	0	0	0	43
8:15 AM	1	44	4	1	1	1	1	0	2	0	0	0	0	55
8:30 AM	0	29	6	0	1	0	0	0	1	1	0	0	0	38
8:45 AM	0	15	5	0	0	0	0	0	1	1	0	0	0	22
9:00 AM	0	31	2	0	1	0	0	0	2	0	0	0	0	36
9:15 AM	0	31	4	1	0	0	0	0	0	2	0	0	0	38
9:30 AM	0	27	5	0	0	0	0	0	0	0	0	0	0	32
9:45 AM	0	30	5	0	0	0	0	0	2	1	0	0	0	38
10:00 AM	0	24	3	0	1	2	0	1	3	1	0	0	0	35
10:15 AM	0	36	5	0	2	4	0	1	3	1	0	0	0	52
10:30 AM	0	19	0	0	0	0	0	0	1	3	0	0	0	23
10:45 AM	0	31	3	0	1	1	0	0	2	1	0	0	0	39
11:00 AM	1	30	2	0	0	0	0	0	2	2	0	0	0	37
11:15 AM	0	22	1	0	0	1	0	0	1	0	0	0	0	25
11:30 AM	0	26	1	0	0	0	0	0	5	0	0	0	0	32
11:45 AM	0	28	6	0	0	0	0	0	3	1	0	0	0	38
12:00 PM	0	39	6	0	3	1	0	0	1	0	0	0	0	50
12:15 PM	0	34	1	0	3	0	2	1	0	0	0	0	0	41
12:30 PM	1	42	5	0	1	0	0	0	3	2	0	0	0	54
12:45 PM	0	27	2	2	1	0	0	2	0	0	0	0	0	34
1:00 PM	1	40	7	0	1	0	0	0	0	4	0	0	0	53
1:15 PM	1	42	2	0	0	0	2	0	0	2	0	0	0	49
1:30 PM	0	39	1	0	0	0	2	0	0	0	0	0	0	42
1:45 PM	0	35	3	0	0	0	1	1	1	1	0	0	0	42
2:00 PM	0	32	3	0	1	0	1	1	1	1	0	0	0	40
2:15 PM	0	36	1	0	2	0	1	0	0	0	0	0	0	40
2:30 PM	0	50	1	1	1	1	3	2	0	0	0	0	0	59
2:45 PM	0	61	5	0	0	1	1	1	0	0	0	0	0	69
3:00 PM	0	54	2	0	2	0	0	0	2	0	0	0	0	60
3:15 PM	0	38	2	0	3	0	1	1	0	1	0	0	0	46
3:30 PM	0	48	4	1	1	0	0	1	0	2	0	0	0	57
3:45 PM	0	62	2	3	0	0	0	0	0	0	0	0	0	67
4:00 PM	0	57	6	3	0	0	0	0	0	1	0	0	0	67
4:15 PM	0	61	3	1	0	0	0	0	1	0	0	0	0	66
4:30 PM	0	53	1	0	0	1	0	1	1	1	0	0	0	58
4:45 PM	0	68	2	0	1	0	0	0	0	1	0	0	0	72
5:00 PM	0	67	2	0	0	0	0	0	0	0	0	0	0	69
5:15 PM	0	36	1	0	4	0	0	0	0	0	0	0	0	41
5:30 PM	0	41	2	1	0	0	0	0	0	0	0	0	0	44
5:45 PM	0	57	2	0	1	2	0	0	0	0	0	0	0	62
6:00 PM	0	59	2	0	0	0	0	0	0	0	0	0	0	61
6:15 PM	0	44	0	0	0	0	0	0	0	0	0	0	0	44
6:30 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	30
6:45 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	36
7:00 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
7:15 PM	0	33	0	0	1	0	0	0	1	0	0	0	0	35
7:30 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
7:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
8:00 PM	0	29	2	0	0	0	0	1	0	1	0	0	0	33
8:15 PM	0	14	1	0	1	0	0	0	2	0	0	0	0	18
8:30 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
8:45 PM	0	22	0	0	0	0	0	0	1	0	0	0	0	23
9:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
9:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
9:30 PM	0	19	0	0	0	0	0	0	1	0	0	0	0	20
9:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
10:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
10:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
10:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
10:45 PM	0	9	1	0	0	0	0	0	0	1	0	0	0	11
11:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
11:30 PM	0	8	0	0	0	0	0	0	1	0	0	0	0	9
11:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Total	**7**	**2478**	**185**	**23**	**39**	**21**	**16**	**15**	**74**	**46**	**0**	**0**	**0**	

N Robertson St at Poland Ave
Data Collection Date: 02/08/23
USI Project #: 22-077

	SOUTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	5	1	0	0	0	0	0	2	0	0	0	0	8
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	3
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	4	0	0	0	0	1	0	0	0	0	0	0	5
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	2
4:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
4:45 AM	0	4	0	0	0	0	0	0	0	1	0	0	0	5
5:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:30 AM	0	6	4	0	1	1	0	0	0	0	0	0	0	12
5:45 AM	0	10	2	0	0	0	0	0	2	1	0	0	0	15
6:00 AM	0	12	2	0	0	0	0	0	2	0	0	0	0	16
6:15 AM	0	20	5	3	0	0	0	0	3	0	0	0	0	31
6:30 AM	0	15	4	2	0	0	0	0	1	0	0	0	0	22
6:45 AM	0	24	4	1	0	0	0	0	0	0	0	0	0	29
7:00 AM	0	28	5	3	2	1	1	0	1	0	0	0	0	41
7:15 AM	0	42	8	0	0	0	0	0	2	0	0	0	0	52
7:30 AM	0	58	16	3	1	0	0	0	2	0	0	0	0	80
7:45 AM	0	62	14	0	3	0	1	1	1	0	0	0	0	82
8:00 AM	0	45	10	0	1	2	1	1	3	0	0	0	0	63
8:15 AM	0	37	6	0	2	2	0	0	3	0	0	0	0	50
8:30 AM	0	32	6	0	2	0	0	0	0	0	0	0	0	40
8:45 AM	0	44	13	2	0	0	1	0	5	0	0	0	0	65
9:00 AM	0	33	4	1	0	0	0	0	0	0	0	0	0	38
9:15 AM	0	24	10	0	2	0	1	0	2	0	0	0	0	39
9:30 AM	0	37	10	1	2	0	0	0	0	0	0	0	0	50
9:45 AM	0	36	13	1	1	0	0	0	2	0	0	0	0	53
10:00 AM	0	27	9	0	1	1	0	0	1	0	0	0	0	39
10:15 AM	0	40	8	0	3	0	0	0	0	1	0	0	0	52
10:30 AM	0	45	7	0	2	0	0	0	2	0	0	0	0	56
10:45 AM	0	35	8	0	1	0	0	0	3	0	0	0	0	47
11:00 AM	0	30	12	0	1	1	0	0	3	0	0	0	0	47
11:15 AM	0	33	10	0	1	0	0	0	3	0	0	0	0	47
11:30 AM	0	43	16	0	1	1	1	0	1	0	0	0	0	63
11:45 AM	0	33	11	0	0	0	0	0	2	0	0	0	0	46
12:00 PM	0	33	12	0	2	0	0	0	3	0	0	0	0	50
12:15 PM	0	40	13	0	2	0	1	0	2	0	0	0	0	58
12:30 PM	0	34	16	0	2	0	0	0	2	1	0	0	0	55
12:45 PM	2	47	10	1	3	0	0	0	1	0	0	0	0	64
1:00 PM	0	36	15	0	1	0	0	0	2	0	0	0	0	54
1:15 PM	1	40	8	0	1	0	0	0	1	0	0	0	0	51
1:30 PM	0	38	13	0	1	0	0	0	4	0	0	0	0	56
1:45 PM	0	41	8	0	0	0	1	0	2	0	0	0	0	52
2:00 PM	0	31	15	0	0	0	0	0	1	0	0	0	0	47
2:15 PM	0	46	8	0	0	0	0	0	3	0	0	0	0	57
2:30 PM	0	51	5	1	0	1	0	0	0	0	0	0	0	58
2:45 PM	0	56	16	0	0	0	0	0	2	0	0	0	0	74
3:00 PM	0	41	10	0	0	0	0	0	1	0	0	0	0	52
3:15 PM	0	57	7	1	2	0	0	0	0	0	0	0	0	67
3:30 PM	0	47	13	3	3	0	1	0	1	0	0	0	0	68
3:45 PM	0	54	8	1	0	0	0	0	0	0	0	0	0	63
4:00 PM	0	55	8	1	0	1	0	0	2	0	0	0	0	67
4:15 PM	0	51	9	0	0	0	0	0	2	0	0	0	0	62
4:30 PM	0	40	8	0	0	0	0	0	0	0	0	0	0	48
4:45 PM	0	46	7	2	1	0	0	0	0	0	0	0	0	56
5:00 PM	0	50	8	0	0	0	0	0	0	0	0	0	0	58
5:15 PM	2	51	8	1	0	1	0	0	0	0	0	0	0	63
5:30 PM	0	54	8	0	0	0	0	0	0	0	0	0	0	62
5:45 PM	0	47	8	0	0	0	0	0	0	0	0	0	0	55
6:00 PM	0	44	11	0	0	0	0	0	0	1	0	0	0	56
6:15 PM	0	48	8	0	0	0	0	0	0	0	0	0	0	56
6:30 PM	0	44	9	0	0	0	0	0	0	0	0	0	0	53
6:45 PM	1	29	4	0	0	0	0	0	1	1	0	0	0	36
7:00 PM	0	28	4	0	1	0	0	0	0	0	0	0	0	33
7:15 PM	0	41	5	0	0	0	0	0	0	0	0	0	0	46
7:30 PM	0	35	5	0	0	0	0	0	0	0	0	0	0	40
7:45 PM	0	20	1	0	0	1	0	0	0	0	0	0	0	22
8:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
8:15 PM	0	16	0	0	0	0	0	1	0	0	0	0	0	17
8:30 PM	0	19	1	1	0	1	0	0	0	0	0	0	0	22
8:45 PM	0	23	0	0	0	0	0	0	0	1	0	0	0	24
9:00 PM	0	15	1	0	0	0	0	0	0	1	0	0	0	17
9:15 PM	1	13	2	0	0	0	0	0	0	1	0	0	0	17
9:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
9:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
10:00 PM	0	11	0	0	0	0	0	0	0	1	0	0	0	12
10:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	8	1	0	0	0	0	0	1	0	0	0	0	10
11:15 PM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
11:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	11	1	0	0	0	0	0	1	0	0	0	0	13
Total	**7**	**2501**	**532**	**29**	**47**	**14**	**10**	**3**	**78**	**12**	**0**	**0**	**0**	

N Robertson St at Poland Ave
Data Collection Date: 02/08/23
USI Project #: 22-077

	EASTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
1:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
4:45 AM	0	1	0	0	0	2	0	0	0	1	0	0	0	**4**
5:00 AM	0	10	0	0	0	0	0	0	1	2	0	0	0	**13**
5:15 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
5:30 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
5:45 AM	0	10	2	0	0	0	0	1	2	0	0	0	0	**15**
6:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	**6**
6:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 AM	0	7	2	1	0	0	0	0	1	1	0	0	0	**12**
6:45 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	9	0	0	1	0	0	0	1	0	0	0	0	**11**
7:15 AM	0	5	1	1	2	1	0	0	1	0	0	0	0	**11**
7:30 AM	0	11	0	1	0	1	0	0	1	0	0	0	0	**14**
7:45 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
8:00 AM	0	14	0	0	0	0	0	0	3	0	0	0	0	**17**
8:15 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	**12**
8:30 AM	0	9	0	0	1	0	0	0	2	1	0	0	0	**13**
8:45 AM	0	9	1	0	0	0	0	0	2	0	0	0	0	**12**
9:00 AM	0	9	0	0	0	0	0	0	7	4	0	0	0	**20**
9:15 AM	0	7	0	0	0	0	0	0	4	1	0	0	0	**12**
9:30 AM	0	5	1	0	0	0	0	0	2	1	0	0	0	**9**
9:45 AM	0	8	2	0	2	0	0	0	1	1	0	0	0	**14**
10:00 AM	0	14	1	0	0	0	0	0	1	1	0	0	0	**17**
10:15 AM	0	26	1	0	1	0	0	0	1	0	0	0	0	**29**
10:30 AM	0	10	0	0	1	0	0	0	3	0	0	0	0	**14**
10:45 AM	0	11	0	0	0	0	0	0	2	1	0	0	0	**14**
11:00 AM	0	12	4	0	0	0	0	0	3	0	0	0	0	**19**
11:15 AM	0	8	0	0	0	0	0	0	2	0	0	0	0	**10**
11:30 AM	0	9	0	0	1	0	0	0	2	0	0	0	0	**12**
11:45 AM	0	14	0	0	2	0	0	0	4	4	0	0	0	**24**
12:00 PM	0	15	1	0	1	0	0	0	2	0	0	0	0	**19**
12:15 PM	0	16	2	0	0	0	0	0	1	0	0	0	0	**19**
12:30 PM	0	12	0	0	0	1	0	0	0	2	0	0	0	**15**
12:45 PM	0	10	0	0	0	0	0	0	0	1	0	0	0	**11**
1:00 PM	1	13	1	0	0	0	0	0	0	4	0	0	0	**19**
1:15 PM	0	14	3	0	0	0	0	1	3	0	0	0	0	**21**
1:30 PM	0	16	0	0	0	1	0	0	2	0	0	0	0	**19**
1:45 PM	0	17	0	0	0	0	0	0	2	1	0	0	0	**20**
2:00 PM	0	12	0	1	0	0	0	0	1	0	0	0	0	**14**
2:15 PM	0	18	1	0	0	0	0	0	2	1	0	0	0	**22**
2:30 PM	0	12	0	0	0	0	0	0	2	1	0	0	0	**15**
2:45 PM	0	12	0	0	1	0	0	0	1	1	0	0	0	**15**
3:00 PM	0	14	0	0	0	0	0	0	0	1	0	0	0	**15**
3:15 PM	0	15	0	0	0	1	0	0	0	0	0	0	0	**16**
3:30 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**
3:45 PM	0	16	0	0	0	0	0	0	1	0	0	0	0	**17**
4:00 PM	0	20	0	1	0	0	0	0	0	0	0	0	0	**21**
4:15 PM	0	13	2	2	0	0	0	0	0	0	0	0	0	**17**
4:30 PM	0	16	0	2	0	0	0	0	1	0	0	0	0	**19**
4:45 PM	0	15	0	1	0	0	0	0	1	0	0	0	0	**17**
5:00 PM	0	17	1	1	0	0	0	0	0	0	0	0	0	**19**
5:15 PM	0	18	0	0	2	0	0	0	0	0	0	0	0	**20**
5:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
5:45 PM	0	38	1	0	0	0	0	0	0	0	0	0	0	**39**
6:00 PM	0	13	0	1	0	0	0	0	0	0	0	0	0	**14**
6:15 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
6:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
6:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
7:00 PM	0	8	0	0	0	0	0	0	1	0	0	0	0	**9**
7:15 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**
7:30 PM	0	18	1	0	0	0	0	0	1	0	0	0	0	**20**
7:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
8:00 PM	0	9	0	0	0	0	0	0	1	0	0	0	0	**10**
8:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:00 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	**6**
9:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:00 PM	0	7	1	0	0	0	0	0	0	1	0	0	0	**9**
10:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:15 PM	0	10	1	0	0	0	0	0	1	0	0	0	0	**12**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
Total	**1**	**922**	**37**	**13**	**17**	**7**	**0**	**2**	**75**	**32**	**0**	**0**	**0**	

N Robertson St at Poland Ave
Data Collection Date: 02/08/23
USI Project #: 22-077

	NORTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:45 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
7:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
7:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:30 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
7:45 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
8:00 AM	0	13	0	0	0	1	0	0	0	0	0	0	0	**14**
8:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:30 AM	0	36	4	1	2	0	0	0	0	0	0	0	0	**43**
8:45 AM	0	16	0	0	1	0	0	0	0	0	0	0	0	**17**
9:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
9:15 AM	0	23	3	0	1	0	0	0	1	0	0	0	0	**28**
9:30 AM	0	24	3	0	1	0	0	0	1	0	0	0	0	**29**
9:45 AM	0	27	6	0	1	0	0	0	0	0	0	0	0	**34**
10:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
10:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
10:30 AM	0	38	6	0	0	1	0	0	0	0	0	0	0	**45**
10:45 AM	0	13	2	0	1	0	0	0	1	0	0	0	0	**17**
11:00 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
11:15 AM	0	46	6	1	1	0	0	1	0	1	0	0	0	**56**
11:30 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	**19**
11:45 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
12:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
12:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
12:30 PM	1	6	1	0	0	0	0	0	1	0	0	0	0	**9**
12:45 PM	0	57	5	0	0	0	0	0	0	0	0	0	0	**62**
1:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
1:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
1:30 PM	0	42	9	0	0	0	0	0	0	0	0	0	0	**51**
1:45 PM	0	9	2	0	0	0	0	0	1	0	0	0	0	**12**
2:00 PM	0	11	0	0	0	1	0	0	0	0	0	0	0	**12**
2:15 PM	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**
2:30 PM	1	40	4	0	1	0	0	0	0	0	0	0	0	**46**
2:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
3:00 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**
3:15 PM	0	7	1	0	1	0	0	0	1	0	0	0	0	**10**
3:30 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
3:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
4:00 PM	1	15	0	1	0	0	0	0	0	0	0	0	0	**17**
4:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
4:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
4:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
5:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
5:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
5:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
5:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
6:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
6:30 PM	0	43	9	1	0	0	0	0	0	0	0	0	0	**53**
6:45 PM	0	33	3	0	0	0	0	0	0	0	0	0	0	**36**
7:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
7:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
8:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
8:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
9:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
10:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
Total	**4**	**1055**	**105**	**5**	**14**	**3**	**0**	**1**	**6**	**1**	**0**	**0**	**0**	

N Robertson St at Poland Ave
Data Collection Date: 02/08/23
USI Project #: 22-077

	SOUTHBOUND U-TURN													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Claiborne at Tennessee North (Westbound)
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
6:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
7:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
7:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
7:30 AM	0	4	3	1	0	0	0	0	0	0	0	0	0	**8**
7:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:45 AM	0	32	4	2	0	0	0	0	0	0	0	0	0	**38**
9:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
9:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:30 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
9:45 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	**15**
10:30 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	**17**
10:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 AM	0	7	1	0	0	1	1	0	0	0	0	0	0	**10**
11:15 AM	0	2	2	0	1	0	1	0	0	0	0	0	0	**6**
11:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	**2**
11:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
12:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	1	8	1	0	0	0	0	0	0	0	0	0	0	**10**
12:45 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
1:00 PM	0	4	2	0	0	1	0	0	0	0	0	0	0	**7**
1:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	13	3	0	0	2	0	0	0	0	0	0	0	**18**
1:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
2:00 PM	0	4	2	0	0	1	0	0	0	1	0	0	0	**8**
2:15 PM	0	14	5	0	1	0	0	0	0	0	0	0	0	**20**
2:30 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
2:45 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:30 PM	0	5	1	1	1	0	0	0	0	0	0	0	0	**8**
3:45 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
4:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
4:15 PM	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**
4:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
4:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:30 PM	0	7	0	1	2	0	0	0	0	0	0	0	0	**10**
5:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
6:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
8:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**1**	**461**	**77**	**6**	**9**	**5**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	

Claiborne at Tennessee North (Westbound)
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	5	1	0	0	0	0	0	1	0	0	0	0	7
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**148**	**11**	**2**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	

Claiborne at Tennessee North (Westbound)
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**
11:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
3:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**177**	**24**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Claiborne at Tennessee North (Westbound)
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
6:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	4
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
11:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
4:30 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	1	6	0	0	0	0	0	0	0	0	0	0	0	7
6:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**212**	**13**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Claiborne at Tennessee North (Westbound)
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	28	0	0	1	0	0	0	0	0	0	0	0	29
12:15 AM	0	25	0	1	0	0	0	0	0	0	0	0	0	26
12:30 AM	0	23	2	0	1	0	0	0	1	0	0	0	0	27
12:45 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
1:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
1:15 AM	0	18	0	0	0	0	0	1	2	0	0	0	0	21
1:30 AM	0	22	0	0	0	0	0	0	0	0	0	0	0	22
1:45 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
2:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
2:15 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
2:30 AM	0	15	2	1	0	0	0	0	0	1	0	0	0	19
2:45 AM	0	18	2	0	1	0	0	0	2	0	0	0	0	23
3:00 AM	0	19	0	0	0	0	0	0	0	1	0	0	0	20
3:15 AM	0	30	4	0	0	0	0	0	0	0	0	0	0	34
3:30 AM	0	28	1	0	0	0	0	0	1	0	0	0	0	30
3:45 AM	0	62	4	0	0	0	0	0	1	0	0	0	0	67
4:00 AM	0	65	11	0	3	0	0	0	3	0	0	0	0	82
4:15 AM	0	79	4	0	0	0	0	0	2	0	0	0	0	85
4:30 AM	0	73	2	0	3	1	1	0	0	0	0	0	0	80
4:45 AM	0	74	6	0	2	1	0	1	1	0	0	0	0	85
5:00 AM	0	106	4	0	0	1	0	0	0	0	0	0	0	111
5:15 AM	0	129	13	1	1	1	0	0	1	0	0	0	0	146
5:30 AM	1	182	13	0	0	0	0	0	1	0	0	0	0	197
5:45 AM	1	208	23	1	1	0	0	0	0	0	0	0	0	234
6:00 AM	0	252	21	0	1	2	0	1	3	0	0	0	0	280
6:15 AM	0	308	24	7	4	0	0	0	0	0	0	0	0	343
6:30 AM	0	331	38	3	2	1	0	0	1	1	0	0	0	377
6:45 AM	0	381	32	9	1	2	0	0	0	0	0	0	0	425
7:00 AM	0	422	29	3	1	0	0	0	1	0	0	0	0	456
7:15 AM	0	416	26	5	3	0	0	0	1	0	0	0	0	451
7:30 AM	2	386	26	2	1	1	0	0	0	0	0	0	0	418
7:45 AM	0	331	27	3	2	0	0	0	1	0	0	0	0	364
8:00 AM	0	329	25	1	3	0	0	0	1	0	0	0	0	359
8:15 AM	1	320	25	1	2	2	0	1	0	0	0	0	0	352
8:30 AM	0	330	15	1	2	2	0	1	1	0	0	0	0	352
8:45 AM	0	291	20	3	1	3	0	0	1	0	0	0	0	319
9:00 AM	1	255	15	1	2	4	0	0	2	0	0	0	0	280
9:15 AM	0	251	13	1	0	1	0	0	4	0	0	0	0	270
9:30 AM	1	296	16	4	3	0	0	0	2	0	0	0	0	322
9:45 AM	1	244	25	2	3	1	0	0	5	0	0	0	0	281
10:00 AM	0	146	11	0	1	1	0	0	1	0	0	0	0	160
10:15 AM	0	218	16	4	5	0	0	1	2	0	0	0	0	246
10:30 AM	0	244	18	0	2	2	0	0	1	0	0	0	0	267
10:45 AM	1	197	19	2	5	2	0	0	0	0	0	0	0	226
11:00 AM	0	220	22	0	4	2	0	0	1	1	0	0	0	250
11:15 AM	1	255	11	1	5	0	0	1	1	0	0	0	0	275
11:30 AM	1	207	9	0	2	0	0	0	4	0	0	0	0	223
11:45 AM	0	180	7	0	4	2	0	0	2	0	0	0	0	195
12:00 PM	1	205	10	0	3	2	0	0	3	0	0	0	0	224
12:15 PM	0	214	16	1	3	1	0	0	2	1	0	0	0	238
12:30 PM	1	233	15	0	2	1	0	0	1	0	0	0	0	253
12:45 PM	0	275	15	2	2	3	0	0	1	2	0	0	0	300
1:00 PM	1	235	17	0	7	0	0	0	1	0	0	0	0	261
1:15 PM	0	170	11	0	3	1	0	0	0	0	0	0	0	185
1:30 PM	2	297	23	2	2	0	0	0	0	1	0	0	0	327
1:45 PM	0	218	15	1	4	1	0	0	5	0	0	0	0	244
2:00 PM	0	244	12	0	4	2	0	0	1	0	0	0	0	263
2:15 PM	1	290	17	0	4	0	0	0	2	0	0	0	0	314
2:30 PM	1	276	14	2	1	1	0	0	1	1	0	0	0	297
2:45 PM	0	238	15	0	3	1	0	1	4	0	0	0	0	262
3:00 PM	1	256	37	2	3	1	0	0	0	0	0	0	0	300
3:15 PM	0	260	15	7	1	1	0	0	0	0	0	0	0	284
3:30 PM	1	248	29	6	1	0	0	1	1	0	0	0	0	287
3:45 PM	0	250	23	5	6	0	0	0	3	0	0	0	0	287
4:00 PM	0	293	21	2	3	1	0	2	0	0	0	0	0	322
4:15 PM	0	232	25	2	1	0	0	0	2	0	0	0	0	262
4:30 PM	1	301	43	4	2	0	0	1	3	0	0	0	0	355
4:45 PM	0	337	35	3	2	0	0	0	0	0	0	0	0	377
5:00 PM	0	253	27	2	1	0	0	0	0	0	0	0	0	283
5:15 PM	0	248	10	5	3	0	0	0	1	0	0	0	0	267
5:30 PM	0	216	18	3	0	0	0	0	1	0	0	0	0	238
5:45 PM	0	158	10	0	2	0	0	0	1	0	0	0	0	171
6:00 PM	0	254	32	2	2	0	0	0	0	0	0	0	0	290
6:15 PM	0	213	36	1	1	0	0	0	1	0	0	0	0	252
6:30 PM	0	247	42	0	0	0	0	0	0	0	0	0	0	289
6:45 PM	0	163	22	3	0	0	0	0	1	0	0	0	0	189
7:00 PM	0	164	31	2	2	0	0	0	0	0	0	0	0	199
7:15 PM	1	108	20	2	0	1	0	0	0	1	0	0	0	133
7:30 PM	0	142	20	0	0	0	0	1	0	0	0	0	0	163
7:45 PM	0	118	8	0	1	0	0	0	1	0	0	0	0	128
8:00 PM	0	89	5	1	2	0	0	0	2	0	0	0	0	99
8:15 PM	0	110	11	2	1	0	0	0	0	0	0	0	0	124
8:30 PM	0	91	16	0	1	0	0	0	1	0	0	0	0	109
8:45 PM	0	95	8	1	0	0	0	0	2	0	0	0	0	106
9:00 PM	0	118	7	0	0	0	0	0	2	0	0	0	0	127
9:15 PM	0	102	5	2	1	0	0	0	1	0	0	0	0	111
9:30 PM	0	85	3	0	0	0	0	0	0	0	0	0	0	88
9:45 PM	0	98	2	0	0	0	0	0	0	0	0	0	0	100
10:00 PM	0	72	5	0	0	0	0	0	1	0	0	0	0	78
10:15 PM	0	48	3	1	0	0	0	0	0	0	0	0	0	52
10:30 PM	0	88	3	1	0	0	0	0	0	0	0	0	0	92
10:45 PM	0	70	3	1	0	0	0	0	0	0	0	0	0	74
11:00 PM	0	42	4	0	0	0	0	0	2	0	0	0	0	48
11:15 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
11:30 PM	0	34	1	0	1	0	0	0	0	0	0	0	0	36
11:45 PM	0	28	1	0	0	0	0	0	2	0	0	0	0	31
Total	**22**	**16655**	**1347**	**125**	**147**	**49**	**1**	**13**	**99**	**10**	**0**	**0**	**0**	

Claiborne at Tennessee North (Westbound)
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
6:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
6:30 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
6:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
7:15 AM	0	12	0	2	0	0	0	0	0	0	0	0	0	14
7:30 AM	0	6	1	2	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
8:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:15 AM	0	14	0	0	1	0	0	0	0	0	0	0	0	15
9:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
9:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
10:30 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
10:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
11:15 AM	1	12	1	0	0	0	0	0	0	0	0	0	0	14
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
12:45 PM	1	5	1	0	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:30 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
1:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
2:15 PM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
2:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
3:15 PM	0	6	2	2	0	0	0	0	0	0	0	0	0	10
3:30 PM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
3:45 PM	0	6	2	1	0	0	0	0	0	0	0	0	0	9
4:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
4:15 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
4:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	13	1	1	0	0	0	0	0	0	0	0	0	15
5:00 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
6:15 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
7:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**2**	**491**	**34**	**15**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Claiborne at Tennessee North (Westbound)
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
8:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
8:15 AM	0	4	0	0	1	1	0	0	0	0	0	0	0	6
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
9:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
11:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
12:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
1:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
2:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:45 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
3:00 PM	0	6	2	1	0	0	0	0	0	0	0	0	0	9
3:15 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
3:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
3:45 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
4:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
6:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	**0**	**391**	**32**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Claiborne at Tennessee North (Westbound)
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND U-TURN													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Claiborne at Tennessee (Eastbound)
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
11:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	3	1	0	0	0	0	0	1	0	0	0	0	**5**
2:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
4:15 PM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**
4:30 PM	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**
4:45 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**191**	**19**	**4**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	

Claiborne at Tennessee (Eastbound)
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
11:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	3
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45 PM	0	7	0	1	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**0**	**177**	**5**	**4**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	

Claiborne at Tennessee (Eastbound)
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:45 AM	0	11	1	1	0	0	0	0	0	0	0	0	0	**13**
7:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
7:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
7:30 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**
7:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:45 AM	0	36	2	1	1	0	0	0	0	0	0	0	0	**40**
9:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
9:30 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
9:45 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
10:30 AM	0	19	1	0	2	0	0	0	0	0	0	0	0	**22**
10:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	**6**
11:15 AM	0	22	1	0	0	1	1	0	0	0	0	0	0	**25**
11:30 AM	0	8	0	0	1	0	1	0	0	0	0	0	0	**10**
11:45 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
12:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
12:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:45 PM	1	13	2	0	0	0	0	0	0	0	0	0	0	**16**
1:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	15	1	0	2	0	0	0	0	0	0	0	0	**18**
1:45 PM	0	10	0	0	0	0	0	0	1	0	0	0	0	**11**
2:00 PM	0	2	1	0	6	0	0	0	0	0	0	0	0	**9**
2:15 PM	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**
2:30 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**
2:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**
3:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
4:15 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
4:30 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
4:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:30 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
5:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**1**	**543**	**40**	**6**	**14**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	

Claiborne at Tennessee (Eastbound)
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	**2**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	**1**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
5:45 PM	1	8	0	0	0	0	0	0	0	0	0	0	0	**9**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**1**	**169**	**8**	**0**	**3**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	

Claiborne at Tennessee (Eastbound)
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	53	1	2	2	0	0	0	0	2	0	0	0	**60**
12:15 AM	1	54	1	0	1	0	0	0	0	0	0	0	0	**57**
12:30 AM	0	28	1	0	0	0	0	0	0	0	0	0	0	**29**
12:45 AM	0	30	0	0	1	0	0	0	2	1	0	0	0	**34**
1:00 AM	0	19	3	0	0	0	0	0	1	0	0	0	0	**23**
1:15 AM	0	25	0	0	1	0	1	0	0	2	0	0	0	**29**
1:30 AM	0	19	1	1	0	0	0	0	0	0	0	0	0	**21**
1:45 AM	0	30	1	0	0	0	0	0	0	0	0	0	0	**31**
2:00 AM	0	21	1	0	1	0	0	0	0	0	0	0	0	**23**
2:15 AM	0	18	0	0	1	1	0	0	1	0	0	0	0	**21**
2:30 AM	0	17	1	0	1	0	0	0	1	0	0	0	0	**20**
2:45 AM	0	25	0	0	0	0	0	0	1	0	0	0	0	**26**
3:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
3:15 AM	0	27	2	0	0	0	0	0	0	0	0	0	0	**29**
3:30 AM	0	22	1	0	1	0	0	0	0	1	0	0	0	**25**
3:45 AM	0	35	7	0	1	1	0	0	1	1	0	0	0	**46**
4:00 AM	0	30	2	0	1	0	0	3	0	0	0	0	0	**36**
4:15 AM	0	38	6	0	1	3	0	0	0	0	0	0	0	**48**
4:30 AM	0	77	6	1	2	3	0	0	1	0	0	0	0	**90**
4:45 AM	1	105	5	1	0	0	0	1	1	0	0	0	0	**114**
5:00 AM	0	138	11	1	1	0	0	0	1	0	0	0	0	**152**
5:15 AM	0	205	12	1	0	0	0	2	1	0	0	0	0	**221**
5:30 AM	0	179	23	0	1	0	1	0	2	0	0	0	0	**206**
5:45 AM	1	149	20	1	0	0	0	1	0	0	0	0	0	**172**
6:00 AM	0	123	18	3	2	1	0	1	0	0	0	0	0	**148**
6:15 AM	0	157	16	9	0	0	3	1	0	1	0	0	0	**187**
6:30 AM	0	155	11	2	2	0	0	1	2	0	0	0	0	**173**
6:45 AM	0	195	6	3	4	0	0	0	1	0	0	0	0	**209**
7:00 AM	0	198	15	7	2	2	0	0	0	0	0	0	0	**224**
7:15 AM	1	212	9	7	2	2	0	0	0	0	0	0	0	**233**
7:30 AM	0	240	9	5	3	0	1	1	0	0	0	0	0	**259**
7:45 AM	0	244	14	1	4	0	0	0	0	0	0	0	0	**263**
8:00 AM	0	253	6	3	3	0	0	0	3	0	0	0	0	**268**
8:15 AM	0	221	16	2	0	3	2	0	0	1	0	0	0	**245**
8:30 AM	0	209	5	0	10	1	0	0	1	0	0	0	0	**226**
8:45 AM	0	221	11	2	6	0	0	1	2	0	0	0	0	**243**
9:00 AM	0	218	6	1	8	0	0	0	1	0	0	0	0	**234**
9:15 AM	0	203	13	1	5	1	0	0	1	0	0	0	0	**224**
9:30 AM	1	218	10	0	4	0	0	0	2	0	0	0	0	**235**
9:45 AM	0	240	12	1	4	1	0	1	3	0	0	0	0	**262**
10:00 AM	0	162	3	1	3	0	1	1	0	0	0	0	0	**171**
10:15 AM	0	182	6	3	2	1	0	1	1	1	0	0	0	**197**
10:30 AM	1	227	15	0	5	1	2	1	1	1	0	0	0	**254**
10:45 AM	0	209	13	1	2	2	1	1	4	0	0	0	0	**233**
11:00 AM	1	227	6	1	1	1	0	0	4	0	0	0	0	**241**
11:15 AM	0	262	14	2	9	1	0	1	5	1	0	0	0	**295**
11:30 AM	1	225	13	1	5	1	0	0	0	0	0	0	0	**246**
11:45 AM	2	223	11	1	2	3	0	1	1	1	0	0	0	**245**
12:00 PM	1	224	15	1	3	2	0	0	0	0	0	0	0	**246**
12:15 PM	0	236	19	0	4	1	0	0	3	1	0	0	0	**264**
12:30 PM	1	249	12	3	1	0	1	0	4	0	0	0	0	**271**
12:45 PM	1	300	21	0	6	1	0	0	2	0	0	0	0	**331**
1:00 PM	0	223	14	0	1	0	0	0	1	0	0	0	0	**239**
1:15 PM	1	186	10	2	4	0	0	0	0	0	0	0	0	**203**
1:30 PM	0	290	18	0	3	3	0	1	0	0	0	0	0	**315**
1:45 PM	2	224	19	0	6	0	0	0	1	0	0	0	0	**252**
2:00 PM	1	259	15	2	4	0	0	0	3	0	0	0	0	**284**
2:15 PM	0	337	20	0	5	1	0	2	1	0	0	0	0	**366**
2:30 PM	1	311	28	0	4	2	0	0	0	1	0	0	0	**347**
2:45 PM	0	329	20	1	1	0	0	0	2	0	0	0	0	**353**
3:00 PM	0	348	30	1	4	0	0	0	0	2	0	0	0	**385**
3:15 PM	0	366	28	4	3	1	0	0	2	0	0	0	0	**404**
3:30 PM	1	336	25	0	2	2	0	0	1	0	0	0	0	**367**
3:45 PM	1	363	21	5	1	0	0	0	0	1	0	0	0	**392**
4:00 PM	1	385	14	4	4	1	0	0	1	0	0	0	0	**410**
4:15 PM	0	398	22	2	1	0	0	0	0	0	0	0	0	**423**
4:30 PM	0	405	13	3	2	0	1	0	0	0	0	0	0	**424**
4:45 PM	0	365	20	1	1	0	0	0	2	0	0	0	0	**389**
5:00 PM	1	377	28	3	2	0	0	0	0	0	0	0	0	**411**
5:15 PM	0	412	13	3	1	0	0	0	0	1	0	0	0	**430**
5:30 PM	0	448	15	1	0	0	1	0	1	0	0	0	0	**466**
5:45 PM	0	308	14	1	0	0	0	0	0	0	0	0	0	**323**
6:00 PM	0	254	11	1	3	0	0	0	0	0	0	0	0	**269**
6:15 PM	0	398	14	1	2	0	0	0	1	0	0	0	0	**416**
6:30 PM	2	388	6	1	2	0	0	0	2	0	0	0	0	**401**
6:45 PM	0	301	8	5	2	0	0	1	2	0	0	0	0	**319**
7:00 PM	0	229	6	3	1	0	0	0	0	1	0	0	0	**240**
7:15 PM	0	190	2	1	0	0	0	0	0	0	0	0	0	**193**
7:30 PM	0	230	6	1	4	0	0	0	2	0	0	0	0	**243**
7:45 PM	0	219	8	1	2	0	0	0	0	0	0	0	0	**230**
8:00 PM	0	176	7	0	0	0	0	0	1	0	0	0	0	**184**
8:15 PM	0	182	4	1	0	0	0	0	1	2	0	0	0	**190**
8:30 PM	0	152	9	0	0	0	0	0	0	0	0	0	0	**161**
8:45 PM	0	112	14	0	2	0	0	0	0	0	0	0	0	**128**
9:00 PM	0	153	6	1	1	0	0	0	2	0	0	0	0	**163**
9:15 PM	0	158	5	1	0	0	0	0	0	0	0	0	0	**164**
9:30 PM	0	140	4	0	0	0	0	0	0	1	0	0	0	**145**
9:45 PM	0	139	8	0	1	0	0	0	1	0	0	0	0	**149**
10:00 PM	0	100	10	1	0	0	0	0	0	0	0	0	0	**111**
10:15 PM	0	85	9	1	1	0	0	0	0	0	0	0	0	**96**
10:30 PM	0	71	9	0	0	0	0	0	1	1	0	0	0	**82**
10:45 PM	0	88	5	0	0	0	0	0	0	0	0	0	0	**93**
11:00 PM	0	62	2	0	0	0	0	0	1	1	0	0	0	**66**
11:15 PM	0	72	5	0	1	0	0	0	0	0	0	0	0	**78**
11:30 PM	0	63	2	0	0	0	0	0	0	0	0	0	0	**65**
11:45 PM	0	51	1	1	0	0	0	0	0	0	0	0	0	**53**
Total	**24**	**18076**	**980**	**122**	**189**	**43**	**15**	**23**	**83**	**25**	**0**	**0**	**0**	

Claiborne at Tennessee (Eastbound)
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:30 PM	0	3	2	1	0	0	0	0	0	0	0	0	0	**6**
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**1**	**165**	**16**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	

Claiborne at Tennessee (Eastbound)
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	3	3	1	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
8:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
9:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:45 AM	1	7	0	0	0	0	0	0	0	0	0	0	0	8
11:00 AM	0	5	0	0	0	1	1	0	0	0	0	0	0	7
11:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:00 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
12:15 PM	0	6	0	0	0	1	0	0	0	0	0	0	0	7
12:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
2:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:15 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
2:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
4:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:45 PM	0	5	0	1	1	0	0	0	0	0	0	0	0	7
5:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	11
6:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
9:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**1**	**365**	**24**	**5**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	

Florida at France NB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**

Florida at France NB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**15**	**1**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**20**

Florida at France NB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Florida at France NB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	1	4	0	1	0	0	0	0	0	0	0	0	0	**6**
7:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 AM	0	4	1	2	0	0	0	0	1	0	0	0	0	**8**
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	**4**
8:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	**4**
9:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	**3**
9:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:15 AM	0	2	0	0	1	0	0	1	0	0	0	0	0	**4**
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	3	1	0	0	0	0	0	3	0	0	0	0	**7**
11:45 AM	0	6	1	0	0	0	0	0	2	0	0	0	0	**9**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	7	0	0	0	0	0	1	0	0	0	0	0	**8**
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	2	0	0	1	0	0	1	0	0	0	0	0	**4**
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	**2**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	**2**
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
3:15 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	1	5	0	1	0	0	0	0	1	0	0	0	0	**8**
3:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**
4:30 PM	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**
4:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
5:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**2**	**183**	**16**	**8**	**6**	**0**	**0**	**5**	**11**	**0**	**0**	**0**	**0**	**231**

Florida at France NB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:45 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	8
7:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
7:15 AM	0	8	0	0	0	0	1	0	0	0	0	0	0	9
7:30 AM	0	9	1	1	0	0	2	0	1	0	0	0	0	14
7:45 AM	0	15	0	0	0	0	2	0	1	0	0	0	0	18
8:00 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	7
8:15 AM	0	5	0	0	0	0	0	1	1	0	0	0	0	7
8:30 AM	0	5	0	1	0	1	1	1	0	0	0	0	0	9
8:45 AM	0	7	0	0	1	0	0	0	1	0	0	0	0	9
9:00 AM	1	5	1	0	0	1	1	0	1	0	0	0	0	10
9:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:30 AM	0	5	0	0	1	0	0	0	1	0	0	0	0	7
9:45 AM	0	1	0	0	2	0	1	0	2	0	0	0	0	6
10:00 AM	0	8	0	0	1	0	0	1	1	0	0	0	0	11
10:15 AM	0	7	0	0	1	0	0	0	3	0	0	0	0	11
10:30 AM	0	10	0	0	3	0	1	2	1	0	0	0	0	17
10:45 AM	0	3	0	0	0	1	0	1	0	0	0	0	0	5
11:00 AM	0	5	0	0	0	0	0	2	0	0	0	0	0	7
11:15 AM	0	4	0	0	1	0	2	1	1	0	0	0	0	9
11:30 AM	0	13	0	0	0	0	0	2	1	0	0	0	0	16
11:45 AM	0	9	1	0	0	0	1	0	1	0	0	0	0	12
12:00 PM	0	11	0	0	0	0	0	1	3	0	0	0	0	15
12:15 PM	0	4	0	0	0	0	0	1	0	0	0	0	0	5
12:30 PM	0	6	0	0	0	0	0	1	0	0	0	0	0	7
12:45 PM	1	4	0	0	0	0	1	0	1	0	0	0	0	7
1:00 PM	0	8	0	0	0	0	0	0	1	0	0	0	0	9
1:15 PM	0	8	0	0	0	1	0	0	0	0	0	0	0	9
1:30 PM	0	8	0	0	0	0	1	0	0	0	0	0	0	9
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:00 PM	0	10	0	0	0	0	0	0	1	0	0	0	0	11
2:15 PM	0	10	0	0	0	0	1	0	1	0	0	0	0	12
2:30 PM	0	6	0	0	1	0	1	0	1	0	0	0	0	9
2:45 PM	0	8	0	0	0	0	0	0	1	0	0	0	0	9
3:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:15 PM	0	8	0	1	0	2	0	0	3	0	0	0	0	14
3:30 PM	0	12	0	0	0	0	0	0	1	0	0	0	0	13
3:45 PM	0	8	0	1	0	0	0	0	1	0	0	0	0	10
4:00 PM	0	9	0	1	0	1	0	0	0	0	0	0	0	11
4:15 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	18	0	1	0	0	0	0	0	0	0	0	0	19
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
5:15 PM	0	11	0	1	0	0	0	0	0	0	0	0	0	12
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
6:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	**2**	**412**	**4**	**9**	**13**	**7**	**16**	**15**	**33**	**0**	**0**	**0**	**0**	**511**

Florida at France NB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	**2**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**22**

Florida at France NB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

Florida at France NB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
6:15 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	**3**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	**2**
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	5	0	0	1	0	2	0	0	0	0	0	0	**8**
8:30 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	**3**
8:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	**1**
9:30 AM	0	2	0	1	0	2	0	0	0	0	0	0	0	**5**
9:45 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
10:00 AM	0	1	0	0	0	2	0	0	1	0	0	0	0	**4**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	**4**
11:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	2	1	0	0	0	2	0	0	2	0	0	0	0	**7**
11:45 AM	0	3	3	0	0	1	0	0	0	0	0	0	0	**7**
12:00 PM	0	7	2	0	0	1	0	0	0	0	0	0	0	**10**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
12:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	**2**
1:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	**4**
1:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	6	0	0	0	1	0	0	1	0	0	0	0	**8**
1:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	**3**
2:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
2:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	**4**
2:45 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	**5**
3:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	2	0	0	1	0	0	0	1	0	0	0	0	**4**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	3	1	0	1	0	0	0	0	1	0	0	0	**6**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	5	1	0	0	0	0	0	0	1	0	0	0	**7**
4:45 PM	0	3	0	0	1	1	0	0	0	0	0	0	0	**5**
5:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**3**	**147**	**20**	**4**	**6**	**19**	**4**	**0**	**7**	**5**	**0**	**0**	**0**	**215**

Florida at France NB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Florida at France SB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	2	2	0	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**2**	**35**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**40**

Florida at France SB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Florida at France SB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	1	3	0	1	0	0	0	0	0	0	0	0	0	**5**
7:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**
7:30 AM	0	4	0	2	0	0	0	0	0	0	0	0	0	**6**
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
8:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
9:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	**3**
9:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:15 AM	0	3	0	0	0	0	0	2	0	0	0	0	0	**5**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	4	0	0	0	0	0	1	1	0	0	0	0	**6**
11:45 AM	0	7	0	0	0	0	0	0	2	0	0	0	0	**9**
12:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:15 PM	0	4	1	0	0	0	0	1	0	0	0	0	0	**6**
12:30 PM	1	2	0	0	0	0	0	1	0	0	0	0	0	**4**
12:45 PM	0	2	0	0	0	0	0	1	1	0	0	0	0	**4**
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	**2**
2:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:00 PM	0	1	1	1	0	0	0	0	1	0	0	0	0	**4**
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	1	7	0	1	0	0	0	0	1	0	0	0	0	**10**
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**
4:30 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	2	0	0	5	0	0	0	0	0	0	0	0	**7**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**4**	**192**	**5**	**8**	**10**	**0**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**236**

Florida at France SB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**
7:15 AM	0	5	0	0	0	1	1	0	0	0	0	0	0	**7**
7:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**
7:45 AM	0	2	0	0	0	0	2	0	1	0	0	0	0	**5**
8:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	**6**
8:15 AM	0	2	0	0	0	0	0	1	1	0	0	0	0	**4**
8:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	**4**
8:45 AM	0	4	2	0	0	0	0	0	1	0	0	0	0	**7**
9:00 AM	1	2	0	0	0	0	2	0	0	0	0	0	0	**5**
9:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**
9:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
9:45 AM	0	1	0	0	0	0	1	0	1	0	0	0	0	**3**
10:00 AM	0	3	1	0	0	0	0	1	0	0	0	0	0	**5**
10:15 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**
10:30 AM	0	7	0	0	2	0	1	0	1	0	0	0	0	**11**
10:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	**2**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	3	1	0	1	0	1	0	1	0	0	0	0	**7**
11:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**
11:45 AM	0	2	2	0	1	0	1	0	1	0	0	0	0	**7**
12:00 PM	0	8	2	0	2	0	0	0	0	0	0	0	0	**12**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	1	1	0	0	0	0	1	0	0	0	0	0	**3**
12:45 PM	0	2	0	0	0	0	1	0	1	0	0	0	0	**4**
1:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
1:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:30 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	**4**
1:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
2:15 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	**4**
2:30 PM	0	2	0	0	0	0	1	0	1	0	0	0	0	**4**
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	8	1	0	0	1	0	0	0	0	0	0	0	**10**
3:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	**2**
3:30 PM	0	0	0	0	0	0	0	1	2	0	0	0	0	**3**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	5	0	0	0	0	0	1	0	0	0	0	0	**6**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**1**	**147**	**14**	**3**	**9**	**2**	**17**	**5**	**18**	**1**	**0**	**0**	**0**	

Florida at France SB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Florida at France SB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND U-TURN													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

Florida at France SB Ramp
Data Collection Date: 02/08/23
USI #: 22-077

WESTBOUND U-TURN

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Florida at France

Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	**4**
8:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	2	1	0	0	0	2	0	0	0	0	0	0	**5**
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	**2**
8:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
9:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
9:15 AM	0	1	0	0	0	0	0	1	1	0	0	0	0	**3**
9:30 AM	0	2	1	0	0	0	2	0	0	0	0	0	0	**5**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	2	1	0	1	0	1	0	0	0	0	0	0	**5**
10:15 AM	0	1	0	0	1	0	0	1	0	0	0	0	0	**3**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	3	0	0	0	0	1	0	1	0	0	0	0	**5**
11:00 AM	1	0	1	0	0	0	1	0	0	0	0	0	0	**3**
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	1	0	0	0	0	0	1	0	2	0	0	0	0	**4**
11:45 AM	0	6	1	0	0	0	2	0	2	0	0	0	0	**11**
12:00 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	**6**
12:15 PM	0	6	0	0	0	0	0	1	0	0	0	0	0	**7**
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**
1:00 PM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**
1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 PM	0	2	0	0	0	1	0	0	2	0	0	0	0	**5**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	**2**
2:15 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	**3**
2:30 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	**3**
2:45 PM	0	3	0	0	0	1	1	1	0	0	0	0	0	**6**
3:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	**3**
3:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	1	0	0	1	0	1	0	0	0	0	0	0	**3**
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**3**	**122**	**11**	**0**	**5**	**3**	**17**	**5**	**13**	**1**	**0**	**0**	**0**	

Florida at France

Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	3
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	8	1	0	0	1	0	1	0	0	0	0	0	11
6:30 AM	0	7	1	3	0	0	0	0	1	0	0	0	0	12
6:45 AM	0	15	0	1	0	1	0	2	0	0	0	0	0	19
7:00 AM	0	20	0	2	0	0	0	1	3	0	0	0	0	26
7:15 AM	0	24	1	2	0	0	0	0	1	0	0	0	0	28
7:30 AM	0	19	3	1	4	0	0	1	1	0	0	0	0	29
7:45 AM	0	27	3	1	0	0	1	1	1	0	0	0	0	34
8:00 AM	0	19	1	0	2	0	1	0	0	0	0	0	0	23
8:15 AM	0	28	3	0	1	0	0	1	1	0	0	0	0	34
8:30 AM	0	13	1	1	2	1	0	0	1	0	0	0	0	19
8:45 AM	0	8	0	0	1	0	0	1	0	0	0	0	0	10
9:00 AM	0	11	2	0	1	0	0	0	2	0	0	0	0	16
9:15 AM	0	12	0	0	1	0	0	2	1	0	0	0	0	16
9:30 AM	0	16	0	0	1	0	1	1	0	0	0	0	0	19
9:45 AM	1	13	3	0	1	1	0	2	4	0	0	0	0	25
10:00 AM	0	9	3	0	2	0	0	1	2	0	0	0	0	17
10:15 AM	0	5	0	0	1	1	1	1	4	0	0	0	0	13
10:30 AM	0	8	2	0	2	1	1	0	2	1	0	0	0	17
10:45 AM	0	9	2	0	0	0	0	1	4	1	0	0	0	17
11:00 AM	0	14	0	0	2	0	0	0	4	1	0	0	0	21
11:15 AM	0	4	1	0	0	0	0	0	2	1	0	0	0	8
11:30 AM	0	6	3	0	0	0	0	0	2	0	0	0	0	11
11:45 AM	0	11	0	0	0	1	0	0	1	1	0	0	0	14
12:00 PM	0	14	1	0	1	1	1	2	2	0	0	0	0	22
12:15 PM	0	8	5	0	1	0	0	0	0	1	0	0	0	15
12:30 PM	0	13	3	0	1	0	0	0	1	0	0	0	0	18
12:45 PM	0	9	2	0	0	1	0	0	1	0	0	0	0	13
1:00 PM	0	14	1	0	3	0	0	1	2	0	0	0	0	21
1:15 PM	0	16	1	0	0	1	0	0	2	0	0	0	0	20
1:30 PM	0	11	1	0	0	1	0	0	1	1	0	0	0	15
1:45 PM	0	20	0	0	4	1	0	0	2	0	0	0	0	27
2:00 PM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
2:15 PM	0	4	2	0	0	0	0	0	1	0	0	0	0	7
2:30 PM	0	21	1	0	0	0	1	0	3	2	0	0	0	28
2:45 PM	0	21	2	0	1	0	1	0	0	0	0	0	0	25
3:00 PM	0	11	2	1	1	1	0	0	2	0	0	0	0	18
3:15 PM	0	30	3	1	1	0	0	0	1	0	0	0	0	36
3:30 PM	0	34	2	1	0	0	0	0	0	2	0	0	0	39
3:45 PM	0	30	4	1	0	0	0	0	1	0	0	0	0	36
4:00 PM	1	27	4	1	1	0	0	1	1	0	0	0	0	36
4:15 PM	0	24	1	0	1	1	1	0	2	1	0	0	0	31
4:30 PM	1	38	1	0	0	0	0	0	0	0	0	0	0	40
4:45 PM	0	19	1	1	0	0	0	0	0	0	0	0	0	21
5:00 PM	0	24	2	0	1	0	0	0	0	0	0	0	0	27
5:15 PM	0	30	3	2	0	0	0	0	0	0	0	0	0	35
5:30 PM	0	15	1	0	1	0	0	0	1	0	0	0	0	18
5:45 PM	1	22	2	0	0	0	0	0	0	0	0	0	0	25
6:00 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
6:15 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
6:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
6:45 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
7:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
7:15 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
7:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
7:45 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
8:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
8:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	**4**	**1003**	**91**	**19**	**40**	**14**	**9**	**20**	**61**	**12**	**0**	**0**	**0**	**1273**

Florida at France

Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	3
6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	1	2	0	1	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	2	0	2	0	0	0	0	1	0	0	0	0	5
7:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
8:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
8:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
9:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
9:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	5	0	0	0	0	0	1	1	0	0	0	0	7
11:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:00 PM	0	5	1	0	0	0	1	0	0	0	0	0	0	7
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
12:45 PM	0	3	0	0	1	0	0	0	0	1	0	0	0	5
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
1:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
1:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	4
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
3:15 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
3:30 PM	0	4	1	1	0	0	0	0	1	0	0	0	0	7
3:45 PM	1	5	0	0	0	0	0	0	0	1	0	0	0	7
4:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
4:30 PM	0	8	1	1	0	0	0	0	0	1	0	0	0	11
4:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
6:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**2**	**216**	**18**	**10**	**10**	**1**	**1**	**1**	**5**	**3**	**0**	**0**	**0**	

Florida at France

Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
7:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	9	0	1	0	0	0	0	1	0	0	0	0	11
7:45 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	14
8:00 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	7
8:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4
9:45 AM	0	1	0	0	1	0	0	0	1	0	0	0	0	3
10:00 AM	0	3	0	0	3	0	0	1	1	0	0	0	0	8
10:15 AM	0	4	0	0	1	0	0	0	1	0	0	0	0	6
10:30 AM	0	5	1	0	3	0	0	1	0	0	0	0	0	10
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	8
11:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4
12:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	1	5	0	0	0	0	0	0	1	0	0	0	0	7
1:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:15 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
1:30 PM	0	8	0	0	0	0	1	0	0	0	0	0	0	9
1:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	5	0	1	0	0	0	1	0	1	0	0	0	8
3:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:45 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
4:00 PM	0	6	0	1	0	0	1	0	0	0	0	0	0	8
4:15 PM	0	4	2	1	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
5:15 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
6:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	1	1	0	1	0	0	0	0	0	0	0	0	0	3
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**2**	**243**	**14**	**10**	**12**	**0**	**2**	**4**	**9**	**1**	**0**	**0**	**0**	

Florida at France

Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:15 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	**7**
6:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:45 AM	0	14	0	2	0	0	1	1	1	0	0	0	0	**19**
7:00 AM	0	12	0	1	0	2	0	0	3	0	0	0	0	**18**
7:15 AM	0	27	1	1	0	0	0	0	0	0	0	0	0	**29**
7:30 AM	0	32	2	1	0	0	0	1	0	0	0	0	0	**36**
7:45 AM	0	43	0	3	1	0	0	0	0	0	0	0	0	**47**
8:00 AM	0	21	1	0	0	0	0	0	1	3	0	0	0	**26**
8:15 AM	0	16	1	0	1	0	0	0	2	0	0	0	0	**20**
8:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:45 AM	0	10	1	0	2	0	0	0	0	0	0	0	0	**13**
9:00 AM	0	9	1	0	3	0	0	0	2	0	0	0	0	**15**
9:15 AM	0	4	0	0	1	0	0	0	1	0	0	0	0	**6**
9:30 AM	0	8	0	0	2	0	1	1	3	1	0	0	0	**16**
9:45 AM	0	11	0	0	1	1	0	0	1	0	0	0	0	**14**
10:00 AM	0	12	0	0	1	0	0	1	5	1	0	0	0	**20**
10:15 AM	0	4	1	0	1	0	0	3	2	0	0	0	0	**11**
10:30 AM	0	4	2	0	1	0	0	2	2	0	0	0	0	**11**
10:45 AM	0	5	0	0	0	0	0	1	1	0	0	0	0	**7**
11:00 AM	0	6	0	0	0	1	1	1	0	0	0	0	0	**9**
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
11:30 AM	0	10	1	1	2	1	0	0	3	2	0	0	0	**20**
11:45 AM	0	11	1	0	1	0	0	1	0	0	0	0	0	**14**
12:00 PM	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**
12:15 PM	0	17	1	0	2	0	0	0	3	2	0	0	0	**25**
12:30 PM	0	10	0	0	0	0	0	0	1	0	0	0	0	**11**
12:45 PM	0	12	0	0	0	2	0	1	3	1	0	0	0	**19**
1:00 PM	0	10	0	0	1	0	0	1	3	0	0	0	0	**15**
1:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:30 PM	0	13	1	0	0	0	0	1	2	0	0	0	0	**17**
1:45 PM	0	13	1	0	1	0	0	0	0	0	0	0	0	**15**
2:00 PM	0	6	0	0	1	0	0	0	2	1	0	0	0	**10**
2:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
2:30 PM	0	13	1	0	0	0	0	0	4	0	0	0	0	**18**
2:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	21	2	0	2	0	0	1	0	1	0	0	0	**27**
3:30 PM	0	26	0	2	0	0	0	0	1	0	0	0	0	**29**
3:45 PM	0	16	0	2	0	1	0	0	1	0	0	0	0	**20**
4:00 PM	0	17	1	1	0	0	1	0	1	0	0	0	0	**21**
4:15 PM	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**
4:30 PM	0	20	0	2	1	0	0	0	0	0	0	0	0	**23**
4:45 PM	0	15	1	0	0	0	0	0	1	0	0	0	0	**17**
5:00 PM	0	19	2	0	1	0	0	0	0	0	0	0	0	**22**
5:15 PM	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**
5:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
5:45 PM	0	25	0	1	0	0	0	0	1	0	0	0	0	**27**
6:00 PM	0	14	1	0	0	0	0	0	1	0	0	0	0	**16**
6:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
6:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**0**	**726**	**26**	**20**	**26**	**9**	**4**	**17**	**53**	**12**	**0**	**0**	**0**	

Florida at France

Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	**2**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	**5**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	2	1	0	0	0	3	0	0	0	0	0	0	**6**
7:45 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	**4**
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	**2**
8:30 AM	0	4	0	0	0	0	2	1	0	0	0	0	0	**7**
8:45 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**
9:00 AM	1	3	1	0	0	0	2	0	1	0	0	0	0	**8**
9:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	2	0	0	0	0	1	0	1	0	0	0	0	**4**
10:00 AM	0	5	0	0	1	0	0	0	1	0	0	0	0	**7**
10:15 AM	0	3	0	0	0	0	0	0	2	0	0	0	0	**5**
10:30 AM	0	2	1	0	0	0	1	1	1	0	0	0	0	**6**
10:45 AM	0	2	1	0	0	0	1	2	0	0	0	0	0	**6**
11:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	**3**
11:15 AM	0	6	0	0	1	1	1	1	1	0	0	0	0	**11**
11:30 AM	0	7	0	0	0	0	0	2	0	0	0	0	0	**9**
11:45 AM	0	2	1	0	0	0	1	0	0	0	0	0	0	**4**
12:00 PM	0	10	0	0	1	0	0	0	3	0	0	0	0	**14**
12:15 PM	0	3	0	0	0	0	0	1	0	0	0	0	0	**4**
12:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	**3**
12:45 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	**3**
1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	**4**
1:30 PM	0	3	0	0	0	0	0	1	0	0	0	0	0	**4**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
2:15 PM	0	6	1	0	0	0	1	0	1	0	0	0	0	**9**
2:30 PM	0	3	0	0	0	1	0	0	1	0	0	0	0	**5**
2:45 PM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**
3:00 PM	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
3:15 PM	0	4	0	0	0	1	0	0	2	0	0	0	0	**7**
3:30 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	**4**
3:45 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**1**	**170**	**19**	**0**	**4**	**3**	**16**	**15**	**22**	**0**	**0**	**0**	**0**	**250**

Florida at France

Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND U-TURN													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

Florida at France

Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND U-TURN													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

Florida at Harbor

Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	6	0	0	0	0	0	0	3	0	0	0	0	**9**
7:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 AM	0	3	2	0	0	0	0	0	2	0	0	0	0	**7**
7:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
8:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
8:15 AM	0	5	0	0	0	0	0	1	1	0	0	0	0	**7**
8:30 AM	0	2	0	0	2	1	0	0	0	0	0	0	0	**5**
8:45 AM	0	2	1	0	1	0	0	0	1	0	0	0	0	**5**
9:00 AM	0	1	1	0	1	0	0	0	2	0	0	0	0	**5**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	3	1	0	2	1	0	0	1	0	0	0	0	**8**
9:45 AM	0	2	0	0	1	0	0	0	4	0	0	0	0	**7**
10:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
10:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	5	1	0	1	3	0	0	4	1	0	0	0	**15**
10:45 AM	0	1	0	0	1	0	0	0	2	1	0	0	0	**5**
11:00 AM	0	1	0	0	1	0	0	0	2	0	0	0	0	**4**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	6	0	0	1	0	0	0	7	2	0	0	0	**16**
11:45 AM	0	0	2	0	0	0	0	0	1	1	0	0	0	**4**
12:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
12:15 PM	0	5	1	0	0	2	1	0	2	1	0	0	0	**12**
12:30 PM	0	1	5	0	0	0	0	0	1	0	0	0	0	**7**
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	**1**
1:00 PM	0	2	0	0	2	0	0	0	1	0	0	0	0	**5**
1:15 PM	0	1	0	0	1	1	0	0	1	0	0	0	0	**4**
1:30 PM	0	2	1	0	0	1	0	0	2	1	0	0	0	**7**
1:45 PM	0	1	1	0	1	0	0	0	2	0	0	0	0	**5**
2:00 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	**4**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	2	1	0	0	2	0	0	3	1	0	0	0	**9**
2:45 PM	0	1	0	0	1	0	0	0	1	1	0	0	0	**4**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	5	0	0	2	1	0	0	3	0	0	0	0	**11**
3:30 PM	0	1	1	0	0	0	0	0	1	2	0	0	0	**5**
3:45 PM	0	4	0	0	0	0	0	0	1	1	0	0	0	**6**
4:00 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	**4**
4:15 PM	0	3	0	0	1	1	0	0	1	0	0	0	0	**6**
4:30 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	**6**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**120**	**28**	**0**	**22**	**14**	**1**	**1**	**53**	**15**	**0**	**0**	**0**	

Florida at Harbor
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	**1**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	3	0	0	1	0	0	0	0	0	0	0	**4**
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
9:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
9:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
10:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	**4**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	2	0	0	4	0	0	0	0	0	0	0	0	**6**
10:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	5	0	0	1	0	0	0	1	0	0	0	0	**7**
11:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
11:45 AM	0	5	0	0	0	0	0	0	3	0	0	0	0	**8**
12:00 PM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**
12:15 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
12:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	**2**
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	**2**
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	**4**
2:00 PM	0	1	2	0	0	0	0	0	1	0	0	0	0	**4**
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	**1**
2:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	3	0	0	0	0	0	0	2	0	0	0	0	**5**
3:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
3:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
4:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
4:15 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	**4**
4:30 PM	0	5	0	0	0	1	0	0	1	0	0	0	0	**7**
4:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	10	1	0	0	0	0	0	1	0	0	0	0	**12**
5:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**109**	**18**	**0**	**10**	**3**	**0**	**0**	**20**	**4**	**0**	**0**	**0**	

Florida at Harbor

Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:15 AM	0	5	0	2	0	0	0	0	0	0	0	0	0	7
6:30 AM	0	5	1	3	0	1	0	0	0	0	0	0	0	10
6:45 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	11	2	2	0	1	0	0	0	0	0	0	0	16
7:15 AM	0	22	1	2	0	0	0	0	0	0	0	0	0	25
7:30 AM	0	15	2	3	4	0	0	0	0	0	0	0	0	24
7:45 AM	0	28	1	1	0	0	1	0	0	0	0	0	0	31
8:00 AM	0	26	0	1	1	0	1	0	0	0	0	0	0	29
8:15 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
8:30 AM	0	17	1	1	2	0	0	0	0	0	0	0	0	21
8:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
9:00 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
9:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
9:30 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
9:45 AM	0	15	4	0	0	1	0	0	0	0	0	0	0	20
10:00 AM	1	13	2	0	1	0	0	0	0	0	0	0	0	17
10:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	8	3	0	1	0	1	0	0	0	0	0	0	13
10:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
11:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
12:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
12:30 PM	0	15	0	0	1	0	0	0	0	0	0	0	0	16
12:45 PM	0	12	1	0	2	1	0	0	1	0	0	0	0	17
1:00 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	20
1:15 PM	0	15	2	0	1	0	0	0	0	0	0	0	0	18
1:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22
1:45 PM	0	20	0	0	2	1	0	0	0	0	0	0	0	23
2:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	24	1	0	1	0	0	0	0	0	0	0	0	26
2:45 PM	0	19	3	0	0	0	0	0	0	0	0	0	0	22
3:00 PM	0	11	0	0	0	0	1	0	0	0	0	0	0	12
3:15 PM	0	31	5	4	0	0	0	0	0	0	0	0	0	40
3:30 PM	0	38	2	1	0	0	0	0	0	0	0	0	0	41
3:45 PM	1	30	4	2	0	0	0	0	0	0	0	0	0	37
4:00 PM	1	28	4	1	1	0	0	0	0	0	0	0	0	35
4:15 PM	0	29	2	1	1	0	1	0	2	0	0	0	0	36
4:30 PM	1	38	4	1	0	0	0	0	0	0	0	0	0	44
4:45 PM	0	27	2	1	0	0	0	0	0	0	0	0	0	30
5:00 PM	0	28	5	0	2	0	0	0	0	0	0	0	0	35
5:15 PM	0	30	4	1	0	0	0	0	0	0	0	0	0	35
5:30 PM	0	21	1	1	1	0	0	0	1	0	0	0	0	25
5:45 PM	1	33	1	0	0	0	0	0	0	0	0	0	0	35
6:00 PM	0	43	3	0	0	0	0	0	0	0	0	0	0	46
6:15 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
6:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
6:45 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
7:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
7:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
7:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
7:45 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
8:00 PM	0	14	0	0	1	0	0	0	0	0	0	0	0	15
8:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
8:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
8:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	**5**	**1068**	**96**	**29**	**24**	**5**	**6**	**0**	**4**	**0**	**0**	**0**	**0**	

Florida at Harbor
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
6:45 AM	0	13	0	0	0	0	1	0	0	0	0	0	0	14
7:00 AM	0	18	1	2	0	2	0	0	1	0	0	0	0	24
7:15 AM	0	30	1	1	0	0	0	0	0	0	0	0	0	32
7:30 AM	0	39	3	2	0	0	0	0	0	0	0	0	0	44
7:45 AM	0	53	4	3	0	0	0	0	0	0	0	0	0	60
8:00 AM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
8:15 AM	0	19	1	0	1	0	0	0	0	0	0	0	0	21
8:30 AM	0	8	3	1	0	0	0	0	0	0	0	0	0	12
8:45 AM	0	8	0	0	2	0	0	0	0	0	0	0	0	10
9:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
9:15 AM	0	10	0	0	0	1	0	0	1	0	0	0	0	12
9:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:00 AM	0	11	2	0	3	0	0	0	0	0	0	0	0	16
10:15 AM	0	5	5	0	1	0	0	0	0	0	0	0	0	11
10:30 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
10:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	7	2	1	0	0	0	0	0	0	0	0	0	10
11:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
12:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
12:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
12:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
1:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
1:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
1:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
2:00 PM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
2:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
2:45 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
3:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
3:15 PM	0	20	1	1	0	0	1	0	0	0	0	0	0	23
3:30 PM	0	32	1	2	0	0	0	0	1	0	0	0	0	36
3:45 PM	0	15	0	1	0	0	0	0	0	0	0	0	0	16
4:00 PM	0	18	2	2	0	0	1	0	0	0	0	0	0	23
4:15 PM	0	12	1	2	0	0	0	0	0	0	0	0	0	15
4:30 PM	0	15	1	4	0	0	0	0	0	0	0	0	0	20
4:45 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
5:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
5:15 PM	0	12	0	2	0	0	0	0	0	0	0	0	0	14
5:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
5:45 PM	0	24	0	1	0	0	0	0	0	0	0	0	0	25
6:00 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
6:15 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
6:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
7:00 PM	1	6	0	0	0	0	0	0	0	0	0	0	0	7
7:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
7:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:45 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
8:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**1**	**788**	**63**	**26**	**10**	**3**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	

Florida at Harbor
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	**6**
6:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
6:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	5	2	0	0	0	0	0	1	0	0	0	0	**8**
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
7:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	0	2	0	4	0	0	0	1	0	0	0	0	**7**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	3	1	0	0	0	0	0	0	1	0	0	0	**5**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	**2**
10:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	4	0	0	0	0	0	0	3	0	0	0	0	**7**
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:15 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
12:30 PM	0	4	1	0	0	0	0	0	1	0	0	0	0	**6**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	3	1	0	0	0	0	0	2	0	0	0	0	**6**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
2:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	1	1	0	0	0	0	0	1	0	0	0	0	**3**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
4:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**0**	**103**	**22**	**0**	**9**	**0**	**0**	**0**	**15**	**1**	**0**	**0**	**0**	

Florida at Harbor
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
8:00 AM	0	1	0	0	0	0	0	0	2	3	0	0	0	**6**
8:15 AM	0	2	0	0	0	0	0	0	2	0	0	0	0	**4**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	1	0	0	0	0	0	0	3	0	0	0	0	**4**
9:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	2	0	0	1	1	0	0	2	0	0	0	0	**6**
10:00 AM	0	2	0	0	1	0	0	1	2	1	0	0	0	**7**
10:15 AM	0	1	1	0	2	0	0	1	1	0	0	0	0	**6**
10:30 AM	0	3	0	0	3	0	0	0	2	0	0	0	0	**8**
10:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
11:00 AM	0	3	0	0	1	2	0	1	1	0	0	0	0	**8**
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	**1**
11:30 AM	0	6	2	0	0	0	0	0	2	1	0	0	0	**11**
11:45 AM	0	3	1	0	1	0	0	0	1	0	0	0	0	**6**
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:15 PM	0	3	1	0	0	0	0	0	1	2	0	0	0	**7**
12:30 PM	0	2	0	0	0	1	0	0	3	0	0	0	0	**6**
12:45 PM	0	2	1	0	0	2	0	0	3	1	0	0	0	**9**
1:00 PM	0	3	0	0	0	0	0	1	2	0	0	0	0	**6**
1:15 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	4	0	0	0	0	1	0	2	0	0	0	0	**7**
1:45 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
2:00 PM	0	3	1	0	0	0	0	0	3	0	0	0	0	**7**
2:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
2:30 PM	0	2	0	0	0	0	0	0	4	0	0	0	0	**6**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
3:15 PM	0	1	0	0	1	0	0	1	1	2	0	0	0	**6**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	6	0	0	2	0	0	0	1	0	0	0	0	**9**
4:00 PM	0	4	0	0	0	0	0	1	1	0	0	0	0	**6**
4:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
4:30 PM	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
4:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
5:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
5:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
5:45 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**130**	**15**	**0**	**20**	**8**	**1**	**6**	**45**	**11**	**0**	**0**	**0**	

Florida at Harbor
Data Collection Date: 02/08/23
USI #: 22-077

WESTBOUND U-TURN

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Florida at Tennessee
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**1**	**39**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**

Florida at Tennessee
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	**3**
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
10:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**0**	**95**	**10**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**112**

Florida at Tennessee
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
6:30 AM	0	4	0	3	0	0	0	0	0	0	0	0	0	7
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	20	0	2	0	0	0	0	0	0	0	0	0	22
7:30 AM	0	15	0	3	4	0	0	0	0	1	0	0	0	23
7:45 AM	0	22	0	0	0	1	0	0	0	0	0	0	0	23
8:00 AM	0	22	2	1	0	0	1	0	0	0	0	0	0	26
8:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
8:30 AM	0	9	0	1	0	0	0	1	0	0	0	0	0	11
8:45 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
9:00 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	10
9:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
9:45 AM	0	13	0	0	0	1	0	0	1	0	0	0	0	15
10:00 AM	1	5	0	0	2	0	0	0	0	0	0	0	0	8
10:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:30 AM	0	6	1	0	3	0	0	0	0	0	0	0	0	10
10:45 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
11:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
11:30 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	13
11:45 AM	0	14	0	0	0	0	0	0	3	0	0	0	0	17
12:00 PM	0	6	0	0	0	0	0	0	1	0	0	0	0	7
12:15 PM	0	9	2	0	0	0	0	0	1	0	0	0	0	12
12:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
12:45 PM	0	8	1	0	1	1	0	0	1	0	0	0	0	12
1:00 PM	0	13	1	0	0	0	0	0	1	0	0	0	0	15
1:15 PM	0	13	0	0	0	0	0	0	1	0	0	0	0	14
1:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
1:45 PM	0	13	1	0	1	2	0	0	1	0	0	0	0	18
2:00 PM	0	14	2	0	0	0	0	0	1	0	0	0	0	17
2:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
2:30 PM	0	15	0	0	1	0	0	0	0	0	0	0	0	16
2:45 PM	0	15	3	0	0	0	0	0	2	0	0	0	0	20
3:00 PM	0	6	0	0	0	1	0	0	0	0	0	0	0	7
3:15 PM	0	23	3	2	0	0	0	0	1	0	0	0	0	29
3:30 PM	0	31	1	0	0	0	0	0	0	0	0	0	0	32
3:45 PM	0	17	3	2	0	0	0	0	1	0	0	0	0	23
4:00 PM	1	24	4	0	0	0	0	0	0	0	0	0	0	29
4:15 PM	0	22	0	0	0	0	0	0	3	0	0	0	0	25
4:30 PM	1	31	1	0	1	0	0	0	1	0	0	0	0	35
4:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
5:00 PM	0	29	2	0	0	0	0	0	1	0	0	0	0	32
5:15 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
5:30 PM	0	19	1	1	1	0	0	0	1	0	0	0	0	23
5:45 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
6:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	26
6:15 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
6:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
6:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
7:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
7:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:45 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
8:00 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
8:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**3**	**785**	**37**	**16**	**16**	**6**	**1**	**1**	**27**	**1**	**0**	**0**	**0**	**893**

Florida at Tennessee
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 AM	0	6	2	0	0	0	0	0	1	0	0	0	0	**9**
6:45 AM	0	10	0	2	0	0	1	0	0	0	0	0	0	**13**
7:00 AM	0	14	0	1	0	2	0	0	1	0	0	0	0	**18**
7:15 AM	0	23	0	1	0	0	0	0	0	0	0	0	0	**24**
7:30 AM	0	32	0	2	0	0	0	0	0	0	0	0	0	**34**
7:45 AM	0	45	0	2	1	0	0	0	1	0	0	0	0	**49**
8:00 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
8:15 AM	0	18	1	0	1	0	0	0	0	0	0	0	0	**20**
8:30 AM	0	7	1	0	1	0	0	0	1	0	0	0	0	**10**
8:45 AM	0	5	1	0	2	0	0	0	0	1	0	0	0	**9**
9:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
9:15 AM	0	9	2	0	1	1	0	0	0	0	0	0	0	**13**
9:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
10:00 AM	0	10	0	0	2	0	0	0	0	0	0	0	0	**12**
10:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	3	2	0	1	0	0	0	1	0	0	0	0	**7**
10:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	4	0	1	0	0	0	0	3	0	0	0	0	**8**
11:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:00 PM	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
12:15 PM	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
12:30 PM	0	9	1	0	0	0	0	0	1	0	0	0	0	**11**
12:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1:00 PM	0	9	2	0	0	0	0	0	1	0	0	0	0	**12**
1:15 PM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**
1:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
1:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
2:00 PM	0	8	1	0	0	0	0	0	1	0	0	0	0	**10**
2:15 PM	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
2:30 PM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**
2:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
3:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
3:15 PM	0	19	0	1	0	0	0	1	0	0	0	0	0	**21**
3:30 PM	0	27	0	1	0	0	0	0	1	1	0	0	0	**30**
3:45 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**
4:00 PM	0	14	2	1	0	0	1	0	1	0	0	0	0	**19**
4:15 PM	0	7	2	2	0	0	0	0	0	0	0	0	0	**11**
4:30 PM	0	7	2	3	0	0	0	0	0	0	0	0	0	**12**
4:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	10	3	0	1	0	0	0	0	0	0	0	0	**14**
5:15 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**
5:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
5:45 PM	0	13	0	1	0	0	0	0	0	0	0	0	0	**14**
6:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
6:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
6:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**0**	**598**	**42**	**20**	**16**	**3**	**2**	**1**	**16**	**2**	**0**	**0**	**0**	**700**

Florida at Tennessee
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
6:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	2	0	1	0	1	0	0	0	0	0	0	0	**4**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**
8:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	4	0	2	0	0	0	0	0	0	0	0	0	**6**
4:30 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
4:45 PM	0	5	0	2	0	0	0	0	0	0	0	0	0	**7**
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**138**	**11**	**10**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Florida at Tennessee
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

	EASTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	4
3:45 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:45 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**1**	**144**	**13**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

EASTBOUND THRU

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
12:15 AM	0	18	1	1	0	0	0	0	0	0	0	0	0	20
12:30 AM	1	15	0	0	0	0	0	0	0	0	0	0	0	16
12:45 AM	1	18	2	1	0	0	0	0	0	0	0	0	0	22
1:00 AM	1	21	2	0	0	0	0	0	0	0	0	0	0	24
1:15 AM	1	13	1	1	0	0	0	0	1	1	0	0	0	18
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	17	0	1	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	12
2:15 AM	0	5	1	1	0	0	0	0	1	0	0	0	0	8
2:30 AM	2	13	2	0	0	0	0	0	1	0	0	0	0	18
2:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	2	1	1	0	0	0	0	1	0	0	0	0	5
3:15 AM	0	3	1	1	0	1	0	0	0	0	0	0	0	6
3:30 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
3:45 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	9	1	0	0	1	0	0	0	0	0	0	0	11
4:15 AM	0	13	1	1	0	0	0	0	0	0	0	0	0	15
4:30 AM	0	14	0	0	0	0	0	1	1	0	0	0	0	16
4:45 AM	0	21	7	1	0	1	0	0	3	0	0	0	0	33
5:00 AM	0	34	6	0	1	0	0	0	0	0	0	0	0	41
5:15 AM	0	39	7	0	1	1	0	0	0	0	0	0	0	48
5:30 AM	1	29	0	1	0	1	0	0	2	1	0	0	0	35
5:45 AM	1	42	4	0	0	1	0	0	3	1	0	0	0	52
6:00 AM	0	32	3	1	1	0	0	0	4	0	0	0	0	41
6:15 AM	0	49	4	1	0	1	0	2	5	0	0	0	0	62
6:30 AM	0	54	6	3	1	0	0	1	3	0	0	0	0	68
6:45 AM	0	53	9	6	1	2	0	1	3	0	0	0	0	75
7:00 AM	0	68	6	3	2	1	0	0	0	0	0	0	0	80
7:15 AM	0	57	9	2	4	2	0	0	1	1	0	0	0	76
7:30 AM	0	83	8	5	1	1	0	1	3	0	0	0	0	102
7:45 AM	0	88	5	4	2	1	0	1	7	0	0	0	0	108
8:00 AM	1	88	3	1	0	3	0	0	5	0	0	0	0	101
8:15 AM	0	77	3	2	3	2	0	2	7	0	0	0	0	96
8:30 AM	1	81	6	2	0	1	0	2	1	0	0	0	0	94
8:45 AM	0	91	5	6	2	2	0	0	2	0	0	0	0	108
9:00 AM	0	30	3	0	0	1	0	0	1	0	0	0	0	35
9:15 AM	0	89	6	4	4	2	0	1	9	0	0	0	0	115
9:30 AM	0	68	9	1	2	1	0	2	12	0	0	0	0	95
9:45 AM	0	74	5	0	5	0	0	0	3	0	0	0	0	87
10:00 AM	0	23	1	0	1	0	0	0	3	0	0	0	0	28
10:15 AM	0	51	3	1	0	2	0	1	3	0	0	0	0	61
10:30 AM	1	74	4	2	4	0	0	1	10	0	0	0	0	96
10:45 AM	1	77	3	2	6	1	0	0	5	0	0	0	0	95
11:00 AM	1	91	2	0	5	0	0	0	3	0	0	0	0	102
11:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
11:30 AM	1	102	21	2	0	1	0	0	9	2	0	0	0	138
11:45 AM	2	115	12	2	2	4	0	0	4	2	0	0	0	143
12:00 PM	1	71	12	1	3	1	0	1	2	0	0	0	0	92
12:15 PM	0	90	9	2	0	0	0	0	2	1	0	0	0	104
12:30 PM	1	82	8	1	2	2	0	0	0	0	0	0	0	96
12:45 PM	0	44	6	0	1	0	0	0	1	2	0	0	0	54
1:00 PM	0	100	9	1	3	3	0	0	0	1	0	0	0	117
1:15 PM	0	109	13	1	0	2	0	0	4	0	0	0	0	129
1:30 PM	1	103	10	1	2	0	0	0	2	0	0	0	0	119
1:45 PM	0	109	13	2	1	1	0	0	1	0	0	0	0	127
2:00 PM	0	92	12	0	3	1	0	0	7	0	0	0	0	115
2:15 PM	0	34	4	1	0	1	0	0	0	0	0	0	0	40
2:30 PM	0	72	6	2	1	0	0	0	1	2	0	0	0	84
2:45 PM	0	130	24	1	2	2	0	0	4	1	0	0	0	164
3:00 PM	0	137	24	4	0	4	0	1	2	0	0	0	0	172
3:15 PM	1	209	38	3	2	2	0	0	3	1	0	0	0	259
3:30 PM	0	193	26	2	2	0	0	1	2	0	0	0	0	226
3:45 PM	1	218	31	6	4	0	0	1	0	0	0	0	0	261
4:00 PM	3	153	10	4	3	0	0	2	1	2	0	0	0	178
4:15 PM	2	249	31	4	1	3	0	1	1	0	0	0	0	292
4:30 PM	1	324	42	4	2	1	0	1	1	0	0	0	0	376
4:45 PM	1	302	27	4	2	0	0	0	0	1	0	0	0	337
5:00 PM	1	326	36	3	1	0	0	0	1	0	0	0	0	368
5:15 PM	1	338	35	2	3	0	0	0	0	1	0	0	0	380
5:30 PM	1	330	19	1	0	2	0	0	1	1	0	0	0	355
5:45 PM	1	244	15	0	1	1	0	0	0	0	0	0	0	262
6:00 PM	1	217	12	3	0	0	0	0	4	0	0	0	0	237
6:15 PM	1	183	8	2	4	0	0	0	1	0	0	0	0	199
6:30 PM	3	198	8	1	2	1	0	0	1	0	0	0	0	214
6:45 PM	0	86	5	1	1	1	0	0	0	0	0	0	0	94
7:00 PM	0	94	4	1	0	0	0	0	2	0	0	0	0	101
7:15 PM	0	97	5	1	0	1	0	1	2	0	0	0	0	107
7:30 PM	0	154	8	1	0	0	0	0	0	0	0	0	0	163
7:45 PM	0	77	1	1	1	0	0	0	1	0	0	0	0	81
8:00 PM	0	56	2	1	0	0	0	0	2	0	0	0	0	61
8:15 PM	0	67	2	0	0	0	0	0	1	0	0	0	0	70
8:30 PM	2	64	3	0	0	0	0	0	3	0	0	0	0	72
8:45 PM	0	43	1	1	0	0	0	0	0	0	0	0	0	45
9:00 PM	0	43	1	0	0	0	0	0	1	1	0	0	0	46
9:15 PM	1	58	0	2	0	1	0	0	0	0	0	0	0	62
9:30 PM	0	55	0	0	1	0	0	0	1	0	0	0	0	57
9:45 PM	2	51	1	1	0	0	0	0	0	0	0	0	0	55
10:00 PM	0	88	4	0	0	0	0	0	3	0	0	0	0	95
10:15 PM	0	47	2	0	1	0	0	0	0	0	0	0	0	50
10:30 PM	0	40	1	1	0	0	0	1	2	0	0	0	0	45
10:45 PM	0	43	1	1	0	0	0	0	1	0	0	0	0	46
11:00 PM	0	43	1	0	1	0	0	0	1	0	0	0	0	46
11:15 PM	0	41	1	1	0	0	0	0	3	0	0	0	0	46
11:30 PM	0	56	2	0	0	0	0	1	0	0	0	0	0	59
11:45 PM	1	22	1	0	0	0	0	0	0	0	0	0	0	24
Total	**43**	**7985**	**709**	**130**	**99**	**65**	**0**	**27**	**182**	**22**	**0**	**0**	**0**	

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

EASTBOUND RIGHT

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

EASTBOUND U-TURN

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	**0**	**62**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

	WESTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

	WESTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	14	0	0	1	0	0	0	2	0	0	0	0	17
12:15 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
12:30 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	10
12:45 AM	0	13	1	1	0	0	0	0	1	0	0	0	0	16
1:00 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
1:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	11
1:45 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	12
2:00 AM	1	11	1	1	0	0	0	0	0	0	0	0	0	14
2:15 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	6
2:30 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
2:45 AM	0	6	1	0	0	0	0	0	1	0	0	0	0	8
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	12	1	1	0	0	0	0	1	0	0	0	0	15
3:30 AM	0	13	0	1	0	0	0	0	0	0	0	0	0	14
3:45 AM	0	3	0	0	0	0	0	0	1	1	0	0	0	5
4:00 AM	0	26	1	1	1	0	0	2	1	0	0	0	0	32
4:15 AM	0	33	0	0	1	0	0	0	1	1	0	0	0	36
4:30 AM	0	33	1	1	0	0	0	0	0	0	1	0	0	36
4:45 AM	0	21	0	1	0	0	0	0	2	1	0	0	0	25
5:00 AM	0	64	0	0	0	1	0	2	4	0	0	0	0	71
5:15 AM	0	57	2	1	1	1	0	4	1	0	0	0	0	67
5:30 AM	1	50	1	0	0	1	0	0	2	0	0	0	0	55
5:45 AM	0	104	3	2	1	1	1	0	2	0	0	0	0	114
6:00 AM	0	118	10	1	0	1	1	0	3	0	0	0	0	134
6:15 AM	1	186	11	3	0	1	0	2	7	0	0	0	0	211
6:30 AM	0	232	18	4	3	4	2	2	3	1	0	0	0	269
6:45 AM	1	273	20	7	1	1	0	0	5	2	0	0	0	310
7:00 AM	0	326	22	3	0	2	0	1	1	1	0	0	0	356
7:15 AM	0	395	19	2	0	1	1	0	5	3	0	0	0	426
7:30 AM	0	308	15	5	2	4	0	1	4	1	0	0	0	340
7:45 AM	1	267	7	2	2	2	3	0	5	2	1	0	0	292
8:00 AM	0	240	15	2	2	0	1	3	2	0	0	0	0	265
8:15 AM	0	200	18	2	5	0	0	0	5	0	0	0	0	230
8:30 AM	1	197	14	1	3	2	0	0	6	0	0	0	0	224
8:45 AM	0	167	13	1	5	3	0	1	1	0	0	0	0	191
9:00 AM	0	106	9	0	0	1	0	0	6	0	0	0	0	122
9:15 AM	1	149	12	3	1	1	1	1	9	0	0	0	0	178
9:30 AM	1	111	11	0	2	1	0	2	1	0	0	0	0	129
9:45 AM	0	122	6	1	3	2	0	2	0	0	0	0	0	136
10:00 AM	0	88	5	0	2	0	0	1	5	0	0	0	0	101
10:15 AM	0	82	8	0	4	2	0	2	2	0	0	0	0	100
10:30 AM	1	101	5	2	3	1	0	0	2	1	0	0	0	116
10:45 AM	0	110	9	1	3	2	0	4	2	2	0	0	0	133
11:00 AM	0	114	13	0	3	0	0	3	2	0	0	0	0	135
11:15 AM	0	52	4	1	1	1	0	1	1	0	0	0	0	61
11:30 AM	0	106	12	0	3	3	0	4	2	0	0	0	0	130
11:45 AM	1	145	12	1	2	1	0	3	2	0	0	0	0	167
12:00 PM	0	92	9	0	3	2	1	0	1	0	0	0	0	108
12:15 PM	0	90	9	2	5	0	0	0	3	0	0	0	0	109
12:30 PM	1	101	12	2	4	2	0	1	3	0	0	0	0	126
12:45 PM	2	84	6	1	1	1	0	1	1	0	0	0	0	97
1:00 PM	0	77	6	0	2	1	0	0	3	0	0	0	0	89
1:15 PM	0	110	5	2	6	0	0	0	1	0	0	0	0	124
1:30 PM	5	154	9	0	2	1	0	0	4	0	0	0	0	175
1:45 PM	1	134	4	2	4	1	0	0	2	0	0	0	0	148
2:00 PM	0	130	12	2	2	0	0	0	0	0	0	0	0	146
2:15 PM	0	118	10	0	0	1	0	0	1	0	0	0	0	130
2:30 PM	2	80	6	0	0	0	0	0	1	0	0	0	0	89
2:45 PM	0	120	7	1	3	0	0	0	2	0	0	0	0	133
3:00 PM	0	163	9	1	1	0	0	2	0	0	0	0	0	176
3:15 PM	0	143	16	3	2	1	0	0	4	0	0	0	0	169
3:30 PM	0	155	19	1	0	1	0	1	1	0	0	0	0	178
3:45 PM	0	155	7	2	1	0	0	0	0	0	0	0	0	165
4:00 PM	0	169	15	4	1	0	0	1	5	0	0	0	0	195
4:15 PM	1	134	13	2	0	0	0	1	1	0	0	0	0	152
4:30 PM	0	197	12	4	0	1	0	1	3	0	0	0	0	218
4:45 PM	0	182	11	0	0	0	0	0	1	0	0	0	0	194
5:00 PM	0	160	14	2	2	0	0	1	0	0	0	0	0	179
5:15 PM	0	133	10	2	0	0	0	0	2	0	0	0	0	147
5:30 PM	2	126	10	0	2	0	0	0	0	0	0	0	0	140
5:45 PM	1	95	3	3	0	1	0	0	1	0	0	0	0	104
6:00 PM	1	100	6	1	0	0	0	0	1	0	0	0	0	109
6:15 PM	1	97	4	0	0	0	0	1	0	0	0	0	0	103
6:30 PM	1	146	6	1	0	0	0	0	1	0	0	0	0	155
6:45 PM	0	91	3	2	0	0	0	0	1	1	0	0	0	98
7:00 PM	1	83	2	0	1	0	0	0	0	0	0	0	0	87
7:15 PM	1	82	3	1	1	0	0	0	0	0	0	0	0	88
7:30 PM	0	96	3	1	1	0	0	0	2	0	0	0	0	103
7:45 PM	2	52	1	1	0	0	0	1	0	0	0	0	0	57
8:00 PM	1	49	0	1	0	0	0	0	1	0	0	0	0	52
8:15 PM	0	54	1	0	0	0	0	0	0	0	0	0	0	55
8:30 PM	0	66	1	0	2	0	0	0	2	0	0	0	0	71
8:45 PM	0	36	2	0	0	1	0	0	0	0	0	0	0	39
9:00 PM	0	34	1	1	1	0	0	2	0	0	0	0	0	39
9:15 PM	1	40	2	0	0	0	0	0	0	0	0	0	0	43
9:30 PM	0	38	2	1	0	0	0	0	1	0	0	0	0	42
9:45 PM	0	40	1	0	0	0	0	0	1	0	0	0	0	42
10:00 PM	0	60	2	1	0	0	0	0	3	0	0	0	0	66
10:15 PM	0	48	2	0	0	0	0	0	0	0	0	0	0	50
10:30 PM	0	30	0	0	1	0	0	0	1	0	0	0	0	32
10:45 PM	0	38	1	1	0	0	0	0	0	0	0	0	0	40
11:00 PM	0	41	3	1	1	0	0	0	2	1	0	0	0	49
11:15 PM	0	37	3	0	1	0	0	0	0	0	0	0	0	41
11:30 PM	0	33	4	1	0	0	0	0	2	0	0	0	0	40
11:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
Total	**34**	**9243**	**590**	**105**	**105**	**54**	**11**	**54**	**161**	**18**	**2**	**0**	**0**	

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

WESTBOUND RIGHT

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:30 AM	0	22	1	0	0	3	0	0	0	0	0	0	0	26
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
7:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
9:00 AM	0	37	6	0	0	0	0	0	0	0	0	0	0	43
9:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
10:00 AM	0	35	1	1	0	0	0	0	0	0	0	0	0	37
10:15 AM	0	19	3	0	0	0	0	0	1	0	0	0	0	23
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:15 AM	0	38	1	2	0	0	0	0	1	0	0	0	0	42
11:30 AM	1	10	1	0	0	0	0	0	0	0	0	0	0	12
11:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	15	2	0	0	0	0	0	2	0	0	0	0	19
12:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
1:00 PM	0	18	0	0	1	0	0	0	0	0	0	0	0	19
1:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:30 PM	0	3	0	1	0	1	0	0	0	0	0	0	0	5
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	30	1	1	0	1	1	0	1	0	0	0	0	35
2:30 PM	0	31	2	2	0	2	0	0	0	0	0	0	0	37
2:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
4:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
6:00 PM	2	8	1	0	0	0	0	0	0	0	0	0	0	11
6:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:45 PM	0	16	0	0	0	0	0	0	0	1	0	0	0	17
7:00 PM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:45 PM	1	10	0	0	0	0	0	0	0	0	0	0	0	11
8:00 PM	0	16	0	0	0	0	0	0	1	0	0	0	0	17
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
9:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
9:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Total	**4**	**612**	**39**	**8**	**5**	**8**	**1**	**0**	**8**	**1**	**0**	**0**	**0**	

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

WESTBOUND U-TURN

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**1**	**24**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

	NORTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	1	9	2	0	0	0	0	0	0	0	0	0	0	12
6:15 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
6:30 AM	0	11	1	1	0	0	0	0	0	0	0	0	0	13
6:45 AM	0	20	3	1	0	0	0	0	0	0	0	0	0	24
7:00 AM	0	27	2	2	0	0	0	0	0	0	0	0	0	31
7:15 AM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
7:30 AM	0	26	4	1	0	0	0	0	0	0	0	0	0	31
7:45 AM	1	20	0	2	0	0	0	0	0	0	0	0	0	23
8:00 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
8:15 AM	1	10	1	2	0	0	0	0	0	0	0	0	0	14
8:30 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
8:45 AM	1	17	3	0	0	0	0	0	0	0	0	0	0	21
9:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
9:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
9:30 AM	0	14	0	0	0	1	0	0	0	0	0	0	0	15
9:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
10:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
10:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
11:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
11:45 AM	1	10	3	0	0	0	0	0	0	0	0	0	0	14
12:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
12:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
12:30 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
12:45 PM	0	10	6	0	0	0	0	0	0	0	0	0	0	16
1:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
1:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
1:30 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
1:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
2:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
2:15 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
2:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
2:45 PM	0	19	3	0	0	0	0	0	0	0	0	0	0	22
3:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
3:15 PM	0	17	6	0	0	0	0	0	0	0	0	0	0	23
3:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
3:45 PM	1	14	2	0	0	0	0	0	0	0	0	0	0	17
4:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
4:15 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
4:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
4:45 PM	0	17	2	1	0	0	0	0	0	0	0	0	0	20
5:00 PM	0	15	3	1	0	0	0	0	0	0	0	0	0	19
5:15 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
5:30 PM	0	15	1	1	0	0	0	0	0	0	0	0	0	17
5:45 PM	0	11	2	1	0	0	0	0	0	0	0	0	0	14
6:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
6:15 PM	0	16	4	1	0	0	0	0	0	0	0	0	0	21
6:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
6:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
7:00 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
7:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
7:30 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
7:45 PM	1	10	2	0	0	0	0	0	0	0	0	0	0	13
8:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
8:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
8:30 PM	1	12	3	0	0	0	0	0	0	0	0	0	0	16
8:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
9:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	1	4	1	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	**9**	**849**	**126**	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

	NORTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	7	1	2	0	0	0	0	0	0	0	0	0	10
7:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
10:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
10:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
11:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:15 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
11:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
12:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
2:00 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	7
2:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
2:45 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:45 PM	0	8	1	1	0	0	0	0	0	0	0	0	0	10
4:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	3
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
8:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**0**	**239**	**44**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St. Claude at Forstall
Data Collection Date: 03/02/23
USI #: 22-077

NORTHBOUND RIGHT

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
7:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
8:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	10	0	0	0	0	0	1	0	0	0	0	0	11
8:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
9:15 AM	0	7	0	0	0	1	0	0	0	0	0	0	0	8
9:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
9:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
11:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
11:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:00 PM	0	6	1	0	0	1	0	0	0	0	0	0	0	8
12:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
12:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
12:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:00 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
1:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
1:30 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
1:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:00 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
2:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
2:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:45 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
3:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:15 PM	0	6	2	1	0	0	0	0	0	0	0	0	0	9
3:30 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
3:45 PM	2	4	2	0	0	1	0	0	0	0	0	0	0	9
4:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
4:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
5:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	1	9	0	0	0	0	0	0	0	0	0	0	0	10
6:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
6:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
7:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
7:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
7:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
9:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**3**	**403**	**66**	**1**	**4**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

EASTBOUND LEFT

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
5:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
6:15 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	**11**
6:30 AM	1	3	1	0	0	0	0	0	0	1	0	0	0	**6**
6:45 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	**22**
7:00 AM	0	10	1	1	0	1	0	0	0	0	0	0	0	**13**
7:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:30 AM	0	22	1	0	0	0	0	0	1	0	0	0	0	**24**
7:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
8:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
8:15 AM	0	12	2	0	0	1	0	0	0	0	0	0	0	**15**
8:30 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
8:45 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**
9:00 AM	0	13	3	0	0	1	0	0	0	0	0	0	0	**17**
9:15 AM	0	30	2	0	1	0	0	0	0	0	0	0	0	**33**
9:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
9:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
10:00 AM	0	21	3	0	4	1	0	0	0	0	0	0	0	**29**
10:15 AM	0	6	3	0	0	0	0	0	1	0	0	0	0	**10**
10:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
10:45 AM	0	45	2	2	0	0	0	0	0	0	0	0	0	**49**
11:00 AM	1	21	1	0	0	0	0	0	0	0	0	0	0	**23**
11:15 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
11:30 AM	0	42	3	0	0	0	0	0	0	0	0	0	0	**45**
11:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
12:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
12:15 PM	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**
12:30 PM	1	38	3	0	0	1	0	0	0	0	0	0	0	**43**
12:45 PM	0	20	1	0	0	0	0	0	1	0	0	0	0	**22**
1:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	**13**
1:15 PM	0	6	3	1	1	0	0	0	0	1	0	0	0	**12**
1:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
1:45 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**
2:00 PM	1	15	0	3	0	0	0	0	1	0	0	0	0	**20**
2:15 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**
2:30 PM	0	19	4	0	0	0	0	0	1	0	0	0	0	**24**
2:45 PM	1	26	5	0	0	0	0	0	0	0	0	0	0	**32**
3:00 PM	0	27	7	0	1	0	0	0	0	0	0	0	0	**35**
3:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
3:30 PM	0	13	1	0	1	0	0	0	0	0	0	0	0	**15**
3:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
4:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
4:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
4:30 PM	0	33	8	1	0	0	0	0	0	0	0	0	0	**42**
4:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
5:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
5:15 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
5:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
5:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
6:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
6:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
7:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
7:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
8:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
8:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**5**	**923**	**104**	**8**	**14**	**5**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	

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St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
6:30 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
6:45 AM	0	28	0	0	0	0	0	0	0	0	0	0	0	28
7:00 AM	0	31	4	0	0	0	0	0	0	0	0	0	0	35
7:15 AM	0	38	1	0	0	0	0	0	0	0	0	0	0	39
7:30 AM	0	44	2	0	0	0	0	0	1	0	0	0	0	47
7:45 AM	0	48	1	0	0	0	0	0	0	0	0	0	0	49
8:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
8:15 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
8:30 AM	0	14	1	0	2	0	0	0	0	0	0	0	0	17
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	9	0	0	0	1	0	0	0	0	0	0	0	10
1:30 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	1	3	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**3**	**478**	**14**	**1**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
9:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
2:15 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
2:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
3:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
6:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**242**	**5**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
1:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
2:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	3
4:30 AM	0	5	0	0	1	0	0	0	5	0	0	0	0	11
4:45 AM	0	4	0	0	1	0	1	0	1	1	0	0	0	8
5:00 AM	0	14	0	0	0	0	0	0	2	1	0	0	0	17
5:15 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
5:30 AM	0	18	1	0	0	0	0	0	1	1	0	0	0	21
5:45 AM	0	12	2	0	0	2	0	0	4	2	0	0	0	22
6:00 AM	0	8	0	0	0	0	0	0	3	0	0	0	0	11
6:15 AM	0	13	2	1	0	0	0	0	3	0	0	0	0	19
6:30 AM	0	13	3	2	0	0	0	0	2	1	0	0	0	21
6:45 AM	0	10	2	2	0	0	0	0	0	0	0	0	0	14
7:00 AM	0	19	1	2	1	0	0	0	2	0	0	0	0	25
7:15 AM	0	22	0	1	0	0	1	0	4	0	0	0	0	28
7:30 AM	0	21	4	2	1	1	1	0	1	0	0	0	0	31
7:45 AM	0	19	1	0	2	0	1	0	2	0	0	0	0	25
8:00 AM	0	21	1	0	2	0	0	0	3	0	0	0	0	27
8:15 AM	0	23	1	0	0	2	0	1	2	0	0	0	0	29
8:30 AM	0	17	1	0	0	0	0	0	2	0	0	0	0	20
8:45 AM	0	6	0	0	0	0	1	0	5	1	0	0	0	13
9:00 AM	0	16	2	0	0	0	0	0	6	7	0	0	0	31
9:15 AM	0	6	0	0	2	0	1	1	4	1	0	0	0	15
9:30 AM	0	7	0	0	0	0	0	0	2	1	0	0	0	10
9:45 AM	0	3	2	0	2	0	0	0	2	1	0	0	0	10
10:00 AM	0	26	2	0	0	1	0	0	2	1	0	0	0	32
10:15 AM	0	48	3	0	2	0	0	0	0	2	0	0	0	55
10:30 AM	0	9	0	0	1	1	0	0	5	0	0	0	0	16
10:45 AM	0	12	1	0	0	0	0	0	4	1	0	0	0	18
11:00 AM	0	20	3	0	1	0	1	1	4	1	0	0	0	31
11:15 AM	0	5	0	0	0	0	0	1	0	0	0	0	0	6
11:30 AM	0	18	1	0	1	0	1	0	3	2	0	0	0	26
11:45 AM	0	19	4	0	2	0	1	0	5	5	0	0	0	36
12:00 PM	0	11	0	0	1	0	0	0	1	4	0	0	0	17
12:15 PM	0	17	0	0	1	0	1	0	3	0	0	0	0	22
12:30 PM	0	13	2	0	0	1	0	0	1	3	0	0	0	20
12:45 PM	0	11	0	0	1	0	0	0	1	1	0	0	0	14
1:00 PM	1	16	0	0	0	0	1	0	3	2	0	0	0	23
1:15 PM	1	13	2	0	0	0	0	1	4	0	0	0	0	21
1:30 PM	0	30	3	0	0	0	1	0	4	1	0	0	0	39
1:45 PM	0	13	2	0	0	0	0	0	5	1	0	0	0	21
2:00 PM	0	14	1	1	1	0	0	0	2	0	0	0	0	19
2:15 PM	0	12	2	0	2	0	0	0	2	3	0	0	0	21
2:30 PM	0	16	0	0	0	1	0	0	1	2	0	0	0	20
2:45 PM	0	26	1	0	0	0	0	0	3	1	0	0	0	31
3:00 PM	0	23	0	0	0	0	0	0	0	1	0	0	0	24
3:15 PM	0	24	2	0	0	0	1	0	0	0	0	0	0	27
3:30 PM	0	31	3	3	2	0	2	0	0	1	0	0	0	42
3:45 PM	0	33	1	0	0	0	0	1	0	0	0	0	0	35
4:00 PM	0	39	0	0	0	0	1	0	0	1	0	0	0	41
4:15 PM	0	30	3	4	0	0	0	0	1	1	0	0	0	39
4:30 PM	0	23	1	2	0	0	0	0	1	0	0	0	0	27
4:45 PM	0	31	2	1	0	0	1	0	1	0	0	0	0	36
5:00 PM	0	28	4	1	0	0	0	0	0	0	0	0	0	33
5:15 PM	0	32	1	0	1	0	0	0	0	0	0	0	0	34
5:30 PM	0	33	1	0	1	0	0	0	0	0	0	0	0	35
5:45 PM	0	46	2	0	0	0	0	0	0	0	0	0	0	48
6:00 PM	0	54	3	1	0	0	0	0	0	1	0	0	0	59
6:15 PM	0	26	1	0	1	0	0	0	0	0	0	0	0	28
6:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
6:45 PM	0	21	2	0	0	0	0	0	2	0	0	0	0	25
7:00 PM	0	20	0	0	0	0	0	0	1	0	0	0	0	21
7:15 PM	0	39	3	0	0	0	0	0	0	0	0	0	0	42
7:30 PM	0	36	1	0	0	0	0	0	1	0	0	0	0	38
7:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
8:00 PM	0	14	2	0	0	0	0	0	1	0	0	0	0	17
8:15 PM	0	10	0	0	0	0	0	0	1	0	0	0	0	11
8:30 PM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
8:45 PM	0	9	0	0	0	0	0	0	1	0	0	0	0	10
9:00 PM	0	14	0	0	0	0	0	0	1	0	0	0	0	15
9:15 PM	1	8	0	0	0	0	0	0	2	0	0	0	0	11
9:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
9:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:00 PM	0	3	0	0	0	0	0	0	2	1	0	0	0	6
10:15 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
10:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	**3**	**1412**	**85**	**23**	**32**	**9**	**17**	**6**	**128**	**55**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	1	32	1	0	0	0	0	0	0	0	0	0	0	34
12:15 AM	1	43	0	1	0	0	0	0	1	1	0	0	0	47
12:30 AM	0	32	0	0	0	0	0	0	0	0	0	0	0	32
12:45 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24
1:00 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
1:15 AM	1	28	2	1	0	0	0	0	0	0	0	0	0	32
1:30 AM	1	16	1	0	0	0	0	0	1	0	0	0	0	19
1:45 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
2:15 AM	0	19	0	1	0	0	0	0	0	0	0	0	0	20
2:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:45 AM	0	19	0	1	0	0	0	0	0	0	0	0	0	20
3:00 AM	0	8	2	0	0	0	0	0	1	0	0	0	0	11
3:15 AM	0	11	1	1	0	0	0	0	0	0	0	0	0	13
3:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:45 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:45 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	7	0	1	1	0	0	0	0	0	0	0	0	9
5:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
5:45 AM	0	20	4	1	1	0	0	0	0	0	0	0	0	26
6:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
6:15 AM	0	43	1	1	0	0	0	1	0	0	0	0	0	46
6:30 AM	1	31	7	0	0	0	0	0	0	0	0	0	0	39
6:45 AM	0	31	2	1	0	0	1	0	0	0	0	0	0	35
7:00 AM	0	33	1	0	1	0	0	0	0	0	0	0	0	35
7:15 AM	0	31	1	1	0	0	0	0	0	0	0	0	0	33
7:30 AM	0	34	1	1	0	1	0	0	0	0	0	0	0	37
7:45 AM	0	53	2	3	0	0	0	0	0	0	0	0	0	58
8:00 AM	0	33	6	2	2	0	0	0	0	0	0	0	0	43
8:15 AM	0	50	1	2	4	1	1	0	1	0	0	0	0	60
8:30 AM	1	51	0	2	1	0	0	0	0	1	0	0	0	56
8:45 AM	0	66	4	1	0	1	1	0	0	0	0	0	0	73
9:00 AM	0	54	2	1	1	0	0	0	3	0	0	0	0	61
9:15 AM	0	43	1	0	2	1	0	0	0	0	0	0	0	47
9:30 AM	0	74	5	1	2	1	0	0	0	0	0	0	0	83
9:45 AM	0	32	3	1	3	2	0	0	0	0	0	0	0	41
10:00 AM	0	59	6	2	1	0	0	0	1	0	0	0	0	69
10:15 AM	0	45	6	0	1	0	0	0	0	0	2	0	0	54
10:30 AM	0	40	2	1	0	0	0	0	2	0	0	0	0	45
10:45 AM	1	38	5	0	2	0	0	0	1	0	1	0	0	48
11:00 AM	0	56	4	1	2	0	0	0	0	0	0	0	0	63
11:15 AM	0	62	8	2	3	0	0	1	0	0	0	0	0	76
11:30 AM	1	38	5	1	0	0	0	0	2	0	0	0	0	47
11:45 AM	0	58	3	0	0	0	0	0	0	0	0	0	0	61
12:00 PM	1	76	2	0	2	0	0	0	0	0	0	0	0	81
12:15 PM	0	19	0	1	0	0	0	0	1	0	0	0	0	21
12:30 PM	0	88	1	1	0	2	0	0	2	0	0	0	0	94
12:45 PM	0	57	5	1	0	0	0	0	0	0	0	0	0	63
1:00 PM	0	73	5	1	1	0	0	0	1	0	0	0	0	81
1:15 PM	0	27	2	0	1	0	0	0	0	0	0	0	0	30
1:30 PM	0	72	3	1	1	0	0	0	1	1	0	0	0	79
1:45 PM	1	50	1	1	0	0	0	0	1	0	0	0	0	54
2:00 PM	3	94	3	2	4	1	0	0	1	0	0	0	0	108
2:15 PM	1	82	2	0	2	0	0	0	0	0	0	0	0	87
2:30 PM	0	65	1	1	1	0	0	0	1	0	0	0	0	69
2:45 PM	0	90	3	1	3	1	1	0	0	0	0	0	0	99
3:00 PM	1	102	4	0	2	0	0	0	1	0	0	0	0	110
3:15 PM	0	33	2	1	1	0	0	0	0	0	0	0	0	37
3:30 PM	0	83	6	1	3	0	0	0	0	2	0	0	0	95
3:45 PM	0	79	8	0	0	0	0	0	1	0	0	0	0	88
4:00 PM	0	147	10	2	3	0	0	0	0	0	0	0	0	162
4:15 PM	0	140	10	3	2	0	0	0	0	0	0	0	0	155
4:30 PM	0	160	3	5	0	0	0	0	0	0	0	0	0	168
4:45 PM	0	172	7	2	0	0	0	0	1	0	0	0	0	182
5:00 PM	0	139	21	1	1	0	0	0	2	0	0	0	0	164
5:15 PM	0	156	26	2	2	0	0	0	0	0	0	0	0	186
5:30 PM	1	176	34	3	1	0	0	0	0	0	0	0	0	215
5:45 PM	0	213	30	0	0	0	0	0	2	0	0	0	0	245
6:00 PM	5	186	39	2	1	0	0	0	1	0	0	0	0	234
6:15 PM	1	121	26	1	2	0	0	0	0	0	0	0	0	151
6:30 PM	0	202	42	1	1	1	0	0	0	0	0	0	0	247
6:45 PM	0	135	50	0	2	0	0	0	0	2	0	0	0	189
7:00 PM	0	189	25	1	0	0	0	0	0	0	0	0	0	215
7:15 PM	0	129	14	1	1	0	0	0	0	0	0	0	0	145
7:30 PM	0	37	12	1	0	0	0	0	1	0	0	0	0	51
7:45 PM	0	95	14	1	0	0	0	0	1	0	0	0	0	111
8:00 PM	1	45	2	1	0	0	0	0	0	0	0	0	0	49
8:15 PM	0	89	6	1	0	0	0	0	0	0	0	0	0	96
8:30 PM	0	55	8	0	0	0	0	0	0	0	0	0	0	63
8:45 PM	0	47	11	1	0	0	0	0	0	0	0	0	0	59
9:00 PM	0	64	3	1	1	0	0	0	0	0	0	0	0	69
9:15 PM	0	37	2	1	0	0	0	0	0	0	0	0	0	40
9:30 PM	0	54	4	1	0	0	0	0	0	0	0	0	0	59
9:45 PM	0	45	3	0	0	0	0	0	0	0	0	0	0	48
10:00 PM	0	42	0	1	0	0	0	0	0	0	0	0	0	43
10:15 PM	0	39	2	0	0	0	0	0	0	0	0	0	0	41
10:30 PM	0	45	1	0	0	0	0	0	0	0	0	0	0	46
10:45 PM	0	29	2	2	1	0	0	0	0	0	0	0	0	34
11:00 PM	0	36	5	0	0	0	0	0	0	0	0	0	0	41
11:15 PM	0	49	2	1	0	0	0	0	0	0	0	0	0	52
11:30 PM	0	46	2	0	0	0	0	0	0	0	0	0	0	48
11:45 PM	0	23	2	1	0	0	0	0	0	0	0	0	0	26
Total	**23**	**5668**	**556**	**84**	**66**	**12**	**4**	**2**	**31**	**7**	**3**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

WESTBOUND THRU

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	16	0	1	0	0	0	0	0	0	0	0	0	17
12:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
12:30 AM	0	8	0	1	1	0	0	0	0	0	0	0	0	10
12:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	13	0	1	0	0	0	0	0	0	0	0	0	14
1:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
1:30 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
1:45 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	7
2:00 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	13	0	0	0	0	0	0	2	0	0	0	0	15
2:30 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	8
2:45 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	8
3:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
3:15 AM	0	4	0	0	0	0	0	0	3	0	0	0	0	7
3:30 AM	0	13	0	1	0	0	0	0	1	0	0	0	0	15
3:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	16	0	1	1	0	0	0	1	0	0	0	0	19
4:15 AM	0	23	0	0	0	0	0	0	1	0	0	0	0	24
4:30 AM	0	46	0	0	0	0	0	0	0	0	0	0	0	46
4:45 AM	0	27	0	1	0	0	0	0	0	0	0	0	0	28
5:00 AM	0	44	0	0	0	0	0	0	0	0	0	0	0	44
5:15 AM	1	53	0	1	0	0	0	0	2	0	0	0	0	57
5:30 AM	0	84	0	0	0	0	0	0	3	0	0	0	0	87
5:45 AM	1	94	0	1	1	1	0	3	1	0	0	0	0	102
6:00 AM	0	102	0	0	0	0	0	2	2	0	0	0	0	106
6:15 AM	1	167	4	2	3	0	0	0	2	1	0	0	0	180
6:30 AM	1	189	8	3	2	0	1	1	4	0	0	0	0	209
6:45 AM	0	241	14	3	0	1	1	0	5	0	0	0	0	265
7:00 AM	0	271	13	2	2	1	0	0	2	2	0	0	0	293
7:15 AM	0	279	12	3	2	1	1	0	0	1	0	0	0	299
7:30 AM	0	294	10	3	2	0	2	0	0	1	0	0	0	312
7:45 AM	0	276	14	2	4	3	0	0	3	0	0	0	0	302
8:00 AM	1	173	5	4	0	1	1	0	6	0	0	0	0	191
8:15 AM	0	184	11	2	3	0	0	0	1	0	0	0	0	201
8:30 AM	0	186	13	2	4	1	0	0	0	0	0	0	0	206
8:45 AM	0	55	0	1	1	0	0	1	1	0	0	0	0	59
9:00 AM	0	140	6	1	0	4	1	0	3	1	0	0	0	156
9:15 AM	0	117	4	1	5	0	0	0	4	0	0	0	0	131
9:30 AM	0	106	1	1	1	0	0	0	5	1	0	0	0	115
9:45 AM	0	70	3	0	4	0	0	0	2	0	0	0	0	79
10:00 AM	0	101	5	1	2	1	0	0	3	1	0	0	0	114
10:15 AM	0	128	5	0	2	2	0	0	1	0	0	0	0	138
10:30 AM	0	51	1	1	2	1	1	0	3	0	0	0	0	60
10:45 AM	0	97	3	1	2	0	0	0	3	1	0	0	0	107
11:00 AM	0	86	4	1	0	0	1	1	3	0	0	0	0	96
11:15 AM	0	13	1	1	0	0	0	0	0	0	0	0	0	15
11:30 AM	0	108	8	0	0	2	3	0	4	0	0	0	0	125
11:45 AM	1	91	5	1	2	1	0	0	2	0	0	0	0	103
12:00 PM	0	100	2	1	1	0	0	0	3	0	0	0	0	107
12:15 PM	3	79	4	3	1	2	2	0	2	0	0	0	0	96
12:30 PM	3	100	7	0	1	1	0	1	0	0	0	0	0	113
12:45 PM	0	16	0	0	0	0	0	0	1	0	0	0	0	17
1:00 PM	1	94	4	1	2	0	0	0	3	1	0	0	0	106
1:15 PM	1	110	7	1	1	0	0	0	1	0	0	0	0	121
1:30 PM	1	78	1	1	2	0	0	0	1	0	0	0	0	84
1:45 PM	0	112	7	1	1	1	0	0	0	0	0	0	0	122
2:00 PM	0	111	1	0	2	1	0	2	1	0	0	0	0	118
2:15 PM	0	82	5	1	0	0	0	0	1	0	0	0	0	89
2:30 PM	0	81	5	1	0	0	0	1	2	0	0	0	0	90
2:45 PM	0	118	5	1	3	0	0	0	1	0	0	0	0	128
3:00 PM	0	120	4	1	0	0	0	0	2	0	0	0	0	127
3:15 PM	0	111	6	0	0	1	0	0	0	0	0	0	0	118
3:30 PM	0	152	10	2	1	0	0	0	0	0	0	0	0	165
3:45 PM	2	154	4	2	2	0	0	1	0	0	0	0	0	165
4:00 PM	2	122	6	2	2	0	0	0	0	0	0	0	0	134
4:15 PM	0	143	5	3	1	0	0	0	0	1	0	0	0	153
4:30 PM	2	197	3	0	3	1	0	0	1	0	0	0	0	207
4:45 PM	0	193	5	2	1	0	0	0	2	0	0	0	0	203
5:00 PM	1	142	3	2	0	0	0	1	0	0	0	0	0	149
5:15 PM	0	122	2	1	1	0	0	0	2	0	0	0	0	128
5:30 PM	0	111	3	1	1	1	0	0	1	0	0	0	0	118
5:45 PM	0	104	4	1	1	0	0	0	0	0	0	0	0	110
6:00 PM	1	149	1	1	1	0	0	0	1	0	0	0	0	154
6:15 PM	0	121	0	1	0	0	0	0	0	0	0	0	0	122
6:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
6:45 PM	0	104	1	1	0	0	0	0	3	0	0	0	0	109
7:00 PM	0	77	0	1	0	0	0	0	1	0	0	0	0	79
7:15 PM	0	82	0	2	0	0	0	0	0	0	0	0	0	84
7:30 PM	0	69	0	0	2	0	0	0	0	0	0	0	0	71
7:45 PM	0	38	0	1	0	0	0	0	0	0	0	0	0	39
8:00 PM	0	57	0	1	0	0	0	0	1	0	0	0	0	59
8:15 PM	0	50	0	0	0	0	0	0	0	0	0	0	0	50
8:30 PM	0	46	0	1	0	0	0	0	1	0	0	0	0	48
8:45 PM	0	48	0	0	0	0	0	0	2	0	0	0	0	50
9:00 PM	0	22	0	0	0	0	0	0	1	0	0	0	0	23
9:15 PM	0	40	0	0	0	0	0	0	0	0	0	0	0	40
9:30 PM	0	41	0	2	1	0	0	0	1	0	0	0	0	45
9:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	38	0	1	0	0	0	0	1	0	0	0	0	40
10:15 PM	0	49	1	0	1	0	0	0	0	0	0	0	0	51
10:30 PM	0	35	0	1	0	0	0	0	1	0	0	0	0	37
10:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
11:00 PM	0	36	0	2	0	0	0	0	1	0	0	0	0	39
11:15 PM	0	24	0	0	1	0	0	0	0	0	0	0	0	25
11:30 PM	0	25	0	1	0	0	0	0	0	0	0	0	0	26
11:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
Total	**23**	**8037**	**257**	**92**	**79**	**28**	**14**	**14**	**113**	**11**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
7:15 AM	1	7	1	0	0	0	0	0	0	0	0	0	0	9
7:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
7:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
8:15 AM	0	9	0	0	0	1	0	0	0	0	0	0	0	10
8:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
8:45 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
9:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
9:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
9:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
9:45 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	17
10:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
10:15 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
10:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
10:45 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
11:00 AM	1	9	0	0	0	0	0	0	0	0	0	0	0	10
11:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:30 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
11:45 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
12:00 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
12:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
12:30 PM	1	17	1	0	0	0	0	0	0	0	0	0	0	19
12:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
1:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
1:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
1:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
1:45 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
2:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
2:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:30 PM	1	28	0	1	0	0	0	0	0	0	0	0	0	30
2:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
3:00 PM	1	19	0	0	0	0	0	0	0	0	0	0	0	20
3:15 PM	0	14	2	1	1	0	0	0	1	0	0	0	0	19
3:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
3:45 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
4:00 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
4:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
4:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
4:45 PM	1	18	1	0	0	0	0	0	0	0	0	0	0	20
5:00 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22
5:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
5:30 PM	0	14	0	1	0	0	0	0	0	0	0	0	0	15
5:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
6:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
6:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
6:30 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27
6:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
7:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
7:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	6	776	39	3	4	1	0	0	2	0	0	0	0	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
5:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	13	1	0	0	1	1	0	0	0	0	0	0	**16**
7:15 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
7:30 AM	0	31	1	0	0	0	0	0	0	0	0	0	0	**32**
7:45 AM	0	19	2	0	2	1	0	0	0	0	0	0	0	**24**
8:00 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**
8:15 AM	1	12	0	0	0	0	0	0	0	0	0	0	0	**13**
8:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
8:45 AM	1	10	2	0	1	0	0	0	0	0	0	0	0	**14**
9:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
9:15 AM	1	10	1	0	0	0	0	0	0	0	0	0	0	**12**
9:30 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	**19**
9:45 AM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
10:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
10:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
10:30 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
10:45 AM	0	19	0	0	2	0	0	0	0	0	0	0	0	**21**
11:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
11:15 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	**16**
11:30 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
11:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
12:00 PM	0	16	2	0	1	0	0	0	0	0	0	0	0	**19**
12:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
12:30 PM	0	16	1	0	0	1	0	0	0	0	0	0	0	**18**
12:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
1:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
1:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
1:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
1:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
2:00 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
2:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
2:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
2:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
3:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
3:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
3:30 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
3:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
4:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
4:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
4:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
4:45 PM	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**
5:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
5:15 PM	1	25	0	0	0	0	0	0	0	0	0	0	0	**26**
5:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
5:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:15 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
6:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
6:45 PM	1	6	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
10:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
Total	**5**	**860**	**47**	**1**	**12**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
7:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:00 AM	0	18	0	0	0	0	0	1	0	0	0	0	0	**19**
8:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
8:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
8:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
10:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
10:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:45 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
12:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
12:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
12:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
1:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
2:15 PM	1	10	0	0	0	0	0	0	0	0	0	0	0	**11**
2:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
3:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
4:00 PM	1	7	1	0	0	0	0	0	0	0	0	0	0	**9**
4:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
4:30 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
4:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
5:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
5:30 PM	0	7	1	0	0	1	0	0	0	0	0	0	0	**9**
5:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
6:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
6:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
7:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
7:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
7:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 PM	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**3**	**446**	**33**	**1**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
2:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
2:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	6
3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4
4:30 AM	0	6	0	1	0	0	0	0	1	0	0	0	0	8
4:45 AM	0	3	0	0	0	1	0	1	2	0	0	0	0	7
5:00 AM	0	8	0	0	1	0	0	1	1	1	0	0	0	12
5:15 AM	0	8	0	0	0	0	0	0	3	0	0	0	0	11
5:30 AM	0	14	0	0	1	0	0	0	1	0	0	0	0	16
5:45 AM	0	8	1	0	0	1	0	0	1	1	0	0	0	12
6:00 AM	0	14	2	0	0	0	0	0	7	1	0	0	0	24
6:15 AM	0	18	1	1	0	0	1	0	0	1	0	0	0	22
6:30 AM	0	25	0	0	0	0	1	1	1	0	0	0	0	28
6:45 AM	0	32	1	1	1	1	0	0	2	1	0	0	0	39
7:00 AM	0	34	0	1	2	0	0	0	1	0	0	0	0	38
7:15 AM	0	45	0	0	0	0	0	0	3	0	0	0	0	48
7:30 AM	0	37	0	0	1	1	0	0	1	0	0	0	0	40
7:45 AM	0	39	0	0	2	0	0	0	1	0	0	0	0	42
8:00 AM	0	26	0	0	0	0	0	0	1	0	0	0	0	27
8:15 AM	0	37	0	0	1	1	0	0	2	0	0	0	0	41
8:30 AM	0	15	0	0	1	0	0	0	2	1	0	0	0	19
8:45 AM	0	4	0	0	0	0	0	0	2	0	0	0	0	6
9:00 AM	0	20	0	0	0	0	0	0	1	1	0	0	0	22
9:15 AM	0	21	0	0	1	0	0	0	0	1	0	0	0	23
9:30 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
9:45 AM	0	10	0	0	0	0	0	0	3	0	0	0	0	13
10:00 AM	0	13	0	0	0	1	1	0	3	2	0	0	0	20
10:15 AM	0	26	0	0	2	1	3	0	1	2	0	0	0	35
10:30 AM	0	6	0	0	2	1	0	0	1	3	0	0	0	13
10:45 AM	0	17	0	0	0	0	0	1	2	1	0	0	0	21
11:00 AM	0	13	0	0	0	0	0	0	1	2	0	0	0	16
11:15 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6
11:30 AM	0	12	0	0	1	0	0	0	2	2	0	0	0	17
11:45 AM	0	23	0	0	0	0	0	1	2	1	0	0	0	27
12:00 PM	0	18	1	0	1	0	0	0	1	0	0	0	0	21
12:15 PM	0	15	0	0	0	0	2	0	1	0	0	0	0	18
12:30 PM	0	26	0	0	1	0	0	1	4	2	0	0	0	34
12:45 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	4
1:00 PM	0	11	0	0	0	0	0	0	0	3	0	0	0	14
1:15 PM	0	21	1	0	0	1	0	0	0	2	0	0	0	25
1:30 PM	0	11	0	0	0	1	0	0	0	0	0	0	0	12
1:45 PM	0	9	0	0	0	0	0	2	3	2	0	0	0	16
2:00 PM	0	22	0	0	0	0	0	0	1	0	0	0	0	23
2:15 PM	0	17	1	0	2	0	0	0	0	0	0	0	0	20
2:30 PM	0	17	0	0	0	0	0	2	0	0	0	0	0	19
2:45 PM	0	28	0	0	0	1	0	0	1	0	0	0	0	30
3:00 PM	0	20	0	0	0	0	0	1	1	0	0	0	0	22
3:15 PM	0	23	0	0	0	1	0	0	0	0	0	0	0	24
3:30 PM	0	23	0	0	0	0	0	1	1	1	0	0	0	26
3:45 PM	0	22	0	1	0	0	0	0	0	0	0	0	0	23
4:00 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
4:15 PM	0	25	1	0	0	0	0	0	1	0	0	0	0	27
4:30 PM	0	19	0	0	1	1	0	0	2	0	0	0	0	23
4:45 PM	0	23	0	0	1	0	0	0	0	0	0	0	0	24
5:00 PM	1	22	0	0	0	0	0	0	0	0	0	0	0	23
5:15 PM	0	14	0	0	1	0	0	0	0	0	0	0	0	15
5:30 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	33
5:45 PM	0	24	0	0	2	0	0	0	0	0	0	0	0	26
6:00 PM	1	40	0	0	0	0	0	0	0	0	0	0	0	41
6:15 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
7:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
7:15 PM	0	19	0	0	0	0	0	0	1	0	0	0	0	20
7:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
7:45 PM	0	4	0	0	0	0	0	1	0	0	0	0	0	5
8:00 PM	0	16	0	0	0	0	0	0	1	0	0	0	0	17
8:15 PM	0	10	0	0	0	0	0	0	2	0	0	0	0	12
8:30 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
8:45 PM	0	13	0	0	0	0	0	0	1	0	0	0	0	14
9:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
9:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:30 PM	0	9	0	0	0	0	0	0	1	0	0	0	0	10
9:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
10:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
10:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:45 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:30 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	6
11:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	**2**	**1351**	**16**	**5**	**25**	**13**	**8**	**13**	**81**	**32**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
7:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
7:45 AM	0	9	1	0	0	3	2	0	0	0	0	0	0	15
8:00 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
8:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:00 AM	1	5	0	0	0	0	0	0	0	0	0	0	0	6
9:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
9:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
9:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
10:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
10:15 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	13
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
11:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
12:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
12:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
12:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
12:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
1:15 PM	0	13	2	1	0	0	0	0	0	0	0	0	0	16
1:30 PM	1	12	1	0	0	0	0	0	0	0	0	0	0	14
1:45 PM	1	21	2	0	1	0	0	0	0	0	0	0	0	25
2:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
2:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
2:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
2:45 PM	0	20	2	1	1	0	0	0	0	0	0	0	0	24
3:00 PM	0	42	0	0	0	0	0	0	0	0	0	0	0	42
3:15 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	27
3:30 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	29
3:45 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	29
4:00 PM	0	52	0	0	0	0	0	0	0	0	0	0	0	52
4:15 PM	0	44	1	0	0	0	0	0	0	0	0	0	0	45
4:30 PM	0	57	0	0	0	0	0	0	0	0	0	0	0	57
4:45 PM	0	67	2	0	0	0	0	0	0	0	0	0	0	69
5:00 PM	0	69	0	0	0	0	0	0	0	0	0	0	0	69
5:15 PM	1	86	0	0	1	0	0	0	0	0	0	0	0	88
5:30 PM	0	58	2	0	0	0	0	0	0	0	0	0	0	60
5:45 PM	0	39	0	0	0	0	0	0	0	0	0	0	0	39
6:00 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
6:15 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	26
6:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
6:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
7:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
7:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
7:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
7:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
8:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
9:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
9:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**4**	**1205**	**40**	**2**	**5**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND RIGHT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	5
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:15 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
6:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	0	11	1	0	0	1	0	0	0	0	0	0	0	13
7:15 AM	1	21	0	0	0	0	0	0	0	0	0	0	0	22
7:30 AM	0	28	2	2	0	1	0	0	1	0	0	0	0	34
7:45 AM	0	39	3	0	0	0	0	0	0	0	0	0	0	42
8:00 AM	0	35	1	0	0	0	0	0	0	0	0	0	0	36
8:15 AM	0	17	2	0	0	0	0	1	1	0	0	0	0	21
8:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
8:45 AM	1	29	2	1	0	0	0	0	0	0	0	0	0	33
9:00 AM	0	19	1	1	0	0	0	0	0	0	0	0	0	21
9:15 AM	0	17	1	1	0	0	0	0	0	0	0	0	0	19
9:30 AM	0	27	1	1	0	0	0	0	0	0	0	0	0	29
9:45 AM	0	20	0	1	1	0	0	0	1	0	0	0	0	23
10:00 AM	0	17	5	0	1	0	0	0	0	0	0	0	0	23
10:15 AM	1	26	1	0	1	0	0	0	0	0	0	0	0	29
10:30 AM	0	30	1	0	0	1	0	0	0	0	0	0	0	32
10:45 AM	0	25	1	0	0	0	0	1	0	0	0	0	0	27
11:00 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
11:15 AM	0	22	3	0	2	1	0	0	0	0	0	0	0	28
11:30 AM	0	27	2	0	1	0	0	0	0	0	0	0	0	30
11:45 AM	0	29	1	0	0	0	0	0	0	0	0	0	0	30
12:00 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	29
12:15 PM	0	31	1	0	1	0	0	0	1	0	0	0	0	34
12:30 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
12:45 PM	0	32	0	0	0	0	0	0	0	0	0	0	0	32
1:00 PM	0	21	2	0	0	0	0	1	0	0	0	0	0	24
1:15 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
1:30 PM	0	29	0	0	1	0	0	0	0	0	0	0	0	30
1:45 PM	0	35	1	0	1	0	0	0	0	0	0	0	0	37
2:00 PM	0	29	0	0	1	0	0	0	0	0	0	0	0	30
2:15 PM	0	28	1	0	0	0	0	1	0	0	0	0	0	30
2:30 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	29
2:45 PM	0	39	1	0	0	0	0	0	0	0	0	0	0	40
3:00 PM	0	21	0	0	0	0	0	0	1	0	0	0	0	22
3:15 PM	1	27	0	0	0	0	1	0	0	0	0	0	0	29
3:30 PM	0	26	1	0	1	0	0	0	0	0	0	0	0	28
3:45 PM	0	27	0	0	0	0	0	0	1	0	0	0	0	28
4:00 PM	0	34	2	0	0	0	0	1	0	0	0	0	0	37
4:15 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
4:30 PM	0	18	0	0	1	0	0	0	0	0	0	0	0	19
4:45 PM	0	29	0	1	0	0	0	0	0	0	0	0	0	30
5:00 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	30
5:15 PM	1	25	0	1	0	0	0	1	0	0	0	0	0	28
5:30 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	30
5:45 PM	0	30	1	0	0	0	0	0	0	0	0	0	0	31
6:00 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23
6:15 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
6:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
6:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
7:00 PM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
7:15 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	24
7:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
7:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
8:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
8:30 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
8:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
9:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
9:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
10:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	**6**	**1476**	**48**	**11**	**13**	**4**	**1**	**6**	**6**	**0**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	EASTBOUND U-TURN													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**0**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	WESTBOUND U-TURN													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	NORTHBOUND U-TURN													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Poland
Data Collection Date: 02/08/23
USI #: 22-077

	SOUTHBOUND U-TURN													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	2	0	0	0	0	0	0	2	0	0	0	0	**4**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**0**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

EASTBOUND LEFT

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

EASTBOUND THRU

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
12:15 AM	0	17	2	1	0	0	0	0	0	0	0	0	0	20
12:30 AM	1	15	1	0	0	0	0	0	0	0	0	0	0	17
12:45 AM	1	18	2	1	0	0	0	0	0	0	0	0	0	22
1:00 AM	1	22	1	0	0	0	0	0	0	0	0	0	0	24
1:15 AM	0	14	2	1	0	0	0	0	2	0	0	0	0	19
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45 AM	0	17	1	1	0	0	0	0	0	0	0	0	0	19
2:00 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	12
2:15 AM	0	6	0	1	0	0	0	0	1	0	0	0	0	8
2:30 AM	2	12	2	0	0	0	0	0	1	0	0	0	0	17
2:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	5	0	1	0	0	0	0	1	0	0	0	0	7
3:15 AM	0	4	0	1	0	1	0	0	0	0	0	0	0	6
3:30 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	8
3:45 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	9	1	0	0	1	0	0	0	0	0	0	0	11
4:15 AM	0	13	2	1	0	0	0	0	0	0	0	0	0	16
4:30 AM	0	9	5	0	0	0	0	1	1	0	0	0	0	16
4:45 AM	0	20	8	1	1	0	1	0	2	0	0	0	0	33
5:00 AM	0	35	5	0	0	1	0	0	0	0	0	0	0	41
5:15 AM	0	37	9	0	0	1	1	0	0	0	0	0	0	48
5:30 AM	0	35	9	1	1	0	0	0	3	0	0	0	0	49
5:45 AM	1	40	6	0	0	0	2	1	2	0	0	0	0	52
6:00 AM	0	24	11	1	1	0	0	0	4	0	0	0	0	41
6:15 AM	0	42	11	0	1	1	0	2	5	0	0	0	0	62
6:30 AM	0	44	17	3	2	0	0	1	3	0	0	0	0	70
6:45 AM	0	57	11	8	2	0	0	2	2	1	0	0	0	83
7:00 AM	0	58	15	3	1	1	0	0	0	0	0	0	0	78
7:15 AM	0	52	16	1	6	1	0	0	1	1	0	0	0	78
7:30 AM	0	86	7	3	2	1	0	1	3	0	0	0	0	103
7:45 AM	0	90	11	4	2	1	0	1	8	0	0	0	0	117
8:00 AM	1	81	11	1	0	3	0	0	4	0	0	0	0	101
8:15 AM	0	78	8	1	4	2	0	3	6	0	0	0	0	102
8:30 AM	1	66	17	2	1	0	0	2	0	0	0	0	0	89
8:45 AM	0	88	8	5	5	0	0	0	2	0	0	0	0	108
9:00 AM	0	34	5	0	0	1	0	0	1	0	0	0	0	41
9:15 AM	0	90	12	2	9	0	0	0	9	0	0	0	0	122
9:30 AM	0	64	14	0	2	2	0	3	11	0	0	0	0	96
9:45 AM	0	70	9	0	2	1	0	0	4	0	0	0	0	86
10:00 AM	0	21	3	0	1	0	0	0	2	0	0	0	0	27
10:15 AM	0	46	6	1	0	2	0	0	4	0	0	0	0	59
10:30 AM	1	69	12	0	5	0	0	1	10	0	0	0	0	98
10:45 AM	0	76	9	1	6	1	0	0	5	0	0	0	0	98
11:00 AM	0	75	16	0	5	1	0	0	3	0	0	0	0	100
11:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	106	15	1	1	0	1	2	8	0	0	0	0	134
11:45 AM	2	100	21	2	2	1	0	0	6	0	0	0	0	134
12:00 PM	0	64	17	1	3	1	0	1	2	0	0	0	0	89
12:15 PM	0	81	20	2	0	0	0	0	3	0	0	0	0	106
12:30 PM	1	79	13	0	3	2	0	0	0	0	0	0	0	98
12:45 PM	0	40	11	0	1	0	0	0	2	0	0	0	0	54
1:00 PM	0	89	24	1	2	4	0	0	1	1	0	0	0	122
1:15 PM	0	100	27	1	0	2	0	0	4	0	0	0	0	134
1:30 PM	1	94	21	2	3	0	0	0	2	0	0	0	0	123
1:45 PM	0	103	27	2	1	1	0	0	1	0	0	0	0	135
2:00 PM	0	87	17	0	3	1	0	0	6	0	0	0	0	114
2:15 PM	0	37	5	0	0	1	0	0	1	0	0	0	0	44
2:30 PM	0	57	19	2	0	0	0	0	2	0	0	0	0	80
2:45 PM	0	127	38	1	2	2	0	1	6	0	0	0	0	177
3:00 PM	0	134	29	4	0	2	0	2	1	0	0	0	0	172
3:15 PM	1	194	56	3	3	2	0	0	3	0	0	0	0	262
3:30 PM	0	178	44	3	2	0	0	2	1	0	0	0	0	230
3:45 PM	1	201	48	7	2	0	0	1	0	0	0	0	0	260
4:00 PM	1	150	27	5	2	1	0	1	4	0	0	0	0	191
4:15 PM	2	231	50	3	2	2	0	0	1	0	0	0	0	291
4:30 PM	1	299	69	4	2	1	1	1	1	0	0	0	0	379
4:45 PM	2	283	47	1	2	0	0	0	1	0	0	0	0	336
5:00 PM	0	314	46	3	2	0	0	0	1	0	0	0	0	366
5:15 PM	1	304	65	2	2	0	0	0	1	0	0	0	0	375
5:30 PM	1	331	36	1	0	2	3	0	1	0	0	0	0	375
5:45 PM	0	213	42	0	1	0	1	0	0	0	0	0	0	257
6:00 PM	1	200	36	3	0	0	0	0	3	0	0	0	0	243
6:15 PM	1	172	26	2	2	0	0	0	2	0	0	0	0	205
6:30 PM	3	193	17	1	1	0	0	0	1	0	0	0	0	216
6:45 PM	0	81	8	2	1	0	0	0	0	0	0	0	0	92
7:00 PM	0	94	8	1	0	0	0	0	1	0	1	0	0	105
7:15 PM	0	97	9	1	0	0	0	0	3	0	0	0	0	110
7:30 PM	0	153	11	1	0	0	0	0	0	0	0	0	0	165
7:45 PM	0	78	3	1	1	0	0	0	1	0	0	0	0	84
8:00 PM	0	61	4	0	1	0	0	0	7	0	0	0	0	73
8:15 PM	0	60	7	0	0	0	0	0	1	0	0	0	0	68
8:30 PM	2	66	7	0	0	0	0	0	3	0	0	0	0	78
8:45 PM	0	40	3	1	0	0	0	0	0	0	0	0	0	44
9:00 PM	0	42	4	0	0	0	0	0	2	0	0	0	0	48
9:15 PM	1	56	1	2	0	1	0	0	0	0	0	0	0	61
9:30 PM	0	51	5	0	1	0	0	0	1	0	0	0	0	58
9:45 PM	2	49	7	1	0	0	0	0	0	0	0	0	0	59
10:00 PM	0	92	6	0	0	0	0	0	3	0	0	0	0	101
10:15 PM	0	44	3	0	1	0	0	0	0	0	0	0	0	48
10:30 PM	0	40	4	1	0	0	0	0	3	0	0	0	0	48
10:45 PM	0	43	4	1	0	0	0	0	1	0	0	0	0	49
11:00 PM	0	44	1	0	0	1	0	0	1	0	0	0	0	47
11:15 PM	1	42	3	1	0	0	0	1	3	0	0	0	0	51
11:30 PM	0	56	2	0	0	0	0	0	0	0	0	0	0	58
11:45 PM	2	24	0	0	0	0	0	0	0	0	0	0	0	26
Total	**36**	**7571**	**1301**	**118**	**108**	**49**	**10**	**30**	**196**	**3**	**1**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

EASTBOUND RIGHT

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
8:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
9:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	0	4
9:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 AM	1	10	2	0	0	0	0	0	0	0	0	0	0	13
10:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:30 AM	0	9	1	0	1	1	0	0	0	0	0	0	0	12
10:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:30 AM	2	8	2	0	0	0	0	0	0	0	0	0	0	12
11:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
12:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
12:45 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	11
1:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
1:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
2:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
2:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:45 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	20
3:00 PM	1	5	1	0	0	0	0	0	0	0	0	0	0	7
3:15 PM	0	15	2	1	0	0	0	0	0	0	0	0	0	18
3:30 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
3:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
4:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
4:15 PM	1	17	4	0	0	0	0	0	0	0	0	0	0	22
4:30 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
4:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
5:00 PM	0	20	4	1	0	0	0	0	0	0	0	0	0	25
5:15 PM	0	20	4	0	0	0	0	0	0	0	0	0	0	24
5:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22
5:45 PM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
6:00 PM	0	24	2	1	0	0	0	0	0	0	0	0	0	27
6:15 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	20
6:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
6:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:30 PM	1	12	0	0	0	0	0	0	0	0	0	0	0	13
7:45 PM	1	13	0	0	0	0	0	0	0	0	0	0	0	14
8:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
8:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
8:30 PM	1	10	1	0	0	0	0	0	0	0	0	0	0	12
8:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
9:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
9:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
9:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
9:45 PM	1	6	3	0	0	0	0	0	0	0	0	0	0	10
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	**10**	**636**	**94**	**6**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

EASTBOUND U-TURN

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM														0
12:15 AM														0
12:30 AM														0
12:45 AM														0
1:00 AM														0
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**48**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

WESTBOUND LEFT

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	1	4	0	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	1	5	0	0	0	0	0	0	0	0	0	0	0	6
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**2**	**193**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

WESTBOUND THRU

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	14	1	1	0	0	0	0	1	1	0	0	0	18
12:15 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
12:30 AM	0	11	0	0	0	0	0	0	0	1	0	0	0	12
12:45 AM	0	13	2	1	0	0	0	0	1	0	0	0	0	17
1:00 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
1:30 AM	0	12	0	1	0	0	0	0	0	0	0	0	0	13
1:45 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	12
2:00 AM	1	11	1	1	0	0	0	0	0	0	0	0	0	14
2:15 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	7
2:30 AM	1	9	0	1	0	0	0	0	0	0	0	0	0	11
2:45 AM	0	8	1	0	0	0	0	0	0	1	0	0	0	10
3:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:15 AM	0	14	0	1	0	0	0	0	1	0	0	0	0	16
3:30 AM	0	13	0	1	0	0	0	0	0	0	0	0	0	14
3:45 AM	0	5	0	0	0	0	0	0	1	1	0	0	0	7
4:00 AM	0	28	1	1	1	1	0	0	2	0	0	0	0	34
4:15 AM	0	36	1	0	1	1	0	0	1	1	0	0	0	41
4:30 AM	0	38	0	1	0	0	0	0	1	0	0	0	0	40
4:45 AM	0	24	0	1	0	0	0	0	2	1	0	0	0	28
5:00 AM	1	61	2	0	0	1	0	0	4	1	0	0	0	70
5:15 AM	1	67	5	1	1	2	0	0	4	0	0	0	0	81
5:30 AM	1	51	5	0	0	1	0	0	2	0	0	0	0	60
5:45 AM	0	106	5	2	1	2	0	0	1	1	0	0	0	118
6:00 AM	1	137	7	1	1	1	0	0	3	0	0	0	0	151
6:15 AM	1	189	14	3	1	1	0	0	9	1	0	0	0	219
6:30 AM	0	242	21	5	0	9	0	0	3	3	0	0	0	283
6:45 AM	1	296	18	8	1	1	0	0	6	1	0	0	0	332
7:00 AM	0	352	25	4	0	4	0	0	1	0	0	0	0	386
7:15 AM	0	413	27	2	0	2	0	0	8	0	0	0	0	452
7:30 AM	1	336	25	6	3	3	0	0	5	0	0	0	0	379
7:45 AM	2	286	9	4	4	2	0	0	9	0	0	0	0	316
8:00 AM	0	261	13	2	2	2	1	0	1	2	0	0	0	284
8:15 AM	1	212	15	4	5	0	0	0	5	0	0	0	0	242
8:30 AM	1	209	20	2	2	2	0	0	5	0	0	0	0	241
8:45 AM	1	181	12	1	4	3	1	0	2	0	0	0	0	205
9:00 AM	0	102	18	0	0	1	0	0	6	0	0	0	0	127
9:15 AM	1	163	16	2	1	2	0	0	9	1	0	0	0	195
9:30 AM	2	124	11	1	2	2	0	0	2	1	0	0	0	145
9:45 AM	0	135	9	1	2	3	0	0	2	0	0	0	0	152
10:00 AM	0	79	11	0	2	0	0	0	4	2	0	0	0	98
10:15 AM	0	86	8	0	4	2	0	0	4	0	0	0	0	104
10:30 AM	1	112	7	2	3	2	0	0	1	2	0	0	0	130
10:45 AM	0	120	10	0	2	5	0	0	3	2	0	0	0	142
11:00 AM	0	126	11	1	1	2	0	0	3	1	0	0	0	145
11:15 AM	0	56	3	0	2	1	0	1	1	0	0	0	0	64
11:30 AM	1	114	11	0	1	4	1	0	4	0	0	0	0	136
11:45 AM	3	151	14	2	1	2	0	1	3	0	0	0	0	177
12:00 PM	0	103	5	0	2	3	1	0	1	0	0	0	0	115
12:15 PM	0	98	10	1	4	2	0	0	3	0	0	0	0	118
12:30 PM	1	112	9	3	3	2	1	0	3	0	0	0	0	134
12:45 PM	2	100	8	1	2	2	0	0	1	0	0	0	0	116
1:00 PM	0	84	4	0	0	3	0	0	3	0	0	0	0	94
1:15 PM	0	123	6	2	5	0	0	0	1	0	0	0	0	137
1:30 PM	5	165	10	0	2	1	0	0	3	1	0	0	0	187
1:45 PM	1	134	2	2	3	3	0	0	1	0	0	0	0	146
2:00 PM	1	141	7	2	2	0	0	0	0	0	0	0	0	153
2:15 PM	0	130	7	0	0	1	0	0	1	0	0	0	0	139
2:30 PM	0	91	1	0	0	0	0	0	1	0	0	0	0	93
2:45 PM	0	143	4	1	4	0	0	0	1	1	0	0	0	154
3:00 PM	0	181	3	1	1	0	0	1	1	0	0	0	0	188
3:15 PM	0	167	13	3	2	2	0	0	3	1	0	0	0	191
3:30 PM	0	184	7	1	0	1	0	0	1	0	0	0	0	194
3:45 PM	3	173	4	3	1	0	0	0	0	0	0	0	0	184
4:00 PM	1	186	1	4	1	1	0	0	4	0	0	0	0	198
4:15 PM	0	159	4	2	1	0	0	1	1	1	0	0	0	169
4:30 PM	0	224	1	3	0	1	0	2	2	0	0	0	0	233
4:45 PM	0	197	5	1	0	0	0	0	1	0	0	0	0	204
5:00 PM	0	180	7	3	2	1	0	0	0	0	0	0	0	193
5:15 PM	0	160	6	2	0	0	0	0	2	0	0	0	0	170
5:30 PM	2	140	6	1	2	0	0	0	0	0	0	0	0	151
5:45 PM	1	103	0	4	0	1	0	0	1	0	0	0	0	110
6:00 PM	1	117	1	1	0	0	0	0	1	0	0	0	0	121
6:15 PM	0	122	1	1	0	1	0	0	0	0	0	0	0	125
6:30 PM	1	159	1	1	0	0	0	0	1	0	0	0	0	163
6:45 PM	2	98	1	2	0	0	0	0	2	0	0	0	0	105
7:00 PM	1	86	1	0	1	0	0	0	0	0	0	0	0	89
7:15 PM	0	92	2	1	0	0	0	0	0	0	0	0	0	95
7:30 PM	0	123	3	1	3	0	0	0	2	0	0	0	0	132
7:45 PM	1	58	1	1	0	0	0	0	2	0	0	0	0	63
8:00 PM	1	50	1	1	0	0	0	0	1	0	0	0	0	54
8:15 PM	0	59	1	0	0	0	0	0	0	0	0	0	0	60
8:30 PM	1	75	2	0	0	1	1	0	1	1	0	0	0	82
8:45 PM	0	40	1	0	0	0	1	0	0	0	0	0	0	42
9:00 PM	0	38	0	1	1	0	0	0	2	0	0	0	0	42
9:15 PM	1	47	2	0	0	0	0	0	0	0	0	0	0	50
9:30 PM	0	45	1	1	0	0	0	0	1	0	0	0	0	48
9:45 PM	0	45	0	0	0	0	0	0	1	0	0	0	0	46
10:00 PM	0	64	0	1	0	0	0	0	3	0	0	0	0	68
10:15 PM	0	53	0	0	0	0	0	0	0	0	0	0	0	53
10:30 PM	0	33	1	0	0	0	0	0	0	1	0	0	0	35
10:45 PM	1	46	0	1	0	0	0	0	0	0	0	0	0	48
11:00 PM	0	45	2	1	1	0	0	0	2	1	0	0	0	52
11:15 PM	0	41	0	0	1	0	0	0	0	0	0	0	0	42
11:30 PM	0	39	1	1	0	0	0	0	1	0	0	0	0	42
11:45 PM	0	21	0	0	0	0	0	0	0	1	0	0	0	22
Total	**49**	**10136**	**514**	**120**	**92**	**90**	**7**	**6**	**177**	**32**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

WESTBOUND RIGHT

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

WESTBOUND U-TURN

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	2
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	**0**	**42**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

	SOUTHBOUND LEFT													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**65**	**10**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

	SOUTHBOUND THRU													
Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**75**	**3**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

SOUTHBOUND RIGHT

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
9:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	3
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
1:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
3:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**177**	**25**	**1**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	

St Claude at Reynes
Data Collection Date: 03/02/23
USI #: 22-077

SOUTHBOUND U-TURN

Start Time	Bikes	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Travel Time Data

LEGEND:

Tru-Traffic TT & D Report Locations



Figure B.1
Florida Ave Tru-Traffic Location Input Map

IHNC TIA
New Orleans, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

Last revised August 2023

LEGEND:

Tru-Traffic TT & D Report Locations



Figure B.2
N Claiborne Ave Tru-Traffic Location Input Map

IHNC TIA
New Orleans, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

Last revised August 2023

LEGEND:

Tru-Traffic TT & D Report Locations

N
W E
S



Figure B.3
St Claude Ave Tru-Traffic Location Input Map

IHNC TIA
New Orleans, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

Last revised August 2023

Monday 8/7/2023 3:04:04 PM

Travel Time & Delay Report for Florida Ave

Legend:

TT:
Travel Time from previous Node (seconds)

AS:
Actual Average Speed from previous Node (mph) = TL/TT

Contents:

Matt Trip #4, Matt Trip #9, Matt Trip #14, Matt Trip #17, MM Trip #5, MM Trip #9, MM Trip #12, Ryan Trip #1, Ryan Trip #2, Ryan Trip #3, Cumulative Reports

[-] Collapse All

[-] Neither-type Trip Log "Matt Trip #4", Other-period, started Wednesday 5/3/2023 9:35:52 AM

↑Contents

Entered artery 9:46:23 am (631 seconds) traveling Eastbound from Florida Ave at West of Bridge (#3)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	62	12.5

[-] Neither-type Trip Log "Matt Trip #9", Other-period, started Wednesday 5/3/2023 10:28:59 AM

↑Contents

Entered artery 10:35:00 am (362 seconds) traveling Eastbound from Florida Ave at West of Bridge (#3)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	29	26.4

[-] Neither-type Trip Log "Matt Trip #14", Other-period, started Wednesday 5/3/2023 11:22:52 AM

↑Contents

Entered artery 11:23:25 am (34 seconds) traveling Eastbound from Florida Ave at West of Bridge (#3)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	30	25.7
to Florida Ave at Tennessee St (#5)	18	30.1

[-] Neither-type Trip Log "Matt Trip #17", Other-period, started Wednesday 5/3/2023 11:44:34 AM

↑Contents

Entered artery 11:49:02 am (268 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node	TT	AS
to Florida Ave at France Rd (#2)	17	11.0
to Florida Ave at West of Bridge (#3)	749	1.5
to Florida Ave at Harbor Dr (#4)	70	11.1

[-] Neither-type Trip Log "MM Trip #5", Other-period, started Tuesday 5/2/2023 2:19:29 PM

↑Contents

Entered artery 2:23:54 pm (266 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node	TT	AS
to Florida Ave at France Rd (#2)	7	25.7
to Florida Ave at West of Bridge (#3)	130	8.5
to Florida Ave at Harbor Dr (#4)	49	15.9
to Florida Ave at Tennessee St (#5)	22	24.3

[-] Neither-type Trip Log "MM Trip #9", Other-period, started Tuesday 5/2/2023 3:12:29 PM

↑Contents

Entered artery 3:16:34 pm (245 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node	TT	AS
to Florida Ave at France Rd (#2)	7	26.1
to Florida Ave at West of Bridge (#3)	41	27.2
to Florida Ave at Harbor Dr (#4)	68	11.4
to Florida Ave at Tennessee St (#5)	24	21.9

[-] Neither-type Trip Log "MM Trip #12", Other-period, started Tuesday 5/2/2023 4:00:42 PM

↑Contents

Entered artery 4:04:58 pm (256 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node	TT	AS
to Florida Ave at France Rd (#2)	7	28.9
to Florida Ave at West of Bridge (#3)	36	31.1
to Florida Ave at Harbor Dr (#4)	31	24.8
to Florida Ave at Tennessee St (#5)	18	29.9

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 5:56:11 pm (707 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node	TT	AS
to Florida Ave at France Rd (#2)	8	23.0
to Florida Ave at West of Bridge (#3)	163	6.9
to Florida Ave at Harbor Dr (#4)	42	18.7
to Florida Ave at Tennessee St (#5)	22	24.9

[-] Neither-type Trip Log "Ryan Trip #2", Other-period, started Wednesday 5/3/2023 7:18:04 AM

↑Contents

Entered artery 7:35:18 am (1035 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node	TT	AS
to Florida Ave at France Rd (#2)	14	12.6

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:20:47 am (1245 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node	TT	AS
to Florida Ave at France Rd (#2)	11	15.9
to Florida Ave at West of Bridge (#3)	45	24.6
to Florida Ave at Harbor Dr (#4)	34	23.1
to Florida Ave at Tennessee St (#5)	22	24.6

Entered artery 8:58:48 am (3527 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node	TT	AS
to Florida Ave at France Rd (#2)	11	15.9
to Florida Ave at West of Bridge (#3)	297	3.7
to Florida Ave at Harbor Dr (#4)	34	22.9
to Florida Ave at Tennessee St (#5)	21	25.0

Cumulative Reports

[-] Neither-type Trip Log "Matt Trip #4", Other-period, started Wednesday 5/3/2023 9:35:52 AM

↑Contents

Entered artery 9:46:23 am (631 seconds) traveling Eastbound from Florida Ave at West of Bridge (#3)

Node
to Florida Ave at Harbor Dr (#4)

[-] Neither-type Trip Log "Matt Trip #9", Other-period, started Wednesday 5/3/2023 10:28:59 AM

↑Contents

Entered artery 10:35:00 am (362 seconds) traveling Eastbound from Florida Ave at West of Bridge (#3)

Node
to Florida Ave at Harbor Dr (#4)

[-] Neither-type Trip Log "Matt Trip #14", Other-period, started Wednesday 5/3/2023 11:22:52 AM

↑Contents

Entered artery 11:23:25 am (34 seconds) traveling Eastbound from Florida Ave at West of Bridge (#3)

Node
to Florida Ave at Tennessee St (#5)

[-] Neither-type Trip Log "Matt Trip #17", Other-period, started Wednesday 5/3/2023 11:44:34 AM

↑Contents

Entered artery 11:49:02 am (268 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node
to Florida Ave at Harbor Dr (#4)

[-] Neither-type Trip Log "MM Trip #5", Other-period, started Tuesday 5/2/2023 2:19:29 PM

↑Contents

Entered artery 2:23:54 pm (266 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node
to Florida Ave at Tennessee St (#5)

[-] Neither-type Trip Log "MM Trip #9", Other-period, started Tuesday 5/2/2023 3:12:29 PM

↑Contents

Entered artery 3:16:34 pm (245 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node
to Florida Ave at Tennessee St (#5)

[-] Neither-type Trip Log "MM Trip #12", Other-period, started Tuesday 5/2/2023 4:00:42 PM

↑Contents

Entered artery 4:04:58 pm (256 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node
to Florida Ave at Tennessee St (#5)

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 5:56:11 pm (707 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node
to Florida Ave at Tennessee St (#5)

[-] Neither-type Trip Log "Ryan Trip #2", Other-period, started Wednesday 5/3/2023 7:18:04 AM

↑Contents

Entered artery 7:35:18 am (1035 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node
to Florida Ave at France Rd (#2)

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:20:47 am (1245 seconds) traveling Eastbound from Florida Ave at France St NB Ramp (#1)

Node
to Florida Ave at Tennessee St (#5)
to Florida Ave at Tennessee St (#5)

Monday 8/7/2023 3:04:38 PM

Travel Time & Delay Report for Florida Ave

Legend:

TT:
Travel Time from previous Node (seconds)

AS:
Actual Average Speed from previous Node (mph) = TL/TT

Contents:

Matt Trip #4, Matt Trip #5, Matt Trip #9, Matt Trip #17, MM Trip #5, MM Trip #9, MM Trip #12, Ryan Trip #1, Ryan Trip #3, Cumulative Reports

[-] Collapse All

[-] Neither-type Trip Log "Matt Trip #4", Other-period, started Wednesday 5/3/2023 9:35:52 AM

↑Contents

Entered artery 9:48:37 am (766 seconds) traveling Westbound from Florida Ave at Harbor Dr (#4)

Node	TT	AS
to Florida Ave at West of Bridge (#3)	30	26.2

[-] Neither-type Trip Log "Matt Trip #5", Other-period, started Wednesday 5/3/2023 9:49:27 AM

↑Contents

Entered artery 9:49:44 am (17 seconds) traveling Westbound from Florida Ave at France Rd (#2)

Node	TT	AS
to Florida Ave at France St NB Ramp (#1)	7	28.1

[-] Neither-type Trip Log "Matt Trip #9", Other-period, started Wednesday 5/3/2023 10:28:59 AM

↑Contents

Entered artery 10:33:17 am (259 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	18	30.5
to Florida Ave at West of Bridge (#3)	29	26.7

[-] Neither-type Trip Log "Matt Trip #17", Other-period, started Wednesday 5/3/2023 11:44:34 AM

↑Contents

Entered artery 12:03:32 pm (1139 seconds) traveling Westbound from Florida Ave at Harbor Dr (#4)

Node	TT	AS
to Florida Ave at West of Bridge (#3)	27	29.5

[-] Neither-type Trip Log "MM Trip #5", Other-period, started Tuesday 5/2/2023 2:19:29 PM

↑Contents

Entered artery 2:29:07 pm (578 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	17	32.1
to Florida Ave at West of Bridge (#3)	31	25.1
to Florida Ave at France Rd (#2)	35	31.6
to Florida Ave at France St NB Ramp (#1)	7	26.7

[-] Neither-type Trip Log "MM Trip #9", Other-period, started Tuesday 5/2/2023 3:12:29 PM

↑Contents

Entered artery 3:20:48 pm (499 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	20	26.8
to Florida Ave at West of Bridge (#3)	717	1.1
to Florida Ave at France Rd (#2)	46	24.2
to Florida Ave at France St NB Ramp (#1)	9	20.4

[-] Neither-type Trip Log "MM Trip #12", Other-period, started Tuesday 5/2/2023 4:00:42 PM

↑Contents

Entered artery 4:09:31 pm (530 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	18	30.6
to Florida Ave at West of Bridge (#3)	29	27.3
to Florida Ave at France Rd (#2)	34	32.5
to Florida Ave at France St NB Ramp (#1)	6	30.3

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 6:29:26 pm (2702 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	22	24.3
to Florida Ave at West of Bridge (#3)	1029	0.8
to Florida Ave at France Rd (#2)	39	28.0
to Florida Ave at France St NB Ramp (#1)	10	19.1

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:03:24 am (202 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	26	20.5
to Florida Ave at West of Bridge (#3)	33	23.8
to Florida Ave at France Rd (#2)	40	27.6
to Florida Ave at France St NB Ramp (#1)	9	20.7

Entered artery 8:40:46 am (2444 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	27	20.1
to Florida Ave at West of Bridge (#3)	39	19.8
to Florida Ave at France Rd (#2)	51	21.5
to Florida Ave at France St NB Ramp (#1)	10	18.8

Entered artery 9:27:10 am (5228 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node	TT	AS
to Florida Ave at Harbor Dr (#4)	21	25.8
to Florida Ave at West of Bridge (#3)	1134	0.7
to Florida Ave at France Rd (#2)	45	24.8
to Florida Ave at France St NB Ramp (#1)	9	20.8

Cumulative Reports

[-] Neither-type Trip Log "Matt Trip #4", Other-period, started Wednesday 5/3/2023 9:35:52 AM

↑Contents

Entered artery 9:48:37 am (766 seconds) traveling Westbound from Florida Ave at Harbor Dr (#4)

Node
to Florida Ave at West of Bridge (#3)

[-] Neither-type Trip Log "Matt Trip #5", Other-period, started Wednesday 5/3/2023 9:49:27 AM

↑Contents

Entered artery 9:49:44 am (17 seconds) traveling Westbound from Florida Ave at France Rd (#2)

Node
to Florida Ave at France St NB Ramp (#1)

[-] Neither-type Trip Log "Matt Trip #9", Other-period, started Wednesday 5/3/2023 10:28:59 AM

↑Contents

Entered artery 10:33:17 am (259 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node
to Florida Ave at West of Bridge (#3)

[-] Neither-type Trip Log "Matt Trip #17", Other-period, started Wednesday 5/3/2023 11:44:34 AM

↑Contents

Entered artery 12:03:32 pm (1139 seconds) traveling Westbound from Florida Ave at Harbor Dr (#4)

Node
to Florida Ave at West of Bridge (#3)

[-] Neither-type Trip Log "MM Trip #5", Other-period, started Tuesday 5/2/2023 2:19:29 PM

↑Contents

Entered artery 2:29:07 pm (578 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node
to Florida Ave at France St NB Ramp (#1)

[-] Neither-type Trip Log "MM Trip #9", Other-period, started Tuesday 5/2/2023 3:12:29 PM

↑Contents

Entered artery 3:20:48 pm (499 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node
to Florida Ave at France St NB Ramp (#1)

[-] Neither-type Trip Log "MM Trip #12", Other-period, started Tuesday 5/2/2023 4:00:42 PM

↑Contents

Entered artery 4:09:31 pm (530 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node
to Florida Ave at France St NB Ramp (#1)

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 6:29:26 pm (2702 seconds) traveling Westbound from Florida Ave at Tennessee St (#5)

Node
to Florida Ave at France St NB Ramp (#1)

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:03:24 am (202 seconds) traveling Westbound from Florida Ave at Tennessee

St (#5)

Node
to Florida Ave at France St NB Ramp (#1)
to Florida Ave at France St NB Ramp (#1)
to Florida Ave at France St NB Ramp (#1)

Monday 8/7/2023 2:59:48 PM

Travel Time & Delay Report for Claibrone Ave EB

Legend:

TT:
Travel Time from previous Node (seconds)

AS:
Actual Average Speed from previous Node (mph) = TL/TT

Contents:

Matt Trip #2, Matt Trip #5, Matt Trip #6, Matt Trip #7, Matt Trip #10, Matt Trip #12, Matt Trip #14, MM Trip #4, MM Trip #6, MMTrip #8, MM Trip #10, MM Trip #13, MM Trip #15, Ryan Trip #1, Ryan Trip #3, Cumulative Reports

[-] Collapse All

[-] Neither-type Trip Log "Matt Trip #2", Other-period, started Wednesday 5/3/2023 9:16:35 AM

↑Contents

Entered artery 9:18:45 am (130 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	18	36.5
to N Claiborne Ave at East of Bridge EB (#3)	16	36.8

[-] Neither-type Trip Log "Matt Trip #5", Other-period, started Wednesday 5/3/2023 9:49:27 AM

↑Contents

Entered artery 9:53:31 am (244 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	19	34.1
to N Claiborne Ave at East of Bridge EB (#3)	15	37.7

[-] Neither-type Trip Log "Matt Trip #6", Other-period, started Wednesday 5/3/2023 9:57:39 AM

↑Contents

Entered artery 9:58:38 am (59 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS

to N Claiborne Ave at West of Bridge EB (#2)	19	34.9
to N Claiborne Ave at East of Bridge EB (#3)	15	37.7
to N Claiborne Ave at Tenessee St EB (#4)	33	21.2

[-] Neither-type Trip Log "Matt Trip #7", Other-period, started Wednesday 5/3/2023 10:22:20 AM

↑Contents

Entered artery 10:26:09 am (230 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	17	37.1
to N Claiborne Ave at East of Bridge EB (#3)	14	40.1
to N Claiborne Ave at Tenessee St EB (#4)	17	41.2

[-] Neither-type Trip Log "Matt Trip #10", Other-period, started Wednesday 5/3/2023 10:35:46 AM

↑Contents

Entered artery 10:42:31 am (405 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	17	38.0
to N Claiborne Ave at East of Bridge EB (#3)	15	39.7
to N Claiborne Ave at Tenessee St EB (#4)	16	44.4

[-] Neither-type Trip Log "Matt Trip #12", Other-period, started Wednesday 5/3/2023 11:08:23 AM

↑Contents

Entered artery 11:10:36 am (134 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	19	34.2
to N Claiborne Ave at East of Bridge EB (#3)	15	39.6

[-] Neither-type Trip Log "Matt Trip #14", Other-period, started Wednesday 5/3/2023 11:22:52 AM

↑Contents

Entered artery 11:30:27 am (455 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	18	35.2
to N Claiborne Ave at East of Bridge EB (#3)	15	39.0
to N Claiborne Ave at Tenessee St EB (#4)	20	34.7

[-] Neither-type Trip Log "MM Trip #4", Other-period, started Tuesday 5/2/2023 2:10:02 PM

↑Contents

Entered artery 2:13:42 pm (221 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	19	33.6
to N Claiborne Ave at East of Bridge EB (#3)	16	37.5

[-] Neither-type Trip Log "MM Trip #6", Other-period, started Tuesday 5/2/2023 2:31:55 PM

↑Contents

Entered artery 2:39:09 pm (435 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	19	33.8
to N Claiborne Ave at East of Bridge EB (#3)	15	39.5

[-] Neither-type Trip Log "MMTrip #8", Other-period, started Tuesday 5/2/2023 3:03:46 PM

↑Contents

Entered artery 3:06:49 pm (184 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	19	33.3
to N Claiborne Ave at East of Bridge EB (#3)	15	39.1

[-] Neither-type Trip Log "MM Trip #10", Other-period, started Tuesday 5/2/2023 3:34:54 PM

↑Contents

Entered artery 3:41:45 pm (412 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	31	20.6
to N Claiborne Ave at East of Bridge EB (#3)	55	10.5
to N Claiborne Ave at Tenessee St EB (#4)	74	9.5

[-] Neither-type Trip Log "MM Trip #13", Other-period, started Tuesday 5/2/2023 4:11:54 PM

↑Contents

Entered artery 4:18:02 pm (369 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	19	33.8
to N Claiborne Ave at East of Bridge EB (#3)	15	38.8

[-] Neither-type Trip Log "MM Trip #15", Other-period, started Tuesday 5/2/2023 4:33:57 PM

↑Contents

Entered artery 4:37:08 pm (192 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	18	35.0
to N Claiborne Ave at East of Bridge EB (#3)	15	40.1

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 6:08:59 pm (1475 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	16	39.8
to N Claiborne Ave at East of Bridge EB		

(#3)	12	46.3
to N Claiborne Ave at Tenessee St EB (#4)	30	23.5

Entered artery 6:22:24 pm (2280 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	17	38.9
to N Claiborne Ave at East of Bridge EB (#3)	15	38.5
to N Claiborne Ave at Tenessee St EB (#4)	79	9.0

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:34:00 am (2039 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	17	37.0
to N Claiborne Ave at East of Bridge EB (#3)	15	38.1

Entered artery 9:12:43 am (4361 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	19	34.2
to N Claiborne Ave at East of Bridge EB (#3)	15	37.9
to N Claiborne Ave at Tenessee St EB (#4)	19	37.8

Entered artery 9:21:24 am (4882 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node	TT	AS
to N Claiborne Ave at West of Bridge EB (#2)	18	35.0
to N Claiborne Ave at East of Bridge EB (#3)	16	37.1

Cumulative Reports

[-] Neither-type Trip Log "Matt Trip #2", Other-period, started Wednesday 5/3/2023 9:16:35 AM

↑Contents

Entered artery 9:18:45 am (130 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at East of Bridge EB (#3)

[-] Neither-type Trip Log "Matt Trip #5", Other-period, started Wednesday 5/3/2023 9:49:27 AM

↑Contents

Entered artery 9:53:31 am (244 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at East of Bridge EB (#3)

[-] Neither-type Trip Log "Matt Trip #6", Other-period, started Wednesday 5/3/2023 9:57:39 AM

↑Contents

Entered artery 9:58:38 am (59 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at Tenessee St EB (#4)

[-] Neither-type Trip Log "Matt Trip #7", Other-period, started Wednesday 5/3/2023 10:22:20 AM

↑Contents

Entered artery 10:26:09 am (230 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at Tenessee St EB (#4)

[-] Neither-type Trip Log "Matt Trip #10", Other-period, started Wednesday 5/3/2023 10:35:46 AM

↑Contents

Entered artery 10:42:31 am (405 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at Tenessee St EB (#4)

[-] Neither-type Trip Log "Matt Trip #12", Other-period, started Wednesday 5/3/2023 11:08:23 AM

↑Contents

Entered artery 11:10:36 am (134 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at East of Bridge EB (#3)

[-] Neither-type Trip Log "Matt Trip #14", Other-period, started Wednesday 5/3/2023 11:22:52 AM

↑Contents

Entered artery 11:30:27 am (455 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at Tenessee St EB (#4)

[-] Neither-type Trip Log "MM Trip #4", Other-period, started Tuesday 5/2/2023 2:10:02 PM

↑Contents

Entered artery 2:13:42 pm (221 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at East of Bridge EB (#3)

[-] Neither-type Trip Log "MM Trip #6", Other-period, started Tuesday 5/2/2023 2:31:55 PM

↑Contents

Entered artery 2:39:09 pm (435 seconds) traveling Eastbound from N Claiborne Ave at Poland

Ave EB (#1)

Node
to N Claiborne Ave at East of Bridge EB (#3)

[-] Neither-type Trip Log "MMTrip #8", Other-period, started Tuesday 5/2/2023 3:03:46 PM

↑Contents

Entered artery 3:06:49 pm (184 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at East of Bridge EB (#3)

[-] Neither-type Trip Log "MM Trip #10", Other-period, started Tuesday 5/2/2023 3:34:54 PM

↑Contents

Entered artery 3:41:45 pm (412 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at Tenessee St EB (#4)

[-] Neither-type Trip Log "MM Trip #13", Other-period, started Tuesday 5/2/2023 4:11:54 PM

↑Contents

Entered artery 4:18:02 pm (369 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at East of Bridge EB (#3)

[-] Neither-type Trip Log "MM Trip #15", Other-period, started Tuesday 5/2/2023 4:33:57 PM

↑Contents

Entered artery 4:37:08 pm (192 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at East of Bridge EB

(#3)

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 6:08:59 pm (1475 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at Tenessee St EB (#4)
to N Claiborne Ave at Tenessee St EB (#4)

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:34:00 am (2039 seconds) traveling Eastbound from N Claiborne Ave at Poland Ave EB (#1)

Node
to N Claiborne Ave at East of Bridge EB (#3)
to N Claiborne Ave at Tenessee St EB (#4)
to N Claiborne Ave at East of Bridge EB (#3)

Monday 8/7/2023 2:58:54 PM

Travel Time & Delay Report for Clairbone Ave WB

Legend:

TT:
Travel Time from previous Node (seconds)

AS:
Actual Average Speed from previous Node (mph) = TL/TT

Contents:

Matt Trip #2, Matt Trip #5, Matt Trip #7, Matt Trip #10, Matt Trip #12, Matt Trip #14, Matt Trip #17, MM Trip #4, MM Trip #6, MMTrip #8, MM Trip #11, MM Trip #13, MM Trip #15, Ryan Trip #1, Ryan Trip #2, Ryan Trip #3, Cumulative Reports
[-] Collapse All

[-] Neither-type Trip Log "Matt Trip #2", Other-period, started Wednesday 5/3/2023 9:16:35 AM

↑Contents

Entered artery 9:21:14 am (280 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	19	37.4
to N Claiborne Ave at West of Bridge WB (#2)	15	40.3
to N Claiborne Ave at Poland Ave WB (#1)	22	27.4

[-] Neither-type Trip Log "Matt Trip #5", Other-period, started Wednesday 5/3/2023 9:49:27 AM

↑Contents

Entered artery 9:56:20 am (413 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	18	39.9
to N Claiborne Ave at West of Bridge WB (#2)	14	41.4
to N Claiborne Ave at Poland Ave WB (#1)	30	19.9

[-] Neither-type Trip Log "Matt Trip #7", Other-period, started Wednesday 5/3/2023 10:22:20 AM

↑Contents

Entered artery 10:23:12 am (52 seconds) traveling Westbound from N Claiborne Ave at

Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	19	36.9
to N Claiborne Ave at West of Bridge WB (#2)	17	36.0

[-] Neither-type Trip Log "Matt Trip #10", Other-period, started Wednesday 5/3/2023 10:35:46 AM

↑Contents

Entered artery 10:39:55 am (249 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	17	41.4
to N Claiborne Ave at West of Bridge WB (#2)	15	38.8

[-] Neither-type Trip Log "Matt Trip #12", Other-period, started Wednesday 5/3/2023 11:08:23 AM

↑Contents

Entered artery 11:12:29 am (247 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	15	46.6
to N Claiborne Ave at West of Bridge WB (#2)	14	42.7
to N Claiborne Ave at Poland Ave WB (#1)	56	10.5

[-] Neither-type Trip Log "Matt Trip #14", Other-period, started Wednesday 5/3/2023 11:22:52 AM

↑Contents

Entered artery 11:28:27 am (335 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	17	42.0
to N Claiborne Ave at West of Bridge WB (#2)	15	39.7

[-] Neither-type Trip Log "Matt Trip #17", Other-period, started Wednesday 5/3/2023 11:44:34 AM

↑Contents

Entered artery 11:46:00 am (86 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	17	42.2
to N Claiborne Ave at West of Bridge WB (#2)	15	40.6
to N Claiborne Ave at Poland Ave WB (#1)	21	28.5

[-] Neither-type Trip Log "MM Trip #4", Other-period, started Tuesday 5/2/2023 2:10:02 PM ↑Contents

Entered artery 2:17:43 pm (461 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	18	37.9
to N Claiborne Ave at West of Bridge WB (#2)	18	33.7
to N Claiborne Ave at Poland Ave WB (#1)	17	34.8

[-] Neither-type Trip Log "MM Trip #6", Other-period, started Tuesday 5/2/2023 2:31:55 PM ↑Contents

Entered artery 2:43:23 pm (689 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	17	41.7
to N Claiborne Ave at West of Bridge WB (#2)	15	41.0
to N Claiborne Ave at Poland Ave WB (#1)	25	23.3

[-] Neither-type Trip Log "MMTrip #8", Other-period, started Tuesday 5/2/2023 3:03:46 PM ↑Contents

Entered artery 3:10:14 pm (389 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	19	37.4
to N Claiborne Ave at West of Bridge WB (#2)	16	36.7
to N Claiborne Ave at Poland Ave WB (#1)	18	33.2

[-] Neither-type Trip Log "MM Trip #11", Other-period, started Tuesday 5/2/2023 3:57:16 PM

↑Contents

Entered artery 3:58:07 pm (51 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	17	40.5
to N Claiborne Ave at West of Bridge WB (#2)	15	40.0
to N Claiborne Ave at Poland Ave WB (#1)	32	18.3

[-] Neither-type Trip Log "MM Trip #13", Other-period, started Tuesday 5/2/2023 4:11:54 PM

↑Contents

Entered artery 4:21:45 pm (591 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	17	42.1
to N Claiborne Ave at West of Bridge WB (#2)	33	18.5
to N Claiborne Ave at Poland Ave WB (#1)	82	7.2

[-] Neither-type Trip Log "MM Trip #15", Other-period, started Tuesday 5/2/2023 4:33:57 PM

↑Contents

Entered artery 4:40:21 pm (384 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	17	41.3
to N Claiborne Ave at West of Bridge WB (#2)	15	38.7
to N Claiborne Ave at Poland Ave WB (#1)	16	37.3

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 5:49:40 pm (315 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB	17	40.4

(#3)		
to N Claiborne Ave at West of Bridge WB (#2)	15	40.9
to N Claiborne Ave at Poland Ave WB (#1)	15	39.5

Entered artery 6:06:17 pm (1313 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	15	46.0
to N Claiborne Ave at West of Bridge WB (#2)	13	46.2

[-] Neither-type Trip Log "Ryan Trip #2", Other-period, started Wednesday 5/3/2023 7:18:04 AM

↑Contents

Entered artery 7:25:02 am (419 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	73	9.6
to N Claiborne Ave at West of Bridge WB (#2)	73	8.3
to N Claiborne Ave at Poland Ave WB (#1)	70	8.4

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:16:47 am (1006 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	19	37.2
to N Claiborne Ave at West of Bridge WB (#2)	19	30.7

Entered artery 8:55:12 am (3311 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	20	34.1
to N Claiborne Ave at West of Bridge WB (#2)	18	33.2
to N Claiborne Ave at Poland Ave WB (#1)	59	10.0

Entered artery 9:10:05 am (4204 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	17	40.7
to N Claiborne Ave at West of Bridge WB (#2)	17	35.8

Entered artery 9:57:29 am (7048 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node	TT	AS
to N Claiborne Ave at East of Bridge WB (#3)	18	39.4
to N Claiborne Ave at West of Bridge WB (#2)	15	40.9
to N Claiborne Ave at Poland Ave WB (#1)	48	12.2

Cumulative Reports

[-] Neither-type Trip Log "Matt Trip #2", Other-period, started Wednesday 5/3/2023 9:16:35 AM
↑Contents

Entered artery 9:21:14 am (280 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "Matt Trip #5", Other-period, started Wednesday 5/3/2023 9:49:27 AM
↑Contents

Entered artery 9:56:20 am (413 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "Matt Trip #7", Other-period, started Wednesday 5/3/2023 10:22:20 AM
↑Contents

Entered artery 10:23:12 am (52

seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at West of Bridge WB (#2)

[-] Neither-type Trip Log "Matt Trip #10", Other-period, started Wednesday 5/3/2023 10:35:46 AM

↑Contents

Entered artery 10:39:55 am (249 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at West of Bridge WB (#2)

[-] Neither-type Trip Log "Matt Trip #12", Other-period, started Wednesday 5/3/2023 11:08:23 AM

↑Contents

Entered artery 11:12:29 am (247 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "Matt Trip #14", Other-period, started Wednesday 5/3/2023 11:22:52 AM

↑Contents

Entered artery 11:28:27 am (335 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at West of Bridge WB (#2)

[-] Neither-type Trip Log "Matt Trip #17", Other-period, started Wednesday 5/3/2023 11:44:34 AM

↑Contents

Entered artery 11:46:00 am (86 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node

to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "MM Trip #4", Other-period, started Tuesday 5/2/2023 2:10:02 PM ↑Contents

Entered artery 2:17:43 pm (461 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "MM Trip #6", Other-period, started Tuesday 5/2/2023 2:31:55 PM ↑Contents

Entered artery 2:43:23 pm (689 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "MMTrip #8", Other-period, started Tuesday 5/2/2023 3:03:46 PM ↑Contents

Entered artery 3:10:14 pm (389 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "MM Trip #11", Other-period, started Tuesday 5/2/2023 3:57:16 PM ↑Contents

Entered artery 3:58:07 pm (51 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "MM Trip #13", Other-period, started Tuesday 5/2/2023 4:11:54 PM ↑Contents

Entered artery 4:21:45 pm (591 seconds) traveling Westbound

from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "MM Trip #15", Other-period, started Tuesday 5/2/2023 4:33:57 PM

↑Contents

Entered artery 4:40:21 pm (384 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 5:49:40 pm (315 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)
to N Claiborne Ave at West of Bridge WB (#2)

[-] Neither-type Trip Log "Ryan Trip #2", Other-period, started Wednesday 5/3/2023 7:18:04 AM

↑Contents

Entered artery 7:25:02 am (419 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at Poland Ave WB (#1)

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:16:47 am (1006 seconds) traveling Westbound from N Claiborne Ave at Tenesee St WB (#4)

Node
to N Claiborne Ave at West of Bridge WB

(#2)
to N Claiborne Ave at Poland Ave WB (#1)
to N Claiborne Ave at West of Bridge WB (#2)
to N Claiborne Ave at Poland Ave WB (#1)

Monday 8/7/2023 3:06:00 PM

Travel Time & Delay Report for St Claude Ave

Legend:

TT:
Travel Time from previous Node (seconds)

AS:
Actual Average Speed from previous Node (mph) = TL/TT

Contents:

Matt Trip #1, Matt Trip #6, Matt Trip #11, Matt Trip #15, MM Trip #2, MM Trip #7, MM Trip #14, Ryan Trip #1, Ryan Trip #2, Ryan Trip #3, Cumulative Reports

[-] Collapse All

[-] Neither-type Trip Log "Matt Trip #1", Other-period, started Wednesday 5/3/2023 9:12:28 AM

↑Contents

Entered artery 9:13:15 am (48 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	11	47.3
to St Claude Ave at St Claude Bridge E (#3)	14	41.2
to St Claude Ave at Forstall St (#4)	26	42.1

[-] Neither-type Trip Log "Matt Trip #6", Other-period, started Wednesday 5/3/2023 9:57:39 AM

↑Contents

Entered artery 10:11:37 am (838 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	14	38.7
to St Claude Ave at St Claude Bridge E (#3)	18	32.9
to St Claude Ave at Forstall St (#4)	49	22.3

[-] Neither-type Trip Log "Matt Trip #11", Other-period, started Wednesday 5/3/2023 10:44:56 AM

↑Contents

Entered artery 10:50:17 am (322 seconds) traveling Eastbound from St Claude Ave at

Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	769	0.7
to St Claude Ave at St Claude Bridge E (#3)	20	29.1
to St Claude Ave at Forstall St (#4)	30	35.9

[-] Neither-type Trip Log "Matt Trip #15", Other-period, started Wednesday 5/3/2023 11:32:40 AM

↑Contents

Entered artery 11:37:00 am (260 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	16	34.7
to St Claude Ave at St Claude Bridge E (#3)	20	29.1
to St Claude Ave at Forstall St (#4)	28	38.5

[-] Neither-type Trip Log "MM Trip #2", Other-period, started Tuesday 5/2/2023 2:00:43 PM

↑Contents

Entered artery 2:01:40 pm (58 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	14	39.4
to St Claude Ave at St Claude Bridge E (#3)	18	33.4
to St Claude Ave at Forstall St (#4)	30	35.7

[-] Neither-type Trip Log "MM Trip #7", Other-period, started Tuesday 5/2/2023 2:45:40 PM

↑Contents

Entered artery 2:48:57 pm (198 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	513	1.1
to St Claude Ave at St Claude Bridge E (#3)	21	27.5
to St Claude Ave at Forstall St (#4)	34	31.6

[-] Neither-type Trip Log "MM Trip #14", Other-period, started Tuesday 5/2/2023 4:25:22 PM

↑Contents

Entered artery 4:28:27 pm (186 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	17	31.0
to St Claude Ave at St Claude Bridge E (#3)	19	31.0
to St Claude Ave at Forstall St (#4)	38	28.7

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 5:44:41 pm (16 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	15	35.2
to St Claude Ave at St Claude Bridge E (#3)	21	28.3
to St Claude Ave at Forstall St (#4)	30	36.0

Entered artery 6:53:26 pm (4142 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	578	1.0
to St Claude Ave at St Claude Bridge E (#3)	22	27.2
to St Claude Ave at Forstall St (#4)	31	35.0

[-] Neither-type Trip Log "Ryan Trip #2", Other-period, started Wednesday 5/3/2023 7:18:04 AM

↑Contents

Entered artery 7:19:19 am (76 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	16	34.6
to St Claude Ave at St Claude Bridge E (#3)	22	27.1
to St Claude Ave at Forstall St (#4)	62	17.5

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:10:38 am (636 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	15	37.3
to St Claude Ave at St Claude Bridge E (#3)	21	28.1
to St Claude Ave at Forstall St (#4)	62	17.5

Entered artery 8:50:26 am (3024 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	17	32.2
to St Claude Ave at St Claude Bridge E (#3)	20	29.9
to St Claude Ave at Forstall St (#4)	59	18.4

Entered artery 9:53:07 am (6786 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node	TT	AS
to St Claude Ave at St Claude Bridge W (#2)	16	33.3
to St Claude Ave at St Claude Bridge E (#3)	18	32.4
to St Claude Ave at Forstall St (#4)	28	38.7

Cumulative Reports

[-] Neither-type Trip Log "Matt Trip #1", Other-period, started Wednesday 5/3/2023 9:12:28 AM

↑Contents

Entered artery 9:13:15 am (48 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node
to St Claude Ave at Forstall St (#4)

[-] Neither-type Trip Log "Matt Trip #6", Other-period, started Wednesday 5/3/2023 9:57:39 AM

↑Contents

Entered artery 10:11:37 am (838 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node
to St Claude Ave at Forstall St (#4)

[-] Neither-type Trip Log "Matt Trip #11", Other-period, started Wednesday 5/3/2023 10:44:56 AM

↑Contents

Entered artery 10:50:17 am (322 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node
to St Claude Ave at Forstall St (#4)

[-] Neither-type Trip Log "Matt Trip #15", Other-period, started Wednesday 5/3/2023 11:32:40 AM

↑Contents

Entered artery 11:37:00 am (260 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node
to St Claude Ave at Forstall St (#4)

[-] Neither-type Trip Log "MM Trip #2", Other-period, started Tuesday 5/2/2023 2:00:43 PM

↑Contents

Entered artery 2:01:40 pm (58 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node
to St Claude Ave at Forstall St (#4)

[-] Neither-type Trip Log "MM Trip #7", Other-period, started Tuesday 5/2/2023 2:45:40 PM

↑Contents

Entered artery 2:48:57 pm (198 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node

to St Claude Ave at Forstall St (#4)

[-] Neither-type Trip Log "MM Trip #14", Other-period, started Tuesday 5/2/2023 4:25:22 PM

↑Contents

Entered artery 4:28:27 pm (186 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node
to St Claude Ave at Forstall St (#4)

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 5:44:41 pm (16 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node
to St Claude Ave at Forstall St (#4)
to St Claude Ave at Forstall St (#4)

[-] Neither-type Trip Log "Ryan Trip #2", Other-period, started Wednesday 5/3/2023 7:18:04 AM

↑Contents

Entered artery 7:19:19 am (76 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node
to St Claude Ave at Forstall St (#4)

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:10:38 am (636 seconds) traveling Eastbound from St Claude Ave at Poland Ave (#1)

Node
to St Claude Ave at Forstall St (#4)
to St Claude Ave at Forstall St (#4)
to St Claude Ave at Forstall St (#4)

Monday 8/7/2023 3:06:00 PM

Travel Time & Delay Report for St Claude Ave

Legend:

TT:
Travel Time from previous Node (seconds)

AS:
Actual Average Speed from previous Node (mph) = TL/TT

Contents:

Matt Trip #1, Matt Trip #6, Matt Trip #11, Matt Trip #15, MM Trip #2, MM Trip #7, MM Trip #14, Ryan Trip #1, Ryan Trip #3, Cumulative Reports

[-] Collapse All

[-] Neither-type Trip Log "Matt Trip #1", Other-period, started Wednesday 5/3/2023 9:12:28 AM

↑Contents

Entered artery 9:15:15 am (167 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	28	39.5
to St Claude Ave at St Claude Bridge W (#2)	15	38.2
to St Claude Ave at Poland Ave (#1)	13	41.7

[-] Neither-type Trip Log "Matt Trip #6", Other-period, started Wednesday 5/3/2023 9:57:39 AM

↑Contents

Entered artery 10:02:16 am (278 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	462	2.4
to St Claude Ave at St Claude Bridge W (#2)	28	21.0
to St Claude Ave at Poland Ave (#1)	26	21.0

[-] Neither-type Trip Log "Matt Trip #11", Other-period, started Wednesday 5/3/2023 10:44:56 AM

↑Contents

Entered artery 10:47:32 am (157 seconds) traveling Westbound from St Claude Ave at

Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	27	40.9
to St Claude Ave at St Claude Bridge W (#2)	15	38.2
to St Claude Ave at Poland Ave (#1)	58	9.4

Entered artery 11:04:02 am (1146 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	32	34.7
to St Claude Ave at St Claude Bridge W (#2)	40	14.7
to St Claude Ave at Poland Ave (#1)	105	5.2

[-] Neither-type Trip Log "Matt Trip #15", Other-period, started Wednesday 5/3/2023 11:32:40 AM

↑Contents

Entered artery 11:34:13 am (93 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	24	45.7
to St Claude Ave at St Claude Bridge W (#2)	15	39.1
to St Claude Ave at Poland Ave (#1)	17	32.2

[-] Neither-type Trip Log "MM Trip #2", Other-period, started Tuesday 5/2/2023 2:00:43 PM

↑Contents

Entered artery 2:04:34 pm (232 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	30	35.8
to St Claude Ave at St Claude Bridge W (#2)	17	33.8
to St Claude Ave at Poland Ave (#1)	16	32.9

[-] Neither-type Trip Log "MM Trip #7", Other-period, started Tuesday 5/2/2023 2:45:40 PM

↑Contents

Entered artery 2:59:46 pm (847 seconds) traveling Westbound from St Claude Ave at

Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	27	40.0
to St Claude Ave at St Claude Bridge W (#2)	43	13.7
to St Claude Ave at Poland Ave (#1)	117	4.6

[-] Neither-type Trip Log "MM Trip #14", Other-period, started Tuesday 5/2/2023 4:25:22 PM

↑Contents

Entered artery 4:31:34 pm (373 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	29	37.4
to St Claude Ave at St Claude Bridge W (#2)	16	35.9
to St Claude Ave at Poland Ave (#1)	34	15.9

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 6:11:55 pm (1650 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	424	2.6
to St Claude Ave at St Claude Bridge W (#2)	20	29.7
to St Claude Ave at Poland Ave (#1)	44	12.3

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:29:49 am (1787 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	28	39.3
to St Claude Ave at St Claude Bridge W (#2)	18	31.8
to St Claude Ave at Poland Ave (#1)	24	23.1

Entered artery 9:17:03 am (4622 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node	TT	AS
to St Claude Ave at St Claude Bridge E (#3)	29	37.5
to St Claude Ave at St Claude Bridge W (#2)	18	33.1
to St Claude Ave at Poland Ave (#1)	45	12.2

Cumulative Reports

[-] Neither-type Trip Log "Matt Trip #1", Other-period, started Wednesday 5/3/2023 9:12:28 AM

↑Contents

Entered artery 9:15:15 am (167 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node
to St Claude Ave at Poland Ave (#1)

[-] Neither-type Trip Log "Matt Trip #6", Other-period, started Wednesday 5/3/2023 9:57:39 AM

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to St Claude Ave at Poland Ave (#1)
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Node
to St Claude Ave at Poland Ave (#1)

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Node
to St Claude Ave at Poland Ave (#1)

[-] Neither-type Trip Log "MM Trip #7", Other-period, started Tuesday 5/2/2023 2:45:40 PM ↑Contents

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Node
to St Claude Ave at Poland Ave (#1)

[-] Neither-type Trip Log "MM Trip #14", Other-period, started Tuesday 5/2/2023 4:25:22 PM

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Node
to St Claude Ave at Poland Ave (#1)

[-] Neither-type Trip Log "Ryan Trip #1", Other-period, started Tuesday 5/2/2023 5:44:25 PM

↑Contents

Entered artery 6:11:55 pm (1650 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node
to St Claude Ave at Poland Ave (#1)

[-] Neither-type Trip Log "Ryan Trip #3", Other-period, started Wednesday 5/3/2023 8:00:02 AM

↑Contents

Entered artery 8:29:49 am (1787 seconds) traveling Westbound from St Claude Ave at Forstall St (#4)

Node
to St Claude Ave at Poland Ave (#1)
to St Claude Ave at Poland Ave (#1)

Peak Period Typical Bridge Opening Queues

LEGEND:

- 8:30 - 9:30 AM Observed Queue
- 11:00 AM - 12:00 PM Observed Queue
- 2:30 - 3:30 PM Bridge Observed Queue
- 5:45 - 6:45 PM Bridge Observed Queue

N
W E
S

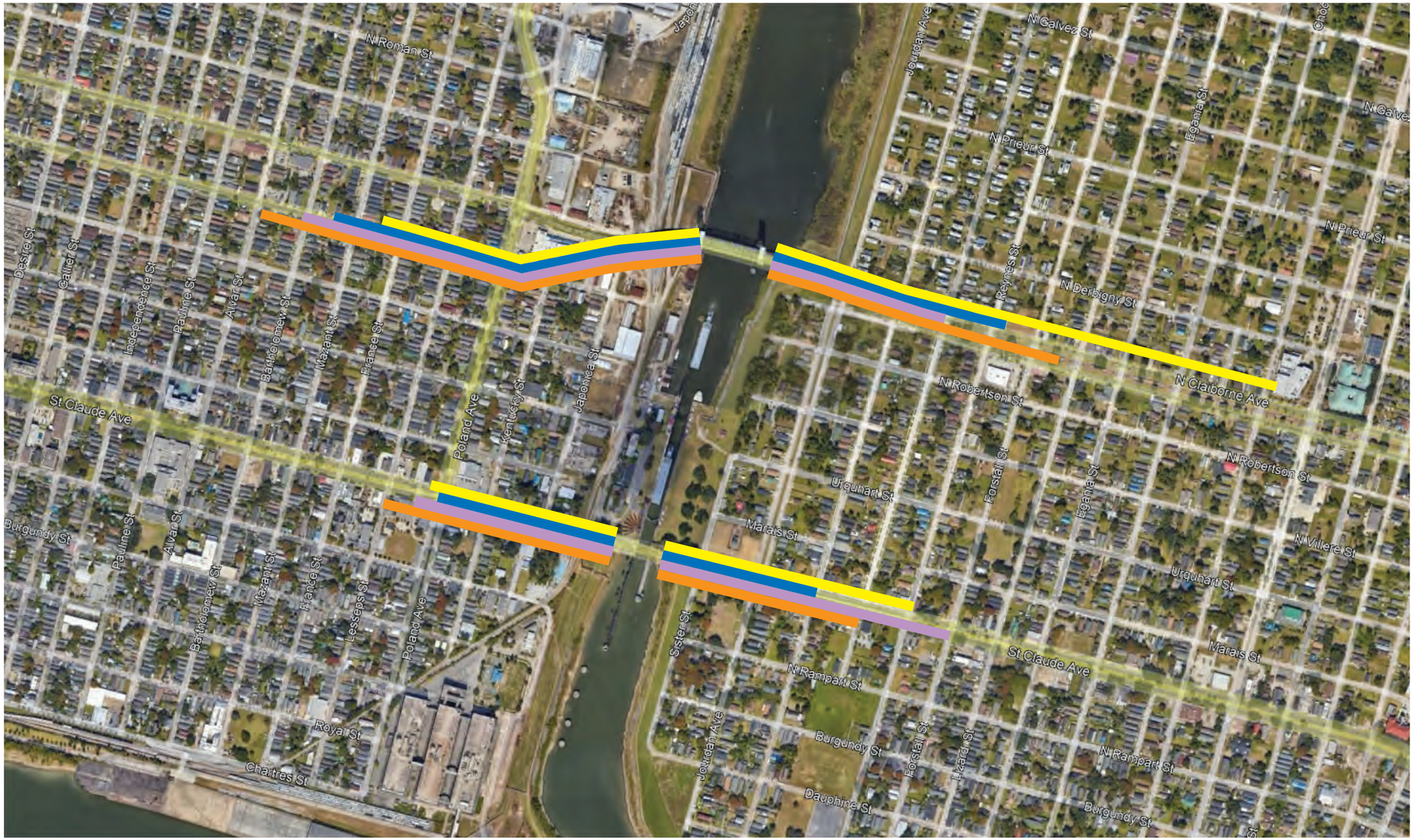


Figure B.4

2023 Observed Queues for Bridge Openings

IHNC TIA
New Orleans, LA

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Growth Rate Data

Matthew Morgan

From: Jeff Roesel <jroesel@norpc.org>
Sent: Thursday, August 3, 2023 4:22 PM
To: Shulman, David S CTR USARMY CEMVN (USA)
Cc: Richard, Nikolaus C CIV USARMY CEMVN (USA); Karen Parsons; Matthew Morgan
Subject: RE: IHNC Transportation data

David-

USI did contact us (me) in June, and unfortunately it fell off my radar and I didn't respond. I have since followed up w/Matt Morgan (copied) at USI. As I told Matt, we are in the process of updating the input data for the regional travel model as we recently received updated 2020 Census products that are necessary to establish baselines and undertake forecasts. Our forecasts go to 2060 and we are in the process of beta testing the forecast inputs to determine if we get rational results. The results so far are promising, but we cannot advise on when we will have a "final" dataset. Having reviewed the results so far, it would appear that VMT growth in the corridors crossing the IHNC is relatively flat, or that the traffic that is there today will be more or less the same in the future. Land uses and population trends in the corridors are matured and stable, with little in the way of changes forecast for the immediate vicinity.

We have advised Matt on options and will coordinate with him and the USI team going forward.

Relatedly, during the last Zoom meeting you had asked about the impacts of St. Bernard/ Louisiana International Terminal project being undertaken by the Port of New Orleans in Violet, LA.

RPC is undertaking a study related to vehicular traffic pattern changes of the new facility and have selected a consultant team (USI is on that team, FYI) from an RFP process. We anticipate starting that effort in next few weeks as we conclude negotiations and receive LADOTD/FHWA approval. The results of that effort are planned to be concluded w/in a year, so we cannot at this time speculate about potential changes to traffic patterns that would result from the new Port facility or other developments downriver.

Hope this clarifies. Advise if you have additional questions or comments.

Jeffrey W. Roesel AICP
Executive Director
Regional Planning Commission
10 Veterans Blvd.
New Orleans, LA 70124

504-483-8500- Main
504-483-8528- Direct
504-483-8526- Fax

Communications to and from this e-mail address are subject to provisions of the State of Louisiana Public Records Act.
Dominus vobiscum

From: Shulman, David S CTR USARMY CEMVN (USA) <David.S.Shulman@usace.army.mil>
Sent: Tuesday, August 1, 2023 12:54 PM
To: Jeff Roesel <jroesel@norpc.org>
Cc: Richard, Nikolaus C CIV USARMY CEMVN (USA) <Nikolaus.C.Richard@usace.army.mil>; Karen Parsons <kparson@norpc.org>
Subject: IHNC Transportation data

Jeff,

We had to cancel today's meeting, but one question I wanted to ask is whether Urban Systems received the future traffic volume growth data for the 50 year transcad (model?)? I think the modeling is going to be run for the years 2040-2090, though because the future with project conditions won't realistically begin until 2040.

If you've already sent it to them, can you resend it? USI stated in a meeting today that they weren't sure if they'd gotten it.

Thank you,

David Shulman, CCM
Project Manager, Contractor
U.S. Army Corps of Engineers
New Orleans District
504-862-1106 (office) 251-463-0877 (cell)
David.s.shulman@usace.army.mil

TECHNICAL MEMORANDUM

USI Project #: 22-077 **Date:** September 11, 2023

Project: IHNC Lock Replacement Traffic Study –Future Year Volumes
Orleans Parish, Louisiana

To: Mr. Anthony Evett, P.E.
Chief of Infrastructure
Port of New Orleans
1350 Port of New Orleans Place
New Orleans, LA 70130

From: Alison Catarella Michel, P.E., PTOE, PTP, RSP_{2i}
Urban Systems, Inc.



This technical memorandum documents the estimated increase in traffic volumes on N Claiborne Ave that will be generated by the proposed Louisiana International Terminal (LIT). The purpose was to confirm if the impact should be included in the traffic models for the analysis of the Inner Harbor Navigational Canal (IHNC) Lock Replacement for the lock project's opening day, year 2040, and the design year of 2090.

Assumptions

- Regional Transportation Models maintained by the Regional Planning Commission indicate traffic volumes will not increase on any of the three (3) IHNC bridge crossings from anything other than the Port of New Orleans (PONO) LIT through 2050 or 2090.
- Florida Blvd Bridge will not be used by LIT trucks for regional travel due to the poor condition of the roadway.
- N Claiborne Ave Bridge is the shortest and most direct truck route from the port entrance on E Judge Perez Dr to/from the local businesses on the west side of the IHNC.
- LIT trucks will cross the Claiborne bridge to and from the port in the same hour.

URBAN SYSTEMS inc.
2000 Tulane Avenue, Suite 200 New Orleans, Louisiana 70112 504.523.5511

- LIT trucks will travel via the shortest designated truck route to deliver to local businesses.
- The LIT related truck volumes were provided by the PONO and were the best estimates available at the time of this evaluation.
- LIT related truck volumes will reach the maximum capacity of the terminal in 2050 and will not increase further. Therefore 2050 truck volumes will also apply to the IHNC Lock Replacement project's 2090 design year.

Estimated Impact of Truck Traffic generated by LIT

The estimated hourly distribution based on data from PONO for two-way local truck trips for a typical weekday are presented below.

Hour	Hourly Distribution
6:00 a.m. – 7:00 a.m.	2.3%
7:00 a.m. – 8:00 a.m.	6.7%
8:00 a.m. – 9:00 a.m.	7.4%
9:00 a.m. – 10:00 a.m.	**7.5%***
10:00 a.m. – 11:00 a.m.	7.8%
11:00 a.m. – 12:00 p.m.	**8.0%***
12:00 p.m. – 1:00 p.m.	8.0%
1:00 p.m. – 2:00 p.m.	**7.4%***
2:00 p.m. – 3:00 p.m.	7.4%
3:00 p.m. – 4:00 p.m.	7.4%
4:00 p.m. – 5:00 p.m.	7.4%
5:00 p.m. – 6:00 p.m.	**6.0%***
6:00 p.m. – 7:00 p.m.	5.8%
7:00 p.m. – 8:00 p.m.	5.0%
8:00 p.m. – 9:00 p.m.	4.0%
9:00 p.m. – 10:00 p.m.	1.9%
Daily Total	**100.0%**

***Percentage used for estimation of trucks for the various model hours**

These percentages were applied to the estimated hourly truck volumes provided by the PONO for each of the analysis time periods. The hourly volumes for existing bridge crossings and the hourly volumes estimated for LIT trucks in 2040 and 2050 were used to calculate the potential increases. The results indicated that traffic crossing the N Claiborne Ave Bridge may increase by approximately 2-5% in 2040 and 3-7% in 2090. Based on *LADOTD Traffic Engineering Process and Report* guidelines, volume changes less than ten percent (10%) are considered normal fluctuations and insignificant.

Conclusions

The potential increase in traffic on the N Claiborne Ave Bridge from the addition of LIT truck traffic is less than typical fluctuations. Because the estimated increases are not significant, VISSIM traffic models with LIT truck traffic added would not produce statistically meaningful data from models without.

By signing below, I agree that based on the available data at this time, future year models of the N Claiborne Ave Bridge do not need to include increases generated by LIT truck traffic.

Alison Catarella Michel — 9.11.23

Alison Catarella Michel, PE, PTOE, PTP, RSP2i — *Date*
Urban Systems, Inc.

Anthony Evett — 9/14/2023

Anthony Evett, PE — *Date*
Porto of New Orleans

IHNC Traffic Study

Appendix C

Appendix C Summary C-2

Vehicular Demand Data Figures C-7

Collected Speed Data.....C-20

Lane Configuration Figures.....C-30

Reviewer's/LADOTD Checklists.....C-34

Scenario Matrices.....C-56

Without Project - MOE Result Tables.....C-59

Vehicular Demand Data Figures

APPENDIX C

This Appendix presents details of the microsimulation analysis for a traffic study to assess the impacts of the proposed relocation of the IHNC lock.

Operational Analysis Objectives

The purpose of the was to compare the existing (2023) traffic network to identified future scenarios with project. As indicated in Chapter 1, at the time of this report, the traffic volumes between the existing year 2023 and the design year (2090) are not predicted to change. Therefore, additional analysis for No Build conditions in the design year was not needed.

Analysis Time Periods

The bridge and vehicle data was reviewed in detail to select the time periods for the operational analysis. Factors considered included bridge curfews, historic bridge opening days/times based on bridge logs, the traffic counts and field observations. The following four (4) time periods were selected for modeling.

- 8:30 to 9:30 AM
- 11:00 AM to 12 PM
- 2:30 to 3:30 PM
- 5:45 to 6:45 PM

The microsimulation model was coded with traffic demand to run for a period of 5,400 seconds, with 0-1,800 seconds for model loading and 1,800-5,400 seconds for analysis. The MOE output data utilized was reported in fifteen (15) minute intervals within the analysis hour to closely capture the impacts of bridge openings. Only the average of the fifteen (15) minute intervals affected by bridge openings were reported.

Analytical Tool

As specified by DOTD, VISSIM software was the microsimulation analysis tool used for this study. This microsimulation tool incorporates procedures to analyze large networks including complex geometric configurations.

The model included the following:

- Links and connectors
- Priority rules
- Conflict areas
- Stop signs
- Signal heads, detectors and signal timing
- Data collection points
- Nodes
- Evaluation file parameters

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- Simulation parameters
- Vehicle inputs
- Vehicle compositions
- Routes
- Desired speed decisions
- Reduced speed areas
- Speed distributions

VISSIM input requires intersection control, vehicular demand data, speed data, geometric/control data, and calibration data. The following identifies the required data and the data sources.

Intersection Control and Vehicular Demand Data

Traffic data was collected at existing intersections and traffic signal inventory documents (provided by LADOTD) were used to model signals. Figures presenting the intersection control, traffic volumes, traffic and classification percentages are presented in **Figures C-1** through **C-12**.

Speed Data

Free-flow speeds and travel speeds were based on travel time runs and radar collected speed data. Collected speed data is presented in **Appendix C**. Speeds are also presented in **Figures C-1** through **C-12**.

Geometric Data

Aerial photographs and field inspections were used to obtain roadway lane lengths, acceleration/deceleration lane lengths, lane widths, number of roadway lanes, designated turn lanes, and turn lane vehicle storage lengths. Lane configurations are presented in **Figures C-13** through **C-15** in **Appendix C**.

Calibration Data

The first round of calibration involved a visual inspection and a review of the error log generated by VISSIM after a model run. The purpose was to identify unrealistic conditions and coding errors. The next round of calibration involved additional visual inspection and testing for targets.

The routes were input based on the balanced volumes. Both the raw count data and balanced volumes were considered in comparison to the model output. Travel time sections were coded for each route crossing the bridges. The travel time for the route was the summation of all segments in its path. The travel time was also recorded as a complete end to end path. Both were compared to field data.

Single runs were initially conducted. If calibration targets or visual inspection were not satisfactory, the parameters were adjusted accordingly and another run was conducted. Potential calibration techniques included adjusting volumes to represent demand, adjusting the desired speed distributions, adjusting the following look back distances, and adjusting driver behavior. This process was repeated until targets were

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within acceptable limits and visual inspection was adequate. When the model appeared to be calibrated, multi-runs with fifteen (15) simulations (changing only the random seed) were conducted for each of the base conditions models for the four (4) selected time periods. The results were averaged and compared to the field measurements for speeds, travel times, and throughput.

Achievement of Calibration Targets

The criteria and measures for calibration acceptance are summarized in Table 1 and were based on guidance from LADOTD.

Table 1.
Criteria and Measures for Calibration Acceptance

Criteria and Measures	*Calibration Acceptance Targets*
1) Hourly Flows, Model vs. Count Data	
a. Individual Link Flows	
i. Within 100 vehicles per hour (veh/hr) for flow < 700 veh/hr	> 85% of cases
ii. Within 15% for 700 veh/hr < flow < 2700 veh/hr	> 85% of cases
iii. Within 400 veh/hr for flows > 2700 veh/hr	> 85% of cases
iv. Sum of all link flows	Within 5% of sum of all link flows
v. GEH Statistic < 5 for Individual Link Flows*	> 85% of cases
vi. GEH Statistic for Sum of All Link Flows*	GEH < 4 for sum of all link counts
2) Travel Times, Model Versus Observed Journey Times, Network Within 15% (or 1 minute, if higher)	> 85% of cases
3) Queue Comparison, Model Versus Observed	Visual

*The GEH statistic is computed as follows:

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}} \quad (4)$$

where:

E = model estimated volume
V = field count

Source: "Freeway System Operational Assessment," *Paramics Calibration and Validation Guidelines* (Draft), Technical Report I-33, Wisconsin DOT, District 2, June 2002.

Data Entry Quality Assurance

Inputs were verified by a reviewer, a different individual from the initial analyst which included error checking of the data inputs within VISSIM in which the reviewer reviewed each segment and intersection of the network and each input screen for accuracy. The reviewer's checklists are provided in **Appendix C.**

This is prepared solely for the purposes of identifying, evaluating, and planning safety improvements on a public road; and is therefore exempt from discovery or admission under 23 U.S.C. 407.

Existing Analysis

Input from the USACE was utilized for the bridge openings to include the duration of the openings, the lag time between St. Claude and Claiborne bridges and the time between openings when more than one occurred within the hour. The scenario matrix is presented in **Appendix C**.

These scenarios and their associated openings were input into Vissim using the calibrated base models and the resulting MOEs of throughput, delay, queues and travel times were averaged and documented.

The MOE results for the existing are presented in tables in this a**ppendix**.

T*his is prepared solely for the purposes of identifying, evaluating, and planning safety improvements on a public road; and is therefore exempt from discovery or admission under 23 U.S.C. 407.*

Vehicular Demand Data Figures

LEGEND:

- X — Balanced VISSIM Route Volume
- X — Input Volume (veh/hr)
- (X) — Single Unit Vehicle Percentage
- [X] — Heavy Vehicle Percentage
- → — Speed Profile By Direction
- ○ — Unsignalized Intersection

N
W E
S

85
(12.8%)
[11.6%]

25 MPH

France Rd

30 MPH

32 MPH

West Stop Bar

IHNC

East Stop Bar

25 MPH

30 MPH

20
(26.1%)
[21.7%]

Harbor Access Rd

26 MPH

32 MPH

36
(14.3%)
[11.4%]

40

38

61
24

43
14

54
4

13
47

10
10

15
21

15

9
13

2
7

15
59

58
11

6
1

58
(11.1%)
[4.4%]

28 MPH

Florida Ave

26 MPH

27 MPH

26 MPH

30 MPH

Florida St at France St SB Ramp

Florida St at France St NB Ramp

Tennessee St

25 MPH

9
(18.2%)
[18.2%]

25 MPH

7
(28.6%)
[0.0%]

Figure C-1
Florida Ave
8:30 - 9:30 AM
VISSIM Vehicle Inputs

IHNC 22-077
New Orleans, LA

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FOR PLANNING PURPOSES ONLY

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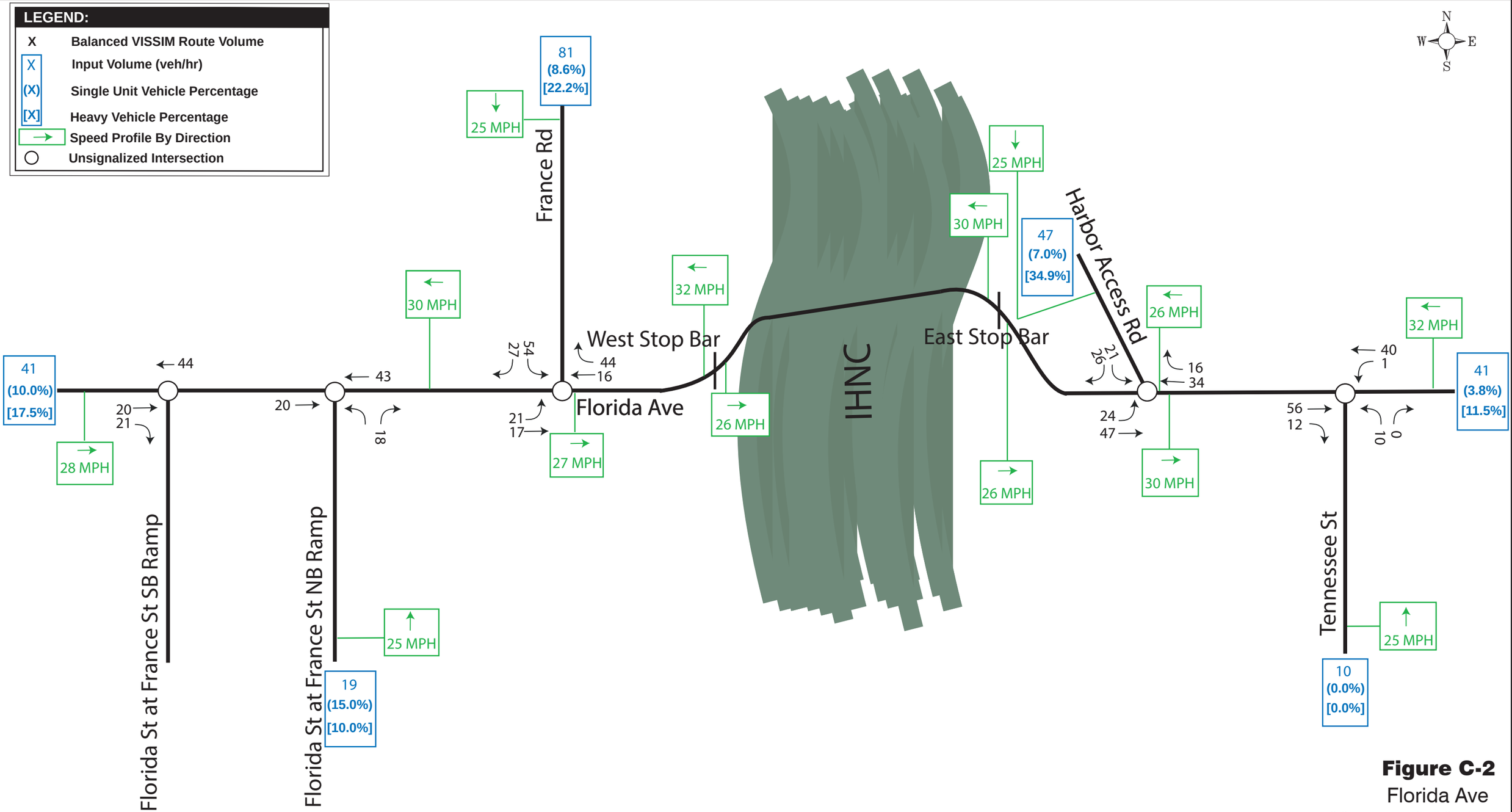


Figure C-2
Florida Ave
11:00 AM - 12:00 PM
VISSIM Vehicle Inputs

IHNC 22-077
New Orleans, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- X — Balanced VISSIM Route Volume
- X — Input Volume (veh/hr)
- (X) — Single Unit Vehicle Percentage
- [X] — Heavy Vehicle Percentage
- → — Speed Profile By Direction
- ○ — Unsignalized Intersection

N W E S

133 (8.3%) [9.0%]

25 MPH

France Rd

30 MPH

32 MPH

West Stop Bar

East Stop Bar

IHNC

25 MPH

30 MPH

31 (5.9%) [35.3%]

Harbor Access Rd

26 MPH

32 MPH

34 (11.8%) [11.8%]

49

45

107 26

58 19

15 19

15

15 4

13 17

Florida Ave

26 MPH

27 MPH

16 15

6 62

25 99

30 MPH

58 3

102 13

1 10

61 (3.8%) [3.8%]

28 MPH

26 MPH

Florida St at France St SB Ramp

Florida St at France St NB Ramp

Tennessee St

25 MPH

19 (26.1%) [4.3%]

11 (0.0%) [0.0%]

25 MPH

Figure C-3
Florida Ave
2:30 - 3:30 PM
VISSIM Vehicle Inputs

IHNC 22-077
New Orleans, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

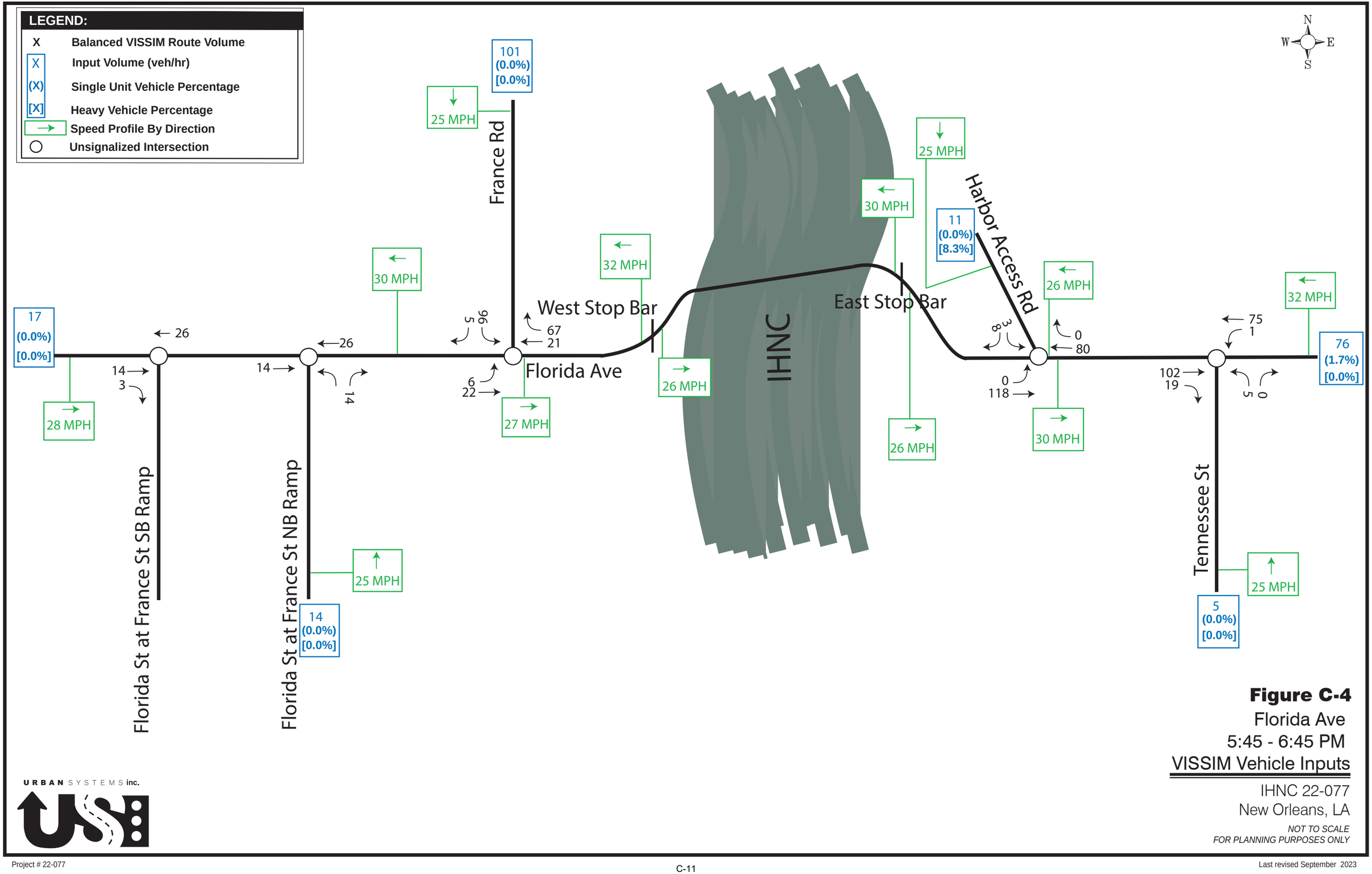


Figure C-4
Florida Ave
5:45 - 6:45 PM
VISSIM Vehicle Inputs

IHNC 22-077
New Orleans, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- X — Balanced VISSIM Route Volume
- X — Input Volume (veh/hr)
- (X) — Single Unit Vehicle Percentage
- [X] — Heavy Vehicle Percentage
- → — Speed Profile By Direction
- ○ — Unsignalized Intersection
- ● — Signalized Intersection

N W E S

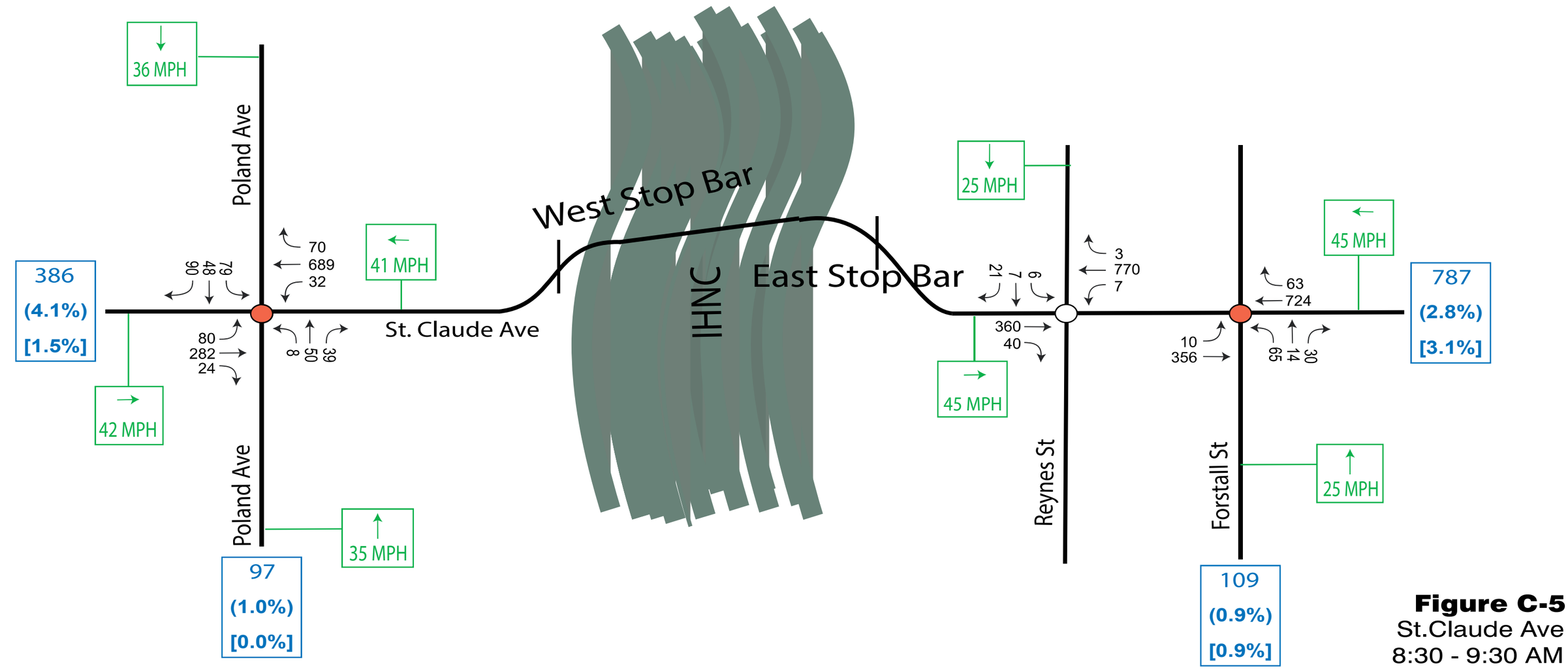


Figure C-5
St.Claude Ave
8:30 - 9:30 AM
VISSIM Vehicle Inputs

IHNC TIA
New Orleans, LA
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- X — Balanced VISSIM Route Volume
- X — Input Volume (veh/hr)
- (X) — Single Unit Vehicle Percentage
- [X] — Heavy Vehicle Percentage
- → — Speed Profile By Direction
- ○ — Unsignalized Intersection
- ● — Signalized Intersection

N W E S

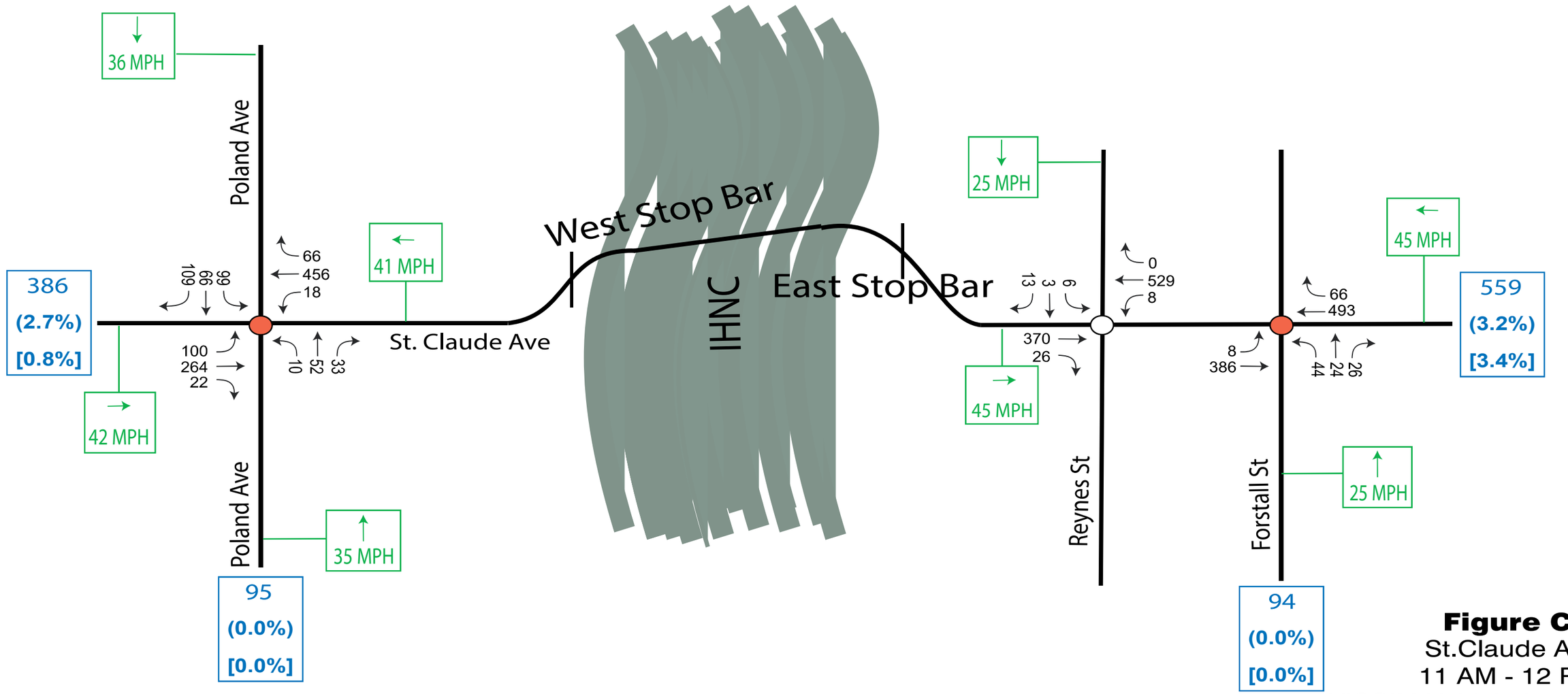


Figure C-6
St.Claude Ave
11 AM - 12 PM
VISSIM Vehicle Inputs

IHNC TIA
New Orleans, LA
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- X — Balanced VISSIM Route Volume
- [X] — Input Volume (veh/hr)
- (X) — Single Unit Vehicle Percentage
- [X] — Heavy Vehicle Percentage
- → — Speed Profile By Direction
- ○ — Unsignalized Intersection
- ● — Signalized Intersection

N W E S

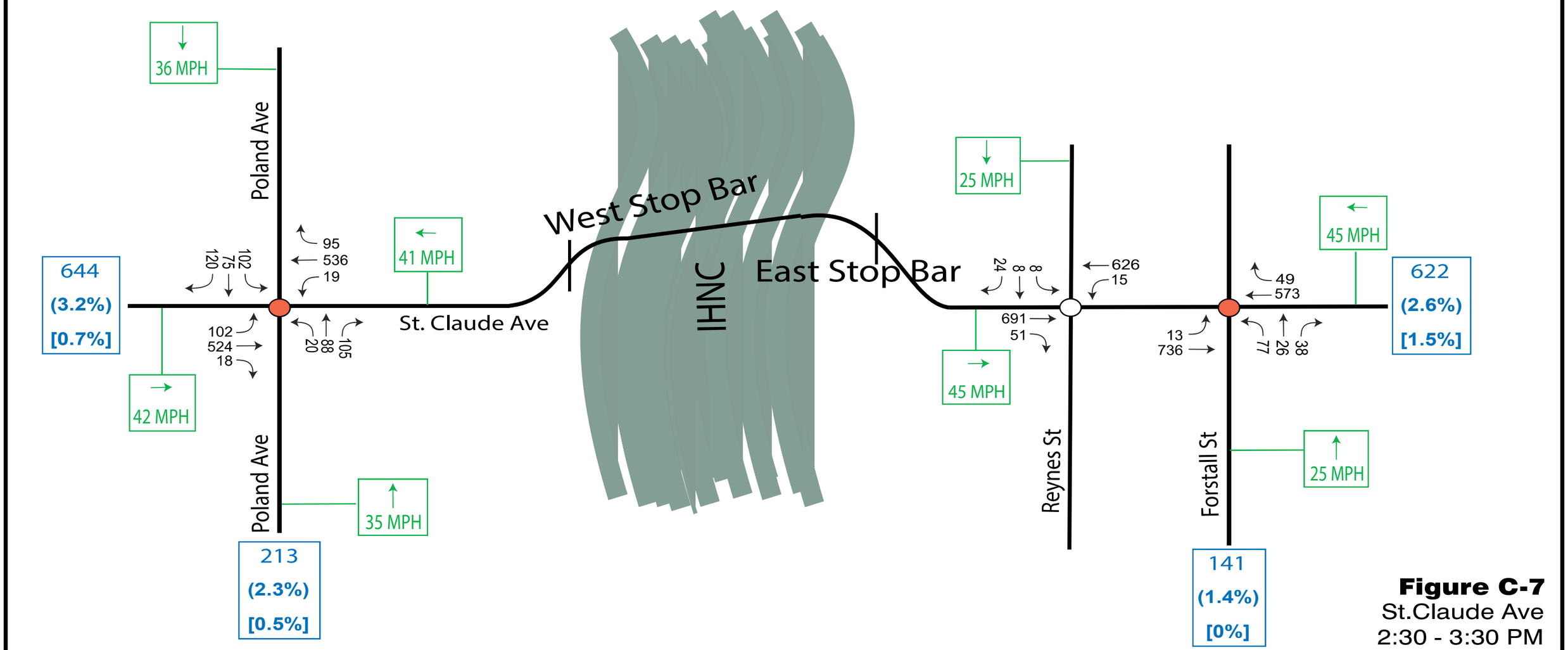


Figure C-7
St.Claude Ave
2:30 - 3:30 PM
VISSIM Vehicle Inputs

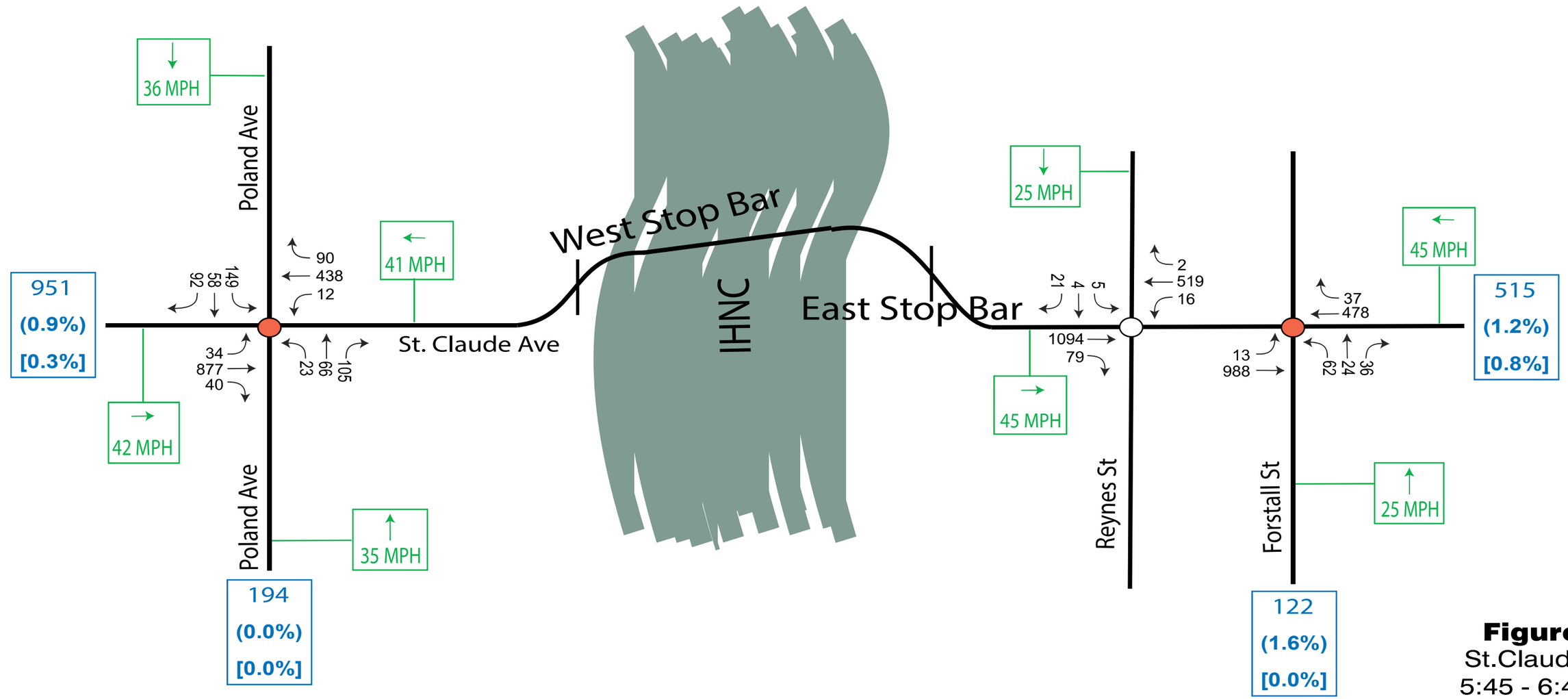
IHNC TIA
New Orleans, LA
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- X — Balanced VISSIM Route Volume
- X — Input Volume (veh/hr)
- (X) — Single Unit Vehicle Percentage
- [X] — Heavy Vehicle Percentage
- → — Speed Profile By Direction
- ○ — Unsignalized Intersection
- ● — Signalized Intersection

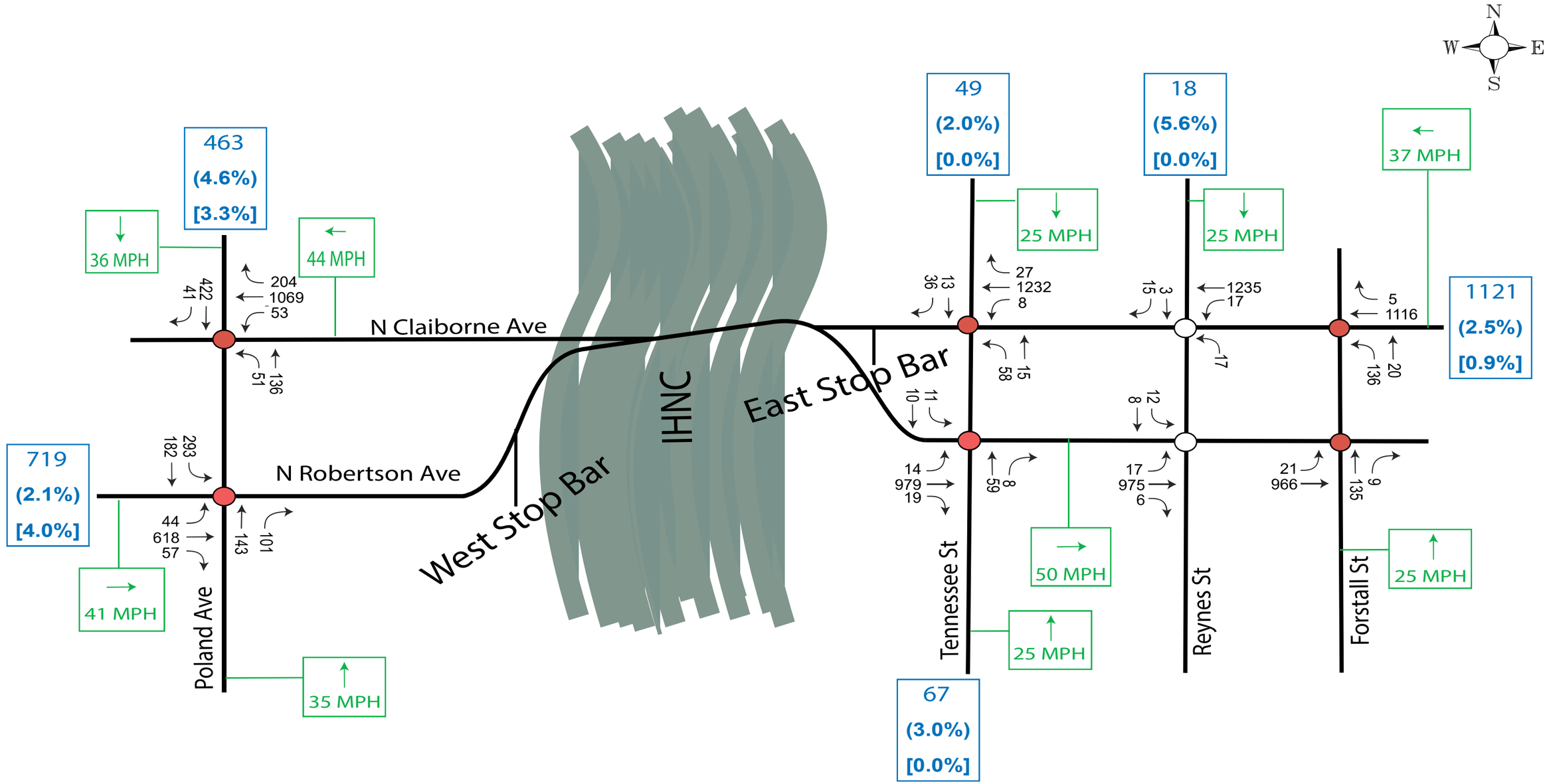
N W E S



URBAN SYSTEMS inc.

Figure C-8
St.Claude Ave
5:45 - 6:45 PM
VISSIM Vehicle Inputs

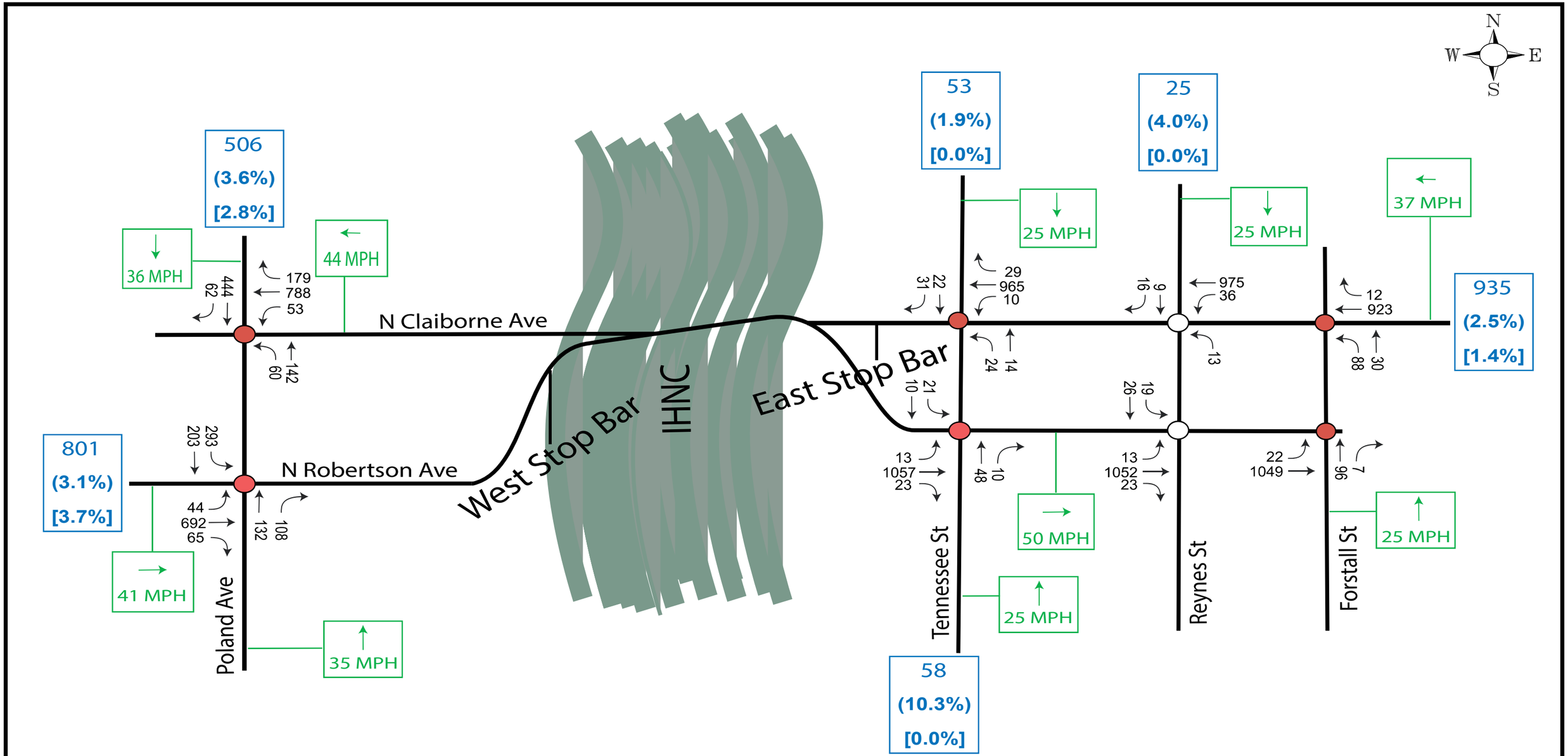
IHNC TIA
New Orleans, LA
NOT TO SCALE
FOR PLANNING PURPOSES ONLY



URBAN SYSTEMS inc.

Figure C-9
Claiborne Ave
8:30 - 9:30 AM
VISSIM Vehicle Inputs

IHNC TIA
New Orleans, LA
NOT TO SCALE
FOR PLANNING PURPOSES ONLY



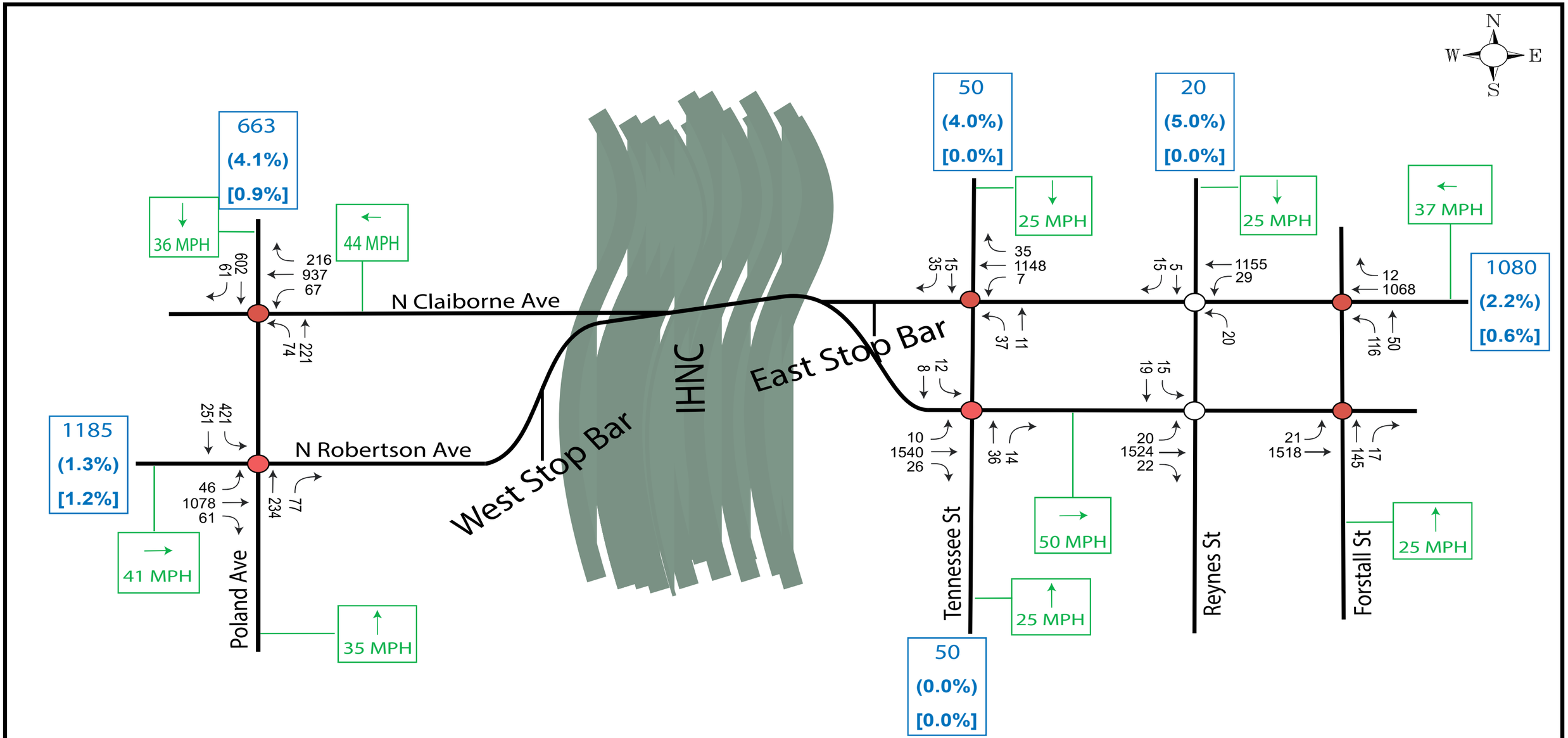
LEGEND:

- X — Input Volume (veh/hr)
- (X) — Single Unit Vehicle Percentage
- [X] — Heavy Vehicle Percentage
- Speed Profile By Direction
- Unsignalized Intersection
- Signalized Intersection
- X — Balanced VISSIM Route Volume

URBAN SYSTEMS inc.

Figure C-10
Claiborne Ave
11:00 - 12:00 PM
VISSIM Vehicle Inputs

IHNC TIA
New Orleans, LA
NOT TO SCALE
FOR PLANNING PURPOSES ONLY



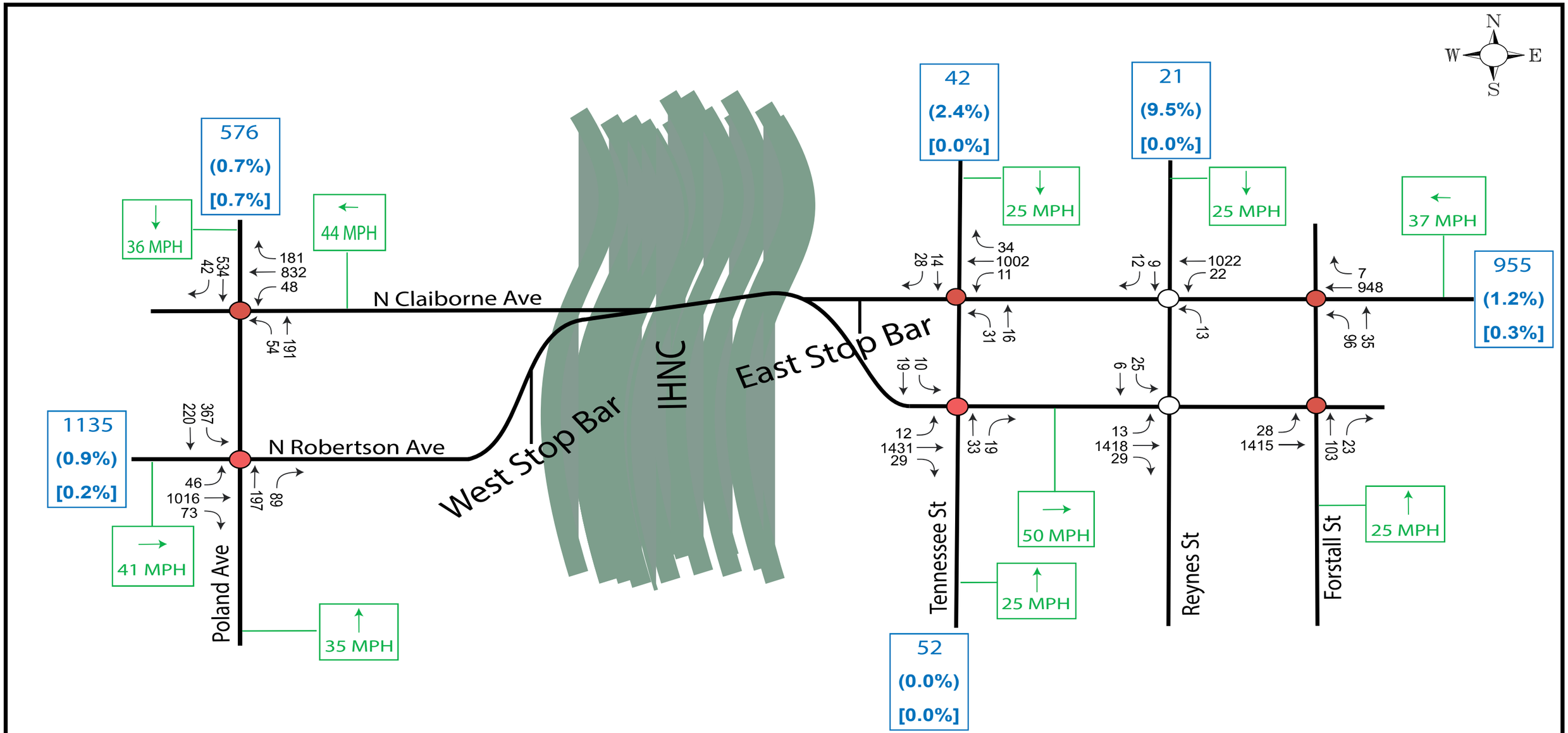
LEGEND:

X	Input Volume (veh/hr)	→ Speed Profile By Direction	X Balanced VISSIM Route Volume
(X)	Single Unit Vehicle Percentage	○ Unsignalized Intersection	
[X]	Heavy Vehicle Percentage	● Signalized Intersection	

URBAN SYSTEMS inc.

Figure C-11
Claiborne Ave
2:30 - 3:30 PM
VISSIM Vehicle Inputs

IHNC TIA
New Orleans, LA
NOT TO SCALE
FOR PLANNING PURPOSES ONLY



LEGEND:

X	Input Volume (veh/hr)	→	Speed Profile By Direction
(X)	Single Unit Vehicle Percentage	○	Unsignalized Intersection
[X]	Heavy Vehicle Percentage	●	Signalized Intersection
		X	Balanced VISSIM Route Volume

URBAN SYSTEMS inc.

Figure C-12
Claiborne Ave
5:45 - 6:45 PM
VISSIM Vehicle Inputs

IHNC TIA
New Orleans, LA
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

Collected Speed Data

Florida Ave Travel Time Calculations
IHNC 22-077

				Travel Times												
				Eastbound						Westbound						
Design Hour	Trip ID	Date	Time Entered Artery EB	France St Ramps to France Rd	Florida Rd to W Stop Bar	W Bridge Stop Bar to E Stop Bar	E Stop Bar to Harbor	Harbor to Tennessee	Total Travel Time	Time Entered Artery WB	Tennessee to Harbor	Harbor to E Stop Bar	E Stop Bar to W Stop Bar	W Stop Bar to France Rd	France Rd to France St Ramps	Total Travel Time
8:30 - 9:30 AM	Ryan Trip 3 (C)	5/3/2023							**0.0**	9:27 AM	21.0	1111.0	23.0	45.0	9.0	**1209.0**
	Ryan Trip 3 (B)	5/3/2023	8:58 AM	11.0	297.0	20.0	13.0	21.0	**362.0**	8:40 AM	27.0	16.0	23.0	51.0	10.0	**127.0**
11:00 AM - 12:00 PM	MHM Trip 14	5/3/2023	11:23 AM			18.0	12.0	18.0	**48.0**							**0.0**
	MHM Trip 17	5/3/2023	11:49 AM	17.0	749.0	46.0	24.0		**836.0**	12:03 PM		10.0	16.0			**26.0**
2:30 - 3:30 PM	MM Trip 9	5/2/2023	3:16 PM	7.0	41.0	43.0	25.0	24.0	**140.0**	3:20 PM	20.0	687.0	30.0	46.0	9.0	**792.0**
5:45 - 6:45 PM	Ryan Trip 1	5/2/2023	5:56 PM	8.0	163.0	21.0	20.0	22.0	**234.0**	6:29 PM	22.0	1006.0	23.0	39.0	10.0	**1100.0**
Off Peak	Ryan Trip 2	5/3/2023	7:35 AM	14.0					**14.0**							**0.0**
	Ryan Trip 3 (A)	5/3/2023	8:20 AM	11.0	45.0	19.0	14.0	22.0	**111.0**	8:03 AM	26.0	14.0	19.0	40.0	9.0	**108.0**
	MHM Trip 4	5/3/2023	9:46 AM			33.0	29.0	.	**62.0**	9:48 AM		12.0	18.0			**30.0**
	MHM Trip 5	5/3/2023							**0.0**	9:49 AM					7.0	**7.0**
	MHM Trip 9	5/3/2023	10:35 AM			18.0	11.0		**29.0**	10:33 AM	18.0	12.0	18.0			**48.0**
	MM Trip 5	5/2/2023	2:23 PM	7.0	130.0	29.0	20.0	22.0	**208.0**	2:29 PM	17.0	13.0	19.0	35.0	7.0	**91.0**
	MM Trip 12	5/2/2023	4:04 PM	7.0	36.0	19.0	12.0	18.0	**92.0**	4:09 PM	18.0	11.0	17.0	34.0	6.0	**86.0**
Average				**10.3**	**208.7**	**26.6**	**18.0**	**21.0**	**164.3**	**0.5**	**21.1**	**289.2**	**20.6**	**41.4**	**8.4**	**278.8**

Not Available

				Travel Times Without Bridge Openings												
				Eastbound						Westbound						
Design Hour	Trip ID	Date	Time Entered Artery EB	France St Ramps to France Rd	Florida Rd to W Stop Bar	W Bridge Stop Bar to E Stop Bar	E Stop Bar to Harbor	Harbor to Tennessee	Total Travel Time	Time Entered Artery WB	Tennessee to Harbor	Harbor to E Stop Bar	E Stop Bar to W Stop Bar	W Stop Bar to France Rd	France Rd to France St Ramps	Total Travel Time
8:30 - 9:30 AM	Ryan Trip 3 (C)	5/3/2023							**0.0**	9:27 AM	21.0		23.0	45.0	9.0	**98.0**
	Ryan Trip 3 (B)	5/3/2023	8:58 AM	11.0		20.0	13.0	21.0	**65.0**	8:40 AM	27.0	16.0	23.0	51.0	10.0	**127.0**
11:00 AM - 12:00 PM	MHM Trip 14	5/3/2023	11:23 AM			18.0	12.0	18.0	**48.0**							**0.0**
	MHM Trip 17	5/3/2023	11:49 AM	17.0			24.0		**41.0**	12:03 PM		10.0	16.0			**26.0**
2:30 - 3:30 PM	MM Trip 9	5/2/2023	3:16 PM	7.0	41.0		25.0	24.0	**97.0**	3:20 PM	20.0		30.0	46.0	9.0	**105.0**
5:45 - 6:45 PM	Ryan Trip 1	5/2/2023	5:56 PM	8.0		21.0	20.0	22.0	**71.0**	6:29 PM	22.0		23.0	39.0	10.0	**94.0**
Off Peak	Ryan Trip 2	5/3/2023	7:35 AM	14.0					**14.0**							**0.0**
	Ryan Trip 3 (A)	5/3/2023	8:20 AM	11.0	45.0	19.0	14.0	22.0	**111.0**	8:03 AM	26.0	14.0	19.0	40.0	9.0	**108.0**
	MHM Trip 4	5/3/2023	9:46 AM			33.0	29.0	.	**62.0**	9:48 AM		12.0	18.0			**30.0**
	MHM Trip 5	5/3/2023							**0.0**	9:49 AM					7.0	**7.0**
	MHM Trip 9	5/3/2023	10:35 AM			18.0	11.0		**29.0**	10:33 AM	18.0	12.0	18.0			**48.0**
	MM Trip 5	5/2/2023	2:23 PM	7.0		29.0	20.0	22.0	**78.0**	2:29 PM	17.0	13.0	19.0	35.0	7.0	**91.0**
	MM Trip 12	5/2/2023	4:04 PM	7.0	36.0	19.0	12.0	18.0	**92.0**	4:09 PM	18.0	11.0	17.0	34.0	6.0	**86.0**
85th Percentile				**16.0**	**#NUM!**	**31.6**	**26.4**	**23.6**	**96.5**	**0.7**	**26.7**	**15.6**	**25.5**	**50.0**	**10.0**	**107.7**
Average				**10.3**	**40.7**	**22.1**	**18.0**	**21.0**	**54.5**	**0.5**	**21.1**	**12.6**	**20.6**	**41.4**	**8.4**	**63.1**

Not Available
Data Removed Due to Bridge Opening

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SECTION 77, TRAFFIC ENGINEERING MANAGEMENT
SPOT SPEED STUDY

LOCATION :	**EB St Claude - West of Poland Ave to East Bridge Stop Bar**		
RECORDER:	**Urban Systems**	*TIME OF STUDY:*	**6:00-7:30 PM**
DATE:	**8/9/2023**	*WEATHER:*	**Clear**
DIRECTION OF TRAVEL :	**EB**	*ROAD CONDITIONS:*	**Dry**
ROUTE:	**St Claude Ave**	*PARISH:*	**Orleans**
CONTROL SECTION:		*POSTED SPEED LIMIT:*	**35**

MEAN (AVERAGE):	**36.7**	*25 TH PERCENTILE:*	**32**
MODE:	**37**	*50 TH PERCENTILE:*	**35**
MEDIAN:	**35**	*75 TH PERCENTILE:*	**38**
BOTTOM OF10 MPH PACE SPEED:	**30**	*85 TH PERCENTILE:*	**42**
TOP OF 10 MPH PACE SPEED:	**39**	*95 TH PERCENTILE:*	**45**
NO. OF OBSERVATIONS:	**100**	*% OF VEHICLES IN PACE RANGE:*	**71%**

SPEED	*FREQ.*	*Percent*	Cumlative *Percent*	*SPEED*	*FREQ.*	*Percent*	Cumlative Percent
15				49			
16				50			
17				51			
18				52			
19				53			
20				54			
21				55			
22				56			
23				57			
24	**1**			58			
25	**1**			59			
26				60			
27	**1**			61			
28	**1**			62			
29	**1**			63			
30	**6**			64			
31	**5**			65			
32	**8**			66			
33	**6**			67			
34	**8**			68			
35	**7**			69			
36	**10**			70			
37	**12**			71			
38	**6**			72			
39	**3**			73			
40				74			
41	**4**			75			
42	**4**			76			
43	**2**			77			
44	**4**			78			
45	**3**			79			
46	**4**			80			
47	**2**						
48	**1**						

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SECTION 77, TRAFFIC ENGINEERING MANAGEMENT
SPOT SPEED STUDY

LOCATION :	**EB St Claude - East Bridge Stop Bar to East of Forstall St**		
RECORDER:	**Urban Systems**	*TIME OF STUDY:*	**6:00-7:00 PM**
DATE:	**8/9/2023**	*WEATHER:*	**Clear**
DIRECTION OF TRAVEL :	**EB**	*ROAD CONDITIONS:*	**Dry**
ROUTE:	**St Claude Ave**	*PARISH:*	**Orleans**
CONTROL SECTION:		*POSTED SPEED LIMIT:*	**35**

MEAN (AVERAGE):	**41.8**	*25 TH PERCENTILE:*	**37**
MODE:	**41**	*50 TH PERCENTILE:*	**40**
MEDIAN:	**40**	*75 TH PERCENTILE:*	**45**
BOTTOM OF10 MPH PACE SPEED:	**38**	*85 TH PERCENTILE:*	**45**
TOP OF 10 MPH PACE SPEED:	**47**	*95 TH PERCENTILE:*	**47**
NO. OF OBSERVATIONS:	**100**	*% OF VEHICLES IN PACE RANGE:*	**68%**

SPEED	*FREQ.*	*Percent*	Cumlative *Percent*	*SPEED*	*FREQ.*	*Percent*	Cumlative Percent
15				49			
16				50	**3**	**3.00**	**99.00%**
17				51			
18				52	**1**	**1.00**	**100.00%**
19				53			
20				54			
21				55			
22				56			
23				57			
24				58			
25				59			
26				60			
27				61			
28				62			
29				63			
30				64			
31	**1**			65			
32	**1**			66			
33	**3**			67			
34	**3**			68			
35	**3**			69			
36	**7**			70			
37	**6**			71			
38	**6**			72			
39	**7**			73			
40	**5**			74			
41	**14**			75			
42	**3**			76			
43	**5**			77			
44	**5**			78			
45	**4**			79			
46	**12**			80			
47	**7**						
48	**4**						

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SECTION 77, TRAFFIC ENGINEERING MANAGEMENT
SPOT SPEED STUDY

LOCATION :	**WB St Claude - East of Forstall to West Bridge Stop Bar**		
RECORDER:	**Urban Systems**	*TIME OF STUDY:*	**6:00-7:00 PM**
DATE:	**8/9/2023**	*WEATHER:*	**Clear**
DIRECTION OF TRAVEL :	**WB**	*ROAD CONDITIONS:*	**Dry**
ROUTE:	**St Claude Ave**	*PARISH:*	**Orleans**
CONTROL SECTION:		*POSTED SPEED LIMIT:*	**35**

MEAN (AVERAGE):	**40.0**	*25 TH PERCENTILE:*	**34**
MODE:	**46**	*50 TH PERCENTILE:*	**38**
MEDIAN:	**38**	*75 TH PERCENTILE:*	**44**
BOTTOM OF10 MPH PACE SPEED:	**32**	*85 TH PERCENTILE:*	**45**
TOP OF 10 MPH PACE SPEED:	**41**	*95 TH PERCENTILE:*	**46**
NO. OF OBSERVATIONS:	**100**	*% OF VEHICLES IN PACE RANGE:*	**55%**

SPEED	*FREQ.*	*Percent*	Cumlative *Percent*	*SPEED*	*FREQ.*	*Percent*	Cumlative Percent
15				49	**1**	**1.00**	**99.00%**
16				50			
17				51			
18				52			
19				53	**1**	**1.00**	**100.00%**
20				54			
21				55			
22				56			
23				57			
24				58			
25				59			
26				60			
27	**1**			61			
28	**1**			62			
29	**2**			63			
30				64			
31	**1**			65			
32	**5**			66			
33	**8**			67			
34	**2**			68			
35	**8**			69			
36	**10**			70			
37	**3**			71			
38	**6**			72			
39	**4**			73			
40	**3**			74			
41	**6**			75			
42	**2**			76			
43	**5**			77			
44	**5**			78			
45	**3**			79			
46	**16**			80			
47	**4**						
48	**3**						

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SECTION 77, TRAFFIC ENGINEERING MANAGEMENT
SPOT SPEED STUDY

LOCATION :	**WB St Claude - West Bridge Stop Bar to West of Poland Ave**		
RECORDER:	**Urban Systems**	*TIME OF STUDY:*	**6:00-7:30 PM**
DATE:	**8/9/2023**	*WEATHER:*	**Clear**
DIRECTION OF TRAVEL :	**WB**	*ROAD CONDITIONS:*	**Dry**
ROUTE:	**St Claude Ave**	*PARISH:*	**Orleans**
CONTROL SECTION:		*POSTED SPEED LIMIT:*	**35**

MEAN (AVERAGE):	**36.8**	*25 TH PERCENTILE:*	**32**
MODE:	**34**	*50 TH PERCENTILE:*	**35**
MEDIAN:	**35**	*75 TH PERCENTILE:*	**40**
BOTTOM OF10 MPH PACE SPEED:	**33**	*85 TH PERCENTILE:*	**41**
TOP OF 10 MPH PACE SPEED:	**42**	*95 TH PERCENTILE:*	**45**
NO. OF OBSERVATIONS:	**100**	*% OF VEHICLES IN PACE RANGE:*	**67%**

SPEED	*FREQ.*	*Percent*	Cumlative *Percent*	*SPEED*	*FREQ.*	*Percent*	Cumlative Percent
15				49	**1**	**1.00**	**98.00%**
16				50			
17				51	**1**	**1.00**	**99.00%**
18				52	**1**	**1.00**	**100.00%**
19				53			
20				54			
21				55			
22				56			
23				57			
24				58			
25				59			
26	**2**			60			
27	**1**			61			
28	**4**			62			
29	**1**			63			
30	**6**			64			
31	**1**			65			
32	**6**			66			
33	**9**			67			
34	**10**			68			
35	**9**			69			
36	**7**			70			
37	**6**			71			
38	**4**			72			
39	**5**			73			
40	**2**			74			
41	**7**			75			
42	**8**			76			
43				77			
44	**1**			78			
45	**2**			79			
46	**4**			80			
47	**2**						
48							

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SECTION 77, TRAFFIC ENGINEERING MANAGEMENT
SPOT SPEED STUDY

LOCATION :	**EB N Claiborne - East Bridge Stop Bar to East of Forstall St**		
RECORDER:	**Urban Systems**	*TIME OF STUDY:*	**6:30-7:30 AM**
DATE:	**8/8/2023**	*WEATHER:*	**Clear**
DIRECTION OF TRAVEL :	**EB**	*ROAD CONDITIONS:*	**Dry**
ROUTE:	**N Claiborne Ave**	*PARISH:*	**Orleans**
CONTROL SECTION:		*POSTED SPEED LIMIT:*	**35**

MEAN (AVERAGE):	**44.6**	*25 TH PERCENTILE:*	**40**
MODE:	**42**	*50 TH PERCENTILE:*	**43**
MEDIAN:	**43**	*75 TH PERCENTILE:*	**48**
BOTTOM OF10 MPH PACE SPEED:	**41**	*85 TH PERCENTILE:*	**50**
TOP OF 10 MPH PACE SPEED:	**50**	*95 TH PERCENTILE:*	**53**
NO. OF OBSERVATIONS:	**100**	*% OF VEHICLES IN PACE RANGE:*	**63%**

SPEED	*FREQ.*	*Percent*	Cumlative *Percent*	*SPEED*	*FREQ.*	*Percent*	Cumlative Percent
15				49	**4**	**4.00**	**78.00%**
16				50	**5**	**5.00**	**83.00%**
17				51	**5**	**5.00**	**88.00%**
18				52	**4**	**4.00**	**92.00%**
19				53	**2**	**2.00**	**94.00%**
20				54	**3**	**3.00**	**97.00%**
21				55	**3**	**3.00**	**100.00%**
22				56			
23				57			
24				58			
25				59			
26				60			
27				61			
28				62			
29				63			
30				64			
31				65			
32	**1**	**1.00**	**1.00%**	66			
33	**2**	**2.00**	**3.00%**	67			
34				68			
35	**4**	**4.00**	**7.00%**	69			
36	**1**	**1.00**	**8.00%**	70			
37	**5**	**5.00**	**13.00%**	71			
38	**4**	**4.00**	**17.00%**	72			
39	**1**	**1.00**	**18.00%**	73			
40	**2**	**2.00**	**20.00%**	74			
41	**8**	**8.00**	**28.00%**	75			
42	**11**	**11.00**	**39.00%**	76			
43	**8**	**8.00**	**47.00%**	77			
44	**6**	**6.00**	**53.00%**	78			
45	**6**	**6.00**	**59.00%**	79			
46	**1**	**1.00**	**60.00%**	80			
47	**6**	**6.00**	**66.00%**				
48	**8**	**8.00**	**74.00%**				

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SECTION 77, TRAFFIC ENGINEERING MANAGEMENT
SPOT SPEED STUDY

LOCATION :	**EB N Robertson W of Poland to East Bridge Stop Bar**		
RECORDER:	**Urban Systems**	*TIME OF STUDY:*	**6:30-7:30 AM**
DATE:	**8/10/2023**	*WEATHER:*	**Clear**
DIRECTION OF TRAVEL :	**EB**	*ROAD CONDITIONS:*	**Smooth**
ROUTE:	**N Claiborne Ave**	*PARISH:*	**Orleans**
CONTROL SECTION:		*POSTED SPEED LIMIT:*	**30**

MEAN (AVERAGE):	**37.1**	*25 TH PERCENTILE:*	**33**
MODE:	**36**	*50 TH PERCENTILE:*	**35**
MEDIAN:	**35**	*75 TH PERCENTILE:*	**39**
BOTTOM OF10 MPH PACE SPEED:	**30**	*85 TH PERCENTILE:*	**41**
TOP OF 10 MPH PACE SPEED:	**39**	*95 TH PERCENTILE:*	**44**
NO. OF OBSERVATIONS:	**100**	*% OF VEHICLES IN PACE RANGE:*	**73%**

SPEED	*FREQ.*	*Percent*	Cumlative *Percent*	*SPEED*	*FREQ.*	*Percent*	Cumlative Percent
15				49			
16				50	**2**	**2.00**	**99.00%**
17				51			
18				52	**1**	**1.00**	**100.00%**
19				53			
20				54			
21				55			
22				56			
23				57			
24				58			
25				59			
26				60			
27				61			
28	**1**	**1.00**	**1.00%**	62			
29				63			
30	**4**	**4.00**	**5.00%**	64			
31	**6**	**6.00**	**11.00%**	65			
32	**4**	**4.00**	**15.00%**	66			
33	**7**	**7.00**	**22.00%**	67			
34	**10**	**10.00**	**32.00%**	68			
35	**9**	**9.00**	**41.00%**	69			
36	**11**	**11.00**	**52.00%**	70			
37	**6**	**6.00**	**58.00%**	71			
38	**6**	**6.00**	**64.00%**	72			
39	**10**	**10.00**	**74.00%**	73			
40	**4**	**4.00**	**78.00%**	74			
41	**4**	**4.00**	**82.00%**	75			
42	**5**	**5.00**	**87.00%**	76			
43	**2**	**2.00**	**89.00%**	77			
44	**2**	**2.00**	**91.00%**	78			
45	**4**	**4.00**	**95.00%**	79			
46	**1**	**1.00**	**96.00%**	80			
47	**1**	**1.00**	**97.00%**				
48							

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SECTION 77, TRAFFIC ENGINEERING MANAGEMENT
SPOT SPEED STUDY

LOCATION :	**WB N Claiborne - East of Forstall to West Bridge Stop Bar**		
RECORDER:	**Urban Systems**	*TIME OF STUDY:*	**6:30-7:30 AM**
DATE:	**8/10/2023**	*WEATHER:*	**Clear**
DIRECTION OF TRAVEL :	**WB**	*ROAD CONDITIONS:*	**Dry**
ROUTE:	**N Claiborne Ave**	*PARISH:*	**Orleans**
CONTROL SECTION:		*POSTED SPEED LIMIT:*	**30**

MEAN (AVERAGE):	**33.1**	*25 TH PERCENTILE:*	**28**
MODE:	**35**	*50 TH PERCENTILE:*	**32**
MEDIAN:	**32**	*75 TH PERCENTILE:*	**34**
BOTTOM OF10 MPH PACE SPEED:	**27**	*85 TH PERCENTILE:*	**37**
TOP OF 10 MPH PACE SPEED:	**36**	*95 TH PERCENTILE:*	**41**
NO. OF OBSERVATIONS:	**100**	*% OF VEHICLES IN PACE RANGE:*	**78%**

SPEED	*FREQ.*	*Percent*	Cumlative *Percent*	*SPEED*	*FREQ.*	*Percent*	Cumlative Percent
15				49			
16				50			
17				51			
18				52			
19				53			
20				54			
21				55			
22				56			
23				57			
24				58			
25	**1**	**1.00**	**1.00%**	59			
26	**3**	**3.00**	**4.00%**	60			
27	**9**	**9.00**	**13.00%**	61			
28	**6**	**6.00**	**19.00%**	62			
29	**8**	**8.00**	**27.00%**	63			
30	**6**	**6.00**	**33.00%**	64			
31	**7**	**7.00**	**40.00%**	65			
32	**6**	**6.00**	**46.00%**	66			
33	**10**	**10.00**	**56.00%**	67			
34	**8**	**8.00**	**64.00%**	68			
35	**13**	**13.00**	**77.00%**	69			
36	**5**	**5.00**	**82.00%**	70			
37	**2**	**2.00**	**84.00%**	71			
38	**4**	**4.00**	**88.00%**	72			
39	**1**	**1.00**	**89.00%**	73			
40				74			
41	**3**	**3.00**	**92.00%**	75			
42	**3**	**3.00**	**95.00%**	76			
43	**2**	**2.00**	**97.00%**	77			
44				78			
45	**2**	**2.00**	**99.00%**	79			
46				80			
47	**1**	**1.00**	**100.00%**				
48							

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
SECTION 77, TRAFFIC ENGINEERING MANAGEMENT
SPOT SPEED STUDY

LOCATION :	**WB N Claiborne - West Bridge Stop Bar to West of Poland Ave**		
RECORDER:	**Urban Systems**	*TIME OF STUDY:*	**6:30-7:30 AM**
DATE:	**8/8/2023**	*WEATHER:*	**Clear**
DIRECTION OF TRAVEL :	**WB**	*ROAD CONDITIONS:*	**Dry**
ROUTE:	**N Claiborne Ave**	*PARISH:*	**Orleans**
CONTROL SECTION:		*POSTED SPEED LIMIT:*	**35**

MEAN (AVERAGE):	**40.0**	*25 TH PERCENTILE:*	**36**
MODE:	**37**	*50 TH PERCENTILE:*	**39**
MEDIAN:	**39**	*75 TH PERCENTILE:*	**43**
BOTTOM OF10 MPH PACE SPEED:	**36**	*85 TH PERCENTILE:*	**44**
TOP OF 10 MPH PACE SPEED:	**45**	*95 TH PERCENTILE:*	**47**
NO. OF OBSERVATIONS:	**100**	*% OF VEHICLES IN PACE RANGE:*	**73%**

SPEED	*FREQ.*	*Percent*	Cumlative *Percent*	*SPEED*	*FREQ.*	*Percent*	Cumlative Percent
15				49	**2**	**2.00**	**98.00%**
16				50	**1**	**1.00**	**99.00%**
17				51			
18				52			
19				53			
20				54			
21				55			
22				56			
23				57			
24				58	**1**	**1.00**	**100.00%**
25				59			
26				60			
27				61			
28				62			
29				63			
30	**2**	**2.00**	**2.00%**	64			
31	**1**	**1.00**	**3.00%**	65			
32	**3**	**3.00**	**6.00%**	66			
33	**2**	**2.00**	**8.00%**	67			
34	**4**	**4.00**	**12.00%**	68			
35	**7**	**7.00**	**19.00%**	69			
36	**1**	**1.00**	**20.00%**	70			
37	**14**	**14.00**	**34.00%**	71			
38	**8**	**8.00**	**42.00%**	72			
39	**3**	**3.00**	**45.00%**	73			
40	**5**	**5.00**	**50.00%**	74			
41	**9**	**9.00**	**59.00%**	75			
42	**7**	**7.00**	**66.00%**	76			
43	**4**	**4.00**	**70.00%**	77			
44	**13**	**13.00**	**83.00%**	78			
45	**9**	**9.00**	**92.00%**	79			
46				80			
47	**2**	**2.00**	**94.00%**				
48	**2**	**2.00**	**96.00%**				

Lane Configuration Figures

LEGEND:

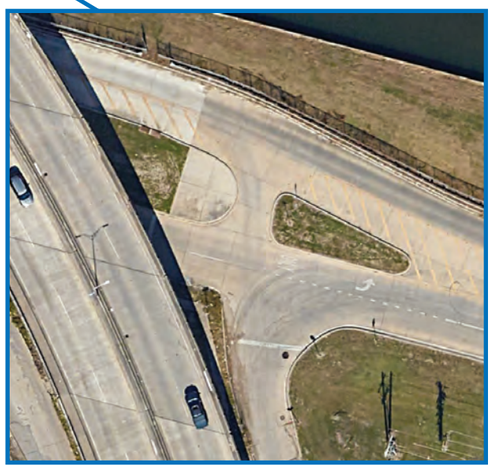
- Unsignalized Intersection
- Lane Configuration Aerial

N
W E
S











France Rd

West Stop Bar

East Stop Bar

Harbor Access Rd

Florida Ave

IHNC

Florida St at France St SB Ramp

Florida St at France St NB Ramp

Tennessee St

Figure C-13
Florida Ave
Lane Configuration Aerials

IHNC 22-077
New Orleans, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

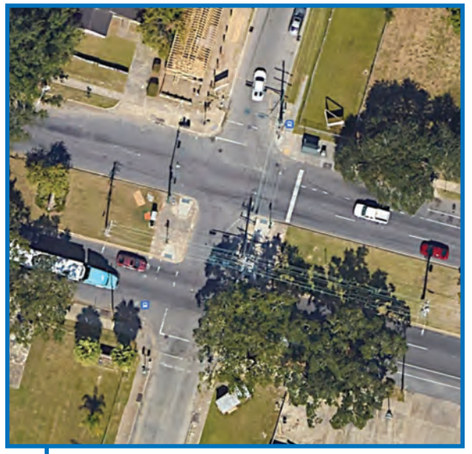
URBAN SYSTEMS inc.

LEGEND:

- Unsignalized Intersection
- Signalized Intersection
- Lane Configuration Aerial







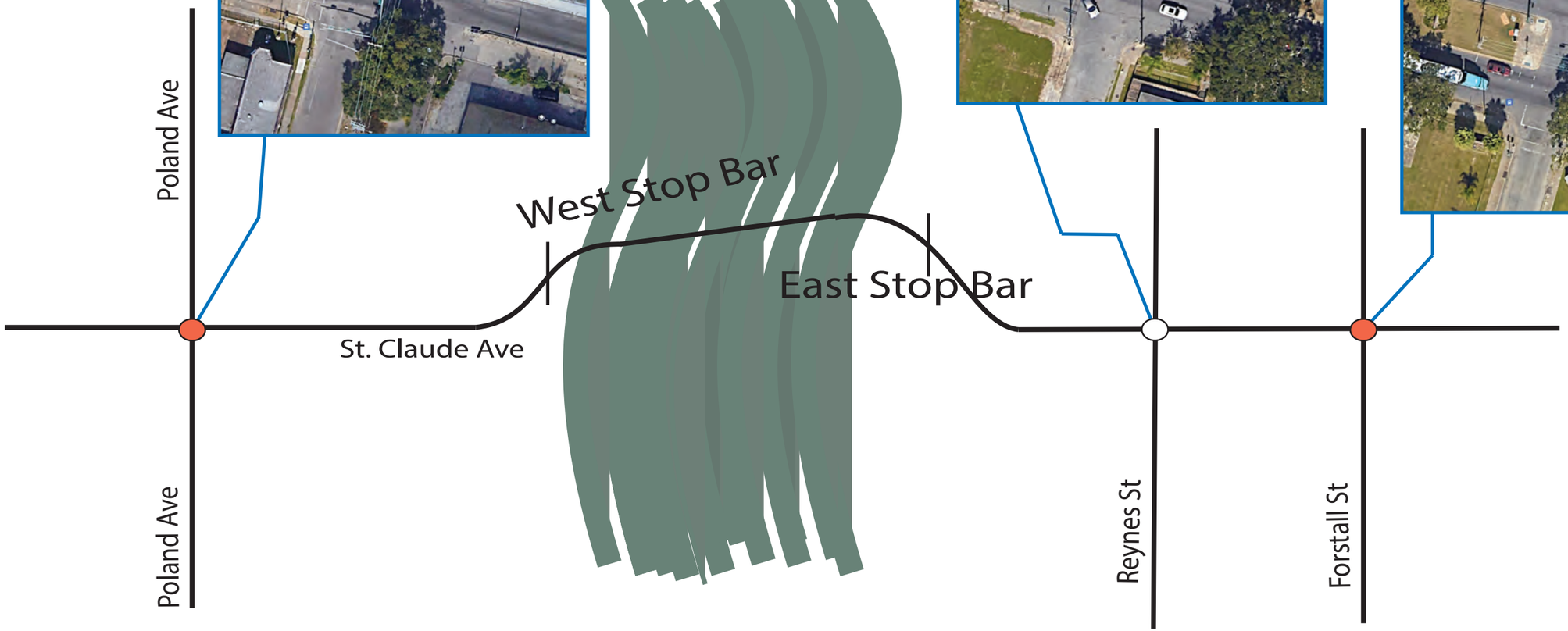


Figure C-14
St.Claude Ave
Lane Configuration Aerials

IHNC TIA
New Orleans, LA
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- Unsignalized Intersection
- Signalized Intersection
- Lane Configuration Aerial

N

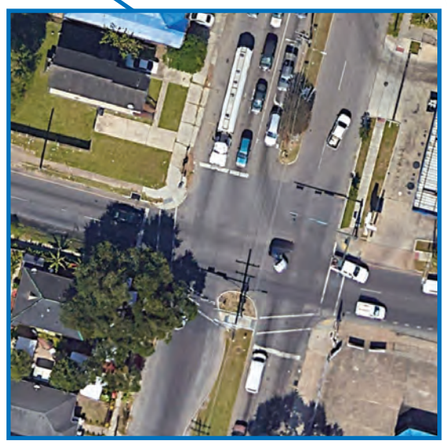
W E

S











URBAN SYSTEMS inc.

Figure C-15
Claiborne Ave
Lane Configuration Aerials

IHNC TIA
New Orleans, LA
NOT TO SCALE
FOR PLANNING PURPOSES ONLY

Reviewer's/LADOTD Checklists

VISSIM MODEL - QUALITY CONTROL (QC) FORM

Project No: 22 - 077 Client: USACE New Orleans/ USI

Model Name: Florida Bridge 830-930 am_No Opening

QC Reviewed By: AGT Date Reviewed: 8/28/2023

	Yes	No	N/A
OVERALL NETWORK VALUES			
Network Settings - Right Side Traffic	X		
Network Settings - Units	X		
Scaled Background	X		
Desired Speed Distribution	X		
2D/3D Model Distribution	X		
Driving Behavior Parameter Set	X		
Link Types	X		
Simulation Parameters	X		
NETWORK OBJECTS			
Links/Connectors	X		
Traffic Vehicle Compositions	X		
Signal Controllers			X
Vehicle Inputs	X		
Routes	X		
Desired Speed Decisions	X		
Reduced Speed Areas	X		
Nodes	X		
Conflict Areas	X		
Priority Rules			X
Stop Signs	X		
Signal Heads			X
Detectors			X
Data Collection Points			X
Travel Time Sections	X		
Queue Counters			X

VISSIM MODEL - QUALITY CONTROL (QC) FORM

Project No: 22 - 077 Client: USACE New Orleans/ USI

Model Name: Claiborne and Claude 830-930 am_No Opening

QC Reviewed By: AGT Date Reviewed: 9/5/2023

	Yes	No	N/A
OVERALL NETWORK VALUES			
Network Settings - Right Side Traffic	X		
Network Settings - Units	X		
Scaled Background	X		
Desired Speed Distribution	X		
2D/3D Model Distribution	X		
Driving Behavior Parameter Set	X		
Link Types	X		
Simulation Parameters	X		
NETWORK OBJECTS			
Links/Connectors	X		
Traffic Vehicle Compositions	X		
Signal Controllers	X		
Vehicle Inputs	X		
Routes	X		
Desired Speed Decisions	X		
Reduced Speed Areas	X		
Nodes	X		
Conflict Areas	X		
Priority Rules			X
Stop Signs	X		
Signal Heads	X		
Detectors			X
Data Collection Points			X
Travel Time Sections	X		
Queue Counters	X		

Phase 1

Uncalibrated Base Microsimulation Model and Documentation

Model documentation shall be submitted detailing the microsimulation model. This will include the model inputs, assumptions and QA/QC documentation.

1. Speed Characteristics
    a. Show speed limit sign locations on an aerial
    b. Show a print screen of the model and indicate the locations of the desired speed distributions
    c. Define the speed profiles and how they were derived (should use speed distributions from speed study)

2. Existing Geometrics and Operations
    a. Identify and justify any data used to define unique geometry elements, such as, but not limited to:
        i. lane closures,
        ii. grade information,
        iii. lane change information,
        iv. lane utilization, etc.
    b. Identify and justify changes to defaults in the model

3. Signal Phasing and Timing
    a. Describe each controller type and associated files
    b. Provide all controller information coded into the model (i.e., .rbc file)
    c. Notes should be included if additional information needs to be explained on a specific signal
    d. Screen shot of the actual Vissim model for each signalized intersection with labels for all signal heads and detectors

4. Vehicle Classification
    a. All classification categories' percentages and inputs

The above documentation shall be submitted along with the microsimulation model. The model should have everything in the Phase 1 Checklist and follow the methodologies written in DOTD's Vissim Modeling Techniques publication. The model should have all routes coded in order to perform an adequate review. Since vehicle routes are based on percentages, only include enough volumes to illustrate how the corridor works without congestion.

Deliverables:

- Model Documentation
- Model
- QA/QC Checklist

Phase 1 (VISSIM Uncalibrated Coded Model) Minimum QA/QC Checklist

✓	OVERALL NETWORK VALUES	COMMENTS
	Desired Speed Distribution – Aerial with locations and explanation	
	Link Types w/ vehicle class and default driver behavior	
	Unique Geometry defined and explained	
	Vehicle Classification percentages and inputs	

	NETWORK OBJECTS	
	Correct lane configuration throughout	
	Traffic Vehicle Compositions with Truck Classification Percentages	
	Signal Controllers – including timings	
	Signal Heads	
	Detectors	
	Desired Speed Decisions	
	Reduced Speed Areas	
	Nodes	
	Conflict Areas	
	Priority Rules	
	Stop Signs for unsignalized intersections and for RTOR	
	Routes and percentages checked (origin – destination)	

Notes:

_____
_____
_____
_____
_____
_____
_____

Engineer: _____ Date given to Quality Checker: _____

Quality Checker: _____ Date check completed: _____



VISSIM MODELING GUIDANCE

This document outlines standard practice methodologies for VISSIM related microsimulation operational analysis on Louisiana Roadways.

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Calibration

Two calibration metrics are required of all VISSIM models submitted to DOTD:

- Travel time and/or speed
- Vehicle throughput

Additionally, engineering judgment will be required for locations with existing queues and overall network operations. All calibration must consider the following:

- Seeding time must allow a car to travel from one end of the network to the other.

- A minimum of 10 simulation runs must be completed before average outputs of all runs can be used for analysis. Additional runs may be necessary, up to 15 runs or by showing convergence of the model.



VISSIM MODELING TECHNIQUES

This document outlines standard practice methodologies for VISSIM related microsimulation operational analysis on Louisiana Roadways.

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Modeling Techniques

Vehicle Inputs

Vehicle inputs must reflect current vehicular composition and speeds using existing vehicle traffic counts and travel data. At a minimum, Vehicle Inputs will take into consideration automobiles (class 1-3), buses (class 4-7), and trucks (class 8-13).

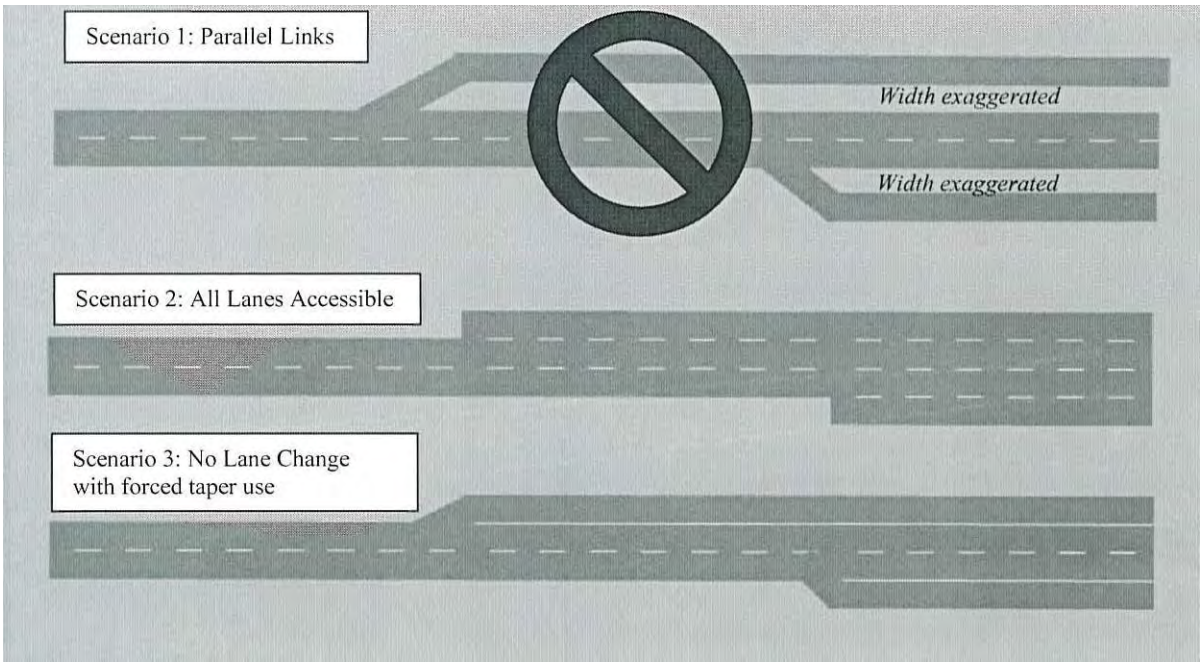
For all project studies, multiple Vehicle Input types must be created for all roadways entering the project area. For example, side streets with no trucks might use 100% automobiles, whereas mainline streets might use 90% automobiles and 10% trucks.

Links and Connectors

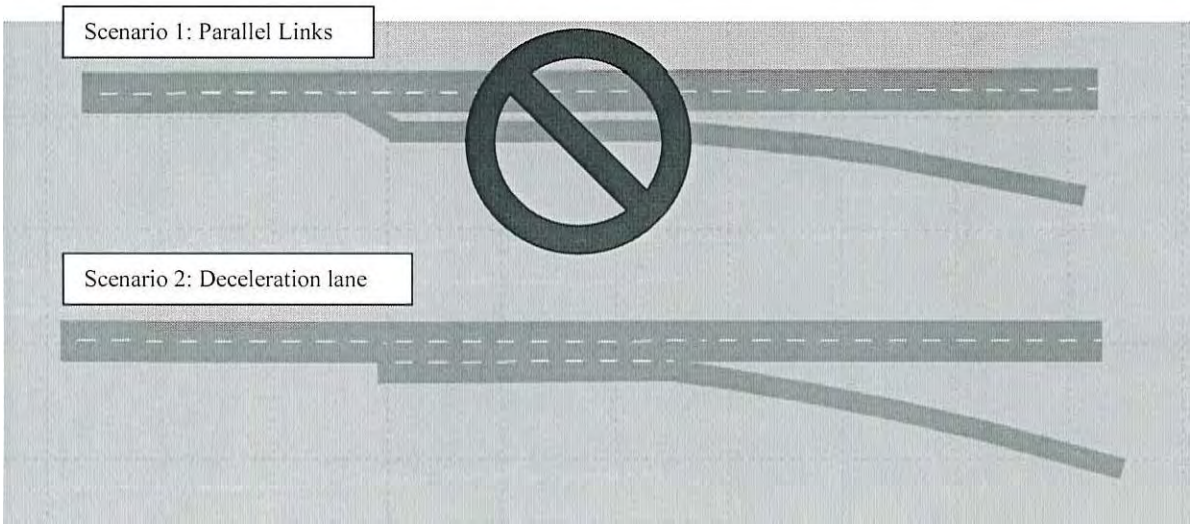
Network links shall be modeled per existing lane geometry.

Note that **Google or Bing** imagery (from Google Maps/Earth or Bing Maps for example) may not be accepted as a background image for large project areas due to scaling problems noted in past projects. Ensure scaling is accurate throughout the entire corridor if you use these images.

Segments of roadway with turning bays shall be modeled as links with all lanes accessible, rather than multiple parallel links (Scenario 1) each associated to a turning movement, as shown below, unless the existing conditions include a physical barrier between turn lanes. DOTD recognizes this approach differs from the PTV modeling technique. However, this approach allows users to then model forced lane use (with the use of no lane change options) through connectors if necessary (Scenario 3) or allow vehicles to merge smoothly into the turning bay (Scenario 2). Generally, this approach works best for longer turning bays, but for consistency, all models should use the "one link-all lanes" approach and adapt as needed.



Merges and diverges with acceleration and deceleration lanes shall be modeled similarly (one link-all lanes), one link with the acceleration or deceleration lane included as part of the mainline link, as shown below, unless the existing conditions include a physical barrier between the mainline and the ramp lanes (ex. Collector-Distributor lane).



In general, parallel link modeling is not an accepted methodology for operational analysis using VISSIM software unless specific roadway geometry prohibits movement along the lane (ex. solid barriers), ramp design allows for single on/off access from the freeway (ex. tapered diverge/merge), or the modeler can provide field data to show that all drivers merge/diverge using the taper only. There may be case-by-case exceptions, but the modeler should consider the above one link-all lanes approach unless the conditions suggest otherwise.

All connectors should be short and should not significantly overlap over the two links it connects.

Driver Behavior Parameters

Modelers are encouraged to develop driver behavior models in addition to the default VISSIM driver behavior models. Each corridor is unique and driver behavior models should reflect these patterns.

Driver behavior models shall not be altered when a VISSIM model is supplied and confirmed calibrated, unless specified otherwise. All alternatives analysis may alter driver behavior where improvements are implemented, but not where improvements are not implemented.

Pedestrian Models

Pedestrians should be modeled as a Vehicle Input instead of using the pedestrian module. If the modeler expects more than 30 pedestrians within the model, then the above Vehicle Input method must be used due to software limitations. Pedestrians should always be modeled where appropriate, unless specified otherwise.

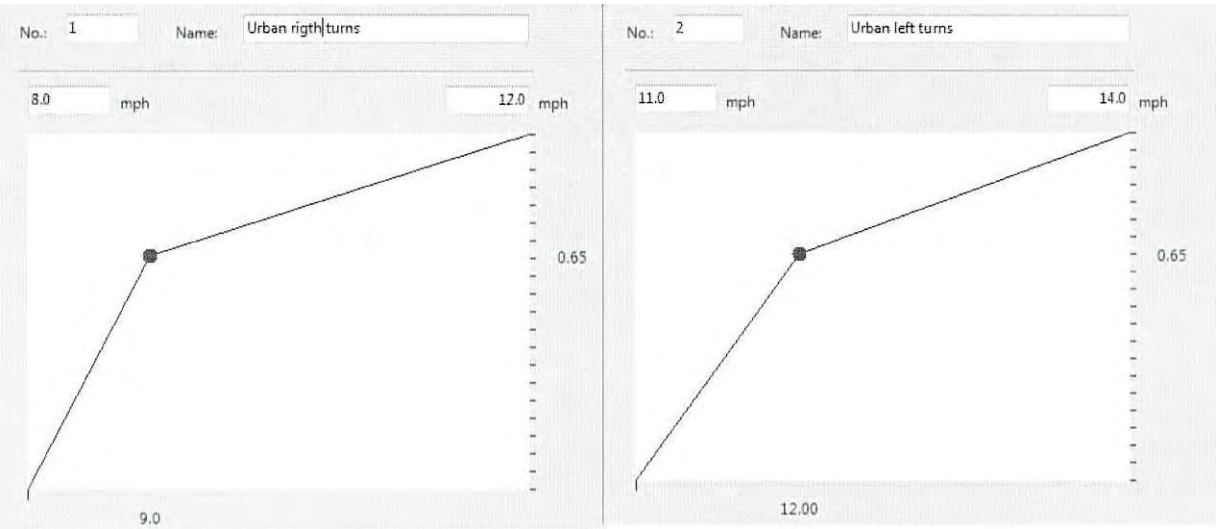
Transit

For all Transit, bus alighting and boarding should be considered in addition to bus travel times, schedules, capacity (vehicle types), all stop locations, etc. On street bus stops should modeled as 50 feet to 100 feet depending on urban density. An alternative to boarding/alighting data is to use dwell time information, though this must be supported with field verified information.

Speeds

Turning Speeds

Turning speeds for intersection movements, or tight left/right turning vehicles, should be modeled using the speed distributions provided below. These speeds differ from the Synchro/Vistro defaults.



Speed reduction zones should be placed at the sharpest point on the curve of the link or connector. The speed reduction zones for turning movements should be short, usually within 5-15 feet depending on the curve length. Excessively long reduced speed zones will reduce the turning movement volume capacity and should only be used if the turning movement excessively reduces vehicle throughput.

Wide left turning movements or free right movements where vehicles can travel faster are especially susceptible to this condition and can be modeled with higher turning speed distributions with longer speed reduction zones (e.g. 5-30 feet at 25mph), if appropriate.

Speed reduction zones for ramps, specifically loop ramps, shall use a distribution of the ramp caution speed limit, usually within the 30-45 mph range. These can span the entire ramp (ex. tight loops) or only the sharpest curve of the ramp (ex. slip ramps) depending on field data.

All speed distributions above may be replaced with field based data, which must be documented.

Mainline Speeds

Mainline desired speeds should be modeled as a distribution of existing speeds along the corridor, **not** as the posted speed limit. Vehicles modeled in VISSIM must reflect existing conditions as accurately as possible. Scenario analysis may be performed after the base calibration is complete; however, existing conditions must be reflected in the models.

Use the default VISSIM Maximum Acceleration and Deceleration distributions. Make note should these be altered in the modeling effort.

Conflict Areas and Priority Rules

Conflict areas should be modeled for all conflicting movements that might occur. Specifically, permissive left turns, right-turn-on-red, and pedestrian conflicts. Not all movements must be coded, but those occurring in the field and specifically under congested conditions where an intersection might spillback should be coded.

Note that conflict zones work most efficiently for non-congested locations and tight conflict areas. For wide turns, congested networks, and other complex facilities, priority rules may be more appropriate to allow for smoother traffic flow.

Signals

Signal timings shall use RBC NEMA phasing standards or VAP for complex/innovative signals. All signal timings must use LADOTD timing sheets. New signals must meet DOTD standard practice and RBC timing sheet must be supplied for review.

Permissive left turn signal heads should be coded as an “Overlap” with parent phases as the through and left movement combined. This movement should not be coded through the “Or signal group” option in the Signal Head tool, but instead through the Signal Controller, which would then assign the Overlap phase in the Signal Head.

Right Turn On Red (RTOR) conditions must be coded into the networks where vehicles are permitted to turn if the signal is red. To code RTOR, use the stop sign tool and under the “RTOR” tab, select the “Only on Red” option for the appropriate Signal Controller and Signal Group. The stop sign should be positioned on the link/connector performing the right turn while a signal head for the through movement should still be coded in on the through link.

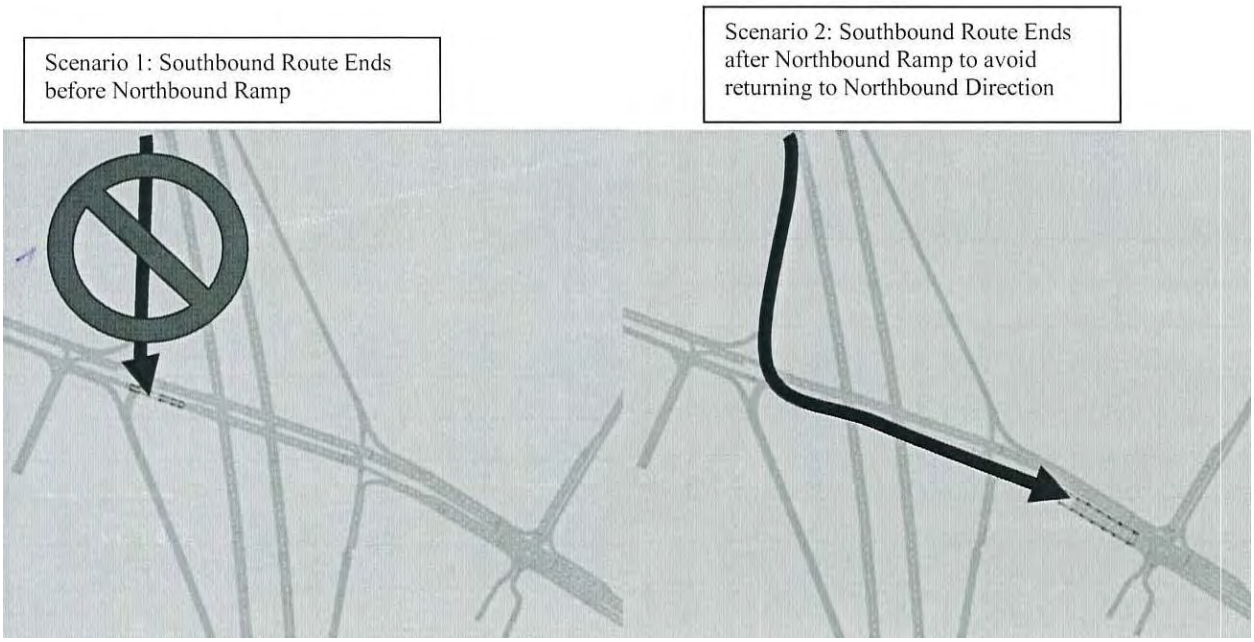
Caution: Import of Synchro files into VISSIM can lead to multiple errors and should be done with caution. Always confirm Synchro timings with actual controller timing sheets when possible.

Routing

Static Routing

DOTD currently uses Static Routing for most VISSIM simulation models. This requires a balanced network of traffic volumes to input in the VISSIM model that must be approved by DOTD. Routes should start at the farthest point from a “split” or volume change location to ensure the most distance for vehicles to make a decision.

Caution is advised for interchange locations where routing might cause "loop" conditions where a vehicle will be removed from the highway only to return in the opposing direction. To avoid these conditions, push highway traffic at interchanges through the following intersections rather than stopping a route right after the end of the ramp movement, as shown below.



Route end points **must** be on the same link as the following route's start point.

Breakdown of truck routes versus automobile routes, or route combinations will be left at the discretion of the modeler. However, methodologies are expected to be submitted to DOTD for review.

Dynamic Routing

Dynamic routing shall be discussed on a case-by-case basis with the DOTD staff, as this requires an additional macroscopic modeling effort.

Calibration Validation

A. Compare the multiple model runs to each other (confidence in the model)

It is critical that the micro-simulation results are compared to one another to ensure that no outliners appear in the results. It's important to determine the true average of the model. The model validation step does not mean that the model is representative of real world conditions but it is a critical step in determining the true average of the model.

To ensure that the results reported for the model are a true statistical representation of the average, the following formula for a 95th percent confidence interval shall be applied:

$$N = \left(2 * t_{0.025, N-1} \frac{s}{R} \right)^2$$

R = 95-percent confidence interval for the true mean

$t_{0.025,N-1}$ = Student's t-statistic for two-sided error of 2.5 percent (totals 5 percent) with N-1 degrees of freedom

s = standard deviation of about the mean for selected MOE

N = number of required simulation runs with different random seeds

If N < 10 then 10 intervals shall be run with different random seeds. The calculation should be run for one or two measures of effectiveness that are deemed most important to the outcome of the specific project. The value of the student's t statistic can be found in any statistics manual but for a data set of 10 runs, t=2.3. The calculation above is required to determine how many simulation runs are needed for the base model scenario. To be consistent throughout the process, all alternatives shall use the same number of simulation runs.

B. Show calibration targets and results for the existing model compared against the field data for the volumes, travel time, and queue lengths.

Field data on the above goals have already been collected in the data collection phase of the project and will be compared to the model results in order to calibrate the existing model. Some project may require a multi-hour analysis. The calibration criteria below should be applied to the peak.

Calibration sheets are required for review and must be presented with the deliverable of Phase 2 of the VISSIM schedule. Example calibration tables are provided.

When calibrating a micro-simulation model, the below targets shall be met. For micro-simulation models prepared for LADOTD, the following MOE's, at a minimum, shall be used as calibration goals for all models:

Criteria and Measures	*Calibration Acceptance Targets*
1) Hourly Flows, Model vs. Count Data	
a. Individual Link Flows	
i. Within 100 vehicles per hour (veh/hr) for flow < 700 veh/hr	> 85% of cases
ii. Within 15% for 700 veh/hr < flow < 2700 veh/hr	> 85% of cases
iii. Within 400 veh/hr for flows > 2700 veh/hr	> 85% of cases
iv. Sum of all link flows	Within 5% of sum of all link flows
v. GEH Statistic < 5 for Individual Link Flows*	> 85% of cases
vi. GEH Statistic for Sum of All Link Flows*	GEH < 4 for sum of all link counts
2) Travel Times, Model Versus Observed Journey Times, Network Within 15% (or 1 minute, if higher)	> 85% of cases
3) Queue Comparison, Model Versus Observed	Visual

*The GEH statistic is computed as follows:

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}} \quad (4)$$

where:

E = model estimated volume
V = field count

Source: "Freeway System Operational Assessment," *Paramics Calibration and Validation Guidelines* (Draft), Technical Report I-33, Wisconsin DOT, District 2, June 2002.

Volume Calibration

The volume calibrations should not exceed 10% of the **count traffic volume** and GEH <5.

Caution: A frequent error noted is the use of the balanced traffic volume network for calibration of a VISSIM model. This is an incorrect calibration method. Calibration should not be made using the demand volume (i.e. the balanced volume network); rather they should meet the throughput measured in the field (i.e. raw data count).

Table 1: Example Volume Calibration Table

Segment	Example Volume Calibration Table						
	1.Demand Volume (vehicles)	2.Count Volume (vehicles)	3.Simulated Volume (vehicles)	4.Difference (% of 2&3)	5.Difference <10%?	6.GEH	7.GEH <5?
Corridor							
A-B	2,765	2,620	2,628	0%	Yes	0.2	Yes
B-C	4,050	3,500	4,086	-17%	No	9.5	No

Calibration threshold not met.

Travel Time/Speed Calibration

Calibration of the network using travel times or speed must report short segment data in addition to overall corridor travel time/speed. DOTD requires a ± 10 percent travel time variation for small segments (no more than 1-mile-long) and ± 5 percent travel time variation over the entire corridor analyzed. Exceptions permitted on a case-by-case basis with justification.

For facility spanning more than 1 mile, it is recommended to break the facility into segments based on obvious breakpoints (ex. between signalized intersections, or at ramps). These new smaller segments would then be calibrated at ± 10 percent variation with an overall corridor calibration of ± 5 percent.

To calibrate to travel times or speeds, average car method shall be used. Do **not** mix the calibration of travel times from average car runs with speeds collected from an outside source. Two options are available if multiple data sets are available:

1. Average the speed data with the travel time runs into one data set (i.e. convert speeds into travel time runs or vice versa and calibrate the VISSIM outputs to the average of the two).
2. Use only one data set, either travel time runs from the average car runs, or the speed data from an outside source, and keep the other data source for validation.

Table 2: Travel Time Calibration

Table 2: Travel Time Calibration							
Travel Segments	**Distance (miles)**	**Speeds (MPH)**		**Travel Times (sec)**		**Difference**	
		Field (mph)	**Simulated (mph)**	**Field (sec)**	**Simulated (sec)**	**Difference (sec)**	**Difference (%)**
Corridor	2	51	56.3	141.2	128.5	12.7	10%
A-B	1	60	59.7	60	60.3	0.3	1%
B-C	1	30	52.8	120	68.2	-51.8	-43%

Calibration threshold not met.

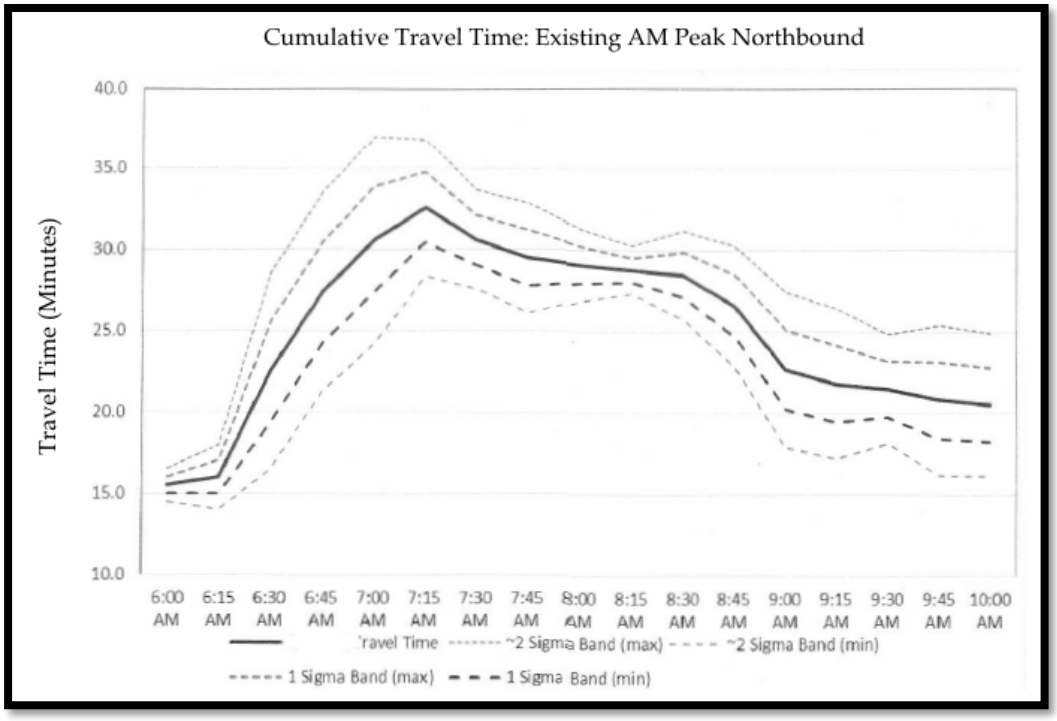


Figure 1: Example of Cumulative Travel Times

Queue Length Comparison

Queueing and bottleneck areas shall be compared on an aerial (see example below) once the other calibration targets are met. If the model does not reflect real world observations, an explanation shall be provided.



Figure 2: Example Queue Length Comparison

VISSIM Calibration Parameters for Louisiana

Calibration Parameters	Default Value	Suggested Range	
		Basic Segment	Weaving/Merge/ Diverge
Freeway Car Following (Wiedemann 99)			
CCO Standstill Distance	4.92 ft	4.5 to 5.5 ft	> 4.92 ft
CC1 Headway Time	0.90 sec	0.85 to 1.05 sec.	0.90 to 1.50 sec.
CC2 'Following' variation	13.12 ft	6.56 to 22.97 ft	13.12 to 39.37 ft
CC3 Threshold for entering 'following'	-8	use default	
CC4 Negative 'following' threshold	-0.35	use default	
CC5 Positive 'following' threshold	0.35	use default	
CC6 Speed Dependency of oscillation	11.44	use default	
CC7 Oscillation acceleration	0.82 ft/s^2	use default	
CC8 Standstill acceleration	11.48 ft/s^2	use default	
CC9 Acceleration at 50 mph	4.92 ft/s^2	use default	
Arterial Car Following (Wiedemann 74)			
Average standstill distance	6.56 ft	3.28 to 6.56 ft	
Additive part of safety distance	2.00	2 to 2.2	
Multiplicative part of safety distance	3.00	2.8 to 3.3	
Lane Change			
Maximum deceleration	-13.12 ft/s^2 (own) -9.84 ft/ s^2 (trail)	-15 to -12 ft/s^2 -12 to -8 ft/s^2	
-1 ft/s^2 per distance	200 ft (freeway) 100 ft (arterial)	> 100 ft > 50 ft	
Accepted deceleration	-3.28 ft/s^2 (own) Arterial: -3.28 ft/s^2 (trail) Freeway: -1.64 ft/s^2 (trail)	-4 to -2.5 ft/s^2 (own) -2.5 to -1.5 ft/s^2 (trailing for Freeway)	
Waiting time before diffusion	60 sec	60 sec	
Min. headway (front/rear)	1.64 ft	1.5 to 2.0	
Safety distance reduction factor	0.6	0.25 to 1.0	
Max dec. for cooperative braking	-9.84 ft/s^2	-15 to -8 ft/s^2	
Overtake reduced speed areas	Depends on field conditions		
Advanced Merging	Checked		
Emergency stop	16.4 ft	Depends on field conditions	
Lane change	656.2 ft	Arterial: > 1500'	Freeway: > 2500'
Reduction factor for changing lanes before signal	0.6	0.6	
Cooperative lane change	Unchecked	Checked (particularly for merge/diverge areas on the freeway)	

This correspondence and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.

Vissim Measures of Effectiveness (MOEs)

Measures of Effectiveness are used to support effective alternatives. VISSIM model outputs requested for studies include (as appropriate):

A. Travel times and speeds for each corridor segment and associated cross streets

   Travel time collection points should span the same distances and locations as the average car runs. For example, if a segment in the average car run extends 524 feet, the travel time collection point should be equal or almost equal to 524 feet. Alternatively, if the modeler wishes to extend or reduce that distance, an appropriate travel time needs to be calculated for the new distance.

   Transit oriented studies must include transit travel times separate from automobile travel times (ex. bus).

B. Average and Maximum Queue lengths on each approach

   Maximum and average queue lengths should be collected at the stop bar locations for signalized intersections or stop signs. Queues occurring on freeways should be measured from the start of the queue by observing the simulation and determining the start point. Networks should be modeled such that the maximum queue length measurements are encompassed by the network and queues do not extend past the end of the link.

   VISSIM may provide 95th percentile queues in future updates – until such a tool is available maximum and average queues will still be required.

C. Intersection Delays (Nodes)

   Intersection delays should be collected via the Node tool. Different modeling techniques may be used – each edge of the node may sit solely at the stop bars for each approach resulting in a small node, or each edge of the node may sit outside of the farthest turning bay resulting in wider nodes.

   Node “start of delay segment” should consider the length of the queues at that node. Alternatively, this may be zeroed out of the edges of nodes from nearby intersections are bordering the node (i.e. back-to-back node systems).

D. Diverge, merge, and weave density outputs and speeds

For all studies, the link(s) on which a merge, diverge, or weave occurs must be evaluated for density output. The modeler should use HGV, auto densities and the Vissim "All Vehicle" density. The use of a 2.5 factor to convert HGV density to passenger car per mile per lane (pcpmpl), which is added to the auto density, can be used.

Freeway segments have different breakdowns for weaves, diverges and merges. For all freeway analyses, diverge, merge, and weave lane density outputs must be collected.

Delays at the diverge/merge/weave may be considered in addition to the density.

E. Network performance Measures of Effectiveness (MOEs)
   a. Network Overall Delays
   b. Network Overall Travel Times (seconds per vehicle)
   c. Latent Vehicles ("vehicles denied entry")

F. Additional MOEs that may be considered:
   a. Average number of stops
   b. Average speed (miles per hour)
   c. Averaged stopped delay (seconds per vehicle)
   d. Total vehicle-miles (miles)

Phase 2

Calibrated Model and Documentation for all peak periods

A calibrated existing model shall be submitted to DOTD for review and approval prior to developing the alternative models. Documentation shall be submitted with the calibrated model that discusses, at a minimum, the following criteria:

1. Overview of Calibration Methodology
    a. Calibration Procedure
    b. Calibration Targets

2. Additional VISSIM Inputs onto Phase 1 model
    a. AM and PM peak period demand
    b. Calculations for the seeding period and the peak shoulders.

3. Calibration Validation
    a. Compare the multiple model runs to each other (confidence in the model)
    b. Show calibration targets and results for the existing model compared against the field data for the volumes, travel time, and queue lengths.

4. Parameter Changes to the Model
    a. Documentation for any changes to the default parameters and the justification for the changes. Explain how the changes improved the model replication of real-world conditions.

5. QA/QC Documentation

LADOTD VISSIM Phase 2 Minimum QA/QC Checklist

✓		COMMENTS
	All documentation delivered	
	Aerials with Peak Hour congestion along the corridor	
	Justification for changes to default or recommended parameters	
	Volume maps (with growth rate applied)	

	Level of confidence in the model (multiple runs) – Model Validation	
	Calibration targets and results met	
	Vehicle Inputs	

	All Assumptions documented	

Documentation for all changes to the default parameters.

Notes:

_____
_____
_____
_____
_____
_____
_____
_____

Engineer: _____ Date given to the Quality Checker: _____

Quality Checker: _____ Date check completed: _____

Scenario Matrices

Scenario	Anticipated for use in Conditions	Bridge frequency / hour	Lag Time between Claiborne and St. Claude (latter opens first) (minutes)	Duration that each Bridge is open (minutes)	Time between openings (minutes)	Start and End Hours (as recommended by USI)				Run for Existing year (Calibration)	Run for Implentation Year Vehicular Traffic Levels? (2040)	Run for future Vehicular Traffic Levels? (2090 + additional containers from Port Project)	Run for Claiborne/ St. Claude?	Run for Florida?*	Number of Simulations
						8:30am to 9:30am	11:00am to 12:00pm	2:30pm to 3:30pm	5:45pm to 6:45pm						
Baseline Scenario – No Openings	Without and With	0	n/a	n/a	n/a	Y	Y	Y	Y	Y	Y	Y	Y	Y	24
Scenario 1a– once per hour	without	1	15	7	n/a	Y	Y	Y	Y	Y	Y	Y	Y	Y	24
Scenario 1b– once per hour	with	1	3	7	n/a	Y	Y	Y	Y	N	Y	Y	Y	N	8
Scenario 1c– once per hour St. Claude Only	without	1	n/a	7	n/a	Y	Y	Y	Y	Y	Y	Y	Y	N	12
Scenario 2 – double transit	with	1	3	10	n/a	Y	Y	Y	Y	N	N	Y	Y	N	4
Scenario 3a – twice per hour	without	2	15	7	10	Y	Y	Y	Y	N	Y	Y	Y	Y	16
Scenario 3b – twice per hour	with	2	3	7	10	Y	Y	Y	Y	N	Y	Y	Y	N	8
Scenario 4 – twice per hour, double transit	with	2	3	10	10	Y	Y	Y	Y	N	N	Y	Y	N	4
Scenario 5 – increased tonnage / 3-times per hour	with	3	3	7	10	Y	N	N	Y	N	N	Y	Y	Y	4
Scenario 6 - increased tonnage / 4-times per hour	with	4	3	7	8	Y	N	N	Y	N	N	Y	Y	N	2
**all florida runs subect to initial results - if traffic impacts are minmal, can scale back analysis of Florida*															**106**

Run Delivered
Run in Queue
Run reviewed and finalized
Not being run

	Anticipated for use in Conditions	Bridge frequency / hour	Lag Time between Claiborne and St. Claude (latter opens first) (minutes)	Duration that each Bridge is open (minutes)	Time between openings (minutes)	Start and End Hours (as recommended by USI)								Number of Simulations
						8:30am to 9:30am		11:00am to 12:00pm		2:30pm to 3:30pm		5:45pm to 6:45pm		
						Claiborne/St. Claude	Florida	Claiborne/St. Claude	Florida	Claiborne/St. Claude	Florida	Claiborne/St. Claude	Florida	
Baseline Scenario – No Openings	Without and With	0	n/a	n/a	n/a	Y	Y	Y	Y	Y	Y	Y	Y	8
Scenario 1a– once per hour	without	1	15	7	n/a	Y	Y	Y	Y	Y	Y	Y	Y	8
Scenario 1b– once per hour	with	1	3	7	n/a	Y	N	Y	N	Y	N	Y	N	4
Scenario 1c– once per hour St. Claude Only	without	1	n/a	7	n/a	Y	N	Y	N	Y	N	Y	N	4
Scenario 2 – double transit	with	1	3	10	n/a	Y	N	Y	N	Y	N	Y	N	4
Scenario 3a – twice per hour	without	2	15	7	10	Y	Y	Y	Y	Y	Y	Y	Y	8
Scenario 3b – twice per hour	with	2	3	7	10	Y	N	Y	N	Y	N	Y	N	4
Scenario 4 – twice per hour, double transit	with	2	3	10	10	Y	N	Y	N	Y	N	Y	N	4
Scenario 5 – increased tonnage / 3-times per hour	with	3	3	7	10	Y	Y	Y	Y	Y	Y	Y	Y	8
Scenario 6 - increased tonnage / 4-times per hour	with	4	3	7	8	Y	N	Y	N	Y	N	Y	N	4

Without Project - MOE Result Tables

Florida Ave VISSIM Analysis Results - No Bridge Opening
8:30-9:30 AM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	58	58	0.0
	Florida EBR	11	11	0.0
	Florida WBL	4	3	0.5
	Florida WBT	54	54	0.0
	Tennessee NBL	6	6	0.0
	Tennessee NBR	1	1	0.0
Harbor Dr at Florida Ave	Florida EBL	15	16	0.3
	Florida EBT	59	58	0.1
	Florida WBT	47	47	0.0
	Florida WBR	13	13	0.0
	Harbor SBL	10	12	0.6
	Harbor SBR	10	8	0.7
France Rd at Florida Ave	Florida EBL	9	10	0.3
	Florida EBT	13	12	0.3
	Florida WBT	14	13	0.3
	Florida WBR	43	43	0.0
	France Rd SBL	61	60	0.1
	France Rd SBR	24	22	0.4
France St Off and On Ramps at Florida Ave	Florida EBT	15	15	0.0
	Florida EBR	21	20	0.2
	Florida WBT	40	35	0.8
	France St NBL	2	2	0.0
	France St NBR	7	6	0.4
Florida Ave Bridge	Bridge EBT	74	73	0.1
	Bridge WBT	57	56	0.1

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.3	0.1	0.2	0.2
	Florida EBR	0.7	0.5	0.6	0.6
	Florida WBL	1.1	0.4	0.5	0.5
	Florida WBT	0.0	0.0	0.0	0.1
	Tennessee NBL	9.5	9.4	9.1	8.8
	Tennessee NBR	7.5	5.4	6.3	0.0
Harbor Dr at Florida Ave	Florida EBL	1.3	0.7	0.7	1.0
	Florida EBT	0.4	0.2	0.2	0.2
	Florida WBT	0.2	0.1	0.0	0.2
	Florida WBR	0.5	0.6	0.6	0.6
	Harbor SBL	8.7	9.7	9.0	9.5
	Harbor SBR	8.9	8.9	8.6	9.0
France Rd at Florida Ave	Florida EBL	0.9	0.7	0.5	2.1
	Florida EBT	0.1	0.3	0.1	0.0
	Florida WBT	0.8	0.5	0.1	0.8
	Florida WBR	0.7	0.7	0.7	0.7
	France Rd SBL	8.2	7.9	8.6	8.3
	France Rd SBR	7.7	7.3	6.6	7.8
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.4	0.4	0.4
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	8.1	13.5	9.3	0.0
	France St NBR	7.1	7.0	7.7	5.5
Florida Ave Bridge	Bridge EBT	0.4	0.2	0.3	0.2
	Bridge WBT	0.1	0.1	0.1	0.2

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.0	0.0	0.0	0.0
	Florida WBL	2.6	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	39.5	36.4	31.1	28.9
	Tennessee NBR	40.8	37.7	32.3	30.1
Harbor Dr at Florida Ave	Florida EBL	4.6	0.0	0.0	0.0
	Florida EBT	2.7	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	Harbor SBL	63.1	57.9	48.9	69.7
	Harbor SBR	70.9	65.7	56.7	77.6
France Rd at Florida Ave	Florida EBL	9.1	8.6	4.8	8.5
	Florida EBT	9.8	9.3	5.0	9.1
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	France Rd SBL	89.3	67.4	91.0	84.2
	France Rd SBR	88.6	66.7	90.3	83.5
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.0	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	France St NBL	42.3	32.8	58.4	1.5
	France St NBR	47.3	37.5	63.4	1.8
Florida Ave Bridge	Bridge EBT	0.0	0.0	0.0	0.0
	Bridge WBT	0.0	0.0	0.0	0.0

Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.6	17.5	17.6	17.6
Florida WB - Harbor to East Bridge Stop Bar	8.6	8.6	8.6	8.6
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	18.1	18.2	18.3	18.2
Florida WB - West Bridge Stop bar to France Rd	36.6	36.5	36.6	36.2
Florida WB - France Rd to France St NB Ramp	5.8	5.7	5.8	5.7
Total WB Travel Time	**86.7**	**86.5**	**86.8**	**86.3**
Florida EB - France St NB Ramp to France Rd	6.3	6.6	6.2	6.2
Florida EB - France Rd to West Bridge Stop Bar	41.0	41.3	39.8	40.5
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	20.4	20.1	20.0	20.0
Florida EB - East Bridge Stop Bar to Harbor	9.9	9.7	9.6	9.6
Florida EB - Harbor to Tennessee	19.2	18.8	18.8	18.9
Total EB Travel Time	**96.8**	**96.5**	**94.3**	**95.3**

Florida Ave VISSIM Analysis Results - No Bridge Opening
11:00-12:00 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	56	56	0.0
	Florida EBR	12	12	0.0
	Florida WBL	1	0	1.4
	Florida WBT	40	39	0.2
	Tennessee NBL	10	10	0.0
	Tennessee NBR	0	0	#DIV/0!
Harbor Dr at Florida Ave	Florida EBL	24	24	0.0
	Florida EBT	47	46	0.1
	Florida WBT	34	34	0.0
	Florida WBR	16	15	0.3
	Harbor SBL	21	21	0.0
	Harbor SBR	26	24	0.4
France Rd at Florida Ave	Florida EBL	21	21	0.0
	Florida EBT	17	15	0.5
	Florida WBT	16	16	0.0
	Florida WBR	44	42	0.3
	France Rd SBL	54	56	0.3
	France Rd SBR	27	25	0.4
France St Off and On Ramps at Florida Ave	Florida EBT	20	21	0.2
	Florida EBR	21	19	0.4
	Florida WBT	44	41	0.5
	France St NBL	1	1	0.0
	France St NBR	18	16	0.5
Florida Ave Bridge	Bridge EBT	71	71	0.0
	Bridge WBT	60	58	0.3

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.2	0.1	0.2	0.1
	Florida EBR	0.6	0.5	0.6	0.6
	Florida WBL	0.4	0.5	0.5	0.5
	Florida WBT	0.0	0.1	0.0	0.0
	Tennessee NBL	6.7	6.7	7.0	6.6
	Tennessee NBR	0.0	0.0	0.0	0.0
Harbor Dr at Florida Ave	Florida EBL	0.8	0.7	1.1	0.7
	Florida EBT	0.5	0.3	0.3	0.2
	Florida WBT	0.2	0.2	0.1	0.1
	Florida WBR	0.5	0.5	0.6	0.6
	Harbor SBL	8.6	8.2	8.9	9.2
	Harbor SBR	7.9	8.0	8.6	8.9
France Rd at Florida Ave	Florida EBL	0.9	0.5	0.8	1.3
	Florida EBT	0.1	0.3	0.1	0.1
	Florida WBT	0.2	0.2	0.4	0.9
	Florida WBR	0.6	0.5	0.6	0.8
	France Rd SBL	8.3	8.0	8.6	8.4
	France Rd SBR	7.5	7.4	7.1	7.0
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.4	0.4	0.5
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	0.0	0.0	10.1	7.6
	France St NBR	6.7	7.2	7.2	7.4
Florida Ave Bridge	Bridge EBT	0.5	0.3	0.3	0.1
	Bridge WBT	0.1	0.2	0.2	0.3

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.0	0.0	0.0	0.0
	Florida WBL	0.0	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	25.3	25.1	26.8	25.2
	Tennessee NBR	26.5	26.4	28.1	26.5
Harbor Dr at Florida Ave	Florida EBL	2.2	0.0	0.0	0.0
	Florida EBT	0.0	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	Harbor SBL	73.4	72.8	88.1	89.3
	Harbor SBR	81.2	80.7	96.0	97.1
France Rd at Florida Ave	Florida EBL	5.3	1.3	8.2	19.7
	Florida EBT	0.0	1.8	0.0	3.3
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	France Rd SBL	96.5	75.8	83.3	80.4
	France Rd SBR	95.8	75.1	82.6	79.7
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	1.7	0.0	5.6
	Florida EBR	0.0	2.2	0.0	6.1
	Florida WBT	0.0	0.0	0.0	0.0
	France St NBL	35.6	30.1	62.1	57.3
	France St NBR	40.6	34.9	67.1	62.4
Florida Ave Bridge	Bridge EBT	0.0	0.0	0.0	0.0
	Bridge WBT	0.0	0.0	0.0	0.0

Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.7	17.8	17.6	17.6
Florida WB - Harbor to East Bridge Stop Bar	8.5	8.5	8.6	8.6
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	18.1	18.2	18.3	18.2
Florida WB - West Bridge Stop bar to France Rd	37.2	36.7	36.3	36.7
Florida WB - France Rd to France St NB Ramp	5.9	5.8	5.8	5.8
Total WB Travel Time	**87.4**	**87.1**	**86.5**	**86.9**
Florida EB - France St NB Ramp to France Rd	6.9	6.7	6.4	6.5
Florida EB - France Rd to West Bridge Stop Bar	41.7	40.7	40.8	40.8
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	20.3	20.2	20.0	20.0
Florida EB - East Bridge Stop Bar to Harbor	9.9	9.9	9.7	9.5
Florida EB - Harbor to Tennessee	18.9	18.9	18.5	18.7
Total EB Travel Time	**97.6**	**96.3**	**95.4**	**95.5**

Florida Ave VISSIM Analysis Results - No Bridge Opening
2:30-3:30 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	102	101	0.1
	Florida EBR	13	13	0.0
	Florida WBL	3	2	0.6
	Florida WBT	58	57	0.1
	Tennessee NBL	10	11	0.3
	Tennessee NBR	1	0	1.4
Harbor Dr at Florida Ave	Florida EBL	25	26	0.2
	Florida EBT	99	96	0.3
	Florida WBT	62	59	0.4
	Florida WBR	6	5	0.4
	Harbor SBL	16	17	0.2
	Harbor SBR	15	13	0.5
France Rd at Florida Ave	Florida EBL	13	15	0.5
	Florida EBT	17	17	0.0
	Florida WBT	19	18	0.2
	Florida WBR	58	55	0.4
	France Rd SBL	107	108	0.1
	France Rd SBR	26	24	0.4
France St Off and On Ramps at Florida Ave	Florida EBT	15	17	0.5
	Florida EBR	19	18	0.2
	Florida WBT	49	42	1.0
	France St NBL	4	3	0.5
	France St NBR	15	14	0.3
Florida Ave Bridge	Bridge EBT	124	123	0.1
	Bridge WBT	77	74	0.3

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.3	0.3	0.3	0.2
	Florida EBR	0.6	0.6	0.5	0.7
	Florida WBL	0.4	0.4	0.4	0.9
	Florida WBT	0.0	0.1	0.0	0.0
	Tennessee NBL	6.6	6.7	6.7	7.5
	Tennessee NBR	6.5	6.2	6.3	10.9
Harbor Dr at Florida Ave	Florida EBL	1.4	0.7	0.7	1.1
	Florida EBT	0.4	0.4	0.3	0.5
	Florida WBT	0.0	0.1	0.0	0.1
	Florida WBR	0.5	0.6	0.6	0.5
	Harbor SBL	8.6	9.1	9.3	8.7
	Harbor SBR	8.1	7.7	8.1	8.3
France Rd at Florida Ave	Florida EBL	1.1	1.3	0.7	1.2
	Florida EBT	0.1	0.2	0.3	0.1
	Florida WBT	0.5	0.6	0.4	0.8
	Florida WBR	0.7	0.6	0.6	0.8
	France Rd SBL	8.2	8.4	8.7	8.9
	France Rd SBR	8.3	7.2	7.2	7.2
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.5	0.4	0.5	0.4
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	10.1	10.4	8.6	8.7
	France St NBR	7.1	7.4	8.1	7.3
Florida Ave Bridge	Bridge EBT	0.7	0.6	0.4	0.5
	Bridge WBT	0.1	0.1	0.1	0.2

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.0	0.0	0.0	0.0
	Florida WBL	0.0	0.0	0.0	1.2
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	25.0	25.1	26.8	27.0
	Tennessee NBR	26.3	26.4	28.1	28.3
Harbor Dr at Florida Ave	Florida EBL	0.0	0.0	0.0	0.0
	Florida EBT	0.0	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	Harbor SBL	72.9	74.8	85.4	86.6
	Harbor SBR	80.7	82.6	94.1	94.4
France Rd at Florida Ave	Florida EBL	7.5	13.1	5.0	5.1
	Florida EBT	0.0	1.9	5.5	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	France Rd SBL	88.7	81.7	83.7	109.0
	France Rd SBR	88.0	81.0	82.9	108.3
France St Off and On Ramps at Florida Ave	Florida EBT	1.7	0.0	5.2	0.0
	Florida EBR	2.2	0.0	6.6	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	France St NBL	41.5	51.3	53.5	41.4
	France St NBR	47.3	56.4	58.5	46.5
Florida Ave Bridge	Bridge EBT	0.0	0.0	0.0	0.0
	Bridge WBT	0.0	0.0	0.0	0.0

Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.5	17.5	17.4	17.5
Florida WB - Harbor to East Bridge Stop Bar	8.5	8.5	8.5	8.5
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	18.1	18.1	18.1	18.2
Florida WB - West Bridge Stop bar to France Rd	36.1	36.3	35.1	37.0
Florida WB - France Rd to France St NB Ramp	5.7	5.7	5.7	5.9
Total WB Travel Time	**85.9**	**86.1**	**84.9**	**87.1**
Florida EB - France St NB Ramp to France Rd	6.3	6.4	6.6	6.5
Florida EB - France Rd to West Bridge Stop Bar	39.8	40.6	40.6	41.6
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	20.6	20.4	20.2	20.4
Florida EB - East Bridge Stop Bar to Harbor	9.9	9.8	9.8	9.9
Florida EB - Harbor to Tennessee	19.2	19.2	19.2	19.1
Total EB Travel Time	**95.7**	**96.4**	**96.5**	**97.6**

Florida Ave VISSIM Analysis Results - No Bridge Opening
5:45-6:45 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	102	101	0.1
	Florida EBR	19	19	0.0
	Florida WBL	1	0	1.4
	Florida WBT	75	75	0.0
	Tennessee NBL	5	5	0.0
	Tennessee NBR	0	0	#DIV/0!
Harbor Dr at Florida Ave	Florida EBL	0	0	#DIV/0!
	Florida EBT	118	116	0.2
	Florida WBT	80	80	0.0
	Florida WBR	0	0	#DIV/0!
	Harbor SBL	3	4	0.5
	Harbor SBR	8	7	0.4
France Rd at Florida Ave	Florida EBL	6	7	0.4
	Florida EBT	22	20	0.4
	Florida WBT	21	23	0.4
	Florida WBR	67	66	0.1
	France Rd SBL	96	93	0.3
	France Rd SBR	5	5	0.0
France St Off and On Ramps at Florida Ave	Florida EBT	14	13	0.3
	Florida EBR	3	3	0.0
	Florida WBT	26	25	0.2
	France St NBL	0	0	#DIV/0!
	France St NBR	14	14	0.0
Florida Ave Bridge	Bridge EBT	118	115	0.3
	Bridge WBT	88	88	0.0

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec=veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.5	0.5	0.3	0.3
	Florida EBR	0.7	0.8	0.8	0.6
	Florida WBL	0.4	0.7	0.5	0.4
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	6.8	6.5	6.8	6.6
	Tennessee NBR	0.0	0.0	0.0	0.0
Harbor Dr at Florida Ave	Florida EBL	0.0	0.0	0.0	0.0
	Florida EBT	0.3	0.4	0.3	0.2
	Florida WBT	0.0	0.1	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	Harbor SBL	7.0	8.8	7.8	7.4
	Harbor SBR	7.1	6.7	7.1	6.7
France Rd at Florida Ave	Florida EBL	0.9	1.2	1.2	0.9
	Florida EBT	0.1	0.1	0.1	0.1
	Florida WBT	0.6	1.1	1.1	0.5
	Florida WBR	0.7	0.8	0.8	0.7
	France Rd SBL	7.0	7.2	7.0	6.7
	France Rd SBR	6.1	6.2	5.8	6.7
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.4	0.4	0.3
	Florida WBT	0.1	0.0	0.0	0.0
	France St NBL	0.0	0.0	0.0	0.0
	France St NBR	5.9	6.0	5.9	5.8
Florida Ave Bridge	Bridge EBT	0.6	0.6	0.4	0.4
	Bridge WBT	0.2	0.2	0.2	0.1

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.0	0.0	0.0	0.0
	Florida WBL	0.0	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	25.0	23.0	25.2	1.6
	Tennessee NBR	26.3	24.2	26.5	1.7
Harbor Dr at Florida Ave	Florida EBL	0.0	0.0	0.0	0.0
	Florida EBT	0.0	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	Harbor SBL	44.8	42.7	42.5	42.6
	Harbor SBR	52.6	50.5	50.4	50.4
France Rd at Florida Ave	Florida EBL	4.0	5.1	5.3	0.0
	Florida EBT	1.8	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	France Rd SBL	49.0	58.4	48.9	43.4
	France Rd SBR	48.2	57.7	48.2	42.7
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.0	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	France St NBL	28.3	27.2	24.1	22.4
	France St NBR	33.3	32.2	29.1	27.2
Florida Ave Bridge	Bridge EBT	0.0	0.0	0.0	0.0
	Bridge WBT	0.0	0.0	0.0	0.0

Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.4	17.5	17.5	17.5
Florida WB - Harbor to East Bridge Stop Bar	8.5	8.5	8.5	8.5
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	18.1	18.1	18.2	18.0
Florida WB - West Bridge Stop bar to France Rd	36.4	37.2	37.0	35.9
Florida WB - France Rd to France St NB Ramp	5.8	5.9	5.8	5.7
Total WB Travel Time	**86.2**	**87.3**	**87.0**	**85.6**
Florida EB - France St NB Ramp to France Rd	6.4	6.5	6.3	6.4
Florida EB - France Rd to West Bridge Stop Bar	41.2	41.0	40.3	41.1
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	20.5	20.6	20.2	20.3
Florida EB - East Bridge Stop Bar to Harbor	9.8	9.9	9.7	9.7
Florida EB - Harbor to Tennessee	19.3	19.4	19.1	19.0
Total EB Travel Time	**97.2**	**97.4**	**95.6**	**96.4**

Florida Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening
8:30-9:30 AM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	58	58	0.0
	Florida EBR	11	11	0.0
	Florida WBL	4	3	0.5
	Florida WBT	54	54	0.0
	Tennessee NBL	6	6	0.0
	Tennessee NBR	1	1	0.0
Harbor Dr at Florida Ave	Florida EBL	15	16	0.3
	Florida EBT	59	58	0.1
	Florida WBT	47	48	0.1
	Florida WBR	13	13	0.0
	Harbor SBL	10	12	0.6
	Harbor SBR	10	8	0.7
France Rd at Florida Ave	Florida EBL	9	10	0.3
	Florida EBT	13	12	0.3
	Florida WBT	14	13	0.3
	Florida WBR	43	43	0.0
	France Rd SBL	61	59	0.3
	France Rd SBR	24	23	0.2
France St Off and On Ramps at Florida Ave	Florida EBT	15	15	0.0
	Florida EBR	21	21	0.0
	Florida WBT	40	35	0.8
	France St NBL	2	2	0.0
	France St NBR	7	6	0.4
Flroida Ave Bridge	Bridge EBT	74	73	0.1
	Bridge WBT	57	56	0.1

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.5	0.3	0.1	0.1
	Florida EBR	0.8	0.5	0.6	0.6
	Florida WBL	1.6	0.4	0.4	0.6
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	9.9	8.0	8.9	9.2
	Tennessee NBR	8.4	8.9	10.5	11.8
Harbor Dr at Florida Ave	Florida EBL	2.0	0.7	0.8	1.2
	Florida EBT	1.3	0.1	0.2	0.2
	Florida WBT	0.3	0.2	0.1	0.2
	Florida WBR	0.5	0.6	0.5	0.6
	Harbor SBL	8.5	9.9	8.8	9.2
	Harbor SBR	9.6	8.4	9.2	10.0
France Rd at Florida Ave	Florida EBL	0.7	1.2	1.3	0.8
	Florida EBT	0.1	0.2	0.2	0.0
	Florida WBT	3.2	0.3	0.7	0.7
	Florida WBR	2.2	0.7	0.6	0.7
	France Rd SBL	8.2	8.3	8.6	8.3
	France Rd SBR	7.7	6.5	7.2	7.3
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.4	0.4	0.5
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	8.1	13.5	8.4	0.0
	France St NBR	7.1	7.6	7.4	5.5
Flroida Ave Bridge	Bridge EBT	86.8	0.2	0.3	0.2
	Bridge WBT	86.2	0.1	0.1	0.1

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBL	4	0	0	1
	Florida WBT	0	0	0	0
	Tennessee NBL	39	36	31	31
	Tennessee NBR	41	37	33	33
Harbor Dr at Florida Ave	Florida EBL	6	0	2	0
	Florida EBT	4	0	0	0
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	Harbor SBL	63	57	48	77
	Harbor SBR	71	65	56	85
France Rd at Florida Ave	Florida EBL	0	0	0	0
	Florida EBT	0	0	0	0
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	France Rd SBL	89	70	97	85
	France Rd SBR	89	70	97	84
France St Off and On Ramps at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBT	0	0	0	0
	France St NBL	42	36	57	1
	France St NBR	47	41	62	2
Flroida Ave Bridge	Bridge EBT	246	0	0	0
	Bridge WBT	178	0	0	0

Route	Travel Time	Travel Time	Travel Time	Travel Time
Florida WB - Tennessee to Harbor	17.6	17.5	17.6	17.6
Florida WB - Harbor to East Bridge Stop Bar	77.3	8.5	8.6	8.5
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	41.3	18.0	18.1	18.1
Florida WB - West Bridge Stop bar to France Rd	39.9	35.2	36.4	37.0
Florida WB - France Rd to France St NB Ramp	6.1	5.5	5.9	5.9
Total WB Travel Time	**182.1**	**84.7**	**86.6**	**87.1**
Florida EB - France St NB Ramp to France Rd	6.3	6.6	6.4	6.3
Florida EB - France Rd to West Bridge Stop Bar	142.2	41.1	40.2	40.4
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.5	20.2	20.2	20.0
Florida EB - East Bridge Stop Bar to Harbor	10.8	9.7	9.7	9.6
Florida EB - Harbor to Tennessee	19.6	19.1	18.8	18.7
Total EB Travel Time	**200.5**	**96.8**	**95.3**	**94.9**

Florida Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening
11:00-12:00 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	56	57	0.1
	Florida EBR	12	11	0.3
	Florida WBL	1	0	1.4
	Florida WBT	40	39	0.2
	Tennessee NBL	10	10	0.0
	Tennessee NBR	0	0	#DIV/0!
Harbor Dr at Florida Ave	Florida EBL	24	25	0.2
	Florida EBT	47	47	0.0
	Florida WBT	34	34	0.0
	Florida WBR	16	15	0.3
	Harbor SBL	21	21	0.0
	Harbor SBR	26	24	0.4
France Rd at Florida Ave	Florida EBL	21	21	0.0
	Florida EBT	17	16	0.2
	Florida WBT	16	15	0.3
	Florida WBR	44	42	0.3
	France Rd SBL	54	56	0.3
	France Rd SBR	27	25	0.4
France St Off and On Ramps at Florida Ave	Florida EBT	20	21	0.2
	Florida EBR	21	19	0.4
	Florida WBT	44	41	0.5
	France St NBL	1	2	0.8
	France St NBR	18	16	0.5
Flroida Ave Bridge	Bridge EBT	71	71	0.0
	Bridge WBT	60	58	0.3

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.4	0.1	0.1	0.1
	Florida EBR	0.7	0.5	0.6	0.6
	Florida WBL	0.4	0.4	0.4	0.4
	Florida WBT	0.0	0.1	0.0	0.0
	Tennessee NBL	6.9	6.6	6.7	6.6
	Tennessee NBR	0.0	0.0	0.0	0.0
Harbor Dr at Florida Ave	Florida EBL	2.1	0.8	1.2	1.0
	Florida EBT	1.3	0.2	0.3	0.2
	Florida WBT	0.1	0.1	0.1	0.1
	Florida WBR	0.5	0.7	0.5	0.5
	Harbor SBL	8.7	8.4	9.4	9.8
	Harbor SBR	7.9	8.0	8.6	8.7
France Rd at Florida Ave	Florida EBL	0.7	0.6	0.8	1.2
	Florida EBT	0.1	0.1	0.1	0.2
	Florida WBT	0.9	0.3	0.7	0.2
	Florida WBR	1.7	0.6	0.7	0.6
	France Rd SBL	8.2	8.2	8.2	8.1
	France Rd SBR	7.4	8.0	7.8	7.4
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.5	0.4	0.5
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	0.0	0.0	8.2	9.8
	France St NBR	6.7	7.4	7.2	7.0
Flroida Ave Bridge	Bridge EBT	75.7	0.2	0.2	0.3
	Bridge WBT	75.0	0.3	0.3	0.2

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBL	0	0	0	0
	Florida WBT	0	0	0	0
	Tennessee NBL	25	25	27	25
	Tennessee NBR	27	26	28	26
Harbor Dr at Florida Ave	Florida EBL	14	0	9	5
	Florida EBT	10	0	0	4
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	Harbor SBL	73	81	90	92
	Harbor SBR	81	89	97	100
France Rd at Florida Ave	Florida EBL	5	5	8	11
	Florida EBT	0	0	0	6
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	France Rd SBL	97	85	90	80
	France Rd SBR	96	85	89	79
France St Off and On Ramps at Florida Ave	Florida EBT	0	2	0	0
	Florida EBR	0	2	0	0
	Florida WBT	0	0	0	0
	France St NBL	36	34	60	53
	France St NBR	41	38	65	58
Flroida Ave Bridge	Bridge EBT	193	0	0	0
	Bridge WBT	136	0	0	0

Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.4	17.2	17.4	17.7
Florida WB - Harbor to East Bridge Stop Bar	49.0	8.5	8.6	8.6
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	45.9	18.2	18.2	18.3
Florida WB - West Bridge Stop bar to France Rd	36.8	35.1	36.8	36.2
Florida WB - France Rd to France St NB Ramp	5.7	5.5	5.8	5.8
Total WB Travel Time	**154.9**	**84.5**	**86.8**	**86.5**
Florida EB - France St NB Ramp to France Rd	6.9	6.2	6.6	6.4
Florida EB - France Rd to West Bridge Stop Bar	73.8	39.6	41.1	40.8
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.2	20.3	20.2	20.2
Florida EB - East Bridge Stop Bar to Harbor	10.8	9.7	9.8	9.8
Florida EB - Harbor to Tennessee	19.4	18.9	18.9	18.9
Total EB Travel Time	**132.0**	**94.8**	**96.5**	**96.0**

Florida Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening
2:30-3:30 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	102	101	0.1
	Florida EBR	13	13	0.0
	Florida WBL	3	2	0.6
	Florida WBT	58	57	0.1
	Tennessee NBL	10	11	0.3
	Tennessee NBR	1	0	1.4
Harbor Dr at Florida Ave	Florida EBL	25	26	0.2
	Florida EBT	99	96	0.3
	Florida WBT	62	59	0.4
	Florida WBR	6	5	0.4
	Harbor SBL	16	17	0.2
	Harbor SBR	15	13	0.5
France Rd at Florida Ave	Florida EBL	13	15	0.5
	Florida EBT	17	17	0.0
	Florida WBT	19	18	0.2
	Florida WBR	58	55	0.4
	France Rd SBL	107	108	0.1
	France Rd SBR	26	24	0.4
France St Off and On Ramps at Florida Ave	Florida EBT	15	17	0.5
	Florida EBR	19	18	0.2
	Florida WBT	49	42	1.0
	France St NBL	4	3	0.5
	France St NBR	15	14	0.3
Flroida Ave Bridge	Bridge EBT	124	123	0.1
	Bridge WBT	77	74	0.3

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.9	0.3	0.3	0.2
	Florida EBR	0.8	0.6	0.5	0.7
	Florida WBL	0.5	0.4	0.4	0.9
	Florida WBT	0.0	0.1	0.0	0.0
	Tennessee NBL	7.1	6.7	6.7	7.5
	Tennessee NBR	5.9	6.2	6.3	10.9
Harbor Dr at Florida Ave	Florida EBL	2.2	0.8	0.7	1.1
	Florida EBT	1.7	0.4	0.3	0.5
	Florida WBT	1.0	0.1	0.0	0.1
	Florida WBR	0.5	0.6	0.6	0.5
	Harbor SBL	9.3	9.1	9.3	8.7
	Harbor SBR	8.1	7.7	8.1	8.3
France Rd at Florida Ave	Florida EBL	1.3	1.3	0.7	1.2
	Florida EBT	0.2	0.2	0.3	0.1
	Florida WBT	4.2	0.6	0.4	0.8
	Florida WBR	2.9	0.6	0.6	0.8
	France Rd SBL	8.3	8.4	8.7	8.9
	France Rd SBR	8.3	7.2	7.2	7.2
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.5	0.4	0.5	0.4
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	10.1	10.4	8.6	8.7
	France St NBR	7.1	7.4	8.1	7.3
Flroida Ave Bridge	Bridge EBT	90.8	0.6	0.4	0.5
	Bridge WBT	94.1	0.1	0.1	0.2

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBL	0	0	0	1
	Florida WBT	0	0	0	0
	Tennessee NBL	25	25	27	27
	Tennessee NBR	26	26	28	28
Harbor Dr at Florida Ave	Florida EBL	18	6	0	0
	Florida EBT	12	4	0	0
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	Harbor SBL	73	75	85	87
	Harbor SBR	81	83	94	94
France Rd at Florida Ave	Florida EBL	9	13	5	5
	Florida EBT	3	2	5	0
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	France Rd SBL	89	82	84	109
	France Rd SBR	88	81	83	108
France St Off and On Ramps at Florida Ave	Florida EBT	2	0	5	0
	Florida EBR	2	0	7	0
	Florida WBT	0	0	0	0
	France St NBL	41	51	53	41
	France St NBR	47	56	59	46
Flroida Ave Bridge	Bridge EBT	336	0	0	0
	Bridge WBT	217	0	0	0

Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	18.5	17.5	17.4	17.5
Florida WB - Harbor to East Bridge Stop Bar	71.5	8.5	8.5	8.5
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	40.4	18.1	18.1	18.2
Florida WB - West Bridge Stop bar to France Rd	41.0	36.3	35.1	37.0
Florida WB - France Rd to France St NB Ramp	6.0	5.7	5.7	5.9
Total WB Travel Time	**177.4**	**86.1**	**84.9**	**87.1**
Florida EB - France St NB Ramp to France Rd	6.5	6.4	6.6	6.5
Florida EB - France Rd to West Bridge Stop Bar	129.1	40.6	40.6	41.6
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.9	20.4	20.2	20.4
Florida EB - East Bridge Stop Bar to Harbor	11.2	9.9	9.8	9.9
Florida EB - Harbor to Tennessee	20.1	19.1	19.2	19.1
Total EB Travel Time	**188.8**	**96.5**	**96.5**	**97.6**

Florida Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening
5:45-6:45 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	102	101	0.1
	Florida EBR	19	19	0.0
	Florida WBL	1	0	1.4
	Florida WBT	75	75	0.0
	Tennessee NBL	5	5	0.0
	Tennessee NBR	0	0	#DIV/0!
Harbor Dr at Florida Ave	Florida EBL	0	0	#DIV/0!
	Florida EBT	118	116	0.2
	Florida WBT	80	80	0.0
	Florida WBR	0	0	#DIV/0!
	Harbor SBL	3	4	0.5
	Harbor SBR	8	7	0.4
France Rd at Florida Ave	Florida EBL	6	7	0.4
	Florida EBT	22	20	0.4
	Florida WBT	21	22	0.2
	Florida WBR	67	66	0.1
	France Rd SBL	96	94	0.2
	France Rd SBR	5	5	0.0
France St Off and On Ramps at Florida Ave	Florida EBT	14	13	0.3
	Florida EBR	3	3	0.0
	Florida WBT	26	25	0.2
	France St NBL	0	0	#DIV/0!
	France St NBR	14	14	0.0
Flroida Ave Bridge	Bridge EBT	118	115	0.3
	Bridge WBT	88	88	0.0

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec=veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	2.1	0.6	0.4	0.3
	Florida EBR	1.8	0.7	0.6	0.7
	Florida WBL	0.4	0.7	1.5	0.4
	Florida WBT	0.0	0.1	0.0	0.0
	Tennessee NBL	7.4	7.0	6.8	6.4
	Tennessee NBR	0.0	0.0	0.0	0.0
Harbor Dr at Florida Ave	Florida EBL	0.0	0.0	0.0	0.0
	Florida EBT	0.8	0.3	0.3	0.2
	Florida WBT	0.2	0.1	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	Harbor SBL	6.9	7.5	8.1	6.5
	Harbor SBR	8.0	6.9	7.3	7.1
France Rd at Florida Ave	Florida EBL	1.6	1.0	1.3	1.3
	Florida EBT	0.1	0.1	0.1	0.1
	Florida WBT	5.1	0.8	0.9	0.6
	Florida WBR	3.6	0.7	0.8	0.7
	France Rd SBL	7.0	7.3	6.9	6.7
	France Rd SBR	6.2	6.0	6.3	5.7
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.3	0.4	0.6
	Florida WBT	0.2	0.1	0.0	0.0
	France St NBL	0.0	0.0	0.0	0.0
	France St NBR	5.9	5.9	5.8	5.8
Flroida Ave Bridge	Bridge EBT	92.6	0.7	0.4	0.3
	Bridge WBT	89.5	0.2	0.2	0.1

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBL	0	0	1	0
	Florida WBT	0	0	0	0
	Tennessee NBL	25	23	25	3
	Tennessee NBR	26	24	26	4
Harbor Dr at Florida Ave	Florida EBL	0	0	0	0
	Florida EBT	0	0	0	0
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	Harbor SBL	45	43	43	39
	Harbor SBR	53	51	50	47
France Rd at Florida Ave	Florida EBL	5	5	4	1
	Florida EBT	2	0	0	0
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	France Rd SBL	49	60	48	42
	France Rd SBR	48	59	47	41
France St Off and On Ramps at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBT	0	0	0	0
	France St NBL	28	27	24	22
	France St NBR	33	32	29	27
Flroida Ave Bridge	Bridge EBT	285	0	0	0
	Bridge WBT	237	0	0	0

Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.5	17.5	17.4	17.5
Florida WB - Harbor to East Bridge Stop Bar	78.0	8.5	8.5	8.5
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	34.8	18.2	18.1	18.1
Florida WB - West Bridge Stop bar to France Rd	42.3	36.6	36.0	35.8
Florida WB - France Rd to France St NB Ramp	6.1	5.8	5.6	5.7
Total WB Travel Time	**178.8**	**86.6**	**85.7**	**85.6**
Florida EB - France St NB Ramp to France Rd	6.4	6.2	6.4	6.2
Florida EB - France Rd to West Bridge Stop Bar	124.6	40.5	41.0	40.4
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.8	20.5	20.3	20.2
Florida EB - East Bridge Stop Bar to Harbor	10.3	9.8	9.7	9.6
Florida EB - Harbor to Tennessee	21.2	19.4	19.2	18.8
Total EB Travel Time	**184.3**	**96.4**	**96.6**	**95.2**

Florida Ave VISSIM Analysis Results - Scenario 3a - Two Bridge Openings
8:30-9:30 AM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	58	58	0.0
	Florida EBR	11	11	0.0
	Florida WBL	4	3	0.5
	Florida WBT	54	54	0.0
	Tennessee NBL	6	6	0.0
	Tennessee NBR	1	1	0.0
Harbor Dr at Florida Ave	Florida EBL	15	16	0.3
	Florida EBT	59	57	0.3
	Florida WBT	47	47	0.0
	Florida WBR	13	12	0.3
	Harbor SBL	10	12	0.6
	Harbor SBR	10	8	0.7
France Rd at Florida Ave	Florida EBL	9	10	0.3
	Florida EBT	13	12	0.3
	Florida WBT	14	13	0.3
	Florida WBR	43	43	0.0
	France Rd SBL	61	60	0.1
	France Rd SBR	24	23	0.2
France St Off and On Ramps at Florida Ave	Florida EBT	15	16	0.3
	Florida EBR	21	20	0.2
	Florida WBT	40	35	0.8
	France St NBL	2	2	0.0
	France St NBR	7	6	0.4
Florida Ave Bridge	Bridge EBT	74	73	0.1
	Bridge WBT	57	55	0.3

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.5	0.4	0.6	0.2
	Florida EBR	0.8	0.5	0.8	0.6
	Florida WBL	1.3	0.4	2.1	0.4
	Florida WBT	0.0	0.0	0.0	0.1
	Tennessee NBL	9.9	7.9	9.7	9.4
	Tennessee NBR	8.5	8.1	5.9	6.2
Harbor Dr at Florida Ave	Florida EBL	2.0	0.6	0.7	1.3
	Florida EBT	1.4	0.9	0.3	0.2
	Florida WBT	0.3	0.3	0.1	0.2
	Florida WBR	0.5	0.6	0.6	0.5
	Harbor SBL	8.4	9.8	8.8	9.6
	Harbor SBR	9.6	8.4	8.7	9.0
France Rd at Florida Ave	Florida EBL	1.5	1.6	1.2	1.4
	Florida EBT	0.2	0.2	0.2	0.2
	Florida WBT	2.6	0.4	1.5	0.6
	Florida WBR	2.0	0.7	2.0	0.8
	France Rd SBL	7.9	7.7	8.3	8.1
	France Rd SBR	7.5	6.1	7.0	7.3
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.4	0.4	0.4
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	8.0	13.5	8.9	0.0
	France St NBR	7.1	7.6	7.2	5.5
Florida Ave Bridge	Bridge EBT	87.9	82.1	0.6	0.2
	Bridge WBT	86.2	101.9	0.0	0.2

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBL	1	0	0	0
	Florida WBT	0	0	0	0
	Tennessee NBL	40	36	31	30
	Tennessee NBR	41	37	33	31
Harbor Dr at Florida Ave	Florida EBL	9	0	0	0
	Florida EBT	4	0	0	0
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	Harbor SBL	63	57	50	76
	Harbor SBR	71	65	58	84
France Rd at Florida Ave	Florida EBL	12	9	8	2
	Florida EBT	12	8	7	2
	Florida WBT	0	0	7	0
	Florida WBR	0	0	7	0
	France Rd SBL	91	72	95	87
	France Rd SBR	90	71	94	86
France St Off and On Ramps at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBT	0	0	0	0
	France St NBL	43	37	55	1
	France St NBR	48	41	60	2
Florida Ave Bridge	Bridge EBT	248	157	0	0
	Bridge WBT	179	174	0	0

Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.6	17.6	17.6	17.6
Florida WB - Harbor to East Bridge Stop Bar	77.2	85.9	8.5	8.5
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	41.3	44.9	18.1	18.1
Florida WB - West Bridge Stop bar to France Rd	39.2	35.1	38.0	35.5
Florida WB - France Rd to France St NB Ramp	6.0	5.5	5.8	5.6
Total WB Travel Time	**181.5**	**189.1**	**88.1**	**85.3**
Florida EB - France St NB Ramp to France Rd	7.5	7.6	7.5	7.1
Florida EB - France Rd to West Bridge Stop Bar	142.3	155.0	39.8	40.6
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.6	21.3	20.2	19.9
Florida EB - East Bridge Stop Bar to Harbor	10.9	10.5	9.7	9.5
Florida EB - Harbor to Tennessee	19.7	19.4	19.5	18.7
Total EB Travel Time	**201.9**	**213.8**	**96.7**	**95.8**

Florida Ave VISSIM Analysis Results - Scenario 3a - Two Bridge Openings
11:00-12:00 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	56	56	0.0
	Florida EBR	12	12	0.0
	Florida WBL	1	0	1.4
	Florida WBT	40	38	0.3
	Tennessee NBL	10	10	0.0
	Tennessee NBR	0	0	#DIV/0!
Harbor Dr at Florida Ave	Florida EBL	24	24	0.0
	Florida EBT	47	47	0.0
	Florida WBT	34	33	0.2
	Florida WBR	16	15	0.3
	Harbor SBL	21	21	0.0
	Harbor SBR	26	24	0.4
France Rd at Florida Ave	Florida EBL	21	22	0.2
	Florida EBT	17	16	0.2
	Florida WBT	16	15	0.3
	Florida WBR	44	42	0.3
	France Rd SBL	54	56	0.3
	France Rd SBR	27	25	0.4
France St Off and On Ramps at Florida Ave	Florida EBT	20	21	0.2
	Florida EBR	21	19	0.4
	Florida WBT	44	40	0.6
	France St NBL	1	2	0.8
	France St NBR	18	16	0.5
Florida Ave Bridge	Bridge EBT	71	71	0.0
	Bridge WBT	60	57	0.4

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.4	0.2	0.4	0.1
	Florida EBR	0.7	0.5	0.6	0.6
	Florida WBL	0.4	0.4	2.3	0.4
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	6.8	6.6	6.7	6.6
	Tennessee NBR	0.0	0.0	0.0	0.0
Harbor Dr at Florida Ave	Florida EBL	1.6	0.9	0.9	0.8
	Florida EBT	1.2	0.9	0.6	0.3
	Florida WBT	0.3	0.0	0.2	0.1
	Florida WBR	0.6	0.5	0.6	0.6
	Harbor SBL	8.4	8.6	9.2	9.1
	Harbor SBR	7.9	8.0	8.8	9.2
France Rd at Florida Ave	Florida EBL	0.3	0.5	1.1	1.3
	Florida EBT	0.1	0.2	0.1	0.1
	Florida WBT	1.6	0.6	0.5	0.4
	Florida WBR	1.8	0.8	0.9	0.7
	France Rd SBL	8.2	8.0	8.6	8.6
	France Rd SBR	7.5	7.9	7.6	7.7
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.5	0.4	0.5
	Florida WBT	0.2	0.1	0.1	0.1
	France St NBL	0.0	0.0	8.3	9.0
	France St NBR	6.7	7.4	7.3	7.4
Florida Ave Bridge	Bridge EBT	75.6	78.0	1.9	0.3
	Bridge WBT	78.1	73.3	0.2	0.2

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBL	0	0	1	0
	Florida WBT	0	0	0	0
	Tennessee NBL	25	25	27	25
	Tennessee NBR	27	26	28	26
Harbor Dr at Florida Ave	Florida EBL	7	0	4	4
	Florida EBT	0	0	2	2
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	Harbor SBL	73	81	91	91
	Harbor SBR	81	89	99	99
France Rd at Florida Ave	Florida EBL	0	4	17	17
	Florida EBT	0	2	2	0
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	France Rd SBL	97	85	89	86
	France Rd SBR	98	86	90	87
France St Off and On Ramps at Florida Ave	Florida EBT	0	2	0	9
	Florida EBR	0	2	0	10
	Florida WBT	0	0	0	0
	France St NBL	36	34	58	53
	France St NBR	41	38	63	58
Florida Ave Bridge	Bridge EBT	193	178	0	0
	Bridge WBT	146	100	0	0

Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.6	17.5	17.8	17.6
Florida WB - Harbor to East Bridge Stop Bar	58.2	44.7	8.7	8.6
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	44.7	51.1	18.1	18.2
Florida WB - West Bridge Stop bar to France Rd	37.3	35.7	36.5	37.2
Florida WB - France Rd to France St NB Ramp	5.9	5.7	5.7	5.9
Total WB Travel Time	**163.6**	**154.7**	**86.8**	**87.5**
Florida EB - France St NB Ramp to France Rd	6.9	6.4	6.8	6.4
Florida EB - France Rd to West Bridge Stop Bar	65.5	121.8	41.7	40.6
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	31.9	30.8	20.4	19.9
Florida EB - East Bridge Stop Bar to Harbor	10.6	10.5	10.0	9.6
Florida EB - Harbor to Tennessee	19.4	19.1	19.3	18.7
Total EB Travel Time	**134.3**	**188.7**	**98.2**	**95.2**

Florida Ave VISSIM Analysis Results - Scenario 3a - Two Bridge Openings
2:30-3:30 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	102	102	0.0
	Florida EBR	13	13	0.0
	Florida WBL	3	2	0.6
	Florida WBT	58	57	0.1
	Tennessee NBL	10	11	0.3
	Tennessee NBR	1	0	1.4
Harbor Dr at Florida Ave	Florida EBL	25	26	0.2
	Florida EBT	99	96	0.3
	Florida WBT	62	59	0.4
	Florida WBR	6	5	0.4
	Harbor SBL	16	17	0.2
	Harbor SBR	15	13	0.5
France Rd at Florida Ave	Florida EBL	13	15	0.5
	Florida EBT	17	17	0.0
	Florida WBT	19	18	0.2
	Florida WBR	58	55	0.4
	France Rd SBL	107	108	0.1
	France Rd SBR	26	24	0.4
France St Off and On Ramps at Florida Ave	Florida EBT	15	17	0.5
	Florida EBR	19	18	0.2
	Florida WBT	49	42	1.0
	France St NBL	4	3	0.5
	France St NBR	15	14	0.3
Florida Ave Bridge	Bridge EBT	124	123	0.1
	Bridge WBT	77	74	0.3

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.9	0.3	0.5	0.3
	Florida EBR	0.8	0.7	0.8	0.6
	Florida WBL	0.5	0.4	2.1	0.9
	Florida WBT	0.0	0.1	0.0	0.1
	Tennessee NBL	7.1	6.7	7.4	7.2
	Tennessee NBR	5.9	5.5	5.3	5.6
Harbor Dr at Florida Ave	Florida EBL	2.2	0.9	1.0	1.1
	Florida EBT	1.7	0.9	0.8	0.5
	Florida WBT	1.0	0.1	0.1	0.1
	Florida WBR	0.5	0.6	0.5	0.6
	Harbor SBL	9.3	8.6	9.3	9.4
	Harbor SBR	8.1	7.7	8.5	8.5
France Rd at Florida Ave	Florida EBL	1.3	1.1	1.8	1.2
	Florida EBT	0.1	0.2	0.3	0.1
	Florida WBT	3.9	0.4	2.2	0.9
	Florida WBR	2.8	0.7	1.7	0.8
	France Rd SBL	8.2	8.3	8.8	9.1
	France Rd SBR	8.3	7.3	7.1	8.1
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.5	0.4	0.5	0.4
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	10.1	10.4	8.4	8.7
	France St NBR	7.1	7.4	7.7	7.5
Florida Ave Bridge	Bridge EBT	90.3	89.4	2.0	0.5
	Bridge WBT	94.1	87.0	0.3	0.2

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBL	0	0	2	1
	Florida WBT	0	0	0	0
	Tennessee NBL	25	25	27	27
	Tennessee NBR	26	26	28	28
Harbor Dr at Florida Ave	Florida EBL	18	0	0	4
	Florida EBT	12	0	0	0
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	Harbor SBL	73	75	84	83
	Harbor SBR	81	83	92	91
France Rd at Florida Ave	Florida EBL	11	12	17	7
	Florida EBT	0	2	16	4
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	France Rd SBL	89	82	84	111
	France Rd SBR	90	83	85	112
France St Off and On Ramps at Florida Ave	Florida EBT	2	0	3	0
	Florida EBR	2	0	4	0
	Florida WBT	0	0	0	0
	France St NBL	41	51	52	38
	France St NBR	47	56	57	43
Florida Ave Bridge	Bridge EBT	334	341	0	0
	Bridge WBT	217	160	0	0

Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	18.5	17.4	17.5	17.5
Florida WB - Harbor to East Bridge Stop Bar	71.5	73.8	8.5	8.5
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	40.4	44.5	18.0	18.1
Florida WB - West Bridge Stop bar to France Rd	40.8	36.2	37.7	36.5
Florida WB - France Rd to France St NB Ramp	6.0	5.7	5.8	5.7
Total WB Travel Time	**177.1**	**177.7**	**87.5**	**86.3**
Florida EB - France St NB Ramp to France Rd	6.3	6.4	6.6	6.5
Florida EB - France Rd to West Bridge Stop Bar	129.0	120.7	40.9	41.1
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.9	21.4	20.6	20.3
Florida EB - East Bridge Stop Bar to Harbor	11.2	10.3	10.3	9.9
Florida EB - Harbor to Tennessee	20.1	19.2	19.6	19.0
Total EB Travel Time	**188.5**	**177.9**	**98.0**	**96.8**

Florida Ave VISSIM Analysis Results - Scenario 3a - Two Bridge Openings
5:45-6:45 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	102	92	1.0
	Florida EBR	19	17	0.5
	Florida WBL	1	0	1.4
	Florida WBT	75	75	0.0
	Tennessee NBL	5	5	0.0
	Tennessee NBR	0	0	#DIV/0!
Harbor Dr at Florida Ave	Florida EBL	0	0	#DIV/0!
	Florida EBT	118	105	1.2
	Florida WBT	80	80	0.0
	Florida WBR	0	0	#DIV/0!
	Harbor SBL	3	4	0.5
	Harbor SBR	8	7	0.4
France Rd at Florida Ave	Florida EBL	6	3	1.4
	Florida EBT	22	10	3.0
	Florida WBT	21	22	0.2
	Florida WBR	67	66	0.1
	France Rd SBL	96	94	0.2
	France Rd SBR	5	5	0.0
France St Off and On Ramps at Florida Ave	Florida EBT	14	13	0.3
	Florida EBR	3	3	0.0
	Florida WBT	26	25	0.2
	France St NBL	0	0	#DIV/0!
	France St NBR	14	0	5.3
Florida Ave Bridge	Bridge EBT	118	105	1.2
	Bridge WBT	88	88	0.0

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec=veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	1.5	0.6	1.4	0.1
	Florida EBR	1.1	0.8	1.3	0.6
	Florida WBL	0.4	1.3	0.4	0.4
	Florida WBT	0.0	0.1	0.0	0.0
	Tennessee NBL	7.0	6.8	7.2	6.4
	Tennessee NBR	0.0	0.0	0.0	0.0
Harbor Dr at Florida Ave	Florida EBL	0.0	0.0	0.0	0.0
	Florida EBT	0.7	0.6	0.5	0.2
	Florida WBT	0.4	0.8	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	Harbor SBL	6.9	7.5	7.0	7.1
	Harbor SBR	9.2	10.8	7.1	6.7
France Rd at Florida Ave	Florida EBL	3.6	0.9	0.6	0.3
	Florida EBT	0.0	0.0	0.1	0.0
	Florida WBT	4.7	1.0	2.6	0.3
	Florida WBR	3.5	0.8	2.2	0.7
	France Rd SBL	6.9	7.2	6.9	6.8
	France Rd SBR	6.1	5.9	7.3	6.8
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.3	0.4	0.2
	Florida WBT	0.2	0.1	0.1	0.0
	France St NBL	0.0	0.0	0.0	0.0
	France St NBR	0.0	0.0	0.0	0.0
Florida Ave Bridge	Bridge EBT	92.4	86.5	4.9	0.3
	Bridge WBT	89.1	94.8	1.6	0.1

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBL	0	1	0	0
	Florida WBT	0	0	0	0
	Tennessee NBL	25	23	25	3
	Tennessee NBR	26	24	26	4
Harbor Dr at Florida Ave	Florida EBL	0	0	0	0
	Florida EBT	0	0	0	0
	Florida WBT	0	0	0	0
	Florida WBR	0	3	0	0
	Harbor SBL	45	43	35	37
	Harbor SBR	53	51	43	45
France Rd at Florida Ave	Florida EBL	2	2	4	0
	Florida EBT	0	0	0	0
	Florida WBT	0	0	0	0
	Florida WBR	0	0	0	0
	France Rd SBL	48	59	49	45
	France Rd SBR	47	58	48	44
France St Off and On Ramps at Florida Ave	Florida EBT	0	0	0	0
	Florida EBR	0	0	0	0
	Florida WBT	0	0	0	0
	France St NBL	0	0	0	0
	France St NBR	0	0	0	0
Florida Ave Bridge	Bridge EBT	241	316	0	0
	Bridge WBT	244	275	0	0

Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.5	18.1	17.4	17.5
Florida WB - Harbor to East Bridge Stop Bar	78.8	88.3	8.5	8.5
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	27.8	27.9	18.2	18.0
Florida WB - West Bridge Stop bar to France Rd	42.0	37.5	38.6	36.1
Florida WB - France Rd to France St NB Ramp	6.0	5.9	5.8	5.7
Total WB Travel Time	**172.1**	**177.6**	**88.4**	**85.8**
Florida EB - France St NB Ramp to France Rd	6.6	6.3	6.2	6.4
Florida EB - France Rd to West Bridge Stop Bar	137.9	122.1	40.1	41.0
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.8	21.6	20.6	20.2
Florida EB - East Bridge Stop Bar to Harbor	10.3	10.1	9.9	9.6
Florida EB - Harbor to Tennessee	20.7	19.5	20.3	18.9
Total EB Travel Time	**197.3**	**179.7**	**97.1**	**96.1**

St Claude Ave VISSIM Analysis Results - No Opening
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	50	50	0.0
	NBR	39	40	0.2
	NBL	8	8	0.0
	SBT	48	64	2.1
	SBL	79	99	2.1
	SBR	90	113	2.3
	EBR	24	25	0.2
	EBL	80	83	0.3
	EBT	282	275	0.4
	WBL	32	34	0.3
	WBR	70	72	0.2
	WBT	689	713	0.9
Reynes St at St Claude Ave	EBR	40	40	0.0
	EBT	360	372	0.6
	WBL	7	6	0.4
	WBT	770	789	0.7
	SBT	7	8	0.4
	SBL	6	10	1.4
	SBR	21	30	1.8
Forstall St at St Claude Ave	WBR	63	62	0.1
	WBT	724	728	0.1
	NBT	14	14	0.0
	NBL	65	66	0.1
	NBR	30	29	0.2
	EBL	10	10	0.0
	EBT	356	368	0.6
Claude Bridge	Bridge WB	791	821	1.1
	Bridge EB	400	414	0.7

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	27.2	26.2	28.6
	NBR	6.6	6.8	5.7	5.0
	NBL	31.0	29.0	31.6	32.3
	SBT	30.9	26.9	29.5	31.4
	SBL	37.2	29.4	30.6	34.8
	SBR	16.1	11.3	12.4	11.2
	EBR	2.2	2.4	2.0	2.1
	EBL	43.3	44.7	48.3	40.8
	EBT	9.8	9.9	10.1	10.2
	WBL	29.6	29.0	23.3	27.6
	WBR	23.8	22.7	17.1	18.6
	WBT	26.8	27.5	22.2	24.0
Reynes St at St Claude Ave	EBR	0.5	0.6	0.6	0.6
	EBT	0.2	0.2	0.2	0.3
	WBL	1.8	1.9	3.4	1.8
	WBT	1.0	1.0	1.0	1.0
	SBT	13.9	13.4	12.4	11.7
	SBL	15.8	10.7	9.8	12.4
	SBR	9.4	6.3	7.4	7.5
Forstall St at St Claude Ave	WBR	9.3	8.3	8.1	7.1
	WBT	11.9	11.3	10.7	11.1
	NBT	23.8	23.4	22.8	18.5
	NBL	21.6	20.1	18.7	19.7
	NBR	4.9	5.1	3.6	5.1
	EBL	45.4	48.1	53.6	50.4
	EBT	10.1	10.6	10.2	9.7
Claude Bridge	Bridge WB	1.3	1.2	0.9	0.7
	Bridge EB	0.3	0.3	0.3	0.3

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	56.2	53.8	49.0	47.9
	NBR	59.9	57.5	52.7	51.6
	NBL	56.2	53.8	49.0	47.9
	SBT	173.5	164.5	145.9	144.7
	SBL	173.5	164.5	145.9	144.7
	SBR	182.3	173.3	154.7	153.5
	EBR	126.6	120.5	119.7	109.7
	EBL	123.0	118.8	115.5	111.0
	EBT	123.0	118.8	115.5	111.0
	WBL	386.7	328.8	262.0	279.4
	WBR	399.3	341.3	274.6	292.0
	WBT	386.7	328.8	262.0	279.4
Reynes St at St Claude Ave	EBR	0.0	0.0	2.0	2.0
	EBT	0.0	0.0	2.0	2.0
	WBL	2.6	15.3	15.4	13.5
	WBT	0.0	0.0	7.4	3.3
	SBT	63.4	44.9	50.0	55.1
	SBL	63.1	44.6	49.7	54.9
	SBR	61.2	42.7	47.8	53.0
Forstall St at St Claude Ave	WBR	227.1	202.0	178.8	198.9
	WBT	223.8	198.7	175.5	195.6
	NBT	81.3	69.5	57.6	65.5
	NBL	81.3	69.5	57.6	65.5
	NBR	83.3	71.5	59.6	67.5
	EBL	110.0	121.3	102.4	118.3
	EBT	110.0	121.3	102.4	118.3
Claude Bridge	Bridge WB	0.0	0.0	0.0	0.0
	Bridge EB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	21.6	21.4	21.1	21.0
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	15.2	15.1	14.9	14.7
Claude WB - West Bridge Stop Bar to Poland	35.5	35.2	29.0	30.8
Total WB Travel Time	72.3	71.7	65.0	66.5
Claude EB - Poland to West Bridge Stop Bar	13.8	13.8	13.7	13.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	14.8	14.9	14.8
Claude EB - East Bridge Stop Bar to Tennessee	19.9	19.8	19.9	19.9
Total EB Travel Time	48.6	48.4	48.4	48.5

Claiborne Ave VISSIM Analysis Results - No Opening
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	20	17	0.7
	NBR	9	8	0.3
	NBL	136	117	1.7
	WBR	5	5	0.0
	WBT	1116	1123	0.2
	EBL	21	21	0.0
	EBT	966	948	0.6
Reynes St at Claiborne Ave	SBR	15	7	2.4
	SBL	12	6	2.0
	SBT	8	4	1.6
	EBT	975	957	0.6
	EBR	6	6	0.0
	WBT	1235	1224	0.3
	WBL	17	18	0.2
Tennessee St at Claiborne Ave	SBT	10	2	3.3
	SBR	36	14	4.4
	SBL	11	4	2.6
	NBL	58	48	1.4
	NBT	15	12	0.8
	NBR	8	7	0.4
	EBR	19	20	0.2
	EBL	14	14	0.0
	EBT	979	966	0.4
	WBL	8	8	0.0
	WBT	1232	1218	0.4
	WBR	27	25	0.4
Poland Ave at Robertson St	EBT	618	610	0.3
	EBL	44	45	0.1
	EBR	57	55	0.3
	SBL	293	265	1.7
	SBT	182	224	2.9
	NBR	101	111	1.0
	NBT	143	140	0.3
Poland Ave at Claiborne Ave	SBT	422	432	0.5
	SBR	41	36	0.8
	WBL	53	52	0.1
	WBT	1069	1018	1.6
	WBR	204	199	0.4
	NBL	51	49	0.3
	NBT	136	136	0.0
Claiborne Bridge	EB	1012	987	0.8
	WB	1326	1268	1.6

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	27.7	26.8	22.1	20.3
	NBR	6.8	5.0	6.6	8.3
	NBL	29.8	27.2	28.0	28.2
	WBR	8.6	9.7	6.3	9.8
	WBT	8.9	8.1	7.6	8.1
	EBL	33.6	32.3	26.3	33.8
	EBT	4.3	4.0	3.7	3.6
Reynes St at Claiborne Ave	SBR	8.9	9.3	9.4	11.1
	SBL	26.6	24.1	23.9	23.2
	SBT	21.1	23.5	22.7	24.1
	EBT	1.6	1.5	1.5	1.4
	EBR	0.6	1.1	0.2	0.8
	WBT	0.7	0.7	0.6	0.6
	WBL	12.2	9.8	11.2	10.7
Tennessee St at Claiborne Ave	SBT	19.8	24.2	20.0	32.8
	SBR	10.3	5.9	4.5	6.1
	SBL	36.1	39.9	34.9	19.9
	NBL	22.6	25.9	26.9	23.9
	NBT	22.8	30.6	23.0	16.8
	NBR	8.3	17.5	13.0	7.0
	EBR	6.3	5.3	6.3	7.1
	EBL	40.0	44.3	46.3	39.7
	EBT	8.4	7.7	9.9	8.2
	WBL	38.8	46.3	32.3	29.5
	WBT	4.6	4.5	4.2	4.2
	WBR	3.1	5.2	4.2	3.1
Poland Ave at Robertson St	EBT	14.3	14.0	14.6	14.9
	EBL	13.4	13.2	16.2	13.2
	EBR	8.9	10.8	10.0	10.7
	SBL	6.0	6.5	8.7	8.7
	SBT	15.1	16.6	10.4	10.6
	NBR	17.2	17.6	10.9	12.7
	NBT	44.7	42.6	30.7	33.1
Poland Ave at Claiborne Ave	SBT	29.1	28.0	20.4	18.7
	SBR	15.5	16.1	11.8	11.4
	WBL	15.6	13.3	15.0	15.1
	WBT	18.6	17.5	17.8	17.3
	WBR	15.8	15.0	14.9	14.3
	NBL	20.0	14.1	15.4	16.2
	NBT	5.5	7.3	9.4	9.3
Claiborne Bridge	EB	0.5	0.5	0.5	0.5
	WB	1.4	1.1	0.9	1.0

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	112.9	117.5	105.3	109.3
	NBR	115.2	119.8	107.7	111.6
	NBL	112.9	117.5	105.3	109.3
	WBR	298.2	228.1	163.8	204.2
	WBT	288.9	218.8	154.5	194.8
	EBL	108.8	104.9	113.0	107.7
	EBT	108.8	104.9	113.0	107.7
Reynes St at Claiborne Ave	SBR	37.6	35.6	30.8	35.3
	SBL	39.5	37.5	32.7	37.2
	SBT	39.5	37.5	32.7	37.2
	EBT	9.9	20.8	4.2	19.0
	EBR	9.9	20.8	4.2	19.0
	WBT	9.0	0.0	0.0	2.5
	WBL	58.3	40.5	38.0	52.5
Tennessee St at Claiborne Ave	SBT	42.5	29.3	25.0	27.9
	SBR	44.0	30.9	26.6	29.4
	SBL	42.5	29.3	25.0	27.9
	NBL	45.1	148.6	74.9	40.6
	NBT	45.1	148.6	74.9	40.6
	NBR	45.1	148.6	74.9	40.6
	EBR	234.3	219.5	275.1	248.9
	EBL	230.8	216.0	271.6	245.4
	EBT	230.8	216.0	271.6	245.4
	WBL	136.1	132.8	97.3	122.6
	WBT	136.1	132.8	97.3	122.6
	WBR	139.5	136.2	100.7	126.0
Poland Ave at Robertson St	EBT	185.4	194.5	202.1	197.7
	EBL	185.4	194.5	202.1	197.7
	EBR	187.2	196.3	203.9	199.6
	SBL	97.9	99.9	79.6	84.2
	SBT	97.9	99.9	79.6	84.2
	NBR	143.0	158.6	119.4	124.1
	NBT	134.4	150.1	110.9	115.6
Poland Ave at Claiborne Ave	SBT	315.3	245.0	191.8	192.1
	SBR	313.5	243.2	190.0	190.3
	WBL	527.8	428.6	329.4	363.0
	WBT	534.4	435.2	336.0	369.6
	WBR	538.7	439.5	340.3	373.9
	NBL	60.0	58.4	65.6	58.9
	NBT	60.0	58.4	65.6	58.9
Claiborne Bridge	EB	0.0	0.0	0.0	0.0
	WB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.7	19.5	19.3	19.4
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.4	17.3	17.1	17.2
Claiborne WB - West Bridge Stop Bar to Poland	33.1	30.7	29.5	29.3
Total WB Travel Time	70.3	67.5	65.9	65.9
Claiborne EB - Robertson to West Bridge Stop Bar	17.1	17.1	17.0	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	14.7	14.8	14.7
Claiborne EB - East Bridge Stop Bar to Tennessee	21.5	20.5	22.9	21.3
Total EB Travel Time	53.5	52.3	54.6	53.0

St Claude Ave VISSIM Analysis Results - No Opening
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	52	52	0.0
	NBR	33	32	0.2
	NBL	10	11	0.3
	SBT	66	80	1.6
	SBL	99	106	0.7
	SBR	109	122	1.2
	EBR	22	22	0.0
	EBL	100	102	0.2
	EBT	264	259	0.3
	WBL	18	21	0.7
	WBR	66	74	1.0
	WBT	456	471	0.7
Reynes St at St Claude Ave	EBR	26	26	0.0
	EBT	370	372	0.1
	WBL	8	7	0.4
	WBT	529	528	0.0
	SBT	3	9	2.4
	SBL	6	18	3.5
	SBR	13	42	5.5
Forstall St at St Claude Ave	WBR	66	66	0.0
	WBT	493	489	0.2
	NBT	24	24	0.0
	NBL	44	46	0.3
	NBR	26	24	0.4
	EBL	8	8	0.0
	EBT	386	381	0.3
Claude Bridge	Bridge WB	542	569	1.1
	Bridge EB	396	398	0.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	28.7	25.3	25.3	27.7
	NBR	4.2	5.1	7.6	9.0
	NBL	25.0	23.6	23.3	30.3
	SBT	29.9	26.8	25.8	32.9
	SBL	32.0	27.6	29.5	36.8
	SBR	13.5	9.4	13.4	12.0
	EBR	2.3	2.2	1.9	2.6
	EBL	42.0	46.4	45.7	40.8
	EBT	9.1	9.5	9.9	9.7
	WBL	26.2	28.4	21.5	26.3
	WBR	17.9	18.1	17.6	22.1
	WBT	24.1	24.8	22.3	25.8
Reynes St at St Claude Ave	EBR	0.5	0.6	0.6	0.5
	EBT	0.2	0.2	0.2	0.2
	WBL	1.5	1.9	1.7	1.5
	WBT	1.0	1.0	1.1	1.0
	SBT	13.8	11.6	12.9	13.0
	SBL	11.7	10.6	11.1	10.5
	SBR	7.1	5.6	6.8	6.4
Forstall St at St Claude Ave	WBR	7.0	5.7	7.2	8.3
	WBT	10.8	9.8	10.8	10.8
	NBT	21.8	14.6	21.4	18.1
	NBL	21.1	23.3	18.3	19.8
	NBR	5.3	3.8	5.1	4.2
	EBL	45.0	48.2	46.1	54.3
	EBT	10.1	11.2	10.7	9.8
Claude Bridge	Bridge WB	0.7	0.6	0.7	1.0
	Bridge EB	0.2	0.3	0.2	0.3

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	37.7	43.8	56.6	67.3
	NBR	41.4	47.5	60.3	71.0
	NBL	37.7	43.8	56.6	67.3
	SBT	162.5	136.4	151.9	151.9
	SBL	162.5	136.4	151.9	151.9
	SBR	171.3	145.2	160.7	160.6
	EBR	143.1	136.3	134.7	112.5
	EBL	138.9	132.7	130.4	108.7
	EBT	138.9	132.7	130.4	108.7
	WBL	238.1	198.5	214.8	264.8
	WBR	250.6	211.0	227.4	277.4
	WBT	238.1	198.5	214.8	264.8
Reynes St at St Claude Ave	EBR	0.0	0.0	2.0	0.0
	EBT	0.0	0.0	2.0	0.0
	WBL	10.0	4.9	19.0	10.6
	WBT	5.5	4.2	1.8	0.0
	SBT	65.8	51.5	55.4	53.5
	SBL	65.5	51.3	55.1	53.3
	SBR	63.6	49.4	53.2	51.4
Forstall St at St Claude Ave	WBR	154.6	124.1	154.0	183.0
	WBT	151.3	120.8	150.7	179.6
	NBT	61.6	58.6	47.0	52.0
	NBL	61.6	58.6	47.0	52.0
	NBR	63.5	60.5	49.0	54.0
	EBL	110.7	121.9	122.4	121.8
	EBT	110.7	121.9	122.4	121.8
Claude Bridge	Bridge WB	0.0	0.0	0.0	0.0
	Bridge EB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	21.1	21.0	21.2	21.3
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	14.8	14.8	14.8	15.1
Claude WB - West Bridge Stop Bar to Poland	29.4	29.0	27.5	32.2
Total WB Travel Time	65.4	64.7	63.5	68.6
Claude EB - Poland to West Bridge Stop Bar	13.7	13.7	13.7	13.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	14.9	14.8	14.8
Claude EB - East Bridge Stop Bar to Tennessee	19.7	19.8	19.8	19.7
Total EB Travel Time	48.1	48.4	48.3	48.2

Claiborne Ave VISSIM Analysis Results - No Opening
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	30	24	1.2
	NBR	7	5	0.8
	NBL	88	71	1.9
	WBR	12	13	0.3
	WBT	923	924	0.0
	EBL	22	21	0.2
	EBT	1049	1028	0.7
Reynes St at Claiborne Ave	SBR	16	7	2.7
	SBL	19	8	3.0
	SBT	26	10	3.8
	EBT	1052	1039	0.4
	EBR	23	24	0.2
	WBT	975	960	0.5
	WBL	36	38	0.3
Tennessee St at Claiborne Ave	SBT	10	8	0.7
	SBR	31	25	1.1
	SBL	21	20	0.2
	NBL	24	29	1.0
	NBT	14	17	0.8
	NBR	10	14	1.2
	EBR	23	24	0.2
	EBL	13	12	0.3
	EBT	1057	1037	0.6
	WBL	10	10	0.0
	WBT	965	943	0.7
	WBR	29	29	0.0
Poland Ave at Robertson St	EBT	692	692	0.0
	EBL	44	46	0.3
	EBR	65	62	0.4
	SBL	293	263	1.8
	SBT	203	238	2.4
	NBR	108	114	0.6
	NBT	132	135	0.3
Poland Ave at Claiborne Ave	SBT	444	450	0.3
	SBR	62	56	0.8
	WBL	53	51	0.3
	WBT	788	765	0.8
	WBR	179	181	0.1
	NBL	60	53	0.9
	NBT	142	128	1.2
Claiborne Bridge	EB	1093	1068	0.8
	WB	1020	986	1.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	24.9	25.3	26.0	28.2
	NBR	8.5	4.0	10.6	9.0
	NBL	26.2	26.9	27.2	27.1
	WBR	7.3	5.7	4.4	9.5
	WBT	8.0	7.2	7.4	8.1
	EBL	29.3	34.2	30.0	35.4
	EBT	4.1	4.2	3.6	3.3
Reynes St at Claiborne Ave	SBR	10.2	7.1	9.1	11.2
	SBL	23.2	23.5	22.3	20.1
	SBT	21.6	23.0	23.5	23.5
	EBT	1.6	1.6	1.6	1.5
	EBR	0.6	0.5	0.4	0.5
	WBT	0.7	0.6	0.7	0.7
	WBL	11.8	12.0	12.9	11.5
Tennessee St at Claiborne Ave	SBT	28.8	24.9	25.1	23.3
	SBR	9.1	9.9	7.1	6.3
	SBL	23.3	29.9	30.1	29.1
	NBL	20.5	28.4	24.8	23.3
	NBT	21.2	22.1	22.9	21.5
	NBR	5.9	15.0	9.1	7.6
	EBR	7.4	8.7	7.8	7.8
	EBL	36.4	42.7	46.1	40.5
	EBT	9.7	9.1	9.3	9.1
	WBL	33.1	42.1	38.8	31.0
	WBT	4.5	4.2	4.1	4.0
	WBR	3.6	3.5	3.3	4.1
Poland Ave at Robertson St	EBT	15.3	15.2	15.4	15.3
	EBL	17.1	16.7	15.1	15.3
	EBR	9.7	11.7	10.5	12.2
	SBL	8.6	9.0	10.6	9.4
	SBT	11.0	10.0	8.8	10.4
	NBR	14.9	11.3	14.3	13.0
	NBT	31.5	28.5	32.7	32.7
Poland Ave at Claiborne Ave	SBT	18.5	19.1	18.8	18.7
	SBR	10.1	12.3	9.0	9.7
	WBL	16.0	15.6	14.1	12.8
	WBT	18.3	17.9	16.4	16.2
	WBR	15.4	14.4	12.2	13.4
	NBL	16.5	17.1	13.8	14.0
	NBT	9.0	9.9	8.6	9.1
Claiborne Bridge	EB	0.6	0.5	0.5	0.6
	WB	0.9	0.7	0.6	0.9

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	71.1	61.1	80.0	87.5
	NBR	73.5	63.4	82.3	89.8
	NBL	71.1	61.1	80.0	87.5
	WBR	212.7	168.5	148.9	206.8
	WBT	203.3	159.2	139.5	197.4
	EBL	114.7	115.0	105.1	99.4
	EBT	114.7	115.0	105.1	99.4
Reynes St at Claiborne Ave	5BR	33.4	37.1	46.9	42.0
	SBL	35.3	39.0	48.8	43.9
	SBT	35.3	39.0	48.8	43.9
	EBT	17.9	22.9	11.5	19.7
	EBR	17.9	22.9	11.5	19.7
	WBT	2.5	0.0	4.2	0.0
	WBL	59.6	60.4	77.1	65.1
Tennessee St at Claiborne Ave	SBT	61.5	70.8	48.6	49.9
	SBR	63.0	72.3	50.2	51.4
	SBL	61.5	70.8	48.6	49.9
	NBL	47.7	116.7	66.8	56.5
	NBT	47.7	116.7	66.8	56.5
	NBR	47.7	116.7	66.8	56.5
	EBR	280.3	274.6	274.0	296.4
	EBL	276.7	271.1	270.4	292.8
	EBT	276.7	271.1	270.4	292.8
	WBL	118.4	104.4	84.3	100.5
	WBT	118.4	104.4	84.3	100.5
	WBR	121.9	107.8	87.8	104.0
Poland Ave at Robertson St	EBT	219.9	209.3	228.9	229.2
	EBL	219.9	209.3	228.9	229.2
	EBR	221.8	211.1	230.8	231.1
	SBL	78.8	74.7	74.1	77.6
	5BT	78.8	74.7	74.1	77.6
	NBR	133.0	118.1	127.9	131.6
	NBT	124.4	109.6	119.4	123.0
Poland Ave at Claiborne Ave	SBT	208.5	196.4	203.4	190.5
	SBR	206.7	194.5	201.6	188.7
	WBL	344.7	278.2	238.6	322.5
	WBT	351.3	284.9	245.2	329.1
	WBR	355.6	289.1	249.5	333.4
	NBL	61.9	62.2	62.5	62.3
	NBT	61.9	62.2	62.5	62.3
Claiborne Bridge	EB	0.0	0.0	0.0	0.0
	WB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	19.2	19.2	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	17.0	16.9	17.1
Claiborne WB - West Bridge Stop Bar to Poland	30.2	29.0	26.9	27.9
Total WB Travel Time	66.7	65.2	63.0	64.3
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	17.0	17.0	17.1
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	14.7	14.7	14.8
Claiborne EB - East Bridge Stop Bar to Tennessee	22.7	22.1	22.3	22.3
Total EB Travel Time	54.5	53.9	54.0	54.1

St Claude Ave VISSIM Analysis Results - No Opening
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	88	84	0.4
	NBR	105	104	0.1
	NBL	20	20	0.0
	SBT	75	96	2.8
	SBL	102	119	0.9
	SBR	120	141	1.9
	EBR	18	17	0.2
	EBL	102	100	0.2
	EBT	524	524	0.0
	WBL	19	22	0.4
	WBR	95	103	0.8
	WBT	536	543	0.4
Reynes St at St Claude Ave	EBR	51	53	0.1
	EBT	691	698	0.4
	WBL	15	15	0.0
	WBT	626	634	0.3
	SBT	8	12	0.9
	SBL	8	13	1.5
	SBR	24	36	2.6
Forstall St at St Claude Ave	WBR	49	50	0.2
	WBT	573	572	0.0
	NBT	26	26	0.0
	NBL	77	78	0.1
	NBR	38	37	0.1
	EBL	13	13	0.0
	EBT	736	695	2.1
Claude Bridge	Bridge WB	650	671	0.8
	Bridge EB	731	751	0.8

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	25.9	28.3	26.9	29.5
	NBR	7.0	8.9	11.9	8.3
	NBL	30.3	34.7	25.0	33.2
	SBT	31.8	25.2	19.9	15.3
	SBL	37.7	30.5	27.4	18.3
	SBR	15.0	11.6	9.2	4.4
	EBR	2.1	2.6	4.1	2.7
	EBL	41.9	47.6	46.2	45.0
	EBT	10.0	10.2	11.4	9.7
	WBL	20.5	24.8	25.1	30.5
	WBR	17.1	18.2	18.9	21.7
	WBT	24.1	24.2	23.7	25.2
Reynes St at St Claude Ave	EBR	0.6	0.6	1.0	0.7
	EBT	0.4	0.6	0.8	0.3
	WBL	3.4	2.3	3.5	3.1
	WBT	1.0	1.0	1.1	1.0
	SBT	13.4	14.6	16.9	12.6
	SBL	11.4	12.7	13.6	11.9
	SBR	5.5	6.4	6.8	7.2
Forstall St at St Claude Ave	WBR	6.9	7.0	8.3	8.2
	WBT	10.5	10.6	10.6	10.6
	NBT	23.5	20.5	19.7	21.8
	NBL	21.4	22.5	21.3	19.8
	NBR	7.1	8.3	6.6	8.6
	EBL	50.9	51.7	41.8	41.7
	EBT	10.6	13.2	11.1	10.5
Claude Bridge	Bridge WB	0.6	0.5	0.7	0.8
	Bridge EB	0.4	0.5	0.5	0.3

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	74.6	81.8	107.5	81.8
	NBR	78.3	85.5	111.2	85.5
	NBL	74.6	81.8	107.5	81.8
	SBT	150.9	151.7	183.5	135.8
	SBL	150.9	151.7	183.5	135.8
	SBR	159.7	160.5	192.2	144.5
	E8R	126.2	174.0	212.0	96.6
	EBL	122.0	169.5	207.6	92.4
	EBT	122.0	169.5	207.6	92.4
	WBL	212.2	241.0	269.7	274.1
	W8R	224.8	253.6	282.2	286.7
	WBT	212.2	241.0	269.7	274.1
Reynes St at St Claude Ave	EBR	10.2	2.0	34.4	0.0
	EBT	10.2	2.0	34.4	0.0
	WBL	45.2	36.8	62.9	51.7
	WBT	14.6	9.5	22.5	15.3
	SBT	46.4	46.8	51.2	56.5
	SBL	46.2	46.5	50.9	56.2
	SBR	44.3	44.6	49.0	54.3
Forstall St at St Claude Ave	WBR	144.1	143.7	180.7	168.1
	W8T	140.8	140.4	177.4	164.8
	NBT	75.0	86.9	66.4	78.5
	NBL	75.0	86.9	66.4	78.5
	NBR	77.0	88.8	68.4	80.4
	EBL	170.3	221.3	241.6	141.4
	EBT	170.3	221.3	241.6	141.4
Claude Bridge	Bridge W8	0.0	0.0	0.0	0.0
	Bridge EB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	20.7	20.5	20.7	20.8
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	14.5	14.5	14.6	14.7
Claude WB - West Bridge Stop Bar to Poland	28.8	29.3	30.2	31.7
Total WB Travel Time	63.9	64.3	65.5	67.2
Claude EB - Poland to West Bridge Stop Bar	13.8	13.8	13.9	14.0
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	14.9	15.0	14.9
Claude EB - East Bridge Stop Bar to Tennessee	19.9	20.1	20.4	19.9
Total EB Travel Time	48.6	48.8	49.3	48.7

Claiborne Ave VISSIM Analysis Results - No Opening
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	50	42	1.2
	NBR	17	15	0.5
	NBL	116	101	1.4
	WBR	12	14	0.6
	WBT	1068	1065	0.1
	EBL	21	19	0.4
	EBT	1518	1479	1.0
Reynes St at Claiborne Ave	SBR	15	5	3.2
	SBL	15	6	2.8
	SBT	19	7	3.3
	EBT	1524	1488	0.9
	EBR	22	20	0.4
	WBT	1155	1138	0.5
	WBL	29	32	0.5
Tennessee St at Claiborne Ave	SBT	8	4	1.6
	SBR	35	13	4.5
	SBL	12	4	2.8
	NBL	37	29	1.4
	NBT	11	8	1.0
	NBR	14	13	0.3
	EBR	26	26	0.0
	EBL	10	10	0.0
	EBT	1540	1507	0.8
	WBL	7	7	0.0
	WBT	1148	1120	0.8
	WBR	35	35	0.0
Poland Ave at Robertson St	EBT	1078	1076	0.1
	EBL	46	44	0.3
	EBR	61	60	0.1
	SBL	421	372	2.5
	SBT	251	295	2.7
	NBR	77	86	1.0
	NBT	234	229	0.3
Poland Ave at Claiborne Ave	SBT	602	608	0.2
	SBR	61	55	0.8
	WBL	67	64	0.4
	WBT	937	891	1.5
	WBR	216	211	0.3
	NBL	74	66	1.0
	NBT	221	206	1.0
Claiborne Bridge	EB	1576	1536	1.0
	WB	1220	1152	2.0

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	25.4	24.4	25.9	26.8
	NBR	12.1	10.6	12.6	10.8
	NBL	27.4	24.2	26.8	27.3
	WBR	6.4	5.8	5.8	8.5
	WBT	7.7	7.6	8.7	8.1
	EBL	33.5	35.4	32.4	32.2
	EBT	4.1	4.2	4.4	4.5
Reynes St at Claiborne Ave	SBR	7.2	9.4	10.0	10.5
	SBL	24.7	22.2	27.8	26.2
	SBT	25.5	25.6	30.6	26.3
	EBT	1.7	1.6	1.7	1.8
	EBR	0.7	0.4	0.5	0.7
	WBT	0.7	0.7	0.7	0.7
	WBL	13.2	14.5	15.7	19.7
Tennessee St at Claiborne Ave	SBT	23.7	18.8	25.0	21.9
	SBR	5.9	5.8	6.6	7.9
	SBL	30.8	20.8	27.4	21.9
	NBL	27.4	26.8	22.7	20.9
	NBT	25.5	24.2	16.8	21.9
	NBR	11.8	13.8	11.7	12.9
	EBR	9.4	9.7	9.7	8.3
	EBL	44.6	48.1	46.9	39.8
	EBT	10.8	10.9	10.2	11.3
	WBL	29.4	31.0	36.1	34.7
	WBT	4.5	4.5	4.5	4.7
	WBR	3.9	3.6	4.7	5.4
Poland Ave at Robertson St	EBT	16.7	16.7	20.4	21.3
	EBL	15.1	20.7	18.7	21.5
	EBR	15.1	14.6	17.3	19.9
	SBL	10.1	10.8	10.7	35.6
	SBT	9.6	10.2	13.3	30.3
	NBR	15.3	16.8	21.9	23.4
	NBT	31.6	31.8	37.2	37.0
Poland Ave at Claiborne Ave	SBT	19.9	20.8	22.6	24.3
	SBR	8.4	12.7	13.4	15.4
	WBL	15.6	14.9	18.6	15.5
	WBT	18.4	17.3	19.4	17.8
	WBR	15.8	14.4	17.0	16.3
	NBL	16.8	19.3	57.4	34.7
	NBT	5.8	6.6	36.6	15.4
Claiborne Bridge	EB	0.6	0.7	0.7	0.8
	WB	0.9	0.9	1.0	1.0

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	96.1	110.7	114.0	104.8
	NBR	98.4	113.0	116.3	107.1
	NBL	96.1	110.7	114.0	104.8
	WBR	204.3	182.7	239.6	204.7
	WBT	195.0	173.4	230.3	195.4
	EBL	123.8	127.9	143.6	148.0
	EBT	123.8	127.9	143.6	148.0
Reynes St at Claiborne Ave	SBR	32.3	37.0	36.5	39.2
	SBL	34.2	38.9	38.4	41.1
	SBT	34.2	38.9	38.4	41.1
	EBT	43.9	23.5	56.1	31.9
	EBR	43.9	23.5	56.1	31.9
	WBT	12.5	10.6	3.8	5.5
	WBL	45.3	58.7	58.9	73.5
Tennessee St at Claiborne Ave	SBT	30.8	38.4	35.1	30.9
	SBR	32.3	39.9	36.7	32.4
	SBL	30.8	38.4	35.1	30.9
	NBL	83.8	48.1	39.1	30.6
	NBT	83.8	48.1	39.1	30.6
	NBR	83.8	48.1	39.2	30.7
	EBR	370.3	398.7	420.5	482.0
	EBL	366.7	395.1	417.0	478.5
	EBT	366.7	395.1	417.0	478.5
	WBL	112.6	114.7	128.5	127.8
	WBT	112.6	114.7	128.5	127.8
	WBR	116.1	118.1	132.0	131.3
Poland Ave at Robertson St	EBT	275.7	284.0	388.1	399.6
	EBL	275.7	284.0	388.1	399.6
	EBR	277.5	285.9	389.9	401.5
	SBL	80.1	86.1	162.3	218.0
	SBT	80.1	86.1	162.3	218.0
	NBR	132.2	147.6	173.0	162.5
	NBT	123.7	139.0	164.5	154.0
Poland Ave at Claiborne Ave	SBT	234.5	296.3	304.6	322.8
	SBR	232.7	294.5	302.7	321.0
	WBL	336.5	294.8	400.1	350.4
	WBT	343.2	301.4	406.7	357.0
	WBR	347.4	305.7	411.0	361.3
	NBL	54.6	70.3	166.3	150.7
	NBT	54.6	70.3	166.3	150.7
Claiborne Bridge	EB	0.0	0.0	0.0	0.0
	WB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.3	19.3	19.5	19.5
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	17.1	17.2	17.2
Claiborne WB - West Bridge Stop Bar to Poland	30.1	28.7	32.1	30.2
Total WB Travel Time	66.5	65.1	68.8	66.8
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	17.0	17.0	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	14.9	14.9	15.0
Claiborne EB - East Bridge Stop Bar to Tennessee	24.3	24.7	24.3	25.7
Total EB Travel Time	56.1	56.7	56.3	57.8

St Claude Ave VISSIM Analysis Results - No Opening
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	66	64	0.2
	NBR	105	109	0.4
	NBL	23	22	0.2
	SBT	58	76	2.2
	SBL	149	181	2.5
	SBR	92	113	2.1
	EBR	40	39	0.2
	EBL	34	33	0.2
	EBT	877	869	0.3
	WBL	12	14	0.6
	WBR	90	101	1.1
	WBT	438	444	0.3
Reynes St at St Claude Ave	EBR	79	78	0.1
	EBT	1094	1094	0.0
	WBL	16	17	0.2
	WBT	519	521	0.1
	SBT	4	8	1.6
	SBL	5	10	1.8
	SBR	21	38	3.1
Forstall St at St Claude Ave	WBR	37	37	0.0
	WBT	478	475	0.1
	NBT	24	25	0.2
	NBL	62	64	0.3
	NBR	36	34	0.3
	EBL	13	15	0.5
	EBT	988	1078	2.8
Claude Bridge	Bridge WB	540	559	0.8
	Bridge EB	1131	1172	1.2

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.8	26.6	25.7	29.7
	NBR	11.1	9.1	6.6	7.7
	NBL	31.8	28.9	28.5	29.5
	SBT	33.7	33.9	28.7	27.6
	SBL	72.4	43.2	36.7	37.5
	SBR	17.0	17.1	12.4	9.3
	EBR	5.2	4.0	2.8	4.2
	EBL	38.8	43.2	37.0	39.8
	EBT	12.0	11.3	11.4	11.7
	WBL	25.7	33.2	26.7	28.0
	WBR	17.6	17.1	13.5	20.2
	WBT	23.8	24.0	21.1	25.0
Reynes St at St Claude Ave	EBR	1.5	1.5	0.8	1.4
	EBT	1.9	1.7	0.6	1.4
	WBL	7.8	8.6	2.5	6.2
	WBT	1.0	1.0	0.9	1.1
	SBT	17.4	18.5	13.8	13.7
	SBL	15.1	15.3	10.9	16.5
	S8R	6.1	5.9	5.8	7.3
Forstall St at St Claude Ave	WBR	6.1	6.8	6.2	6.3
	WBT	10.2	10.2	10.1	10.3
	NBT	22.9	20.2	19.3	20.7
	NBL	22.3	21.6	22.0	19.8
	NBR	7.0	7.6	7.3	7.9
	EBL	45.5	48.9	44.6	48.8
	EBT	12.3	14.8	11.7	12.8
Claude Bridge	Bridge WB	0.4	0.4	0.3	0.5
	Bridge EB	0.6	0.6	0.4	0.6

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	109.4	84.2	69.2	67.2
	NBR	113.1	87.9	72.9	70.9
	NBL	109.4	84.2	69.2	67.2
	SBT	308.2	193.8	185.3	175.0
	SBL	308.2	193.8	185.3	175.0
	SBR	317.0	202.5	194.1	183.8
	EBR	245.7	223.3	148.0	222.9
	EBL	241.3	218.9	143.6	218.4
	EBT	241.3	218.9	143.6	218.4
	WBL	196.4	192.9	182.0	230.1
	WBR	208.9	205.5	194.5	242.7
	WBT	196.4	192.9	182.0	230.1
Reynes St at St Claude Ave	EBR	124.4	82.9	34.1	79.7
	EBT	124.4	82.9	34.1	79.7
	WBL	50.5	48.0	34.2	74.0
	WBT	4.9	10.4	0.0	28.1
	SBT	44.0	45.9	43.9	48.8
	SBL	43.7	45.6	43.6	48.6
	SBR	41.8	43.7	41.7	46.7
Forstall St at St Claude Ave	WBR	127.0	125.3	108.7	153.5
	WBT	123.7	120.8	105.4	150.2
	NBT	69.5	71.3	75.7	68.8
	NBL	69.5	71.3	75.7	68.8
	NBR	71.4	73.3	77.6	70.7
	EBL	308.9	307.7	233.1	293.0
	EBT	308.9	307.7	233.1	293.0
Claude Bridge	Bridge WB	0.0	0.0	0.0	0.0
	Bridge EB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	20.1	20.2	20.0	20.3
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	14.1	14.1	14.1	14.2
Claude WB - West Bridge Stop Bar to Poland	28.2	28.3	25.0	30.2
Total WB Travel Time	62.4	62.6	59.0	64.7
Claude EB - Poland to West Bridge Stop Bar	13.8	13.7	13.8	13.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	15.1	15.0	14.9	15.0
Claude EB - East Bridge Stop Bar to Tennessee	21.2	21.0	20.2	20.8
Total EB Travel Time	50.1	49.8	49.0	49.5

Claiborne Ave VISSIM Analysis Results - No Opening
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	35	29	1.1
	NBR	23	19	0.9
	NBL	96	82	1.5
	WBR	7	7	0.0
	WBT	948	949	0.0
	EBL	28	27	0.2
	EBT	1415	1413	0.1
Reynes St at Claiborne Ave	SBR	12	5	2.4
	SBL	25	12	3.0
	SBT	6	4	0.9
	EBT	1418	1425	0.2
	EBR	29	27	0.4
	WBT	1022	1010	0.4
	WBL	22	24	0.4
Tennessee St at Claiborne Ave	SBT	19	13	1.5
	SBR	28	20	1.6
	SBL	10	9	0.3
	NBL	31	24	1.3
	NBT	16	12	1.1
	NBR	19	15	1.0
	EBR	29	29	0.0
	EBL	12	11	0.3
	EBT	1431	1437	0.2
	WBL	11	11	0.0
	WBT	1002	985	0.5
	WBR	34	34	0.0
Poland Ave at Robertson St	EBT	1016	1025	0.3
	EBL	46	45	0.1
	EBR	73	73	0.0
	SBL	367	307	3.3
	SBT	220	280	3.8
	NBR	89	122	3.2
	NBT	197	171	1.9
Poland Ave at Claiborne Ave	SBT	534	535	0.0
	SBR	42	36	1.0
	WBL	48	46	0.3
	WBT	832	807	0.9
	WBR	181	178	0.2
	NBL	54	45	1.3
	NBT	191	168	1.7
Claiborne Bridge	EB	1472	1453	0.5
	WB	1061	1021	1.2

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	25.4	27.0	24.1	28.7
	NBR	11.9	8.5	10.4	11.6
	NBL	27.8	29.0	27.3	28.0
	WBR	8.2	5.1	5.9	6.6
	WBT	7.3	7.7	7.8	7.9
	EBL	27.7	29.9	31.3	28.5
	EBT	5.2	4.5	4.4	3.9
Reynes St at Claiborne Ave	SBR	7.5	7.9	9.7	8.6
	SBL	24.2	26.1	26.8	24.6
	SBT	21.6	28.6	28.4	22.1
	EBT	2.0	1.5	1.6	1.6
	EBR	1.5	0.4	0.5	0.8
	WBT	0.7	0.6	0.6	0.6
	WBL	16.5	12.3	15.8	16.5
Tennessee St at Claiborne Ave	SBT	21.7	28.0	26.8	31.8
	SBR	7.4	8.9	9.6	4.9
	SBL	22.6	26.8	23.8	34.4
	NBL	25.7	28.5	25.7	21.3
	NBT	22.4	23.6	19.2	17.4
	NBR	12.3	8.4	7.9	11.3
	EBR	9.2	6.6	9.3	7.7
	EBL	43.2	45.6	44.4	47.3
	EBT	11.0	9.2	11.2	10.3
	WBL	38.6	32.1	35.2	35.5
	WBT	4.5	4.5	4.3	4.4
	WBR	3.6	4.1	4.2	3.0
Poland Ave at Robertson St	EBT	22.1	15.4	17.3	16.9
	EBL	21.4	15.3	18.3	17.9
	EBR	19.2	11.4	15.0	13.6
	SBL	12.3	22.9	25.1	23.5
	SBT	9.7	19.1	21.1	20.7
	NBR	16.9	11.9	11.4	12.7
	NBT	35.6	30.5	30.7	32.4
Poland Ave at Claiborne Ave	SBT	23.1	24.0	22.6	22.8
	SBR	15.5	15.7	11.3	14.2
	WBL	14.0	11.9	14.9	13.1
	WBT	19.2	17.2	16.9	17.8
	WBR	15.6	13.9	13.4	13.8
	NBL	34.7	36.9	30.2	30.4
	NBT	22.6	20.8	23.3	21.6
Claiborne Bridge	EB	0.7	0.5	0.7	0.6
	WB	0.8	0.8	0.8	0.8

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	95.9	84.2	93.1	98.7
	NBR	98.2	86.5	95.4	101.0
	NBL	95.9	84.2	93.1	98.7
	WBR	175.4	189.1	181.5	174.8
	WBT	166.1	179.8	172.1	165.5
	EBL	167.8	134.3	136.8	114.7
	EBT	167.8	134.3	136.8	114.7
Reynes St at Claiborne Ave	SBR	32.2	39.0	37.9	33.1
	SBL	34.1	40.9	39.8	35.0
	SBT	34.1	40.9	39.8	35.0
	EBT	106.2	21.1	33.1	36.6
	EBR	106.2	21.1	33.1	36.6
	WBT	7.0	3.8	0.0	0.0
	WBL	43.9	65.9	53.6	46.1
Tennessee St at Claiborne Ave	SBT	48.5	56.8	56.4	30.1
	SBR	50.0	59.2	58.0	31.7
	SBL	48.5	56.8	56.4	30.1
	N8L	48.1	34.7	51.0	80.6
	NBT	48.1	34.7	51.0	80.6
	N8R	48.1	34.7	51.0	80.6
	EBR	542.2	268.3	428.2	353.0
	EBL	538.7	264.8	424.6	349.5
	EBT	538.7	264.8	424.6	349.5
	WBL	106.0	106.7	103.5	104.2
	WBT	106.0	106.7	103.5	104.2
	WBR	109.5	110.2	106.9	107.7
Poland Ave at Robertson St	EBT	450.3	189.2	337.8	289.3
	EBL	450.3	189.2	337.8	289.3
	EBR	452.1	191.1	339.6	291.1
	S8L	105.1	185.3	160.1	151.6
	SBT	105.1	185.3	160.1	151.6
	NBR	153.7	115.9	112.4	132.5
	NBT	145.2	107.4	103.9	124.0
Poland Ave at Claiborne Ave	SBT	240.8	267.0	211.4	209.1
	SBR	239.0	265.1	209.6	207.3
	WBL	291.1	300.3	294.9	300.1
	WBT	297.7	307.0	301.5	306.7
	WBR	302.0	311.2	305.8	311.0
	N8L	113.7	98.3	92.2	111.8
	N8T	113.7	98.3	92.2	111.8
Claiborne Bridge	EB	0.0	0.0	0.0	0.0
	WB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.3	19.3	19.3	19.2
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.0	17.0	17.0	17.0
Claiborne WB - West Bridge Stop Bar to Poland	30.3	28.5	28.4	28.9
Total WB Travel Time	66.6	64.8	64.7	65.1
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	17.1	17.0	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	15.0	14.8	14.9	14.9
Claiborne EB - East Bridge Stop Bar to Tennessee	26.0	22.4	25.0	23.7
Total EB Travel Time	58.0	54.3	57.0	55.6

St Claude Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening without Project
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	50	49	0.1
	NBR	39	39	0.0
	NBL	8	8	0.0
	SBT	48	64	2.1
	SBL	79	99	2.1
	SBR	90	112	2.2
	EBR	24	25	0.2
	EBL	80	82	0.2
	EBT	282	275	0.4
	WBL	32	34	0.3
	WBR	70	72	0.2
	WBT	689	711	0.8
Reynes St at St Claude Ave	EBR	40	40	0.0
	EBT	360	372	0.6
	WBL	7	6	0.4
	WBT	770	787	0.6
	SBT	7	9	0.7
	SBL	6	9	1.1
	SBR	21	30	1.8
Forstall St at St Claude Ave	WBR	63	61	0.3
	WBT	724	727	0.1
	NBT	14	14	0.0
	NBL	65	65	0.0
	NBR	30	29	0.2
	EBL	10	10	0.0
	EBT	356	367	0.6
Claude Bridge	Bridge WB	791	817	0.9
	Bridge EB	400	413	0.6

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	24.9	26.3	32.5
	NBR	5.5	6.2	4.2	7.2
	NBL	32.1	23.1	26.0	40.4
	SBT	30.4	24.6	30.5	29.6
	SBL	36.6	26.4	33.4	35.0
	SBR	14.3	11.6	14.5	11.9
	EBR	2.2	2.1	2.1	2.4
	EBL	43.4	43.9	47.0	42.1
	EBT	9.9	10.8	9.9	9.9
	WBL	33.3	38.2	20.4	25.3
	WBR	29.4	35.6	17.2	18.0
	WBT	33.3	40.4	21.4	24.2
Reynes St at St Claude Ave	EBR	6.6	0.7	0.6	0.7
	EBT	9.4	0.8	0.3	0.3
	WBL	11.5	1.9	2.7	3.3
	WBT	6.5	1.0	1.0	1.0
	SBT	18.4	12.0	11.7	11.1
	SBL	20.7	9.8	11.8	10.9
	SBR	17.0	7.0	7.6	6.5
Forstall St at St Claude Ave	WBR	9.7	9.0	9.2	7.5
	WBT	12.6	11.3	10.9	11.3
	NBT	24.0	26.1	21.8	21.4
	NBL	23.2	23.9	20.7	21.4
	NBR	5.1	5.3	2.6	4.4
	EBL	54.2	53.9	50.3	47.6
	EBT	15.0	12.0	10.0	9.8
Claude Bridge	Bridge WB	115.0	55.4	0.8	0.9
	Bridge EB	94.4	0.3	0.3	0.3

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	53.5	55.9	47.8	61.7
	NBR	57.2	59.6	51.4	65.4
	NBL	53.5	55.9	47.8	61.7
	SBT	172.1	139.2	164.6	129.7
	SBL	172.1	139.2	164.6	129.7
	SBR	180.9	147.6	173.4	138.5
	EBR	126.6	114.0	107.5	102.2
	EBL	123.0	111.0	103.1	109.0
	EBT	123.0	111.0	103.1	109.0
	WBL	1496.7	1503.2	243.9	282.6
	WBR	1509.3	1515.8	256.5	295.1
	WBT	1496.7	1503.2	243.9	282.6
Reynes St at St Claude Ave	EBR	270.1	12.8	2.0	2.0
	EBT	270.1	12.8	2.0	2.0
	WBL	324.2	19.2	15.2	13.3
	WBT	274.5	0.0	3.6	1.6
	SBT	64.6	44.6	57.1	49.2
	SBL	64.3	44.3	56.8	48.9
	SBR	62.4	42.5	54.9	47.0
Forstall St at St Claude Ave	WBR	224.2	202.7	170.0	182.1
	WBT	220.9	199.4	166.7	178.8
	NBT	82.6	75.1	60.1	65.6
	NBL	82.6	75.1	60.1	65.6
	NBR	84.5	77.0	62.1	67.6
	EBL	311.5	139.8	109.9	122.2
	EBT	311.5	139.8	109.9	122.2
Claude Bridge	Bridge WB	1516.6	502.1	0.0	0.0
	Bridge EB	578.0	0.0	0.0	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	133.8	26.9	21.0	21.0
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	68.4	59.5	14.8	14.9
Claude WB - West Bridge Stop Bar to Poland	48.4	82.0	28.4	31.3
Total WB Travel Time	250.6	168.3	64.1	67.2
Claude EB - Poland to West Bridge Stop Bar	93.4	13.8	13.7	13.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	37.3	14.9	14.8	14.8
Claude EB - East Bridge Stop Bar to Tennessee	28.9	20.3	19.9	19.9
Total EB Travel Time	159.6	48.9	48.4	48.4

Claiborne Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening without Project
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	20	16	0.9
	NBR	9	7	0.7
	NBL	136	116	1.8
	WBR	5	5	0.0
	WBT	1116	1123	0.2
	EBL	21	21	0.0
	EBT	966	946	0.6
Reynes St at Claiborne Ave	SBR	15	6	2.8
	SBL	12	6	2.0
	SBT	8	3	2.1
	EBT	975	957	0.6
	EBR	6	6	0.0
	WBT	1235	1224	0.3
	WBL	17	19	0.5
Tennessee St at Claiborne Ave	SBT	10	3	2.7
	SBR	36	14	4.4
	SBL	11	4	2.6
	NBL	58	48	1.4
	NBT	15	11	1.1
	NBR	8	7	0.4
	EBR	19	20	0.2
	EBL	14	14	0.0
	EBT	979	962	0.5
	WBL	8	8	0.0
	WBT	1232	1217	0.4
	WBR	27	26	0.2
Poland Ave at Robertson St	EBT	618	610	0.3
	EBL	44	46	0.3
	EBR	57	54	0.4
	SBL	293	265	1.7
	SBT	182	223	2.9
	NBR	101	111	1.0
	NBT	143	139	0.3
Poland Ave at Claiborne Ave	SBT	422	430	0.4
	SBR	41	35	1.0
	WBL	53	53	0.0
	WBT	1069	1013	1.7
	WBR	204	197	0.5
	NBL	51	48	0.4
	NBT	136	137	0.1
Claiborne Bridge	EB	1012	987	0.8
	WB	1326	1265	1.7

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	26.5	28.2	29.0	23.2
	NBR	7.7	10.2	11.2	6.3
	NBL	27.1	55.4	30.1	29.4
	WBR	10.6	19.8	4.2	5.1
	WBT	8.8	29.8	9.9	7.8
	EBL	34.2	26.0	37.1	29.7
	EBT	4.2	4.6	6.4	3.5
Reynes St at Claiborne Ave	SBR	10.9	34.5	7.4	10.3
	SBL	24.8	21.8	29.1	23.3
	SBT	20.2	24.1	42.4	21.5
	EBT	1.6	1.7	2.3	1.4
	EBR	0.8	1.0	0.6	0.1
	WBT	0.7	18.2	1.4	0.6
	WBL	10.9	16.0	19.5	11.1
Tennessee St at Claiborne Ave	SBT	19.9	34.3	33.6	18.1
	SBR	9.7	74.0	8.0	5.6
	SBL	36.1	47.7	21.8	29.3
	NBL	22.7	97.1	59.1	24.1
	NBT	22.8	99.1	61.3	25.7
	NBR	8.8	48.2	87.2	7.7
	EBR	6.7	14.9	13.2	8.5
	EBL	42.5	44.2	50.9	41.9
	EBT	8.1	15.9	12.7	8.4
	WBL	38.8	101.2	39.2	36.7
	WBT	4.5	28.3	6.1	4.3
	WBR	3.4	21.5	5.6	3.6
Poland Ave at Robertson St	EBT	14.3	36.7	14.3	15.1
	EBL	13.4	25.8	12.1	13.6
	EBR	8.9	29.5	10.7	9.0
	SBL	5.3	39.9	11.6	9.1
	SBT	15.3	13.4	11.9	9.3
	NBR	17.0	46.9	10.9	12.6
	NBT	47.1	45.5	30.4	33.7
Poland Ave at Claiborne Ave	SBT	28.7	28.0	20.2	19.4
	SBR	16.1	15.9	12.3	11.2
	WBL	16.1	14.7	24.3	15.7
	WBT	18.3	17.3	27.2	16.9
	WBR	15.1	15.2	24.0	14.9
	NBL	13.4	9.9	16.6	13.6
	NBT	7.5	5.8	9.1	9.2
Claiborne Bridge	EB	0.5	70.3	9.8	0.5
	WB	1.4	57.3	44.4	1.0

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	112.5	151.7	115.0	111.2
	NBR	114.8	154.0	117.3	113.5
	NBL	112.5	151.7	115.0	111.2
	WBR	301.3	564.1	399.4	188.9
	WBT	291.9	554.8	390.1	179.6
	EBL	110.5	130.3	217.5	91.6
	EBT	110.5	130.3	217.5	91.6
Reynes St at Claiborne Ave	SBR	38.7	33.0	34.2	36.4
	SBL	40.6	34.9	36.1	38.3
	SBT	40.6	34.9	36.1	38.3
	EBT	35.7	42.4	92.7	17.2
	EBR	35.7	42.4	92.7	17.2
	WBT	11.0	379.8	113.5	11.6
	WBL	49.9	33.6	52.5	50.3
Tennessee St at Claiborne Ave	SBT	41.4	50.4	26.5	23.4
	SBR	43.0	52.0	28.0	25.0
	SBL	41.4	50.4	26.5	23.4
	NBL	45.1	264.7	182.9	38.8
	NBT	45.1	264.7	182.9	38.8
	NBR	45.1	264.7	182.9	38.8
	EBR	216.7	1653.3	1545.6	271.1
	EBL	213.2	1652.0	1544.5	267.5
	EBT	213.2	1652.0	1544.5	267.5
	WBL	138.4	315.2	269.3	116.4
	WBT	138.4	315.2	269.3	116.4
	WBR	141.8	318.6	272.7	119.9
Poland Ave at Robertson St	EBT	185.7	416.4	199.2	193.0
	EBL	185.7	416.4	199.2	193.0
	EBR	187.6	418.2	201.1	194.8
	SBL	93.3	205.0	92.4	81.2
	SBT	93.3	205.0	92.4	81.2
	NBR	134.5	199.3	109.9	127.9
	NBT	126.0	190.8	101.3	119.4
Poland Ave at Claiborne Ave	SBT	291.6	241.1	220.9	192.0
	SBR	289.7	239.3	219.1	190.2
	WBL	530.2	1170.6	1663.5	340.0
	WBT	536.8	1177.2	1664.8	346.6
	WBR	541.1	1181.5	1661.5	350.9
	NBL	52.9	58.0	61.7	61.0
	NBT	52.9	58.0	61.7	61.0
Claiborne Bridge	EB	0.0	1104.8	55.9	0.0
	WB	0.0	1159.6	695.2	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.5	120.5	26.8	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.5	24.6	54.7	17.2
Claiborne WB - West Bridge Stop Bar to Poland	32.8	33.2	66.4	29.0
Total WB Travel Time	**69.8**	**178.4**	**147.9**	**65.6**
Claiborne EB - Robertson to West Bridge Stop Bar	17.1	115.6	17.2	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.7	33.5	22.7	14.7
Claiborne EB - East Bridge Stop Bar to Tennessee	21.2	38.4	36.7	21.5
Total EB Travel Time	**53.0**	**187.5**	**76.6**	**53.2**

St Claude Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening without Project
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	52	58	0.8
	NBR	33	36	0.5
	NBL	10	13	0.9
	SBT	66	77	1.3
	SBL	99	104	0.5
	SBR	109	119	0.9
	EBR	22	22	0.0
	EBL	100	103	0.3
	EBT	264	257	0.4
	WBL	18	24	1.3
	WBR	66	87	2.4
	WBT	456	551	4.2
Reynes St at St Claude Ave	EBR	26	26	0.0
	EBT	370	372	0.1
	WBL	8	9	0.3
	WBT	529	618	3.7
	SBT	3	10	2.7
	SBL	6	21	4.1
	SBR	13	47	6.2
Forstall St at St Claude Ave	WBR	66	78	1.4
	WBT	493	578	3.7
	NBT	24	26	0.4
	NBL	44	48	0.6
	NBR	26	26	0.0
	EBL	8	8	0.0
	EBT	386	383	0.2
Claude Bridge	Bridge WB	542	663	4.9
	Bridge EB	396	399	0.2

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	28.8	26.5	25.2	29.1
	NBR	4.9	3.8	5.8	9.3
	NBL	24.5	30.6	29.6	27.0
	SBT	30.9	25.6	28.1	31.4
	SBL	30.9	29.1	28.8	37.2
	SBR	13.2	9.8	12.3	12.1
	EBR	2.3	1.9	2.0	2.0
	EBL	41.9	42.7	46.1	43.1
	EBT	9.2	10.0	10.1	8.8
	WBL	27.2	28.0	17.5	26.4
	WBR	26.9	29.0	17.6	22.1
	WBT	32.0	31.3	22.6	25.8
Reynes St at St Claude Ave	EBR	6.5	0.6	0.5	0.5
	EBT	8.3	0.2	0.2	0.2
	WBL	5.5	1.5	1.8	1.6
	WBT	1.0	1.1	1.1	1.1
	SBT	16.0	12.6	12.2	13.2
	SBL	15.8	14.0	12.2	11.6
	SBR	8.3	8.2	6.8	6.9
Forstall St at St Claude Ave	WBR	7.1	7.5	7.7	8.7
	WBT	10.4	11.1	11.1	10.9
	NBT	21.9	20.7	22.0	23.0
	NBL	21.1	22.8	18.7	20.1
	NBR	5.6	6.0	4.8	4.8
	EBL	57.0	47.2	52.2	41.8
	EBT	14.0	11.7	10.3	9.5
Claude Bridge	Bridge WB	117.2	3.2	0.6	1.1
	Bridge EB	99.0	0.3	0.2	0.3

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	40.1	53.6	50.4	72.8
	NBR	43.8	57.3	54.1	76.5
	NBL	40.1	53.6	50.4	72.8
	SBT	147.6	128.8	167.4	152.5
	SBL	147.6	128.8	167.4	152.5
	SBR	156.3	137.6	176.2	161.3
	EBR	143.1	130.9	127.7	99.5
	EBL	138.9	129.9	129.0	97.5
	EBT	138.9	129.9	129.0	97.5
	WBL	1094.0	730.1	233.9	276.2
	WBR	1106.6	742.7	246.5	288.8
	WBT	1094.0	730.1	233.9	276.2
Reynes St at St Claude Ave	EBR	239.7	0.0	0.0	0.0
	EBT	239.7	0.0	0.0	0.0
	WBL	11.9	15.4	4.9	17.2
	WBT	0.0	1.5	0.0	5.7
	SBT	67.9	73.0	69.5	60.8
	SBL	67.7	72.7	70.2	60.6
	SBR	65.8	70.8	67.3	58.7
Forstall St at St Claude Ave	WBR	148.1	195.8	152.0	186.7
	WBT	144.8	192.5	148.7	183.4
	NBT	61.6	68.9	56.4	62.0
	NBL	61.6	68.9	56.4	62.0
	NBR	63.5	70.9	58.3	64.0
	EBL	316.6	118.0	121.0	102.1
	EBT	316.6	118.0	121.0	102.1
Claude Bridge	Bridge WB	1037.4	0.0	0.0	0.0
	Bridge EB	537.3	0.0	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	100.1	21.6	20.9	21.3
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	73.5	16.6	14.7	15.1
Claude WB - West Bridge Stop Bar to Poland	47.5	51.2	28.0	32.0
Total WB Travel Time	221.1	89.4	63.6	68.5
Claude EB - Poland to West Bridge Stop Bar	93.8	13.7	13.7	13.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	39.1	14.8	14.7	14.8
Claude EB - East Bridge Stop Bar to Tennessee	27.4	19.7	19.7	19.7
Total EB Travel Time	160.3	48.2	48.1	48.2

Claiborne Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening without Project
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	30	31	0.2
	NBR	7	6	0.4
	NBL	88	90	0.2
	WBR	12	14	0.6
	WBT	923	995	2.3
	EBL	22	20	0.4
	EBT	1049	1004	1.4
Reynes St at Claiborne Ave	SBR	16	7	2.7
	SBL	19	8	3.0
	SBT	26	10	3.8
	EBT	1052	1013	1.2
	EBR	23	23	0.0
	WBT	975	1049	2.3
	WBL	36	42	1.0
Tennessee St at Claiborne Ave	SBT	10	6	1.4
	SBR	31	20	2.2
	SBL	21	15	1.4
	NBL	24	37	2.4
	NBT	14	21	1.7
	NBR	10	16	1.7
	EBR	23	24	0.2
	EBL	13	12	0.3
	EBT	1057	1012	1.4
	WBL	10	10	0.0
	WBT	965	1028	2.0
	WBR	29	31	0.4
Poland Ave at Robertson St	EBT	692	669	0.9
	EBL	44	44	0.0
	EBR	65	61	0.5
	SBL	293	254	2.4
	SBT	203	235	2.2
	NBR	108	121	1.2
	NBT	132	151	1.6
Poland Ave at Claiborne Ave	SBT	444	433	0.5
	SBR	62	53	1.2
	WBL	53	56	0.4
	WBT	788	831	1.5
	WBR	179	195	1.2
	NBL	60	56	0.5
	NBT	142	138	0.3
Claiborne Bridge	EB	1093	1043	1.5
	WB	1020	1070	1.5

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	24.7	23.0	30.2	23.2
	NBR	9.9	5.3	8.4	8.8
	NBL	26.8	54.5	31.1	27.8
	WBR	8.0	20.0	10.7	5.9
	WBT	8.1	27.9	10.1	7.9
	EBL	30.3	25.9	38.9	35.8
	EBT	3.9	4.5	6.0	3.7
Reynes St at Claiborne Ave	SBR	8.8	17.9	9.2	7.2
	SBL	22.4	17.4	34.5	23.0
	SBT	22.3	21.9	29.1	23.3
	EBT	1.6	2.2	2.1	1.6
	EBR	0.5	0.9	1.5	0.6
	WBT	0.8	17.3	1.5	0.7
	WBL	12.3	27.4	21.2	12.9
Tennessee St at Claiborne Ave	SBT	28.8	38.0	21.5	17.1
	SBR	9.2	60.5	8.7	8.3
	SBL	23.3	48.1	31.7	27.9
	NBL	20.4	79.9	50.7	22.0
	NBT	21.2	63.6	47.1	21.7
	NBR	5.1	33.9	28.2	13.3
	EBR	7.1	11.7	9.6	6.4
	EBL	44.8	46.2	44.3	38.6
	EBT	9.6	15.0	12.1	8.7
	WBL	32.8	41.8	41.6	40.6
	WBT	4.2	28.0	6.9	4.4
	WBR	3.9	23.4	6.2	4.3
Poland Ave at Robertson St	EBT	15.3	39.1	14.9	15.2
	EBL	17.1	31.5	15.2	16.1
	EBR	9.8	29.6	12.3	11.6
	SBL	9.7	36.5	9.0	8.8
	SBT	10.4	9.7	10.1	10.7
	NBR	14.5	39.8	12.6	14.6
	NBT	32.6	33.3	32.1	33.6
Poland Ave at Claiborne Ave	SBT	19.8	19.5	19.6	19.4
	SBR	10.5	11.1	11.2	10.5
	WBL	17.3	16.5	26.1	15.7
	WBT	18.1	20.1	28.9	15.7
	WBR	15.4	17.0	26.7	12.2
	NBL	19.6	11.4	17.6	14.6
	NBT	9.4	6.6	7.8	8.5
Claiborne Bridge	EB	0.5	65.5	7.8	0.5
	WB	0.9	72.4	54.0	0.9

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	70.7	130.7	76.2	85.3
	NBR	73.0	133.0	78.5	87.6
	NBL	70.7	130.7	76.2	85.3
	WBR	219.7	626.0	570.0	197.1
	WBT	210.4	616.7	560.7	187.8
	EBL	112.5	175.8	196.7	110.5
	EBT	112.5	175.8	196.7	110.5
Reynes St at Claiborne Ave	SBR	33.9	34.9	46.0	40.1
	SBL	35.1	36.1	47.2	41.3
	SBT	35.1	36.1	47.2	41.3
	EBT	19.8	37.6	91.8	22.7
	EBR	19.8	37.6	91.8	22.7
	WBT	0.0	370.8	115.9	0.0
	WBL	67.1	99.8	115.6	76.6
Tennessee St at Claiborne Ave	SBT	59.5	47.2	45.4	55.8
	SBR	61.1	48.7	46.9	57.3
	SBL	59.5	47.2	45.4	55.8
	NBL	47.7	241.1	156.4	53.0
	NBT	47.7	241.1	156.4	53.0
	NBR	47.7	241.1	156.4	53.0
	EBR	272.0	1647.6	1484.5	268.2
	EBL	268.5	1646.1	1481.4	264.7
	EBT	268.5	1646.1	1481.4	264.7
	WBL	113.2	311.9	246.9	112.2
	WBT	113.2	311.9	246.9	112.2
	WBR	116.6	315.3	250.3	115.6
Poland Ave at Robertson St	EBT	220.2	469.2	212.1	217.2
	EBL	220.2	469.2	212.1	217.2
	EBR	222.0	471.0	213.9	219.0
	SBL	81.2	145.5	85.5	76.8
	SBT	81.2	145.5	85.5	76.8
	NBR	122.7	196.2	126.9	133.1
	NBT	114.2	187.6	118.4	124.6
Poland Ave at Claiborne Ave	SBT	214.9	194.2	216.7	201.6
	SBR	213.1	192.4	214.9	199.8
	WBL	343.5	1652.7	1664.3	325.6
	WBT	350.1	1649.7	1662.1	332.2
	WBR	354.4	1653.3	1658.5	336.5
	NBL	60.1	71.7	72.1	60.0
	NBT	60.1	71.7	72.1	60.0
Claiborne Bridge	EB	0.0	1102.9	24.8	0.0
	WB	0.0	1156.3	768.1	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.2	128.5	36.0	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	30.9	58.8	17.1
Claiborne WB - West Bridge Stop Bar to Poland	30.0	36.9	68.4	27.4
Total WB Travel Time	66.4	196.2	163.2	63.8
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	109.6	17.1	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	32.1	21.2	14.7
Claiborne EB - East Bridge Stop Bar to Tennessee	22.7	37.8	33.5	21.7
Total EB Travel Time	54.4	179.5	71.8	53.4

St Claude Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening without Project
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	88	86	0.2
	NBR	105	103	0.1
	NBL	20	20	0.0
	SBT	75	95	2.6
	SBL	102	117	0.8
	SBR	120	141	1.9
	EBR	18	15	0.7
	EBL	102	93	0.9
	EBT	524	480	2.6
	WBL	19	21	0.3
	WBR	95	99	0.4
	WBT	536	527	0.5
Reynes St at St Claude Ave	EBR	51	49	0.1
	EBT	691	658	1.8
	WBL	15	14	0.3
	WBT	626	615	0.4
	SBT	8	11	0.7
	SBL	8	12	1.3
	SBR	24	35	2.4
Forstall St at St Claude Ave	WBR	49	48	0.2
	WBT	573	559	0.6
	NBT	26	22	0.2
	NBL	77	71	0.8
	NBR	38	34	0.5
	EBL	13	11	0.5
	EBT	736	654	4.4
Claude Bridge	Bridge WB	650	650	0.0
	Bridge EB	731	706	1.0

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.1	25.3	26.5	31.5
	NBR	13.3	8.3	11.9	10.3
	NBL	28.2	32.1	37.3	36.7
	SBT	30.6	24.9	21.5	12.6
	SBL	43.8	34.8	32.9	19.7
	SBR	14.5	12.5	9.4	4.5
	EBR	2.3	2.3	3.3	2.4
	EBL	40.2	43.0	43.8	44.4
	EBT	16.7	10.6	11.2	9.0
	WBL	37.0	33.4	27.9	25.0
	WBR	27.5	28.2	17.6	23.4
	WBT	32.8	30.6	23.3	25.9
Reynes St at St Claude Ave	EBR	10.7	3.2	0.9	0.6
	EBT	9.4	4.5	0.8	0.3
	WBL	5.1	3.9	7.4	2.4
	WBT	0.9	1.0	1.1	1.0
	SBT	15.1	15.9	15.1	11.7
	SBL	9.6	29.9	12.2	12.6
	SBR	5.6	9.0	6.1	6.5
Forstall St at St Claude Ave	WBR	5.9	6.3	8.1	8.4
	WBT	9.6	9.3	11.1	10.9
	NBT	21.6	21.5	16.6	21.6
	NBL	22.9	24.1	21.9	21.6
	NBR	6.2	6.3	6.2	5.9
	EBL	40.0	56.3	38.5	45.6
	EBT	14.2	13.4	11.1	10.2
Claude Bridge	Bridge WB	110.2	0.9	0.6	0.8
	Bridge EB	80.9	0.4	0.6	0.3

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	86.4	87.1	123.0	91.3
	NBR	90.1	90.8	126.7	95.0
	NBL	86.4	87.1	123.0	91.3
	SBT	157.5	141.6	198.1	142.7
	SBL	157.5	141.6	198.1	142.7
	SBR	166.3	150.4	206.9	151.5
	EBR	168.1	137.9	203.3	86.2
	EBL	163.7	133.7	198.9	82.4
	EBT	163.7	133.7	198.9	82.4
	WBL	986.8	596.0	276.2	266.5
	WBR	999.4	608.6	288.8	279.1
	WBT	986.8	596.0	276.2	266.5
Reynes St at St Claude Ave	EBR	830.9	275.7	33.3	9.4
	EBT	830.9	275.7	33.3	9.4
	WBL	25.8	39.2	61.6	30.9
	WBT	6.0	3.5	30.5	1.8
	SBT	53.4	47.5	47.6	45.0
	SBL	53.1	47.2	47.3	44.7
	SBR	51.2	45.3	45.5	42.8
Forstall St at St Claude Ave	WBR	122.9	121.6	175.6	170.3
	WBT	119.6	118.3	172.3	167.0
	NBT	75.1	66.1	67.7	82.9
	NBL	75.1	66.1	67.7	82.9
	NBR	77.1	68.1	69.7	84.8
	EBL	311.2	307.9	271.2	139.1
	EBT	311.2	307.9	271.2	139.1
Claude Bridge	Bridge WB	918.9	0.0	0.0	0.0
	Bridge EB	937.6	0.0	0.0	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	89.5	20.4	20.5	20.6
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	69.4	14.7	14.4	14.6
Claude WB - West Bridge Stop Bar to Poland	48.0	49.1	29.7	32.3
Total WB Travel Time	206.8	84.3	64.7	67.6
Claude EB - Poland to West Bridge Stop Bar	113.0	13.8	13.9	14.0
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	29.7	14.9	15.0	14.9
Claude EB - East Bridge Stop Bar to Tennessee	35.4	26.5	20.4	19.9
Total EB Travel Time	178.1	55.2	49.3	48.7

Claiborne Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening without Project
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	50	40	1.5
	NBR	17	15	0.5
	NBL	116	99	1.6
	WBR	12	14	0.6
	WBT	1068	1077	0.3
	EBL	21	18	0.7
	EBT	1518	1458	1.6
Reynes St at Claiborne Ave	SBR	15	6	2.8
	SBL	15	6	2.8
	SBT	19	8	3.0
	EBT	1524	1467	1.5
	EBR	22	21	0.2
	WBT	1155	1148	0.2
	WBL	29	32	0.5
Tennessee St at Claiborne Ave	SBT	8	1	3.3
	SBR	35	10	5.3
	SBL	12	2	3.8
	NBL	37	37	0.0
	NBT	11	11	0.0
	NBR	14	15	0.3
	EBR	26	25	0.2
	EBL	10	9	0.3
	EBT	1540	1482	1.5
	WBL	7	7	0.0
	WBT	1148	1128	0.6
	WBR	35	36	0.2
Poland Ave at Robertson St	EBT	1078	1056	0.7
	EBL	46	44	0.3
	EBR	61	58	0.4
	SBL	421	372	2.5
	SBT	251	294	2.6
	NBR	77	81	0.5
	NBT	234	221	0.9
Poland Ave at Claiborne Ave	SBT	602	605	0.1
	SBR	61	56	0.7
	WBL	67	65	0.2
	WBT	937	898	1.3
	WBR	216	213	0.2
	NBL	74	63	1.3
	NBT	221	201	1.4
Claiborne Bridge	EB	1576	1513	1.6
	WB	1220	1163	1.7

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	28.9	26.7	29.1	25.1
	NBR	10.8	9.4	15.1	14.1
	NBL	27.1	35.0	27.3	28.1
	WBR	8.3	12.5	8.6	5.6
	WBT	7.6	15.1	8.2	8.0
	EBL	32.6	30.9	36.2	37.4
	EBT	4.1	3.7	6.4	4.6
Reynes St at Claiborne Ave	SBR	8.5	10.6	10.1	9.7
	SBL	23.8	17.4	35.8	25.9
	SBT	23.2	18.5	31.8	30.2
	EBT	1.6	1.7	2.0	1.8
	EBR	0.9	0.6	1.0	1.0
	WBT	0.7	10.8	0.8	0.6
	WBL	15.2	28.6	26.1	16.8
Tennessee St at Claiborne Ave	SBT	34.5	33.8	30.5	15.3
	SBR	6.2	47.9	7.0	7.0
	SBL	39.2	35.2	20.4	32.8
	NBL	26.8	62.4	23.3	24.2
	NBT	20.7	44.3	21.9	28.0
	NBR	11.8	15.0	19.9	8.3
	EBR	10.2	14.8	11.5	10.0
	EBL	37.7	41.9	47.6	45.8
	EBT	10.7	13.7	14.9	11.3
	WBL	36.2	50.5	32.8	28.8
	WBT	4.3	22.2	5.1	4.5
	WBR	4.4	19.4	5.5	6.0
Poland Ave at Robertson St	EBT	16.5	58.5	25.0	21.3
	EBL	16.9	39.4	24.0	22.1
	EBR	12.8	39.5	22.4	18.0
	SBL	9.8	76.3	18.0	35.6
	SBT	10.0	9.8	15.6	30.1
	NBR	16.4	65.9	23.6	22.5
	NBT	32.9	37.0	35.7	37.9
Poland Ave at Claiborne Ave	SBT	20.5	26.8	24.7	24.2
	SBR	9.3	12.2	14.6	14.4
	WBL	14.6	16.0	24.3	16.2
	WBT	18.0	19.4	27.5	18.7
	WBR	15.1	16.7	26.4	16.4
	NBL	15.8	15.9	55.9	35.1
	NBT	6.6	5.3	38.2	15.5
Claiborne Bridge	EB	0.6	60.2	27.5	0.8
	WB	0.8	73.5	33.6	1.0

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	92.3	88.5	110.3	117.8
	NBR	94.6	90.8	112.6	120.1
	NBL	92.3	88.5	110.3	117.8
	WBR	197.0	364.6	234.9	197.2
	WBT	187.7	355.3	225.6	187.9
	EBL	133.6	129.1	187.7	154.7
	EBT	133.6	129.1	187.7	154.7
Reynes St at Claiborne Ave	SBR	26.8	28.8	36.0	40.4
	SBL	28.7	30.7	37.9	42.3
	SBT	28.7	30.7	37.9	42.3
	EBT	28.0	2.0	52.2	46.6
	EBR	28.0	2.0	52.2	46.6
	WBT	12.2	334.3	78.1	0.0
	WBL	47.9	47.1	64.8	72.4
Tennessee St at Claiborne Ave	SBT	29.3	25.0	30.7	24.5
	SBR	30.7	26.3	32.2	26.0
	SBL	29.3	25.0	30.7	24.5
	NBL	81.2	91.8	46.1	33.3
	NBT	81.2	91.8	46.1	33.3
	NBR	81.2	91.8	46.1	33.3
	EBR	349.6	1660.8	1658.5	469.9
	EBL	346.1	1659.7	1658.6	466.4
	EBT	346.1	1659.7	1658.6	466.4
	WBL	121.5	313.2	165.0	117.2
	WBT	121.5	313.2	165.0	117.2
	WBR	124.9	316.6	168.4	120.6
Poland Ave at Robertson St	EBT	273.8	675.3	670.6	407.2
	EBL	273.8	675.3	670.6	407.2
	EBR	275.6	677.2	672.4	409.1
	SBL	78.9	401.3	201.7	225.1
	SBT	78.9	401.3	201.7	225.1
	NBR	131.3	173.6	188.5	153.0
	NBT	122.7	165.1	179.9	144.5
Poland Ave at Claiborne Ave	SBT	240.9	358.6	330.1	329.3
	5BR	239.0	356.8	328.3	327.5
	WBL	330.0	1627.8	1658.5	362.9
	WBT	336.7	1633.8	1659.8	369.5
	WBR	340.9	1635.8	1658.0	373.8
	NBL	47.7	55.8	180.8	145.0
	NBT	47.7	55.8	180.8	145.0
Claiborne Bridge	EB	0.0	1097.2	774.4	0.0
	WB	0.0	1147.5	399.7	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.2	123.9	24.1	19.4
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	31.2	45.1	17.3
Claiborne WB - West Bridge Stop Bar to Poland	29.5	36.1	63.9	31.0
Total WB Travel Time	65.8	191.2	133.1	67.6
Claiborne EB - Robertson to West Bridge Stop Bar	16.9	109.2	24.5	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	29.7	35.4	15.0
Claiborne EB - East Bridge Stop Bar to Tennessee	24.2	35.9	44.3	25.9
Total EB Travel Time	56.0	174.8	104.3	57.8

St Claude Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening without Project
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	66	64	0.2
	NBR	105	110	0.5
	NBL	23	22	0.2
	SBT	58	76	2.2
	SBL	149	186	2.9
	SBR	92	111	1.9
	EBR	40	38	0.3
	EBL	34	33	0.2
	EBT	877	870	0.2
	WBL	12	14	0.6
	WBR	90	100	1.0
	WBT	438	444	0.3
Reynes St at St Claude Ave	EBR	79	79	0.0
	EBT	1094	1098	0.1
	WBL	16	17	0.2
	WBT	519	520	0.0
	SBT	4	7	1.3
	SBL	5	10	1.8
	SBR	21	38	3.1
Forstall St at St Claude Ave	WBR	37	38	0.2
	WBT	478	477	0.0
	NBT	24	25	0.2
	NBL	62	64	0.3
	NBR	36	34	0.3
	EBL	13	16	0.8
	EBT	988	1083	3.0
Claude Bridge	Bridge WB	540	559	0.8
	Bridge EB	1131	1177	1.4

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	31.0	28.2	25.8	28.8
	NBR	80.7	10.4	8.7	8.4
	NBL	37.2	34.0	29.2	30.8
	SBT	34.8	36.5	26.3	28.1
	SBL	144.0	133.5	39.0	36.1
	SBR	19.4	17.9	10.5	10.5
	EBR	27.1	7.6	2.9	5.2
	EBL	38.6	59.7	36.0	38.5
	EBT	59.1	14.3	11.3	11.7
	WBL	51.3	41.8	23.6	28.9
	WBR	29.7	25.4	14.6	19.6
	WBT	34.3	31.0	21.6	25.5
Reynes St at St Claude Ave	EBR	7.5	12.0	0.8	1.1
	EBT	7.7	14.3	0.7	1.2
	WBL	9.9	29.5	6.5	5.2
	WBT	1.0	1.1	1.0	1.1
	SBT	14.0	69.3	13.4	13.3
	SBL	24.9	123.6	12.9	14.3
	SBR	5.5	55.3	5.2	6.6
Forstall St at St Claude Ave	WBR	6.2	6.2	8.5	7.3
	WBT	10.2	10.3	10.5	10.6
	NBT	22.8	17.8	24.8	19.7
	NBL	22.3	21.0	20.2	19.9
	NBR	5.1	11.7	7.5	7.5
	EBL	53.5	53.8	40.9	47.2
	EBT	15.0	17.2	11.1	12.3
Claude Bridge	Bridge WB	109.9	0.4	0.3	0.4
	Bridge EB	62.7	18.9	0.4	0.6

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	263.2	94.3	81.8	65.9
	NBR	266.9	98.0	85.5	69.5
	NBL	263.2	94.3	81.8	65.9
	5BT	572.3	537.9	203.7	166.7
	5BL	572.3	537.9	203.7	166.7
	SBR	581.1	546.7	212.5	175.5
	EBR	906.6	827.4	155.7	229.2
	EBL	902.1	822.9	151.2	224.8
	EBT	902.1	822.9	151.2	224.8
	WBL	862.9	479.2	182.4	233.5
	WBR	875.5	491.8	195.0	246.1
	WBT	862.9	479.2	182.4	233.5
Reynes St at St Claude Ave	E8R	1417.2	1656.2	33.6	75.3
	EBT	1417.2	1656.2	33.6	75.3
	W8L	49.6	65.5	71.6	70.8
	WBT	5.0	17.5	20.5	22.7
	SBT	46.0	82.9	38.1	42.7
	SBL	45.7	82.6	37.8	42.4
	SBR	43.8	80.7	35.9	40.5
Forstall St at St Claude Ave	W8R	116.9	119.6	118.6	147.3
	WBT	113.6	116.3	115.3	144.0
	NBT	69.5	70.3	85.0	58.3
	NBL	69.5	70.3	85.0	58.3
	NBR	71.4	72.2	87.0	60.3
	EBL	307.2	313.3	254.7	292.8
	EBT	307.2	313.3	254.7	292.8
Claude Bridge	Bridge WB	834.5	0.0	0.0	0.0
	Bridge EB	948.5	198.1	0.0	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	84.0	20.1	20.0	20.1
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	70.5	14.1	14.0	14.1
Claude WB - West Bridge Stop Bar to Poland	48.9	47.5	25.7	30.6
Total WB Travel Time	203.4	81.7	59.8	64.9
Claude EB - Poland to West Bridge Stop Bar	104.7	14.8	13.8	13.6
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	24.6	31.7	14.9	15.0
Claude EB - East Bridge Stop Bar to Tennessee	31.3	60.8	20.2	20.7
Total EB Travel Time	160.5	107.4	48.9	49.4

Claiborne Ave VISSIM Analysis Results - Scenario 1a - One Bridge Opening without Project
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	35	29	1.1
	NBR	23	19	0.9
	NBL	96	81	1.6
	WBR	7	7	0.0
	WBT	948	949	0.0
	EBL	28	27	0.2
	EBT	1415	1407	0.2
Reynes St at Claiborne Ave	SBR	12	5	2.4
	SBL	25	12	3.0
	SBT	6	4	0.9
	EBT	1418	1421	0.1
	EBR	29	28	0.2
	WBT	1022	1011	0.3
	WBL	22	24	0.4
Tennessee St at Claiborne Ave	SBT	19	13	1.5
	SBR	28	20	1.6
	SBL	10	9	0.3
	NBL	31	24	1.3
	NBT	16	12	1.1
	NBR	19	15	1.0
	EBR	29	30	0.2
	EBL	12	11	0.3
	EBT	1431	1432	0.0
	WBL	11	11	0.0
	WBT	1002	987	0.5
	WBR	34	35	0.2
Poland Ave at Robertson St	EBT	1016	1027	0.3
	EBL	46	45	0.1
	EBR	73	74	0.1
	SBL	367	306	3.3
	SBT	220	280	3.8
	NBR	89	115	2.6
	NBT	197	177	1.5
Poland Ave at Claiborne Ave	SBT	534	535	0.0
	SBR	42	36	1.0
	WBL	48	46	0.3
	WBT	832	807	0.9
	WBR	181	178	0.2
	NBL	54	47	1.0
	NBT	191	173	1.3
Claiborne Bridge	EB	1472	1446	0.7
	WB	1061	1021	1.2

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	26.1	26.6	23.7	32.0
	NBR	12.7	7.0	11.9	12.2
	NBL	24.8	30.5	28.9	29.0
	WBR	5.6	6.9	5.1	5.1
	WBT	7.5	11.1	7.4	7.6
	EBL	32.8	38.0	31.0	34.2
	EBT	4.9	4.6	6.2	3.7
Reynes St at Claiborne Ave	SBR	9.0	29.8	8.9	8.0
	SBL	26.5	24.9	29.6	23.9
	SBT	22.1	27.1	34.7	18.7
	EBT	1.8	1.6	2.3	1.6
	EBR	0.9	0.2	1.2	0.5
	WBT	0.7	8.9	0.6	0.6
	WBL	17.8	19.3	22.4	13.9
Tennessee St at Claiborne Ave	SBT	21.7	30.4	22.7	33.4
	SBR	7.3	39.6	9.6	4.6
	SBL	22.6	37.7	30.3	25.1
	NBL	25.6	64.1	21.0	21.0
	NBT	22.4	37.8	21.5	19.8
	NBR	12.3	9.1	14.4	11.3
	EBR	8.7	11.9	12.7	6.5
	EBL	42.6	47.6	46.0	43.1
	EBT	11.0	12.8	14.7	10.2
	WBL	42.1	59.2	40.8	46.6
	WBT	4.1	19.7	4.6	4.3
	WBR	4.4	18.6	6.1	3.9
Poland Ave at Robertson St	EBT	22.1	55.4	18.5	16.7
	EBL	21.8	43.1	19.6	15.7
	EBR	18.6	45.5	17.3	14.9
	SBL	12.6	61.9	27.3	24.2
	SBT	10.0	18.5	22.3	19.8
	NBR	15.1	47.3	12.5	14.0
	NBT	32.2	36.0	28.9	31.5
Poland Ave at Claiborne Ave	SBT	23.1	24.9	22.4	22.8
	SBR	14.9	15.7	12.7	12.2
	WBL	12.3	16.8	19.5	14.0
	WBT	18.5	21.0	23.2	17.6
	WBR	14.9	19.6	20.7	14.1
	NBL	26.6	39.9	29.7	29.6
	NBT	19.3	21.2	21.5	21.0
Claiborne Bridge	EB	0.7	63.7	13.5	0.6
	WB	0.7	70.4	17.7	0.8

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	93.6	81.8	82.1	96.4
	NBR	95.9	84.1	84.4	98.7
	NBL	93.6	81.8	82.1	96.4
	WBR	173.7	243.9	189.1	169.9
	WBT	164.4	234.5	179.8	160.6
	EBL	153.1	148.7	216.2	110.9
	EBT	153.1	148.7	216.2	110.9
Reynes St at Claiborne Ave	SBR	32.2	36.7	40.0	33.7
	SBL	34.1	38.6	41.9	35.6
	SBT	34.1	38.6	41.9	35.6
	EBT	82.7	21.9	119.9	19.5
	EBR	82.7	21.9	119.9	19.5
	WBT	4.3	290.3	0.0	4.1
	WBL	48.6	52.8	54.8	49.0
Tennessee St at Claiborne Ave	SBT	48.5	77.7	57.3	28.6
	SBR	50.0	79.2	58.9	30.2
	SBL	48.5	77.7	57.3	28.6
	NBL	48.0	34.7	57.0	79.4
	NBT	48.0	34.7	57.0	79.4
	NBR	48.0	34.8	57.0	79.4
	EBR	551.9	1653.1	1654.7	358.7
	EBL	548.3	1652.3	1656.7	355.2
	EBT	548.3	1652.3	1656.7	355.2
	WBL	106.2	312.6	111.4	103.2
	WBT	106.2	312.6	111.4	103.2
	WBR	109.6	316.0	114.9	106.6
Poland Ave at Robertson St	EBT	449.1	623.4	374.8	279.8
	EBL	449.1	623.4	374.8	279.8
	EBR	450.9	625.2	376.6	281.6
	SBL	105.1	289.5	183.6	149.2
	SBT	105.1	289.5	183.6	149.2
	NBR	143.3	181.9	110.4	131.0
	NBT	134.7	173.4	101.9	122.4
Poland Ave at Claiborne Ave	SBT	238.6	277.1	220.8	209.5
	SBR	236.8	275.2	219.0	207.7
	WBL	287.4	1327.9	1601.6	307.1
	WBT	294.0	1334.5	1602.5	313.7
	WBR	298.3	1338.7	1603.6	318.0
	NBL	80.2	133.2	100.8	120.7
	NBT	80.2	133.2	100.8	120.7
Claiborne Bridge	EB	0.0	1094.7	342.9	0.0
	WB	0.0	1106.1	50.3	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.2	123.8	19.6	19.2
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.0	26.4	33.0	17.1
Claiborne WB - West Bridge Stop Bar to Poland	29.6	39.5	51.1	28.9
Total WB Travel Time	65.7	189.8	103.8	65.2
Claiborne EB - Robertson to West Bridge Stop Bar	16.9	115.1	18.6	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	15.0	30.2	25.7	14.9
Claiborne EB - East Bridge Stop Bar to Tennessee	26.2	35.0	38.1	23.6
Total EB Travel Time	58.2	180.4	82.3	55.4

St Claude Ave VISSIM Analysis Results 1c - One Opening
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	50	49	0.1
	NBR	39	40	0.2
	NBL	8	8	0.0
	SBT	48	64	2.1
	SBL	79	99	2.1
	SBR	90	113	2.3
	EBR	24	25	0.2
	EBL	80	82	0.2
	EBT	282	275	0.4
	WBL	32	34	0.3
	WBR	70	73	0.4
	WBT	689	714	0.9
Reynes St at St Claude Ave	EBR	40	40	0.0
	EBT	360	372	0.6
	WBL	7	6	0.4
	WBT	770	788	0.6
	SBT	7	9	0.7
	SBL	6	8	0.8
	SBR	21	31	2.0
Forstall St at St Claude Ave	WBR	63	61	0.3
	WBT	724	728	0.1
	NBT	14	14	0.0
	NBL	65	67	0.2
	NBR	30	29	0.2
	EBL	10	10	0.0
	EBT	356	369	0.7
Claude Bridge	Bridge WB	791	820	1.0
	Bridge EB	400	413	0.6

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	24.8	28.2	27.4
	NBR	6.1	6.1	5.0	6.3
	NBL	31.4	20.2	26.6	23.9
	SBT	30.7	25.7	28.5	31.9
	SBL	37.4	30.4	31.9	35.4
	SBR	14.8	12.6	11.9	12.5
	EBR	2.2	2.4	2.3	2.5
	EBL	43.4	42.3	48.6	45.9
	EBT	10.0	9.8	9.8	10.0
	WBL	33.7	39.2	25.8	26.4
	W8R	30.5	37.0	17.3	17.7
	WBT	32.9	40.3	22.7	24.2
Reynes St at St Claude Ave	EBR	7.0	0.6	0.5	0.6
	EBT	9.6	0.5	0.2	0.2
	WBL	11.4	1.6	4.0	1.9
	W8T	6.3	1.0	1.0	1.0
	SBT	15.8	11.9	10.5	13.4
	SBL	19.6	23.9	9.2	10.4
	SBR	18.2	8.0	6.7	7.5
Forstall St at St Claude Ave	WBR	9.2	10.8	8.8	8.0
	WBT	12.8	11.4	10.8	11.4
	NBT	24.0	21.1	20.3	22.0
	NBL	22.8	20.1	18.8	18.6
	NBR	5.0	4.5	4.3	4.4
	EBL	54.4	49.2	45.5	46.8
	EBT	15.3	12.6	10.6	10.1
Claude Bridge	Bridge WB	113.8	58.4	1.0	0.9
	Bridge EB	94.1	0.3	0.3	0.3

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	55.0	52.1	44.9	55.8
	NBR	58.7	55.8	48.6	59.5
	NBL	55.0	52.1	44.9	55.8
	SBT	166.1	151.0	139.3	127.9
	SBL	166.1	151.0	139.3	127.9
	SBR	174.9	159.7	148.1	136.6
	EBR	126.6	117.8	118.1	119.0
	EBL	123.0	114.0	113.7	117.6
	EBT	123.0	114.0	113.7	117.6
	WBL	1497.4	1500.8	254.0	298.9
	WBR	1510.0	1513.3	266.6	311.5
	WBT	1497.4	1500.8	254.0	298.9
Reynes St at St Claude Ave	EBR	276.0	5.8	0.0	0.0
	EBT	276.0	5.8	0.0	0.0
	WBL	307.2	13.6	14.4	19.0
	WBT	261.0	3.3	4.1	3.0
	SBT	68.2	53.2	46.1	48.3
	SBL	68.0	52.9	45.8	48.0
	SBR	66.1	51.0	43.9	46.1
Forstall St at St Claude Ave	WBR	232.4	216.7	179.6	193.7
	WBT	229.1	213.4	176.2	190.4
	NBT	81.3	77.4	57.5	66.2
	NBL	81.3	77.4	57.5	66.2
	NBR	83.3	79.3	59.5	68.1
	EBL	320.3	161.6	118.6	117.8
	EBT	320.3	161.6	118.6	117.8
Claude Bridge	Bridge WB	1516.5	509.7	0.0	0.0
	Bridge EB	581.5	0.0	0.0	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	133.0	27.9	21.1	21.1
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	67.4	61.5	14.9	14.8
Claude WB - West Bridge Stop Bar to Poland	48.1	81.8	29.3	31.1
Total WB Travel Time	248.4	171.2	65.4	67.0
Claude EB - Poland to West Bridge Stop Bar	93.8	13.8	13.7	13.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	37.1	14.9	14.8	14.8
Claude EB - East Bridge Stop Bar to Tennessee	29.1	20.0	19.9	19.9
Total EB Travel Time	160.0	48.7	48.4	48.4

Claiborne Ave VISSIM Analysis Results 1c - One Opening
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	20	17	0.7
	NBR	9	8	0.3
	NBL	136	117	1.7
	WBR	5	5	0.0
	WBT	1116	1123	0.2
	EBL	21	21	0.0
	EBT	966	947	0.6
Reynes St at Claiborne Ave	SBR	15	8	2.1
	SBL	12	7	1.6
	SBT	8	4	1.6
	EBT	975	957	0.6
	EBR	6	6	0.0
	WBT	1235	1225	0.3
	WBL	17	18	0.2
Tennessee St at Claiborne Ave	SBT	10	3	2.7
	SBR	36	14	4.4
	SBL	11	4	2.6
	NBL	58	48	1.4
	NBT	15	12	0.8
	NBR	8	7	0.4
	EBR	19	21	0.4
	EBL	14	14	0.0
	EBT	979	964	0.5
	WBL	8	8	0.0
	WBT	1232	1217	0.4
	WBR	27	26	0.2
Poland Ave at Robertson St	EBT	618	610	0.3
	EBL	44	46	0.3
	EBR	57	55	0.3
	SBL	293	265	1.7
	SBT	182	224	2.9
	NBR	101	112	1.1
	NBT	143	139	0.3
Poland Ave at Claiborne Ave	SBT	422	432	0.5
	SBR	41	36	0.8
	WBL	53	52	0.1
	WBT	1069	1016	1.6
	WBR	204	198	0.4
	NBL	51	49	0.3
	NBT	136	137	0.1
Claiborne Bridge	EB	1012	988	0.8
	WB	1326	1268	1.6

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	31.4	32.3	25.1	24.4
	NBR	12.7	6.6	5.9	7.4
	NBL	27.8	27.9	25.9	27.6
	WBR	8.5	8.6	5.8	9.5
	WBT	9.1	8.0	7.6	8.0
	EBL	36.9	38.4	30.0	34.1
	EBT	4.2	4.0	3.8	3.6
Reynes St at Claiborne Ave	SBR	10.7	8.2	8.1	10.5
	SBL	28.3	20.5	20.2	20.3
	SBT	21.0	23.9	18.7	23.2
	EBT	1.5	1.5	1.5	1.4
	EBR	0.4	0.2	0.2	0.6
	WBT	0.7	0.7	0.6	0.7
	WBL	10.9	9.7	10.2	12.6
Tennessee St at Claiborne Ave	SBT	19.9	28.0	34.2	9.3
	SBR	9.5	6.6	5.3	6.0
	SBL	36.1	27.9	20.4	32.5
	NBL	22.9	27.3	25.8	22.0
	NBT	22.8	25.2	21.5	25.9
	NBR	8.2	16.5	14.8	7.8
	EBR	7.4	5.4	8.0	6.9
	EBL	42.0	39.9	48.8	39.9
	EBT	8.1	8.1	9.9	8.6
	WBL	40.1	35.5	38.5	37.1
	WBT	4.6	5.0	4.1	4.6
	WBR	2.5	2.8	3.7	4.3
Poland Ave at Robertson St	EBT	14.3	13.6	14.2	14.7
	EBL	13.4	15.8	15.0	14.7
	EBR	8.9	9.2	9.5	10.2
	SBL	5.5	7.5	8.7	9.7
	SBT	15.0	16.6	10.9	9.7
	NBR	19.2	22.7	12.6	11.4
	NBT	46.3	45.2	31.7	32.7
Poland Ave at Claiborne Ave	SBT	29.1	28.2	20.5	19.2
	SBR	15.7	15.2	10.2	10.5
	WBL	15.4	12.7	16.3	12.9
	WBT	18.6	17.7	18.4	16.8
	WBR	15.1	15.6	14.4	14.2
	NBL	17.4	10.7	16.2	14.9
	NBT	6.7	7.3	9.2	10.1
Claiborne Bridge	EB	0.5	0.5	0.5	0.5
	WB	1.4	1.2	0.9	1.0

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	114.3	139.3	95.3	113.4
	NBR	116.6	141.6	97.6	115.7
	NBL	114.3	139.3	95.3	113.4
	WBR	291.9	211.1	165.7	203.4
	WBT	282.5	201.8	156.4	194.1
	EBL	106.6	112.8	104.5	92.5
	EBT	106.6	112.8	104.5	92.5
Reynes St at Claiborne Ave	SBR	37.5	33.2	30.1	35.2
	SBL	39.5	35.1	32.0	37.1
	SBT	39.5	35.1	32.0	37.1
	EBT	10.0	9.8	8.5	0.0
	EBR	10.0	9.8	8.5	0.0
	WBT	4.0	2.4	0.0	11.4
	WBL	54.7	35.7	37.7	52.1
Tennessee St at Claiborne Ave	SBT	41.3	33.3	25.1	26.3
	SBR	42.8	34.9	26.6	27.9
	SBL	41.3	33.3	25.1	26.3
	NBL	45.1	151.9	70.5	41.6
	NBT	45.1	151.9	70.5	41.6
	NBR	45.1	151.9	70.6	41.6
	EBR	214.8	211.8	275.7	247.5
	EBL	211.3	208.3	272.2	244.0
	EBT	211.3	208.3	272.2	244.0
	WBL	143.3	155.3	102.1	125.6
	WBT	143.3	155.3	102.1	125.6
	WBR	146.8	158.8	105.5	129.0
Poland Ave at Robertson St	EBT	185.4	189.5	207.8	195.6
	EBL	185.4	189.5	207.8	195.6
	EBR	187.2	191.3	209.7	197.4
	SBL	94.8	98.7	76.2	77.5
	SBT	94.8	98.7	76.2	77.5
	NBR	149.1	178.7	123.6	127.2
	NBT	140.6	170.2	115.1	118.7
Poland Ave at Claiborne Ave	SBT	316.5	265.3	192.1	202.8
	SBR	314.6	263.4	190.3	201.0
	WBL	498.8	455.8	325.7	339.3
	WBT	505.4	462.4	332.3	345.9
	WBR	509.7	466.7	336.6	350.2
	NBL	55.3	64.4	67.3	65.1
	NBT	55.3	64.4	67.3	65.1
Claiborne Bridge	EB	0.0	0.0	0.0	0.0
	WB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.6	19.6	19.3	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.6	17.4	17.1	17.2
Claiborne WB - West Bridge Stop Bar to Poland	33.0	31.1	30.0	28.8
Total WB Travel Time	**70.2**	**68.1**	**66.4**	**65.3**
Claiborne EB - Robertson to West Bridge Stop Bar	17.1	17.1	17.0	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.7	14.7	14.7	14.7
Claiborne EB - East Bridge Stop Bar to Tennessee	21.2	20.9	22.9	21.7
Total EB Travel Time	**53.0**	**52.7**	**54.6**	**53.3**

St Claude Ave VISSIM Analysis Results 1c - One Opening
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	52	52	0.0
	NBR	33	32	0.2
	NBL	10	11	0.3
	SBT	66	79	1.5
	SBL	99	106	0.7
	SBR	109	120	1.0
	EBR	22	22	0.0
	EBL	100	102	0.2
	EBT	264	258	0.4
	WBL	18	21	0.7
	WBR	66	74	1.0
	WBT	456	469	0.6
Reynes St at St Claude Ave	EBR	26	26	0.0
	EBT	370	372	0.1
	WBL	8	7	0.4
	WBT	529	527	0.1
	SBT	3	9	2.4
	SBL	6	18	3.5
	SBR	13	43	5.7
Forstall St at St Claude Ave	WBR	66	65	0.1
	WBT	493	490	0.1
	NBT	24	25	0.2
	NBL	44	45	0.1
	NBR	26	24	0.4
	EBL	8	8	0.0
	EBT	386	382	0.2
Claude Bridge	Bridge WB	542	569	1.1
	Bridge EB	396	398	0.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	28.7	20.3	27.0	27.4
	NBR	5.0	4.7	5.5	6.9
	NBL	24.2	35.5	24.5	30.3
	5BT	30.0	25.7	25.7	31.3
	SBL	32.1	28.0	29.5	36.4
	SBR	13.9	9.7	11.8	10.9
	EBR	2.4	2.7	1.9	2.3
	EBL	41.9	46.1	45.9	41.7
	EBT	9.2	10.1	9.7	9.9
	WBL	25.6	31.6	20.4	20.7
	WBR	27.6	26.8	17.5	20.2
	WBT	32.0	33.9	22.5	26.3
Reynes St at St Claude Ave	EBR	5.7	0.6	0.6	0.6
	EBT	8.5	0.2	0.2	0.2
	WBL	3.5	1.7	2.2	1.5
	WBT	1.0	1.0	1.1	1.0
	SBT	14.1	13.1	11.5	11.0
	SBL	16.3	10.4	11.4	11.0
	SBR	7.5	6.3	6.6	6.2
Forstall St at St Claude Ave	WBR	7.5	7.3	6.3	9.2
	WBT	10.8	9.7	10.8	10.7
	NBT	21.9	15.4	20.1	19.4
	NBL	21.1	22.2	19.8	18.6
	NBR	5.7	4.6	3.8	5.5
	EBL	51.4	33.0	47.1	52.9
	EBT	14.4	11.6	10.4	9.7
Claude Bridge	Bridge WB	115.5	3.9	0.7	1.0
	Bridge EB	98.7	0.3	0.2	0.3

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	40.3	44.8	55.5	73.8
	NBR	43.9	48.5	59.2	77.5
	NBL	40.3	44.8	55.5	73.8
	SBT	159.2	133.8	159.5	147.0
	SBL	159.2	133.8	159.5	147.0
	SBR	168.0	142.6	168.3	155.8
	EBR	143.1	140.0	129.2	93.8
	EBL	138.9	135.7	129.6	91.1
	EBT	138.9	135.7	129.6	91.1
	WBL	1091.6	794.6	209.0	277.7
	WBR	1104.1	807.2	221.6	290.3
	WBT	1091.6	794.6	209.0	277.7
Reynes St at St Claude Ave	EBR	225.1	1.9	0.0	0.0
	EBT	225.1	1.9	0.0	0.0
	WBL	14.8	12.9	22.3	4.8
	WBT	0.0	0.0	1.6	0.0
	SBT	58.7	63.8	51.1	52.4
	SBL	58.5	63.5	50.8	52.0
	SBR	56.6	61.6	48.9	50.2
Forstall St at St Claude Ave	WBR	151.7	121.6	152.6	181.2
	WBT	148.4	118.3	149.3	177.9
	NBT	61.5	61.4	49.0	59.4
	NBL	61.5	61.4	49.0	59.4
	NBR	63.5	63.4	50.9	61.4
	EBL	313.1	124.5	111.3	114.4
	EBT	313.1	124.5	111.3	114.4
Claude Bridge	Bridge WB	1017.3	0.0	0.0	0.0
	Bridge EB	535.7	0.0	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	96.9	21.0	21.0	21.2
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	73.5	16.9	14.8	15.0
Claude WB - West Bridge Stop Bar to Poland	47.9	56.5	27.2	32.1
Total WB Travel Time	218.2	94.4	63.0	68.3
Claude EB - Poland to West Bridge Stop Bar	94.0	13.7	13.7	13.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	38.6	14.9	14.8	14.8
Claude EB - East Bridge Stop Bar to Tennessee	27.3	19.8	19.7	19.7
Total EB Travel Time	159.9	48.4	48.2	48.3

Claiborne Ave VISSIM Analysis Results 1c - One Opening
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	30	24	1.2
	NBR	7	5	0.8
	NBL	88	70	2.0
	WBR	12	13	0.3
	WBT	923	924	0.0
	EBL	22	21	0.2
	EBT	1049	1029	0.6
Reynes St at Claiborne Ave	SBR	16	6	3.0
	SBL	19	8	3.0
	SBT	26	11	3.5
	EBT	1052	1039	0.4
	EBR	23	24	0.2
	WBT	975	958	0.5
	WBL	36	37	0.2
Tennessee St at Claiborne Ave	SBT	10	8	0.7
	SBR	31	25	1.1
	SBL	21	19	0.4
	NBL	24	29	1.0
	NBT	14	17	0.8
	NBR	10	13	0.9
	EBR	23	24	0.2
	EBL	13	12	0.3
	EBT	1057	1037	0.6
	WBL	10	10	0.0
	WBT	965	942	0.7
	WBR	29	29	0.0
Poland Ave at Robertson St	EBT	692	693	0.0
	EBL	44	45	0.1
	EBR	65	62	0.4
	SBL	293	263	1.8
	SBT	203	237	2.3
	NBR	108	114	0.6
	NBT	132	134	0.2
Poland Ave at Claiborne Ave	SBT	444	449	0.2
	SBR	62	56	0.8
	WBL	53	51	0.3
	WBT	788	765	0.8
	WBR	179	180	0.1
	NBL	60	53	0.9
	NBT	142	128	1.2
Claiborne Bridge	EB	1093	1069	0.7
	WB	1020	985	1.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	23.6	25.2	30.0	26.9
	NBR	7.4	7.0	7.0	7.0
	NBL	24.7	26.0	26.2	28.2
	WBR	6.9	5.4	5.8	8.1
	WBT	8.1	7.3	7.5	8.0
	EBL	28.7	32.7	31.5	30.2
	EBT	4.1	4.3	3.9	3.4
Reynes St at Claiborne Ave	SBR	9.7	9.3	8.9	9.6
	SBL	19.2	23.0	19.9	24.4
	SBT	21.2	21.4	21.4	26.1
	EBT	1.6	1.6	1.6	1.5
	EBR	0.7	0.5	0.4	0.6
	WBT	0.7	0.6	0.7	0.7
	WBL	11.9	12.0	12.9	11.0
Tennessee St at Claiborne Ave	SBT	28.8	24.1	31.0	19.0
	SBR	9.4	10.0	9.4	7.8
	SBL	23.3	27.1	30.0	30.2
	NBL	20.4	25.3	25.1	30.1
	NBT	21.1	26.4	21.0	16.8
	NBR	5.9	11.5	12.2	7.9
	EBR	7.2	8.5	6.3	6.7
	EBL	47.1	45.8	43.4	43.1
	EBT	9.6	9.5	9.2	8.7
	WBL	31.6	33.8	36.8	39.9
	WBT	4.4	4.4	3.8	4.5
	WBR	3.3	2.2	2.7	3.0
Poland Ave at Robertson St	EBT	15.3	15.0	15.0	15.0
	EBL	17.1	15.9	16.4	15.9
	EBR	9.6	10.8	11.5	12.2
	SBL	8.8	8.8	9.6	9.5
	SBT	11.2	10.8	9.4	11.0
	NBR	12.6	13.6	12.5	12.5
	NBT	32.1	32.3	31.6	30.6
Poland Ave at Claiborne Ave	SBT	18.5	19.4	19.0	18.6
	SBR	10.5	10.2	11.6	10.8
	WBL	16.2	18.2	15.0	13.7
	WBT	18.2	18.1	15.8	16.5
	WBR	15.6	13.7	12.6	13.2
	NBL	17.6	15.2	16.0	13.9
	NBT	9.4	9.0	7.7	8.7
Claiborne Bridge	EB	0.6	0.5	0.5	0.6
	WB	0.9	0.8	0.7	0.9

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	73.8	68.4	84.7	93.8
	NBR	76.1	70.7	87.0	96.2
	NBL	73.8	68.4	84.7	93.8
	WBR	218.9	163.6	144.7	190.1
	WBT	209.6	154.3	135.4	180.8
	EBL	112.6	116.6	106.7	94.2
	EBT	112.6	116.6	106.7	94.2
Reynes St at Claiborne Ave	SBR	33.5	35.3	46.7	41.8
	SBL	35.4	37.2	48.6	43.7
	SBT	35.4	37.2	48.6	43.7
	EBT	21.5	13.3	11.9	17.2
	EBR	21.5	13.3	11.9	17.2
	WBT	11.6	0.0	4.2	0.0
	WBL	66.5	66.5	65.7	69.3
Tennessee St at Claiborne Ave	SBT	61.5	70.6	46.7	52.5
	SBR	63.1	72.1	48.2	54.0
	SBL	61.5	70.6	46.7	52.5
	NBL	47.7	116.3	68.7	54.6
	NBT	47.7	116.3	68.7	54.6
	NBR	47.7	116.4	68.8	54.6
	EBR	275.2	291.5	277.8	284.1
	EBL	271.7	287.9	274.3	280.6
	EBT	271.7	287.9	274.3	280.6
	WBL	108.1	107.0	91.7	123.2
	WBT	108.1	107.0	91.7	123.2
	WBR	111.5	110.5	95.1	126.6
Poland Ave at Robertson St	EBT	219.3	211.9	214.1	219.6
	EBL	219.3	211.9	214.1	219.6
	EBR	221.2	213.7	215.9	221.4
	SBL	80.3	76.3	75.9	82.0
	SBT	80.3	76.3	75.9	82.0
	NBR	123.2	131.6	117.5	121.1
	NBT	114.7	123.1	109.0	112.6
Poland Ave at Claiborne Ave	SBT	204.0	214.2	226.8	196.1
	SBR	202.2	212.3	225.0	194.2
	WBL	345.1	283.0	238.6	318.6
	WBT	351.8	289.7	245.2	325.2
	WBR	356.0	293.9	249.5	329.5
	NBL	60.5	68.6	64.7	61.3
	NBT	60.5	68.6	64.7	61.3
Claiborne Bridge	EB	0.0	0.0	0.0	0.0
	WB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.3	19.3	19.1	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	17.1	17.0	17.1
Claiborne WB - West Bridge Stop Bar to Poland	30.1	29.2	26.7	27.9
Total WB Travel Time	66.6	65.5	62.8	64.3
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	17.0	17.0	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	14.8	14.8	14.8
Claiborne EB - East Bridge Stop Bar to Tennessee	22.6	22.6	22.3	21.8
Total EB Travel Time	54.4	54.4	54.0	53.5

St Claude Ave VISSIM Analysis Results 1c - One Opening
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	88	62	2.9
	NBR	105	109	0.2
	NBL	20	23	0.7
	SBT	75	74	0.1
	SBL	102	186	4.4
	SBR	120	110	1.0
	EBR	18	40	4.0
	EBL	102	34	8.7
	EBT	524	884	16.2
	WBL	19	14	0.7
	WBR	95	100	0.5
	WBT	536	447	5.3
Reynes St at St Claude Ave	EBR	51	78	1.4
	EBT	691	1089	16.7
	WBL	15	17	0.5
	WBT	626	521	4.4
	SBT	8	7	0.3
	SBL	8	11	1.0
	SBR	24	38	2.9
Forstall St at St Claude Ave	WBR	49	38	2.2
	WBT	573	475	4.0
	NBT	26	25	0.1
	NBL	77	64	1.7
	NBR	38	34	0.5
	EBL	13	16	0.7
	EBT	736	1097	15.2
Claude Bridge	Bridge WB	650	560	3.5
	Bridge EB	731	1174	14.7

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	24.0	21.0	19.4	18.7
	NBR	69.7	10.2	7.1	7.2
	NBL	25.3	25.9	23.4	22.3
	SBT	34.2	30.4	22.1	24.5
	SBL	114.9	121.6	34.1	35.4
	SBR	17.8	14.9	9.0	11.0
	EBR	33.1	11.3	4.7	6.8
	EBL	11.4	5.5	2.8	4.1
	EBT	67.6	21.4	15.5	16.9
	WBL	8.6	3.9	1.3	2.9
	WBR	10.3	3.8	3.4	3.9
	WBT	4.1	0.4	0.3	0.6
Reynes St at St Claude Ave	EBR	6.9	12.8	1.0	1.4
	EBT	8.2	15.2	0.9	2.0
	WBL	9.7	29.6	4.4	6.1
	WBT	1.0	1.1	1.0	1.1
	SBT	16.8	86.0	14.8	17.8
	SBL	14.8	134.1	11.7	14.4
	SBR	5.5	38.7	4.9	6.7
Forstall St at St Claude Ave	WBR	6.1	6.9	8.8	7.9
	WBT	10.3	10.3	10.4	10.9
	NBT	22.9	17.8	23.0	20.2
	NBL	22.4	21.0	22.4	20.9
	NBR	7.1	12.0	7.5	6.2
	EBL	50.4	49.3	47.5	46.8
	EBT	13.2	17.7	11.2	12.5
Claude Bridge	Bridge WB	105.3	0.4	0.3	0.5
	Bridge EB	62.6	6.2	0.5	0.7

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	256.2	90.9	79.5	59.5
	NBR	259.9	94.5	83.2	63.2
	NBL	256.2	90.9	79.5	59.5
	SBT	609.2	548.3	185.7	161.9
	SBL	609.2	548.3	185.7	161.9
	SBR	618.0	557.1	194.4	170.6
	EBR	904.2	894.1	180.6	273.7
	EBL	899.9	889.8	176.3	269.4
	EBT	899.9	889.8	176.3	269.4
	WBL	389.3	106.3	94.2	106.4
	WBR	360.9	77.9	65.9	78.0
	WBT	336.9	54.0	37.1	53.3
Reynes St at St Claude Ave	EBR	982.9	1607.6	37.7	106.7
	EBT	982.9	1607.6	37.7	106.7
	WBL	47.4	60.3	49.1	60.1
	WBT	8.4	10.4	3.3	20.9
	SBT	48.7	88.7	37.1	46.9
	SBL	48.4	88.4	36.8	46.6
	SBR	46.5	86.5	34.9	44.7
Forstall St at St Claude Ave	WBR	125.5	121.6	115.4	157.2
	WBT	122.2	118.3	112.1	153.9
	NBT	69.5	71.5	76.8	62.4
	NBL	69.5	71.5	76.8	62.4
	NBR	71.4	73.5	78.7	64.3
	EBL	310.4	317.6	265.3	304.8
	EBT	310.4	317.6	265.3	304.8
Claude Bridge	Bridge WB	839.9	0.0	0.0	0.0
	Bridge EB	944.7	0.0	0.0	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	92.9	20.4	20.7	20.7
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	70.3	14.9	14.5	14.6
Claude WB - West Bridge Stop Bar to Poland	48.0	48.9	29.4	32.1
Total WB Travel Time	211.3	84.2	64.6	67.4
Claude EB - Poland to West Bridge Stop Bar	114.7	13.7	13.8	14.0
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	28.9	15.0	15.0	14.9
Claude EB - East Bridge Stop Bar to Tennessee	35.0	26.0	20.4	19.9
Total EB Travel Time	178.6	54.7	49.2	48.8

Claiborne Ave VISSIM Analysis Results 1c - One Opening
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	50	29	3.3
	NBR	17	19	0.5
	NBL	116	82	3.4
	WBR	12	7	1.6
	WBT	1068	949	3.7
	EBL	21	27	1.2
	EBT	1518	1412	2.8
Reynes St at Claiborne Ave	SBR	15	5	3.2
	SBL	15	12	0.8
	SBT	19	4	4.4
	EBT	1524	1425	2.6
	EBR	22	28	1.2
	WBT	1155	1009	4.4
	WBL	29	24	1.0
Tennessee St at Claiborne Ave	SBT	8	12	1.3
	SBR	35	20	2.9
	SBL	12	9	0.9
	NBL	37	24	2.4
	NBT	11	12	0.3
	NBR	14	15	0.3
	EBR	26	29	0.6
	EBL	10	11	0.3
	EBT	1540	1437	2.7
	WBL	7	11	1.3
	WBT	1148	985	5.0
	WBR	35	34	0.2
Poland Ave at Robertson St	EBT	1078	1025	1.6
	EBL	46	45	0.1
	EBR	61	73	1.5
	SBL	421	305	6.1
	SBT	251	280	1.8
	NBR	77	121	4.4
	NBT	234	174	4.2
Poland Ave at Claiborne Ave	SBT	602	533	2.9
	SBR	61	36	3.6
	WBL	67	46	2.8
	WBT	937	807	4.4
	WBR	216	178	2.7
	NBL	74	46	3.6
	NBT	221	170	3.6
Claiborne Bridge	EB	1576	1453	3.2
	WB	1220	1021	5.9

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	25.0	28.1	22.9	26.6
	NBR	12.6	7.0	9.7	10.2
	NBL	25.6	24.9	26.8	29.4
	WBR	8.8	7.3	6.4	7.6
	WBT	7.4	7.5	8.0	7.9
	EBL	34.5	31.2	33.6	27.8
	EBT	4.8	4.5	4.5	3.9
Reynes St at Claiborne Ave	SBR	8.1	7.7	9.7	6.8
	SBL	26.2	18.4	23.3	22.2
	SBT	20.6	26.7	20.0	18.0
	EBT	1.9	1.5	1.7	1.6
	EBR	0.8	0.4	0.7	0.5
	WBT	0.6	0.6	0.6	0.6
	WBL	17.0	11.3	14.5	15.8
Tennessee St at Claiborne Ave	SBT	21.7	25.8	23.6	32.2
	SBR	7.5	8.3	10.6	8.5
	SBL	22.6	31.8	24.7	27.7
	NBL	25.7	24.5	22.9	20.3
	NBT	22.4	20.3	24.9	23.8
	NBR	12.7	9.3	7.3	11.3
	EBR	8.5	6.6	9.5	7.6
	EBL	42.2	48.7	44.0	40.6
	EBT	11.0	8.9	10.9	9.9
	WBL	41.5	34.0	36.2	39.7
	WBT	4.4	4.6	4.4	4.6
	WBR	4.1	3.6	3.9	5.2
Poland Ave at Robertson St	EBT	22.1	15.2	16.9	16.8
	EBL	21.8	14.3	17.6	18.0
	EBR	18.8	11.4	15.1	14.5
	SBL	13.9	23.4	24.3	23.6
	SBT	9.9	18.7	21.2	21.0
	NBR	17.0	12.3	12.1	14.3
	NBT	32.2	32.7	31.6	31.5
Poland Ave at Claiborne Ave	SBT	23.1	24.5	22.3	22.6
	SBR	15.1	15.9	14.3	12.1
	WBL	15.2	14.1	14.8	15.7
	WBT	19.5	17.2	17.5	18.0
	WBR	16.0	13.6	13.9	14.4
	NBL	28.3	39.1	36.6	29.2
	NBT	21.7	21.5	21.2	21.6
Claiborne Bridge	EB	0.7	0.5	0.7	0.6
	WB	0.8	0.8	0.8	0.8

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	104.4	80.6	79.4	86.1
	NBR	106.8	82.9	81.7	88.4
	NBL	104.4	80.6	79.4	86.1
	WBR	172.8	175.5	174.2	174.8
	W8T	163.4	166.2	164.9	165.5
	EBL	153.0	137.8	128.7	117.8
	EBT	153.0	137.8	128.7	117.8
Reynes St at Claiborne Ave	SBR	32.3	35.3	41.4	33.0
	SBL	34.2	37.2	43.3	34.9
	SBT	34.2	37.2	43.3	34.9
	EBT	71.4	19.3	48.2	26.1
	EBR	71.4	19.3	48.2	26.1
	WBT	5.5	4.1	2.4	0.0
	WBL	46.1	57.9	63.0	46.5
Tennessee St at Claiborne Ave	SBT	48.4	58.0	58.8	28.9
	SBR	50.0	58.7	60.3	30.4
	SBL	48.4	58.0	58.8	28.9
	NBL	48.1	36.1	51.4	69.3
	NBT	48.1	36.1	51.4	69.3
	NBR	48.1	36.1	51.4	69.4
	EBR	532.9	258.5	406.7	346.1
	EBL	529.4	255.0	403.2	342.5
	EBT	529.4	255.0	403.2	342.5
	WBL	106.9	115.5	101.1	113.7
	WBT	106.9	115.5	101.1	113.7
	WBR	110.3	118.9	104.6	117.2
Poland Ave at Robertson St	EBT	449.7	181.7	339.6	286.1
	EBL	449.7	181.7	339.6	286.1
	EBR	451.5	183.6	341.5	287.9
	SBL	104.3	187.5	165.6	147.6
	S8T	104.3	187.5	165.6	147.6
	NBR	134.2	154.6	117.4	132.1
	NBT	125.7	146.1	108.9	123.6
Poland Ave at Claiborne Ave	SBT	237.2	272.5	220.3	194.7
	SBR	235.4	270.7	218.4	192.9
	WBL	298.6	303.6	297.8	313.0
	WBT	305.2	310.2	304.4	319.6
	WBR	309.5	314.5	308.7	323.9
	NBL	123.1	124.7	97.2	115.2
	NBT	123.1	124.7	97.2	115.2
Claiborne Bridge	EB	0.0	0.0	0.0	0.0
	WB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.2	19.3	19.3	19.2
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	17.1	17.0	17.0
Claiborne WB - West Bridge Stop Bar to Poland	30.6	28.5	28.8	29.3
Total WB Travel Time	66.9	64.8	65.1	65.5
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	17.0	16.9	16.9
Claiborne E8 - West Bridge Stop Bar to East Bridge Stop Bar	15.0	14.8	14.9	14.9
Claiborne EB - East Bridge Stop Bar to Tennessee	26.1	22.1	24.7	23.3
Total EB Travel Time	58.1	54.0	56.6	55.1

St Claude Ave VISSIM Analysis Results 1c - One Opening
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	66	64	0.2
	NBR	105	110	0.5
	NBL	23	22	0.2
	SBT	58	76	2.2
	SBL	149	186	2.9
	SBR	92	112	2.0
	EBR	40	39	0.2
	EBL	34	33	0.2
	EBT	877	870	0.2
	WBL	12	14	0.6
	WBR	90	100	1.0
	WBT	438	444	0.3
Reynes St at St Claude Ave	EBR	79	77	0.2
	EBT	1094	1099	0.2
	WBL	16	17	0.2
	WBT	519	521	0.1
	SBT	4	7	1.3
	SBL	5	11	2.1
	SBR	21	38	3.1
Forstall St at St Claude Ave	WBR	37	38	0.2
	WBT	478	475	0.1
	NBT	24	25	0.2
	NBL	62	64	0.3
	NBR	36	34	0.3
	EBL	13	16	0.8
	EBT	988	1082	2.9
Claude Bridge	Bridge WB	540	560	0.9
	Bridge EB	1131	1177	1.4

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	32.7	28.2	25.5	27.8
	NBR	82.2	10.3	7.0	8.2
	NBL	40.2	34.8	33.4	29.7
	SBT	35.9	35.0	28.1	29.3
	SBL	149.9	127.7	35.8	36.5
	SBR	20.0	17.0	10.0	11.5
	EBR	27.3	8.1	2.4	3.9
	EBL	41.9	59.4	38.1	39.6
	EBT	59.3	14.3	11.1	11.6
	WBL	50.6	45.6	22.0	29.5
	WBR	28.4	25.3	14.6	20.2
	WBT	34.0	31.1	20.6	25.4
Reynes St at St Claude Ave	EBR	6.6	12.9	0.7	1.5
	EBT	7.8	14.6	0.6	1.5
	WBL	9.1	25.1	4.8	7.2
	WBT	1.0	1.1	1.0	1.1
	SBT	15.7	50.0	15.5	16.5
	SBL	16.7	99.5	10.6	12.3
	SBR	5.5	24.4	5.1	6.3
Forstall St at St Claude Ave	W8R	6.1	6.9	8.8	7.9
	WBT	10.4	10.3	10.3	10.9
	NBT	22.8	17.8	23.1	20.3
	NBL	22.3	21.0	22.4	20.9
	NBR	5.8	12.5	7.7	6.1
	EBL	56.1	49.6	53.4	45.4
	EBT	15.1	17.2	10.9	12.7
Claude Bridge	Bridge W8	108.9	0.5	0.3	0.5
	Bridge EB	62.5	18.9	0.4	0.6

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	261.9	89.2	74.1	70.6
	NBR	265.6	92.9	77.8	74.3
	NBL	261.9	89.2	74.1	70.6
	SBT	567.9	544.6	187.1	157.2
	SBL	567.9	544.6	187.1	157.2
	SBR	576.6	553.4	195.9	166.0
	EBR	905.8	826.2	150.4	243.6
	EBL	901.4	821.8	146.1	239.3
	EBT	901.4	821.8	146.1	239.3
	WBL	847.8	476.9	168.4	244.0
	WBR	861.0	490.1	181.5	257.1
	WBT	847.8	476.9	168.4	244.0
Reynes St at St Claude Ave	EBR	1410.6	1656.9	14.7	101.5
	EBT	1410.6	1656.9	14.7	101.5
	WBL	46.2	63.7	47.8	74.9
	WBT	5.3	19.4	1.7	20.8
	SBT	52.0	76.4	38.0	44.5
	SBL	51.7	76.1	37.7	44.3
	SBR	49.8	74.3	35.8	42.4
Forstall St at St Claude Ave	WBR	125.5	121.6	115.4	155.8
	WBT	122.2	118.3	112.1	152.5
	NBT	69.5	70.3	76.8	63.5
	NBL	69.5	70.3	76.8	63.5
	NBR	71.4	72.3	78.7	65.5
	EBL	312.5	315.5	242.7	295.8
	EBT	312.5	315.5	242.7	295.8
Claude Bridge	Bridge WB	842.1	0.0	0.0	0.0
	Bridge EB	947.5	194.6	0.0	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	83.7	20.1	20.0	20.2
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	69.1	14.2	14.1	14.2
Claude WB - West Bridge Stop Bar to Poland	48.3	47.9	25.3	30.8
Total WB Travel Time	201.1	82.2	59.4	65.3
Claude EB - Poland to West Bridge Stop Bar	104.4	14.7	13.8	13.6
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	24.6	31.8	14.9	15.1
Claude EB - East Bridge Stop Bar to Tennessee	31.3	61.3	20.2	20.9
Total EB Travel Time	160.3	107.8	48.9	49.6

Claiborne Ave VISSIM Analysis Results 1c - One Opening
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	35	29	1.1
	NBR	23	19	0.9
	NBL	96	81	1.6
	WBR	7	7	0.0
	WBT	948	949	0.0
	EBL	28	26	0.4
	EBT	1415	1412	0.1
Reynes St at Claiborne Ave	SBR	12	5	2.4
	SBL	25	12	3.0
	SBT	6	4	0.9
	EBT	1418	1427	0.2
	EBR	29	28	0.2
	WBT	1022	1009	0.4
	WBL	22	24	0.4
Tennessee St at Claiborne Ave	SBT	19	12	1.8
	SBR	28	20	1.6
	SBL	10	9	0.3
	NBL	31	24	1.3
	NBT	16	12	1.1
	NBR	19	15	1.0
	EBR	29	29	0.0
	EBL	12	11	0.3
	EBT	1431	1435	0.1
	WBL	11	11	0.0
	WBT	1002	984	0.6
	WBR	34	34	0.0
Poland Ave at Robertson St	EBT	1016	1026	0.3
	EBL	46	45	0.1
	EBR	73	73	0.0
	SBL	367	306	3.3
	SBT	220	279	3.7
	NBR	89	121	3.1
	NBT	197	171	1.9
Poland Ave at Claiborne Ave	SBT	534	534	0.0
	SBR	42	36	1.0
	WBL	48	46	0.3
	WBT	832	807	0.9
	WBR	181	178	0.2
	NBL	54	46	1.1
	NBT	191	167	1.8
Claiborne Bridge	EB	1472	1452	0.5
	WB	1061	1021	1.2

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	24.1	27.7	23.0	27.3
	NBR	13.2	7.0	10.2	9.4
	NBL	25.8	25.5	26.7	30.2
	WBR	7.4	7.3	7.0	7.6
	WBT	7.4	7.5	8.0	7.9
	EBL	33.9	34.2	31.5	28.3
	EBT	5.3	4.3	4.3	3.9
Reynes St at Claiborne Ave	SBR	8.1	7.7	9.6	6.9
	SBL	29.1	19.3	23.8	23.6
	SBT	21.3	24.1	20.5	19.1
	EBT	2.1	1.5	1.7	1.6
	EBR	1.5	0.4	0.6	0.8
	WBT	0.6	0.6	0.6	0.6
	WBL	17.3	11.0	13.9	15.8
Tennessee St at Claiborne Ave	SBT	21.7	25.8	23.6	32.2
	SBR	7.7	8.4	10.2	8.5
	SBL	22.6	31.8	24.8	27.6
	NBL	25.7	24.5	23.0	20.7
	NBT	22.4	20.2	24.9	23.8
	NBR	11.5	10.1	7.3	11.0
	EBR	8.4	6.9	7.7	6.9
	EBL	41.8	41.7	45.1	41.9
	EBT	11.0	9.0	11.0	10.0
	WBL	46.9	33.9	34.6	39.6
	WBT	4.3	4.6	4.5	4.6
	WBR	3.9	3.6	4.0	4.7
Poland Ave at Robertson St	EBT	22.2	15.2	16.9	16.9
	EBL	21.8	14.3	17.6	18.2
	EBR	19.0	11.4	15.1	14.7
	SBL	12.2	24.5	24.1	23.2
	SBT	9.8	18.8	21.2	20.9
	NBR	14.0	15.3	11.7	12.9
	NBT	31.8	34.4	29.7	31.8
Poland Ave at Claiborne Ave	SBT	23.1	24.5	22.3	22.4
	SBR	15.0	16.1	14.3	12.3
	WBL	14.4	13.7	14.6	16.0
	WBT	19.4	17.2	17.6	18.2
	WBR	15.8	14.0	14.1	14.6
	NBL	24.2	41.0	35.8	31.4
	NBT	19.1	21.4	21.2	20.7
Claiborne Bridge	EB	0.7	0.5	0.7	0.6
	WB	0.8	0.8	0.8	0.8

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	103.6	83.6	81.3	83.4
	NBR	105.9	85.9	83.6	85.7
	NBL	103.6	83.6	81.3	83.4
	WBR	172.8	175.5	174.2	174.8
	WBT	163.4	166.2	164.9	165.5
	EBL	181.4	124.2	134.5	115.0
	EBT	181.4	124.2	134.5	115.0
Reynes St at Claiborne Ave	SBR	32.2	35.3	41.4	33.0
	SBL	34.1	37.2	43.3	34.9
	SBT	34.1	37.2	43.3	34.9
	EBT	140.3	28.5	42.5	37.7
	EBR	140.3	28.5	42.5	37.7
	WBT	3.8	0.0	2.4	0.0
	WBL	46.0	53.2	61.6	43.6
Tennessee St at Claiborne Ave	SBT	48.5	58.0	58.8	28.9
	SBR	50.0	58.7	60.3	30.3
	SBL	48.5	58.0	58.8	28.9
	NBL	48.1	36.0	51.4	68.7
	NBT	48.1	36.0	51.4	68.7
	NBR	48.1	36.0	51.4	68.7
	EBR	544.3	258.9	412.5	353.6
	EBL	540.7	255.4	409.0	350.1
	EBT	540.7	255.4	409.0	350.1
	WBL	104.4	110.7	98.7	110.3
	WBT	104.4	110.7	98.7	110.3
	WBR	107.8	114.1	102.2	113.7
Poland Ave at Robertson St	EBT	451.5	180.2	333.4	281.7
	EBL	451.5	180.2	333.4	281.7
	EBR	453.4	182.0	335.2	283.5
	SBL	103.5	187.9	164.2	147.6
	SBT	103.5	187.9	164.2	147.6
	NBR	143.9	166.4	104.5	122.8
	NBT	135.4	157.9	96.0	114.3
Poland Ave at Claiborne Ave	SBT	238.7	272.5	220.1	194.7
	SBR	236.9	270.7	218.3	192.9
	WBL	293.7	304.2	298.7	313.1
	WBT	300.3	310.8	305.3	319.8
	WBR	304.6	315.1	309.6	324.0
	NBL	81.8	123.0	97.4	108.5
	NBT	81.8	123.0	97.4	108.5
Claiborne Bridge	EB	0.0	0.0	0.0	0.0
	WB	0.0	0.0	0.0	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.3	19.2	19.3	19.2
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	17.1	17.1	17.0
Claiborne WB - West Bridge Stop Bar to Poland	30.5	28.5	29.0	29.4
Total WB Travel Time	66.8	64.8	65.3	65.6
Claiborne EB - Robertson to West Bridge Stop Bar	16.9	17.0	16.9	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	15.0	14.9	15.0	14.9
Claiborne EB - East Bridge Stop Bar to Tennessee	26.2	22.2	24.8	23.4
Total EB Travel Time	58.1	54.1	56.7	55.2

St Claude Ave VISSIM Analysis Results - Scenario 3a - Two Openings
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	50	50	0.0
	NBR	39	40	0.2
	NBL	8	8	0.0
	SBT	48	65	2.3
	SBL	79	100	2.2
	SBR	90	113	2.3
	EBR	24	25	0.2
	EBL	80	82	0.2
	EBT	282	275	0.4
	WBL	32	34	0.3
	WBR	70	73	0.4
	WBT	689	714	0.9
Reynes St at St Claude Ave	EBR	40	41	0.2
	EBT	360	374	0.7
	WBL	7	6	0.4
	WBT	770	788	0.6
	SBT	7	8	0.4
	SBL	6	9	1.1
	SBR	21	31	2.0
Forstall St at St Claude Ave	WBR	63	62	0.1
	WBT	724	728	0.1
	NBT	14	14	0.0
	NBL	65	67	0.2
	NBR	30	29	0.2
	EBL	10	11	0.3
	EBT	356	369	0.7
Claude Bridge	Bridge WB	791	819	1.0
	Bridge EB	400	415	0.7

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	24.7	29.7	31.0
	NBR	6.0	6.2	5.6	7.7
	NBL	30.6	18.4	39.6	21.9
	SBT	31.3	21.9	30.0	28.7
	SBL	37.4	26.2	32.9	32.7
	SBR	15.4	8.3	16.0	13.0
	EBR	2.2	2.4	2.1	2.0
	EBL	43.4	42.3	46.7	43.5
	EBT	10.0	9.9	9.7	9.3
	WBL	35.3	35.2	35.9	28.4
	WBR	28.5	36.6	31.4	16.9
	WBT	32.6	40.7	33.8	23.5
Reynes St at St Claude Ave	EBR	6.8	0.6	3.5	0.6
	EBT	9.5	0.7	3.7	0.2
	WBL	12.6	1.3	11.5	1.5
	WBT	6.4	1.1	1.9	1.0
	SBT	16.5	9.1	19.3	15.1
	SBL	20.5	11.4	11.5	13.3
	SBR	19.6	7.7	8.0	6.6
Forstall St at St Claude Ave	WBR	9.3	10.2	8.3	7.7
	WBT	12.8	11.4	11.1	11.2
	NBT	24.0	21.1	27.6	24.2
	NBL	22.8	20.1	21.0	21.3
	NBR	5.0	4.3	7.2	4.2
	EBL	54.2	50.7	44.5	49.4
	EBT	15.1	13.9	10.3	10.0
Claude Bridge	Bridge WB	115.4	139.8	25.2	1.0
	Bridge EB	94.5	112.4	0.6	0.3

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	55.0	52.1	48.8	62.9
	NBR	58.7	55.8	52.5	66.4
	NBL	55.0	52.1	48.8	62.9
	SBT	168.1	152.1	164.8	144.2
	SBL	168.1	152.1	164.8	144.2
	SBR	176.9	160.9	173.6	152.9
	EBR	126.6	117.8	100.3	114.1
	EBL	123.0	114.0	98.7	112.8
	EBT	123.0	114.0	98.7	112.8
	WBL	1499.5	1504.6	1305.8	276.1
	WBR	1512.1	1517.1	1318.4	288.7
	WBT	1499.5	1504.6	1305.8	276.1
Reynes St at St Claude Ave	EBR	278.6	14.5	355.1	1.9
	EBT	278.6	14.5	355.1	1.9
	WBL	296.6	1.3	91.5	5.0
	WBT	250.4	2.6	60.4	0.0
	SBT	71.4	45.2	55.6	53.1
	SBL	71.1	44.9	55.3	52.8
	SBR	69.2	43.0	53.4	50.9
Forstall St at St Claude Ave	WBR	232.6	212.0	169.5	177.7
	WBT	229.3	208.7	166.2	174.4
	NBT	81.3	77.4	63.7	72.2
	NBL	81.3	77.4	63.7	72.2
	NBR	83.3	79.3	65.7	74.2
	EBL	309.4	184.6	276.9	128.6
	EBT	309.4	184.6	276.9	128.6
Claude Bridge	Bridge WB	1517.1	1352.5	1441.6	0.0
	Bridge EB	580.6	640.3	0.0	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	134.2	99.2	51.3	21.2
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	67.8	106.1	28.0	15.0
Claude WB - West Bridge Stop Bar to Poland	48.3	91.7	61.6	30.6
Total WB Travel Time	250.4	297.0	140.8	66.8
Claude EB - Poland to West Bridge Stop Bar	94.0	102.6	14.4	13.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	37.2	39.7	14.9	14.8
Claude EB - East Bridge Stop Bar to Tennessee	29.0	20.2	23.9	19.8
Total EB Travel Time	160.2	162.5	53.3	48.4

Claiborne Ave VISSIM Analysis Results - Scenario 3a - Two Openings
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	20	17	0.7
	NBR	9	7	0.7
	NBL	136	116	1.8
	WBR	5	5	0.0
	WBT	1116	1124	0.2
	EBL	21	21	0.0
	EBT	966	946	0.6
Reynes St at Claiborne Ave	SBR	15	8	2.1
	SBL	12	6	2.0
	SBT	8	4	1.6
	EBT	975	957	0.6
	EBR	6	6	0.0
	WBT	1235	1225	0.3
	WBL	17	19	0.5
Tennessee St at Claiborne Ave	SBT	10	3	2.7
	SBR	36	14	4.4
	SBL	11	4	2.6
	NBL	58	48	1.4
	NBT	15	12	0.8
	NBR	8	7	0.4
	EBR	19	20	0.2
	EBL	14	14	0.0
	EBT	979	962	0.5
	WBL	8	8	0.0
	WBT	1232	1218	0.4
	WBR	27	26	0.2
Poland Ave at Robertson St	EBT	618	610	0.3
	EBL	44	46	0.3
	EBR	57	55	0.3
	SBL	293	265	1.7
	SBT	182	225	3.0
	NBR	101	109	0.8
	NBT	143	142	0.1
Poland Ave at Claiborne Ave	SBT	422	431	0.4
	SBR	41	35	1.0
	WBL	53	53	0.0
	WBT	1069	1017	1.6
	WBR	204	199	0.4
	NBL	51	51	0.0
	NBT	136	139	0.3
Claiborne Bridge	EB	1012	985	0.9
	WB	1326	1268	1.6

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	29.9	32.9	27.8	31.2
	NBR	10.5	9.4	10.5	17.4
	NBL	28.0	50.8	28.6	31.7
	WBR	8.4	54.9	6.5	10.4
	WBT	9.0	29.7	9.9	10.9
	EBL	35.0	24.6	41.9	34.3
	EBT	4.0	4.8	6.5	6.0
Reynes St at Claiborne Ave	SBR	10.3	47.6	10.6	9.8
	SBL	28.2	43.3	24.0	29.3
	SBT	18.5	16.7	68.0	30.4
	EBT	1.5	1.8	2.0	1.8
	EBR	0.5	0.8	0.1	1.1
	WBT	0.7	17.6	1.5	7.3
	WBL	11.7	22.9	16.1	22.7
Tennessee St at Claiborne Ave	SBT	19.8	67.8	39.7	39.4
	SBR	9.8	76.7	8.6	15.9
	SBL	36.0	37.4	23.3	23.8
	NBL	22.8	99.9	65.0	49.7
	NBT	22.9	103.1	71.2	40.2
	NBR	8.5	76.5	66.8	6.0
	EBR	6.4	11.4	11.7	13.2
	EBL	43.7	42.1	51.6	44.5
	EBT	8.3	14.4	10.9	14.2
	WBL	41.8	111.4	36.1	45.2
	WBT	4.8	27.7	6.7	15.8
	WBR	3.1	22.1	5.4	15.7
Poland Ave at Robertson St	EBT	14.3	38.3	15.4	39.4
	EBL	13.4	27.0	13.6	35.6
	EBR	8.9	26.6	10.3	23.3
	SBL	5.3	42.9	9.1	35.4
	SBT	14.9	13.5	10.9	9.8
	NBR	16.5	44.4	13.5	37.7
	NBT	46.5	47.0	29.9	35.3
Poland Ave at Claiborne Ave	SBT	29.1	28.4	21.4	19.2
	SBR	15.3	15.3	11.4	11.9
	WBL	15.7	12.9	24.7	22.0
	WBT	18.8	18.0	29.1	26.2
	WBR	15.4	16.1	29.2	24.7
	NBL	14.3	9.7	12.6	16.5
	NBT	7.6	6.5	7.6	9.5
Claiborne Bridge	EB	0.5	69.7	76.5	7.8
	WB	1.4	56.2	103.5	16.4

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	114.5	135.8	102.2	103.1
	NBR	116.8	138.1	104.5	105.4
	NBL	114.5	135.8	102.2	103.1
	WBR	297.7	968.2	805.1	275.1
	WBT	288.3	958.8	795.8	265.8
	EBL	100.6	146.8	189.2	177.0
	EBT	100.6	146.8	189.2	177.0
Reynes St at Claiborne Ave	SBR	38.7	39.9	32.4	35.1
	SBL	40.6	41.9	34.3	37.0
	SBT	40.6	41.9	34.3	37.0
	EBT	16.7	13.1	56.1	2.7
	EBR	16.7	13.1	56.1	2.7
	WBT	4.0	363.0	257.7	305.8
	WBL	53.0	41.7	42.1	49.6
Tennessee St at Claiborne Ave	SBT	41.3	50.8	29.0	25.1
	SBR	42.8	52.3	30.5	26.7
	SBL	41.3	50.8	29.0	25.1
	NBL	45.0	258.0	186.0	45.6
	NBT	45.0	258.0	186.0	45.6
	NBR	45.0	258.0	186.0	45.6
	EBR	231.0	1640.8	1443.5	1527.7
	EBL	227.4	1641.6	1440.1	1525.7
	EBT	227.4	1641.6	1440.1	1525.7
	WBL	155.8	315.6	319.4	318.3
	WBT	155.8	315.6	319.4	318.3
	WBR	159.2	319.1	322.9	321.7
Poland Ave at Robertson St	EBT	185.4	404.1	472.4	554.0
	EBL	185.4	404.1	472.4	554.0
	EBR	187.2	405.9	474.2	555.8
	SBL	91.2	213.6	165.8	169.4
	SBT	91.2	213.6	165.8	169.4
	NBR	130.8	179.1	155.9	146.7
	NBT	122.3	170.6	147.4	138.1
Poland Ave at Claiborne Ave	5BT	316.5	264.1	216.9	176.2
	SBR	314.6	262.3	215.1	174.4
	WBL	540.8	1148.6	1661.6	1627.8
	WBT	547.4	1155.2	1663.2	1630.9
	WBR	551.7	1159.5	1662.5	1633.8
	NBL	53.7	61.6	55.3	69.7
	NBT	53.7	61.6	55.3	69.7
Claiborne Bridge	EB	0.0	1107.0	1102.8	1101.4
	WB	0.0	1157.2	1104.6	1101.8

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.6	119.3	99.9	36.1
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.6	24.2	69.4	31.7
Claiborne WB - West Bridge Stop Bar to Poland	33.1	34.0	78.7	57.4
Total WB Travel Time	**70.3**	**177.4**	**248.0**	**125.2**
Claiborne EB - Robertson to West Bridge Stop Bar	17.1	117.8	113.1	36.6
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.7	32.9	35.4	20.8
Claiborne EB - East Bridge Stop Bar to Tennessee	21.4	37.5	36.9	39.3
Total EB Travel Time	**53.2**	**188.1**	**185.4**	**96.8**

St Claude Ave VISSIM Analysis Results - Scenario 3a - Two Openings
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	52	52	0.0
	NBR	33	32	0.2
	NBL	10	11	0.3
	SBT	66	78	1.4
	SBL	99	106	0.7
	SBR	109	120	1.0
	EBR	22	22	0.0
	EBL	100	102	0.2
	EBT	264	259	0.3
	WBL	18	20	0.5
	WBR	66	74	1.0
	WBT	456	470	0.7
Reynes St at St Claude Ave	EBR	26	26	0.0
	EBT	370	373	0.2
	WBL	8	7	0.4
	WBT	529	526	0.1
	SBT	3	10	2.7
	SBL	6	19	3.7
	SBR	13	43	5.7
Forstall St at St Claude Ave	WBR	66	65	0.1
	WBT	493	489	0.2
	NBT	24	25	0.2
	NBL	44	45	0.1
	NBR	26	24	0.4
	EBL	8	8	0.0
	EBT	386	381	0.3
Claude Bridge	Bridge WB	542	569	1.1
	Bridge EB	396	398	0.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	28.7	20.3	26.4	26.0
	NBR	5.0	4.9	6.9	7.9
	NBL	24.5	34.8	25.6	27.1
	SBT	30.3	25.2	26.6	31.3
	SBL	32.1	27.1	32.4	35.9
	SBR	13.8	9.7	13.7	11.9
	EBR	2.3	2.6	1.8	2.1
	EBL	41.9	45.8	43.6	41.3
	EBT	9.2	10.2	9.7	9.3
	WBL	27.1	32.8	32.8	25.1
	WBR	25.2	25.1	23.5	20.2
	WBT	32.6	31.0	27.9	25.6
Reynes St at St Claude Ave	EBR	5.7	0.6	3.7	0.5
	EBT	8.4	0.4	3.8	0.2
	WBL	3.5	1.6	4.8	1.3
	WBT	1.0	1.0	1.1	1.1
	SBT	13.7	13.4	13.8	13.0
	SBL	16.0	10.3	13.0	10.7
	SBR	8.9	5.6	8.3	6.3
Forstall St at St Claude Ave	WBR	7.3	6.9	6.9	8.0
	WBT	10.9	9.6	10.9	11.1
	NBT	21.9	15.4	22.8	21.9
	NBL	21.1	22.2	19.4	19.8
	NBR	6.0	4.3	8.7	6.4
	EBL	51.1	49.3	42.5	37.9
	EBT	14.2	12.2	9.8	9.7
Claude Bridge	Bridge WB	115.4	106.2	6.7	1.1
	Bridge EB	99.4	107.9	0.4	0.2

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	40.3	44.8	52.9	71.7
	NBR	43.9	48.5	56.6	75.4
	NBL	40.3	44.8	52.9	71.7
	SBT	157.9	140.3	174.6	149.5
	SBL	157.9	140.3	174.6	149.5
	SBR	166.7	149.1	183.4	158.3
	EBR	143.1	138.5	122.0	101.5
	EBL	138.9	134.3	133.2	99.7
	EBT	138.9	134.3	133.2	99.7
	WBL	1092.8	799.2	469.2	271.5
	WBR	1105.4	811.8	481.8	284.1
	WBT	1092.8	799.2	469.2	271.5
Reynes St at St Claude Ave	EBR	212.6	1.9	321.2	0.0
	EBT	212.6	1.9	321.2	0.0
	WBL	8.6	17.3	28.5	3.5
	WBT	0.0	0.0	3.2	0.0
	SBT	64.0	59.9	58.3	55.0
	SBL	63.7	59.6	58.0	54.7
	SBR	61.8	57.7	56.1	52.9
Forstall St at St Claude Ave	WBR	155.5	121.3	151.5	169.8
	WBT	152.2	118.0	148.2	166.5
	NBT	61.5	61.4	56.3	58.1
	NBL	61.5	61.4	56.3	58.1
	NBR	63.5	63.3	58.2	60.1
	EBL	312.0	157.1	292.2	112.1
	EBT	312.0	157.1	292.2	112.1
Claude Bridge	Bridge WB	1019.3	674.1	0.0	0.0
	Bridge EB	536.5	573.7	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	97.8	69.8	21.2	21.5
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	73.3	77.9	15.5	15.1
Claude WB - West Bridge Stop Bar to Poland	47.9	58.3	37.1	31.8
Total WB Travel Time	219.0	206.1	73.8	68.3
Claude EB - Poland to West Bridge Stop Bar	94.6	96.5	13.7	13.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	38.8	39.8	14.8	14.8
Claude EB - East Bridge Stop Bar to Tennessee	27.2	20.1	23.5	19.7
Total EB Travel Time	160.6	156.4	51.9	48.2

Claiborne Ave VISSIM Analysis Results - Scenario 3a - Two Openings
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	30	24	1.2
	NBR	7	5	0.8
	NBL	88	70	2.0
	WBR	12	13	0.3
	WBT	923	925	0.1
	EBL	22	21	0.2
	EBT	1049	1027	0.7
Reynes St at Claiborne Ave	SBR	16	7	2.7
	SBL	19	8	3.0
	SBT	26	10	3.8
	EBT	1052	1038	0.4
	EBR	23	24	0.2
	WBT	975	959	0.5
	WBL	36	38	0.3
Tennessee St at Claiborne Ave	SBT	10	7	1.0
	SBR	31	25	1.1
	SBL	21	19	0.4
	NBL	24	30	1.2
	NBT	14	17	0.8
	NBR	10	14	1.2
	EBR	23	25	0.4
	EBL	13	12	0.3
	EBT	1057	1036	0.6
	WBL	10	9	0.3
	WBT	965	943	0.7
	WBR	29	30	0.2
Poland Ave at Robertson St	EBT	692	693	0.0
	EBL	44	46	0.3
	EBR	65	62	0.4
	SBL	293	263	1.8
	SBT	203	237	2.3
	NBR	108	112	0.4
	NBT	132	136	0.3
Poland Ave at Claiborne Ave	SBT	444	450	0.3
	SBR	62	56	0.8
	WBL	53	52	0.1
	WBT	788	765	0.8
	WBR	179	179	0.0
	NBL	60	53	0.9
	NBT	142	130	1.0
Claiborne Bridge	EB	1093	1068	0.8
	WB	1020	985	1.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	24.1	24.0	26.2	28.4
	NBR	7.9	4.5	5.9	9.7
	NBL	25.5	26.0	26.6	26.2
	WBR	7.1	7.9	4.9	9.2
	WBT	8.2	8.0	7.3	8.3
	EBL	27.0	35.6	37.6	26.9
	EBT	4.1	4.5	7.0	6.1
Reynes St at Claiborne Ave	SBR	9.2	8.8	8.1	10.3
	SBL	21.0	20.6	23.5	28.3
	SBT	21.3	22.1	23.2	28.7
	EBT	1.6	2.2	2.2	2.1
	EBR	0.4	0.8	1.6	0.7
	WBT	0.7	6.4	0.8	2.6
	WBL	12.7	15.6	15.9	19.7
Tennessee St at Claiborne Ave	SBT	28.8	43.6	34.5	27.1
	SBR	9.4	29.2	9.7	19.4
	SBL	23.3	30.7	26.9	26.7
	NBL	20.2	45.7	25.0	34.4
	NBT	21.2	42.3	26.7	35.2
	NBR	6.1	15.5	14.0	14.0
	EBR	8.1	10.5	11.7	12.0
	EBL	42.5	45.1	45.6	41.0
	EBT	9.6	14.9	11.5	14.6
	WBL	32.9	30.8	39.2	49.4
	WBT	4.4	17.7	4.6	11.7
	WBR	3.4	7.2	2.5	13.3
Poland Ave at Robertson St	EBT	15.3	44.7	18.2	40.4
	EBL	17.1	41.1	18.0	34.2
	EBR	9.8	30.7	14.3	28.2
	SBL	8.7	49.5	9.7	46.0
	SBT	11.3	9.1	8.9	10.2
	NBR	13.4	38.7	13.1	45.9
	NBT	32.9	32.4	31.1	33.0
Poland Ave at Claiborne Ave	SBT	18.5	19.6	19.4	19.2
	SBR	10.6	10.1	9.8	9.9
	WBL	16.9	18.1	20.5	21.6
	WBT	18.4	20.8	27.1	25.3
	WBR	15.6	17.2	23.7	23.4
	NBL	17.9	14.8	15.6	18.1
	NBT	9.9	8.6	6.3	8.6
Claiborne Bridge	EB	0.6	65.6	76.8	7.1
	WB	0.9	76.7	91.1	7.3

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	70.9	62.9	98.6	83.8
	NBR	73.2	65.2	100.9	86.1
	NBL	70.9	62.9	98.6	83.8
	WBR	218.7	165.2	151.0	215.5
	WBT	209.4	155.9	141.6	206.2
	EBL	110.4	169.6	203.2	199.2
	EBT	110.4	169.6	203.2	199.2
Reynes St at Claiborne Ave	SBR	33.5	35.3	45.5	34.5
	SBL	35.4	37.2	47.4	36.4
	SBT	35.4	37.2	47.4	36.4
	EBT	12.7	36.0	101.2	71.7
	EBR	12.7	36.0	101.2	71.7
	WBT	7.8	246.2	56.9	134.8
	WBL	83.9	71.9	73.3	78.2
Tennessee St at Claiborne Ave	S8T	61.6	85.0	51.4	53.5
	S8R	63.1	86.5	52.9	55.0
	SBL	61.6	85.0	51.4	53.5
	NBL	47.7	125.5	76.6	63.9
	NBT	47.7	125.5	76.6	63.9
	NBR	47.7	125.5	76.6	63.9
	EBR	277.3	1653.5	1617.2	1563.4
	EBL	273.7	1656.9	1617.6	1561.3
	EBT	273.7	1656.9	1617.6	1561.3
	WBL	108.0	307.6	263.3	288.6
	WBT	108.0	307.6	263.3	288.6
	WBR	111.4	311.1	266.8	292.0
Poland Ave at Robertson St	EBT	219.9	596.5	548.5	618.7
	EBL	219.9	596.5	548.5	618.7
	EBR	221.7	598.4	550.4	620.5
	SBL	81.9	224.0	211.5	223.3
	SBT	81.9	224.0	211.5	223.3
	NBR	125.5	139.7	167.0	187.2
	NBT	116.9	131.2	158.5	178.6
Poland Ave at Claiborne Ave	S8T	205.3	219.5	207.6	191.4
	SBR	203.5	217.7	205.8	189.6
	WBL	345.7	1609.2	1647.0	1270.5
	WBT	352.4	1611.1	1647.4	1277.1
	WBR	356.6	1614.0	1648.1	1281.4
	NBL	61.0	73.7	56.9	72.3
	NBT	61.0	73.7	56.9	72.3
Claiborne Bridge	EB	0.0	1104.8	1104.7	1101.0
	WB	0.0	1138.9	1091.5	1094.9

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.3	123.5	118.1	33.0
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	32.1	49.1	22.8
Claiborne WB - West Bridge Stop Bar to Poland	30.3	37.7	65.6	51.5
Total WB Travel Time	66.8	193.3	232.9	107.3
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	109.8	108.5	36.8
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	31.7	38.7	20.3
Claiborne EB - East Bridge Stop Bar to Tennessee	22.7	37.6	39.3	38.7
Total EB Travel Time	54.5	179.0	186.5	95.7

St Claude Ave VISSIM Analysis Results - Scenario 3a - Two Openings
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	88	85	0.3
	NBR	105	104	0.1
	NBL	20	20	0.0
	SBT	75	97	2.9
	SBL	102	119	0.9
	SBR	120	142	2.0
	EBR	18	17	0.2
	EBL	102	100	0.2
	EBT	524	523	0.1
	WBL	19	21	0.3
	WBR	95	104	1.0
	WBT	536	543	0.4
Reynes St at St Claude Ave	EBR	51	52	0.1
	EBT	691	697	0.3
	WBL	15	15	0.0
	WBT	626	634	0.3
	SBT	8	11	0.7
	SBL	8	13	1.5
	SBR	24	36	2.6
Forstall St at St Claude Ave	WBR	49	50	0.2
	WBT	573	571	0.1
	NBT	26	26	0.0
	NBL	77	78	0.1
	NBR	38	37	0.1
	EBL	13	12	0.2
	EBT	736	694	2.2
Claude Bridge	Bridge WB	650	670	0.8
	Bridge EB	731	751	0.8

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.1	28.2	27.0	30.5
	NBR	13.7	8.2	24.5	7.3
	NBL	30.1	35.7	38.2	34.5
	SBT	31.8	27.0	23.4	14.7
	SBL	46.6	38.6	52.5	19.6
	SBR	14.1	11.0	11.3	4.6
	EBR	3.3	2.8	17.1	2.3
	EBL	41.8	45.9	54.0	43.9
	EBT	18.1	17.0	28.6	8.6
	WBL	37.1	33.8	31.0	30.2
	WBR	26.3	26.9	31.6	21.7
	WBT	32.3	28.8	34.6	25.8
Reynes St at St Claude Ave	EBR	10.7	4.1	6.0	0.7
	EBT	9.4	5.7	8.2	0.2
	WBL	3.6	2.9	14.4	3.0
	WBT	1.0	1.0	1.2	1.1
	SBT	13.0	15.5	40.5	12.9
	SBL	10.8	23.0	76.5	12.0
	SBR	5.9	9.9	24.7	6.6
Forstall St at St Claude Ave	WBR	6.7	7.3	8.8	7.2
	WBT	10.5	10.7	10.9	10.9
	NBT	23.5	20.3	19.0	18.0
	NBL	21.5	21.7	21.9	22.9
	NBR	7.1	6.1	8.4	6.3
	EBL	43.1	56.3	47.5	54.0
	EBT	14.3	14.4	13.6	10.3
Claude Bridge	Bridge WB	112.6	109.7	10.8	0.8
	Bridge EB	80.2	102.1	0.8	0.3

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	85.7	132.4	159.5	75.1
	NBR	89.4	136.1	163.2	78.8
	NBL	85.7	132.4	159.5	75.1
	SBT	159.4	169.7	223.0	123.6
	SBL	159.4	169.7	223.0	123.6
	SBR	168.1	178.5	231.8	132.3
	EBR	168.8	379.9	529.7	81.6
	EBL	164.4	375.4	525.3	77.8
	EBT	164.4	375.4	525.3	77.8
	WBL	1003.6	681.0	879.9	292.8
	WBR	1016.2	693.6	892.5	305.4
	WBT	1003.6	681.0	879.9	292.8
Reynes St at St Claude Ave	EBR	807.5	254.1	813.4	0.0
	EBT	807.5	254.1	813.4	0.0
	WBL	22.6	38.1	83.8	48.2
	WBT	2.7	8.0	33.2	15.1
	SBT	56.6	62.7	86.3	60.1
	SBL	56.3	62.4	86.0	59.8
	SBR	54.5	60.6	84.1	57.9
Forstall St at St Claude Ave	WBR	141.7	141.9	182.2	169.3
	WBT	138.4	138.6	178.9	166.0
	NBT	75.1	94.9	69.3	94.1
	NBL	75.1	94.9	69.3	94.1
	NBR	77.0	96.9	71.3	96.1
	EBL	310.0	302.5	318.2	133.2
	EBT	310.0	302.5	318.2	133.2
Claude Bridge	Bridge WB	932.9	952.0	659.5	0.0
	Bridge EB	933.6	950.4	312.8	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	91.7	90.6	26.4	20.8
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	70.8	70.5	17.2	14.7
Claude WB - West Bridge Stop Bar to Poland	48.1	52.8	55.0	32.4
Total WB Travel Time	210.6	213.9	98.5	67.9
Claude EB - Poland to West Bridge Stop Bar	113.8	123.3	23.5	13.9
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	29.0	31.8	15.1	14.8
Claude EB - East Bridge Stop Bar to Tennessee	34.9	28.5	33.7	19.8
Total EB Travel Time	177.7	183.7	72.3	48.6

Claiborne Ave VISSIM Analysis Results - Scenario 3a - Two Openings
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	50	42	1.2
	NBR	17	15	0.5
	NBL	116	102	1.3
	WBR	12	13	0.3
	WBT	1068	1066	0.1
	EBL	21	19	0.4
	EBT	1518	1472	1.2
Reynes St at Claiborne Ave	SBR	15	5	3.2
	SBL	15	6	2.8
	SBT	19	8	3.0
	EBT	1524	1483	1.1
	EBR	22	21	0.2
	WBT	1155	1139	0.5
	WBL	29	31	0.4
Tennessee St at Claiborne Ave	SBT	8	4	1.6
	SBR	35	13	4.5
	SBL	12	4	2.8
	NBL	37	30	1.2
	NBT	11	8	1.0
	NBR	14	12	0.6
	EBR	26	25	0.2
	EBL	10	9	0.3
	EBT	1540	1500	1.0
	WBL	7	7	0.0
	WBT	1148	1120	0.8
	WBR	35	36	0.2
Poland Ave at Robertson St	EBT	1078	1075	0.1
	EBL	46	45	0.1
	EBR	61	59	0.3
	SBL	421	373	2.4
	SBT	251	295	2.7
	NBR	77	83	0.7
	NBT	234	231	0.2
Poland Ave at Claiborne Ave	SBT	602	607	0.2
	SBR	61	56	0.7
	WBL	67	64	0.4
	WBT	937	890	1.6
	WBR	216	211	0.3
	NBL	74	66	1.0
	NBT	221	209	0.8
Claiborne Bridge	EB	1576	1533	1.1
	WB	1220	1153	1.9

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	26.8	23.9	25.4	27.2
	NBR	11.9	7.7	12.2	18.8
	NBL	26.2	29.4	27.8	49.0
	WBR	4.9	6.2	7.5	29.5
	WBT	7.7	13.0	9.1	27.7
	EBL	30.6	24.3	37.5	32.4
	EBT	3.9	3.4	6.7	6.5
Reynes St at Claiborne Ave	SBR	8.8	30.4	10.3	19.8
	SBL	23.3	24.1	25.2	29.5
	SBT	25.4	22.6	27.3	32.4
	EBT	1.6	1.7	2.0	2.1
	EBR	0.6	0.6	0.6	0.9
	WBT	0.7	10.1	0.8	14.6
	WBL	13.8	29.6	20.8	39.8
Tennessee St at Claiborne Ave	SBT	24.0	22.3	20.1	31.8
	SBR	6.2	43.6	7.5	44.1
	SBL	30.9	42.0	31.2	40.5
	NBL	27.3	66.9	19.8	63.3
	NBT	25.5	31.1	19.4	43.7
	NBR	11.6	9.3	12.3	23.7
	EBR	10.2	11.4	11.8	15.0
	EBL	41.3	40.4	46.4	43.9
	EBT	11.0	13.6	15.4	16.9
	WBL	33.9	69.1	29.9	65.0
	WBT	4.6	21.4	5.3	22.0
	WBR	4.6	12.4	5.8	22.4
Poland Ave at Robertson St	EBT	16.7	61.3	29.2	56.6
	EBL	15.1	45.8	29.6	42.8
	EBR	15.1	44.3	27.7	49.0
	SBL	9.8	87.1	25.1	95.7
	SBT	9.8	9.5	14.7	29.5
	NBR	14.9	72.4	35.1	94.1
	NBT	32.7	40.1	47.0	49.3
Poland Ave at Claiborne Ave	SBT	19.8	27.9	25.7	36.7
	SBR	8.9	11.5	12.2	16.4
	WBL	16.1	15.7	28.5	24.7
	WBT	18.4	19.2	29.9	27.9
	WBR	15.7	17.9	30.9	26.5
	NBL	15.7	19.6	61.7	41.7
	NBT	6.5	5.1	39.6	16.2
Claiborne Bridge	EB	0.6	59.1	87.5	19.0
	WB	0.8	76.3	90.7	39.0

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	94.5	95.2	101.9	113.3
	NBR	96.8	97.5	104.2	115.6
	NBL	94.5	95.2	101.9	113.3
	WBR	196.9	280.7	546.9	1027.4
	WBT	187.5	271.4	537.6	1018.1
	EBL	123.5	125.8	179.0	195.5
	EBT	123.5	125.8	179.0	195.5
Reynes St at Claiborne Ave	SBR	32.3	35.3	34.9	41.6
	SBL	34.2	37.2	36.8	43.5
	SBT	34.2	37.2	36.8	43.5
	EBT	35.2	20.1	41.8	95.6
	EBR	35.2	20.1	41.8	95.6
	WBT	16.2	289.5	328.6	367.8
	WBL	53.0	70.2	85.2	119.0
Tennessee St at Claiborne Ave	SBT	30.8	45.7	40.1	34.2
	SBR	32.3	47.2	41.6	35.8
	SBL	30.8	45.7	40.1	34.2
	NBL	83.8	46.5	36.5	34.8
	NBT	83.8	46.5	36.5	34.8
	NBR	83.8	46.5	36.5	34.8
	EBR	366.5	1653.8	1662.5	1622.9
	EBL	363.0	1654.3	1662.0	1621.9
	EBT	363.0	1654.3	1662.0	1621.9
	WBL	123.7	306.0	310.5	311.1
	WBT	123.7	306.0	310.5	311.1
	WBR	127.2	309.4	313.9	314.6
Poland Ave at Robertson St	EBT	274.7	674.6	677.5	679.7
	EBL	274.7	674.6	677.5	679.7
	EBR	276.5	676.4	679.3	681.5
	SBL	82.7	425.6	423.2	423.7
	SBT	82.7	425.6	423.2	423.7
	NBR	121.6	193.4	267.4	300.8
	NBT	113.1	184.9	258.9	292.3
Poland Ave at Claiborne Ave	SBT	233.1	388.1	379.7	448.9
	SBR	231.2	386.3	377.9	447.0
	WBL	338.6	1593.9	1653.1	1661.2
	WBT	345.2	1596.4	1654.2	1662.0
	WBR	349.5	1598.9	1651.8	1662.4
	NBL	54.8	66.2	186.1	160.2
	NBT	54.8	66.2	186.1	160.2
Claiborne Bridge	EB	0.0	1100.5	1104.1	1100.8
	WB	0.0	1120.9	1103.8	1099.8

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.3	126.1	108.2	43.2
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	31.6	55.2	50.7
Claiborne WB - West Bridge Stop Bar to Poland	30.1	36.0	75.1	67.8
Total WB Travel Time	66.4	193.7	238.5	161.7
Claiborne EB - Robertson to West Bridge Stop Bar	16.9	112.7	97.3	35.6
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	29.3	55.0	30.2
Claiborne EB - East Bridge Stop Bar to Tennessee	24.5	35.8	50.8	50.6
Total EB Travel Time	56.3	177.8	203.1	116.4

St Claude Ave VISSIM Analysis Results - Scenario 3a - Two Openings
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	66	65	0.1
	NBR	105	108	0.3
	NBL	23	23	0.0
	SBT	5B	76	2.2
	SBL	149	190	3.1
	SBR	92	112	2.0
	EBR	40	39	0.2
	EBL	34	34	0.0
	EBT	877	870	0.2
	WBL	12	14	0.6
	WBR	90	100	1.0
	WBT	438	445	0.3
Reynes St at St Claude Ave	EBR	79	79	0.0
	EBT	1094	1101	0.2
	WBL	16	17	0.2
	WBT	519	521	0.1
	SBT	4	8	1.6
	SBL	5	9	1.5
	SBR	21	39	3.3
Forstall St at St Claude Ave	WBR	37	38	0.2
	WBT	478	475	0.1
	NBT	24	25	0.2
	NBL	62	63	0.1
	NBR	36	34	0.3
	EBL	13	16	0.8
	EBT	988	1084	3.0
Claude Bridge	Bridge WB	540	560	0.9
	Bridge EB	1131	1183	1.5

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	27.5	28.6	30.0	28.2
	NBR	89.8	13.7	49.1	8.3
	NBL	32.1	34.9	32.4	26.8
	SBT	35.2	37.4	27.8	32.8
	5BL	182.5	167.1	141.8	38.2
	SBR	20.1	19.0	13.2	11.9
	EBR	22.0	9.9	22.2	5.7
	EBL	39.9	62.5	53.4	41.8
	EBT	62.0	23.4	45.8	11.6
	WBL	50.9	50.6	34.1	30.2
	WBR	24.7	26.7	29.3	20.0
	WBT	32.5	32.2	32.4	25.8
Reynes St at St Claude Ave	EBR	7.1	16.4	9.8	1.7
	EBT	7.7	20.2	12.3	1.6
	WBL	9.5	27.2	23.1	5.6
	WBT	1.1	1.1	1.1	1.2
	SBT	13.9	92.3	48.4	14.5
	SBL	16.8	133.4	78.0	12.7
	5BR	5.9	41.7	30.5	6.1
Forstall 5t at St Claude Ave	WBR	6.4	6.0	5.8	7.8
	WBT	10.1	10.2	10.9	10.8
	NBT	22.9	17.7	20.6	23.0
	NBL	22.4	21.0	21.2	22.6
	NBR	5.4	10.1	9.9	7.3
	EBL	44.3	53.9	40.4	48.1
	EBT	14.7	16.8	14.6	12.7
Claude Bridge	Bridge WB	111.1	109.4	11.2	0.9
	Bridge EB	62.2	85.2	2.5	0.8

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	282.6	213.8	228.1	74.7
	NBR	286.3	217.4	231.8	78.4
	NBL	282.6	213.8	228.1	74.7
	SBT	731.7	711.9	578.1	196.5
	SBL	731.7	711.9	578.1	196.5
	SBR	740.5	720.7	586.8	205.3
	EBR	908.2	894.9	904.4	234.2
	EBL	903.8	890.4	899.9	229.8
	EBT	903.8	890.4	899.9	229.8
	WBL	953.8	578.5	683.1	262.6
	WBR	966.3	591.0	695.7	275.2
	WBT	953.8	578.5	683.1	262.6
Reynes St at 5t Claude Ave	EBR	1448.1	1659.5	1344.0	105.5
	EBT	1448.1	1659.5	1344.0	105.5
	WBL	55.8	58.4	69.8	68.5
	WBT	11.3	11.6	23.0	25.6
	5BT	59.3	85.9	76.9	46.0
	5BL	59.0	85.6	76.6	45.7
	5BR	57.1	83.7	74.8	43.8
Forstall 5t at St Claude Ave	WBR	136.3	132.7	119.7	157.5
	WBT	133.0	129.4	116.4	154.1
	NBT	76.2	70.1	82.7	72.7
	NBL	76.2	70.1	82.7	72.7
	NBR	78.1	72.0	84.7	74.7
	EBL	319.3	324.3	327.1	299.3
	EBT	319.3	324.3	327.1	299.3
Claude Bridge	Bridge WB	896.4	803.9	0.0	0.0
	Bridge EB	950.4	948.6	120.0	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	87.6	79.9	22.6	21.3
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	71.5	75.9	16.4	14.8
Claude WB - West Bridge Stop Bar to Poland	46.8	56.5	48.2	31.3
Total WB Travel Time	206.0	212.3	87.2	67.4
Claude EB - Poland to West Bridge Stop Bar	103.4	86.6	25.5	13.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	24.6	49.9	16.6	15.2
Claude EB - East Bridge Stop Bar to Tennessee	31.5	81.3	48.2	21.1
Total EB Travel Time	159.5	217.9	90.3	50.0

Claiborne Ave VISSIM Analysis Results - Scenario 3a - Two Openings
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	35	29	1.1
	NBR	23	20	0.6
	NBL	96	81	1.6
	WBR	7	7	0.0
	WBT	948	951	0.1
	EBL	28	27	0.2
	EBT	1415	1414	0.0
Reynes St at Claiborne Ave	SBR	12	5	2.4
	SBL	25	12	3.0
	SBT	6	4	0.9
	EBT	1418	1425	0.2
	EBR	29	29	0.0
	WBT	1022	1011	0.3
	WBL	22	24	0.4
Tennessee St at Claiborne Ave	SBT	19	13	1.5
	SBR	28	20	1.6
	SBL	10	9	0.3
	NBL	31	25	1.1
	NBT	16	12	1.1
	NBR	19	15	1.0
	EBR	29	29	0.0
	EBL	12	12	0.0
	EBT	1431	1438	0.2
	WBL	11	11	0.0
	WBT	1002	985	0.5
	WBR	34	34	0.0
Poland Ave at Robertson St	EBT	1016	1032	0.5
	EBL	46	45	0.1
	EBR	73	75	0.2
	SBL	367	307	3.3
	SBT	220	280	3.8
	NBR	89	110	2.1
	NBT	197	183	1.0
Poland Ave at Claiborne Ave	SBT	534	535	0.0
	SBR	42	36	1.0
	WBL	48	46	0.3
	WBT	832	807	0.9
	WBR	181	179	0.1
	NBL	54	48	0.8
	NBT	191	178	1.0
Claiborne Bridge	EB	1472	1449	0.6
	WB	1061	1020	1.3

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	25.1	28.9	27.5	30.1
	NBR	13.5	6.7	9.6	13.6
	NBL	25.9	30.9	27.7	34.0
	WBR	8.4	6.7	9.1	7.1
	WBT	7.5	13.1	8.1	14.0
	EBL	37.1	38.8	41.7	32.5
	EBT	5.7	4.8	7.4	6.9
Reynes St at Claiborne Ave	SBR	5.7	25.0	8.7	18.0
	SBL	27.2	23.9	27.1	39.3
	SBT	18.0	25.0	21.4	34.0
	EBT	2.1	1.7	2.4	2.4
	EBR	1.6	0.8	1.3	1.0
	WBT	0.6	9.5	1.0	9.8
	WBL	19.4	18.2	17.6	31.3
Tennessee St at Claiborne Ave	SBT	21.7	36.7	22.3	65.3
	SBR	7.4	46.3	10.6	71.9
	SBL	22.7	49.8	30.3	73.0
	NBL	25.8	76.1	18.8	36.6
	NBT	22.6	38.0	29.3	26.2
	NBR	12.0	10.4	10.8	17.1
	EBR	8.3	13.6	13.2	12.4
	EBL	44.9	47.6	42.8	39.2
	EBT	11.8	12.5	15.1	15.2
	WBL	38.0	54.1	44.0	43.2
	WBT	4.4	20.3	5.6	18.9
	WBR	4.2	20.9	6.1	14.9
Poland Ave at Robertson St	EBT	23.1	59.1	21.3	49.2
	EBL	21.5	36.1	23.6	41.1
	EBR	20.6	50.1	19.3	40.6
	SBL	12.7	62.9	22.4	68.0
	SBT	10.1	19.2	23.5	22.0
	NBR	15.5	39.3	15.4	46.8
	NBT	32.8	36.3	29.6	38.5
Poland Ave at Claiborne Ave	SBT	23.3	26.1	23.8	24.6
	SBR	15.7	15.0	14.0	16.9
	WBL	14.7	17.0	20.5	24.2
	WBT	19.3	21.0	25.4	26.2
	WBR	16.2	19.7	24.2	25.1
	NBL	27.6	43.1	36.6	32.3
	NBT	18.8	22.1	24.6	22.4
Claiborne Bridge	EB	0.9	61.4	68.8	12.9
	WB	0.8	70.4	82.9	16.6

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	108.6	92.5	91.2	84.1
	NBR	111.0	94.8	93.5	86.4
	NBL	108.6	92.5	91.2	84.1
	WBR	171.2	289.8	183.4	328.1
	WBT	161.9	280.5	174.1	318.8
	EBL	184.5	162.9	192.4	225.8
	EBT	184.5	162.9	192.4	225.8
Reynes St at Claiborne Ave	SBR	33.3	37.8	41.8	37.0
	SBL	35.2	39.7	43.7	38.9
	SBT	35.2	39.7	43.7	38.9
	EBT	97.9	19.2	86.4	78.2
	EBR	97.9	19.2	86.4	78.2
	WBT	2.4	292.9	264.9	326.7
	WBL	50.2	56.6	86.7	74.8
Tennessee St at Claiborne Ave	SBT	48.4	86.8	87.5	74.7
	SBR	50.0	88.3	89.0	77.3
	SBL	48.4	86.8	87.5	74.7
	NBL	50.9	39.2	56.1	86.3
	NBT	50.9	39.2	56.1	86.3
	NBR	51.0	39.2	56.1	86.3
	EBR	665.5	1661.3	1658.7	1567.4
	EBL	662.0	1661.4	1658.2	1568.3
	EBT	662.0	1661.4	1658.2	1568.3
	WBL	118.8	316.4	311.2	311.6
	WBT	118.8	316.4	311.2	311.6
	WBR	122.8	319.9	314.6	315.0
Poland Ave at Robertson St	EBT	569.9	666.9	669.7	681.6
	EBL	569.9	666.9	669.7	681.6
	EBR	571.8	668.7	671.5	683.4
	SBL	120.9	312.3	237.5	332.2
	SBT	120.9	312.3	237.5	332.2
	NBR	153.9	176.3	175.5	182.4
	NBT	145.4	167.7	167.0	173.8
Poland Ave at Claiborne Ave	SBT	265.2	315.1	281.4	266.3
	SBR	263.3	313.3	279.6	264.5
	WBL	302.7	1360.4	1599.3	1579.6
	WBT	309.3	1367.0	1600.8	1583.3
	WBR	313.6	1371.3	1601.8	1585.8
	NBL	94.6	151.8	135.4	129.8
	NBT	94.6	151.8	135.4	129.8
Claiborne Bridge	EB	0.0	1110.0	1105.4	1097.8
	WB	0.0	1112.2	1098.7	1100.3

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.3	123.7	110.8	38.8
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	27.0	46.3	31.6
Claiborne WB - West Bridge Stop Bar to Poland	30.6	39.8	61.5	59.2
Total WB Travel Time	67.0	190.6	218.6	129.6
Claiborne EB - Robertson to West Bridge Stop Bar	17.1	113.1	90.0	34.2
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	15.0	30.3	41.2	25.1
Claiborne EB - East Bridge Stop Bar to Tennessee	28.5	34.4	45.0	44.1
Total EB Travel Time	60.6	177.8	176.1	103.4

IHNC Traffic Study

Appendix D

Existing Safety Analysis

Existing Safey Analysis Summary.....D-2

Crash Maps.....D-9

CAT Scan Outputs.....D-15

Existing Safety Analysis Summary

Appendix D - Existing Safety Analysis Summary

Introduction and Objective

The objectives of the existing safety analysis were to compare the most recent three years of crash characteristics to statewide averages, determine the Level of Service of Safety (LOSS) and identify crash trends on the Florida, Claiborne, and St. Claude bridge segments and the adjacent intersections.

The safety analysis followed guidelines set forth by LADOTD. The tasks included obtaining over four hundred (400) crash reports from LADOTD's crash database for collisions between 2019 to 2021, verifying the accuracy of each report, correcting the crash data, and mapping the crash locations. These tasks were conducted using the LADOTD CAT Scan safety analysis tool in Microsoft Excel.

The Florida Blvd bridge segment, the adjacent intersections on Florida Blvd, and the intersections of St. Claude Ave at Forstall St had an insufficient number of crashes to yield meaningful results. This indicates safety improvements are not needed in these areas.

The bridge and intersections with meaningful results were:

- Claiborne Bridge
- Poland Ave at N Claiborne Ave / Robertson St
- Tennessee St at N Claiborne Ave
- St. Claude Bridge
- Poland Ave at St Claude Ave

Crash Locations

Maps were prepared to present each crash location, type of crash, and date of crash. These are presented in the **Appendix**.

Crash Comparison / LOSS Determination

A crash comparison was conducted based on the comprehensive review of the crash reports and output from the LADOTD CAT Scan safety analysis tool. Percentages of the manner of collision, surface conditions, roadway lighting and alcohol use were calculated and compared to statewide averages for each intersection and segment.

The LOSS is based on input such as major road annual average daily traffic (AADT), minor road AADT, segment length, highway classification, and number of crashes.

The four LOSS classifications are:

- LOSS 1: Low Potential for Safety Improvement
- LOSS 2: Low to Moderate Potential for Safety Improvement
- LOSS 3: Moderate to High Potential for Safety Improvement
- LOSS 4: High Potential for Safety Improvement

This is prepared solely for the purpose of identifying, evaluating and planning safety improvements on a public road; and is therefore exempt from discovery or admission under 23 U.S.C. 407.

Tables D-1 to **D-5** present comparisons of the observed crashes to statewide averages. The yellow highlights in these **Tables** indicate a percentage that exceeds a pattern recognition threshold (PRT) in the CAT Scan safety analysis tool. The highlighting is an indication of a possible crash trend in the area such as crashes tending to happen in a certain location of the intersection or segment, if the crashes are mostly in wet conditions, or if crashes are tending to happen during dark conditions.

LOSS results and crash trends for each intersection/segment are described after each **Table**. Outputs from the CAT Scan safety analysis tool are in the **Appendix**.

Claiborne Bridge

Table D-1
Observed vs. Statewide Averages Comparison
Claiborne Bridge 4-Lane Divided Segment

	Category	Observed %	Statewide Average %
Collision Manner	Non-Collision	25.00%	6.42%
	Rear End	50.00%	59.67%
	Head On	1.79%	0.56%
	Right Angle	0.00%	4.75%
	Left Turn-e	0.00%	0.70%
	Left Turn-f	0.00%	2.30%
	Left Turn-g	0.00%	0.98%
	Right Turn-h	0.00%	1.57%
	Right Turn-i	0.00%	0.03%
	Side Swipe (Same Dir)	21.43%	20.67%
	Side Swipe (Opposite Dir)	0.00%	0.24%
	Other	1.79%	2.09%
Other	Roadway Departure / Median Crossover	25.00%	6.08%
	Night & No Light	0.00%	3.81%
	Alcohol	3.57%	1.89%
	Wet surface	42.86%	13.65%

A review of **Table D-1** indicated higher than typical percentages of drivers losing control of their vehicles, departing the roadway, and collisions during wet pavement conditions on the Claiborne Bridge. The analysis indicated LOSS 2 for all severity crashes at this location indicating low to moderate potential for improvement. Details in the crash reports indicated the metal bridge grating was a contributing factor for drivers losing control and/or impeded braking.

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Poland Ave at N Claiborne Ave / Robertson St

Table D-2
Observed vs. Statewide Averages Comparison
Poland Ave at N Claiborne Ave / Robertson St Signalized Intersection

	Category	Observed %	Statewide Average %
Collision Manner	Non-Collision	2.8%	2.5%
	Rear End	28.2%	44.2%
	Head On	0.0%	1.3%
	Right Angle	28.2%	14.5%
	Left Turn-e	9.9%	1.8%
	Left Turn-f	10.6%	9.3%
	Left Turn-g	3.5%	2.2%
	Right Turn-h	5.6%	2.9%
	Right Turn-i	0.0%	0.6%
	Side Swipe (Same Dir)	4.9%	13.7%
	Side Swipe (Opposite Dir)	0.0%	0.8%
	Other	6.3%	6.3%
Other	Roadway Departure / Median Crossover	0.0%	0.2%
	Night & No Light	2.8%	1.3%
	Alcohol	1.4%	2.0%
	Wet surface	17.6%	14.3%

A review of **Table D-2** indicated over-representation of right-angle, left turn-e (overtaking), right turn-h (right with flow) crashes, and crashes during night or low light conditions at this intersection. The analysis result was an LOSS 4 for all severity crashes indicating high potential for improvement. Potential improvements may include protected only left turn phasing (no permitted left turns), modifying clearance intervals, and adding/updating turn lane striping.

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Tennessee St at N Claiborne Ave

Table D-3
Observed vs. Statewide Averages Comparison
Tennessee St at N Claiborne Ave Signalized Intersection

	Category	Observed %	Statewide Average %
Collision Manner	Non-Collision	0.0%	3.3%
	Rear End	61.3%	45.7%
	Head On	3.2%	0.9%
	Right Angle	22.6%	14.9%
	Left Turn-e	0.0%	2.3%
	Left Turn-f	0.0%	8.3%
	Left Turn-g	0.0%	2.0%
	Right Turn-h	0.0%	2.7%
	Right Turn-i	3.2%	0.4%
	Side Swipe (Same Dir)	6.5%	12.6%
	Side Swipe (Opposite Dir)	0.0%	0.5%
	Other	3.2%	6.3%
Other	Roadway Departure / Median Crossover	0.0%	0.5%
	Night & No Light	0.0%	1.6%
	Alcohol	6.5%	0.4%
	Wet surface	12.9%	0.2%

A review of **Table D-3** indicated over-representation of right-angle and rear ends at this intersection. The analysis indicated LOSS 2 for all severity crashes at this location indicating low to moderate potential for improvement. Potential improvements may include intersection warning signs and/or modifying clearance intervals.

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St. Claude Bridge

Table D-4
Observed vs. Statewide Averages Comparison
St. Claude Bridge 4-Lane Divided Segment

	Category	Observed %	Statewide Average %
Collision Manner	Non-Collision	33.33%	8.19%
	Rear End	26.67%	53.66%
	Head On	6.67%	0.70%
	Right Angle	0.00%	6.52%
	Left Turn-e	0.00%	1.37%
	Left Turn-f	0.00%	2.42%
	Left Turn-g	6.67%	1.72%
	Right Turn-h	0.00%	1.95%
	Right Turn-i	0.00%	0.18%
	Side Swipe (Same Dir)	26.67%	18.40%
	Side Swipe (Opposite Dir)	0.00%	0.52%
	Other	0.00%	4.38%
Other	Roadway Departure / Median Crossover	33.33%	9.86%
	Night & No Light	6.67%	5.39%
	Alcohol	0.00%	2.80%
	Wet surface	13.33%	14.99%

A review of **Table D-4** indicated over-representation of non-collision, Side Swipe (same direction), and roadway departure crashes on the St. Claude bridge. The analysis resulted in an LOSS 2 for all severity crashes indicating low to moderate potential for improvement.

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Poland Ave at St. Claude Ave

Table D-5
Observed vs. Statewide Averages Comparison
Poland Ave at St Claude Ave Signalized Intersection

	Category	Observed %	Statewide Average %
Collision Manner	Non-Collision	13.5%	3.3%
	Rear End	40.4%	45.7%
	Head On	1.9%	0.9%
	Right Angle	7.7%	14.9%
	Left Turn-e	5.8%	2.3%
	Left Turn-f	11.5%	8.3%
	Left Turn-g	1.9%	2.0%
	Right Turn-h	5.8%	2.7%
	Right Turn-i	0.0%	0.4%
	Side Swipe (Same Dir)	11.5%	12.6%
	Side Swipe (Opposite Dir)	0.0%	0.5%
	Other	0.0%	6.3%
Other	Roadway Departure / Median Crossover	0.0%	0.5%
	Night & No Light	1.9%	2.2%
	Alcohol	3.8%	2.2%
	Wet surface	19.2%	13.9%

A review of **Table D-5** indicated over-representation of non-collision, left turn-e (over-take), right turn-h (right with flow) and wet surface crashes at this intersection. The analysis resulted in LOSS 3 for all severity crashes indicating moderate to high potential for improvement.

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Crash Maps

LEGEND:

Crash Location



Crash Location Map
Claiborne Ave at Poland Ave

IHNC Traffic Study
New Orleans, LA

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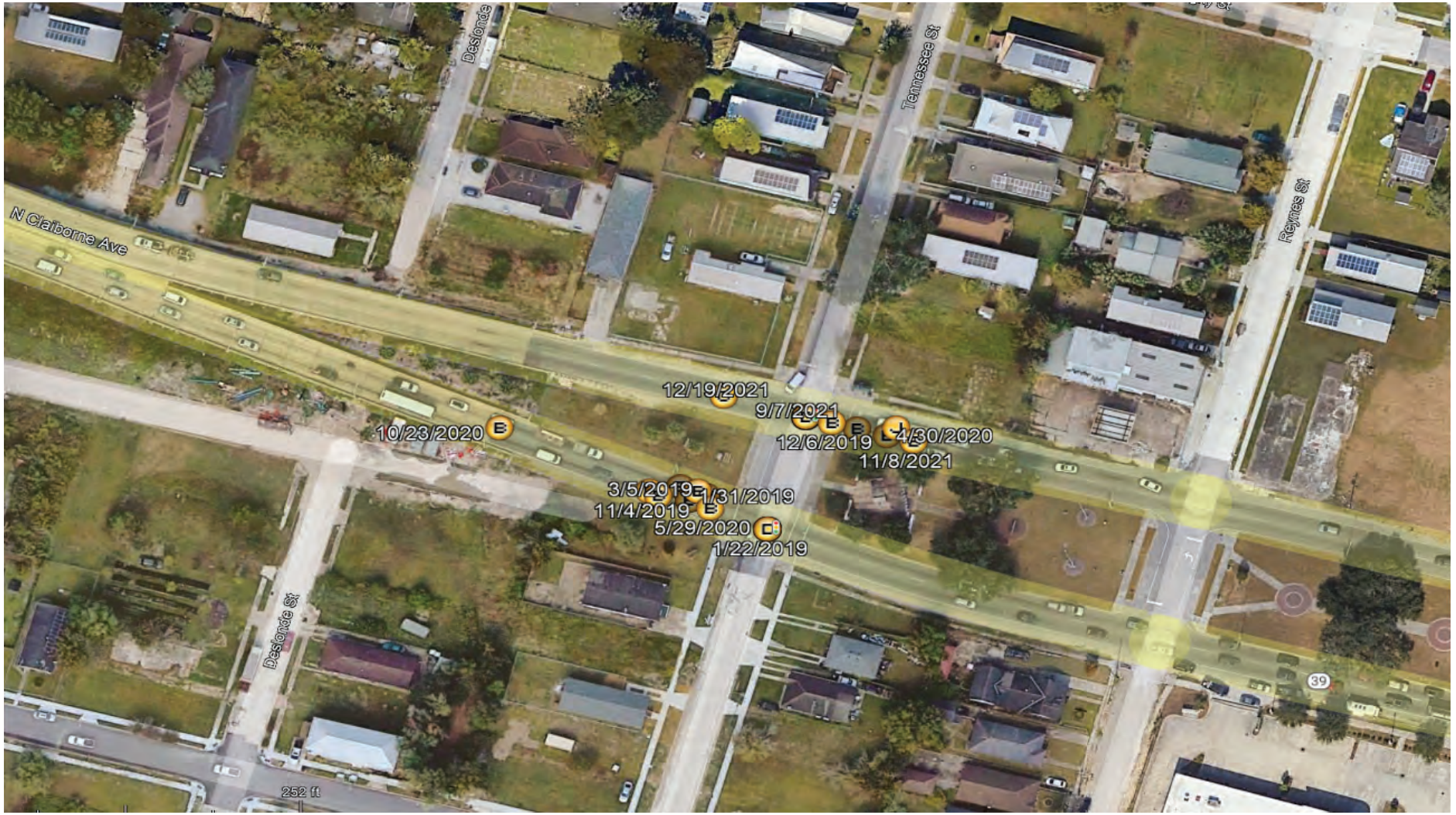
URBAN SYSTEMS inc.

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LEGEND:

Crash Location



Crash Location Map
Claiborne Ave at Tennessee St

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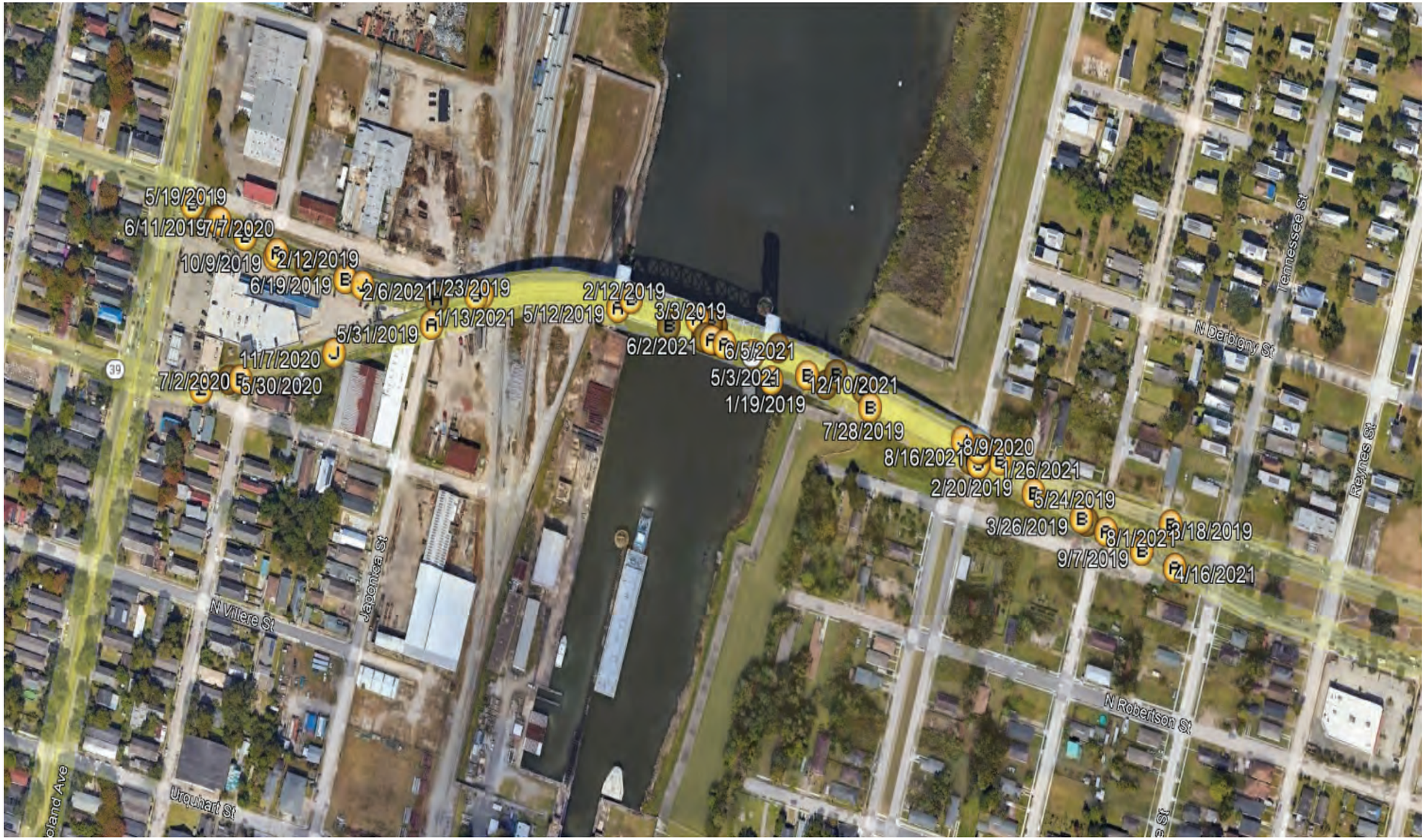
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LEGEND:

Crash Location

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Crash Location Map
Claiborne Ave Bridge Segment

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LEGEND:

D Crash Location



Crash Location Map
St Claude Ave at Poland Ave

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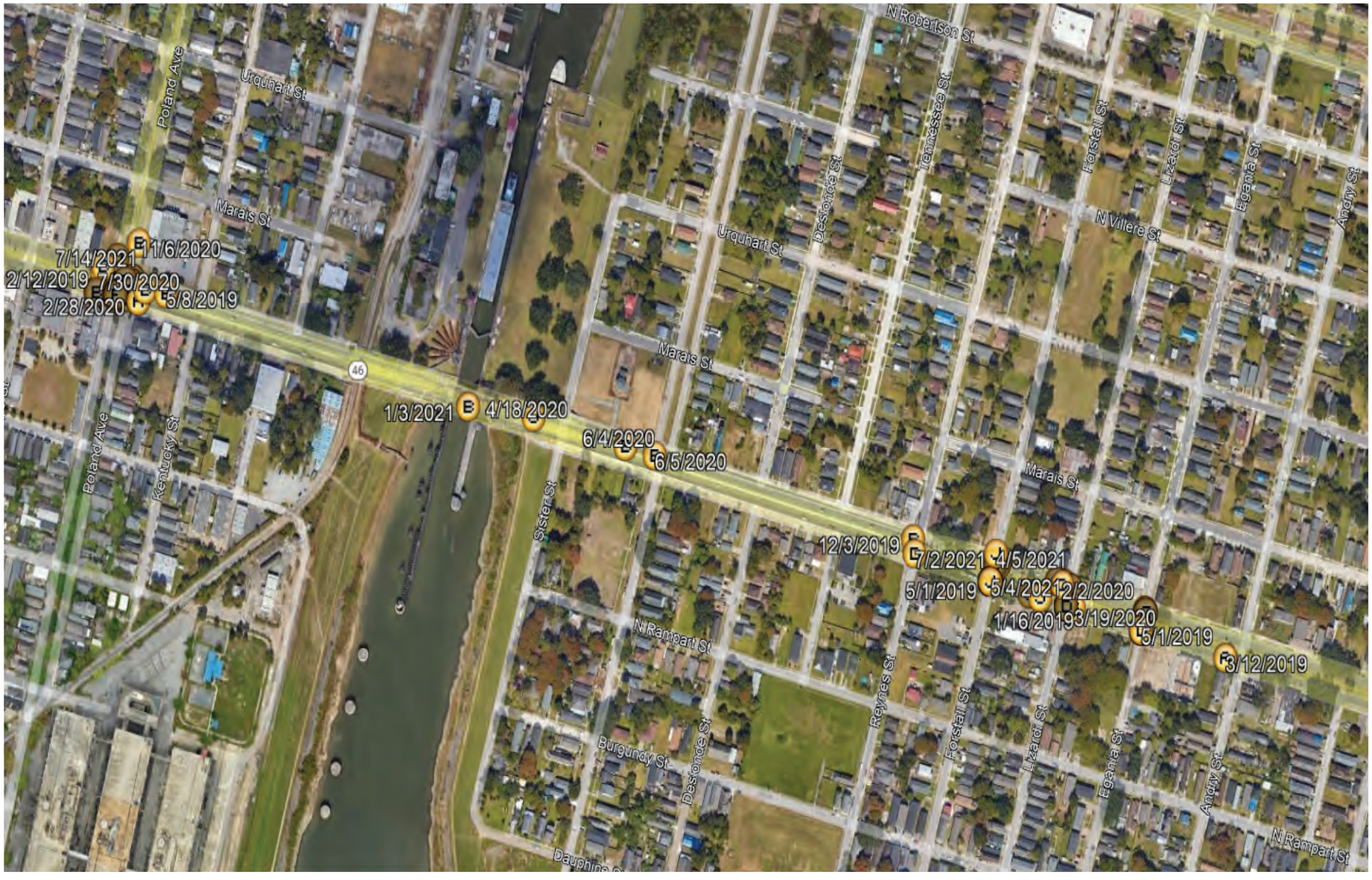
Project # 22-077

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LEGEND:

Crash Location

N
W E
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Crash Location Map
St Claude Ave Bridge Segment

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URBAN SYSTEMS inc.

Project # 22-077

Last revised October 2023

CAT Scan Outputs

1. Safety Comparison

Project Name:	22-077 IHNC
Route:	LA 39
AADT:	41554
Period:	2019 to 2021

Highway Class:	Urban 4-Divided
Control-Section:	046-31
Log-mile from:	2.169
Log-mile to:	2.712

Duration: 3 years

Segment Length: 0.543 miles

Quality Assurance Index: 99%

All Severity Crashes - Safety Performance Function (SPF)

All Severity Crashes - Urban 4-Divided SPF

$$\hat{E}\{\mu\} = y * [\beta_4 + (\beta_1 * AADT^{\beta_2})/(AADT^{\beta_2} + \beta_3{}^{\beta_2})]$$

y	β_1	β_2	β_3	β_4	b
0.3333	5.4E+05	1.208	47391088	0	1.039

Safety Level

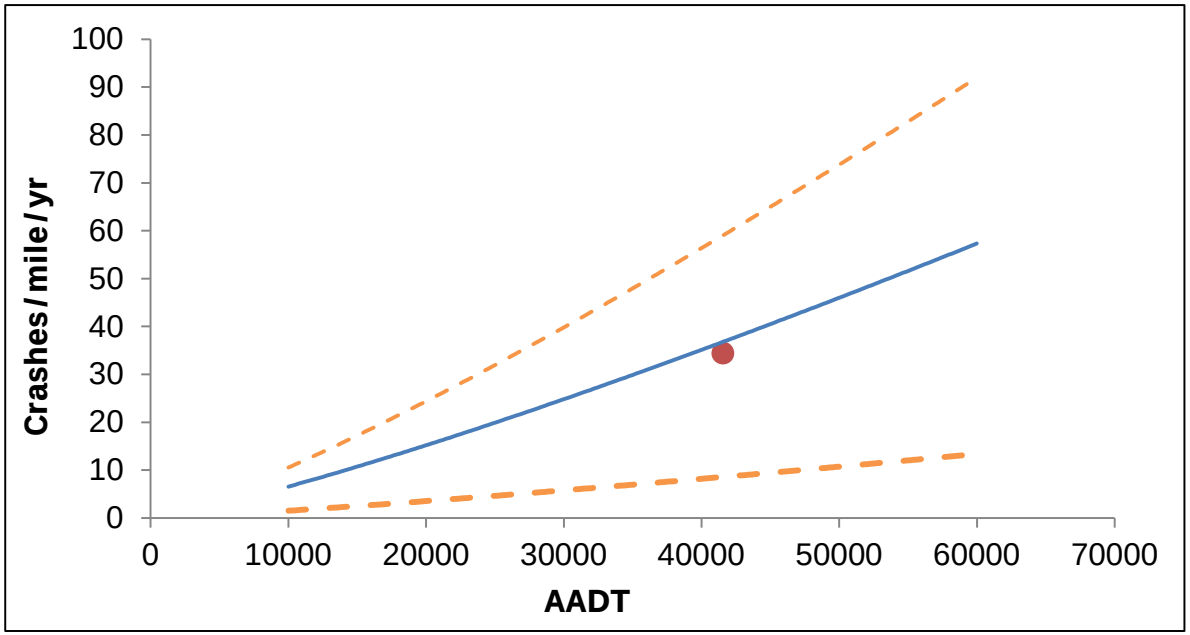
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	18.67	Crashes/yr
Predicted (SPF):	19.99	Crashes/yr
Over-dispersion:	1.04	
Weighted Adjustment:	0.009	

Observed:	34.38	Crashes/mile/yr
Expected (SPF + EB):	34.40	Crashes/mile/yr
Safety Service Level:	LOSS 2	
Expected Percentile:	60%	

80th Percentile:	59.05	Crashes/mile/yr
Predicted (SPF):	36.81	Crashes/mile/yr
20th Percentile:	8.60	Crashes/mile/yr



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1. Safety Comparison

Project Name:	22-077 IHNC
Route:	LA 39
AADT:	41554
Period:	2019 to 2021
Duration:	3 years

Highway Class:	Urban 4-Divided
Control-Section:	046-31
Log-mile from:	2.169
Log-mile to:	2.712
Segment Length:	0.543 miles
CAT-Scan Version:	20221012

Injury Crashes - Safety Performance Function (SPF)

Injury Crashes - Urban 4-Divided SPF

$$\hat{E}\{\mu\} = y * [\beta_4 + (\beta_1 * AADT^{\beta_2})/(AADT^{\beta_2} + \beta_3{}^{\beta_2})]$$

y	β_1	β_2	β_3	β_4	b
0.3333	1.2E+04	1.036	1.4E+07	0	1.279

Safety Level

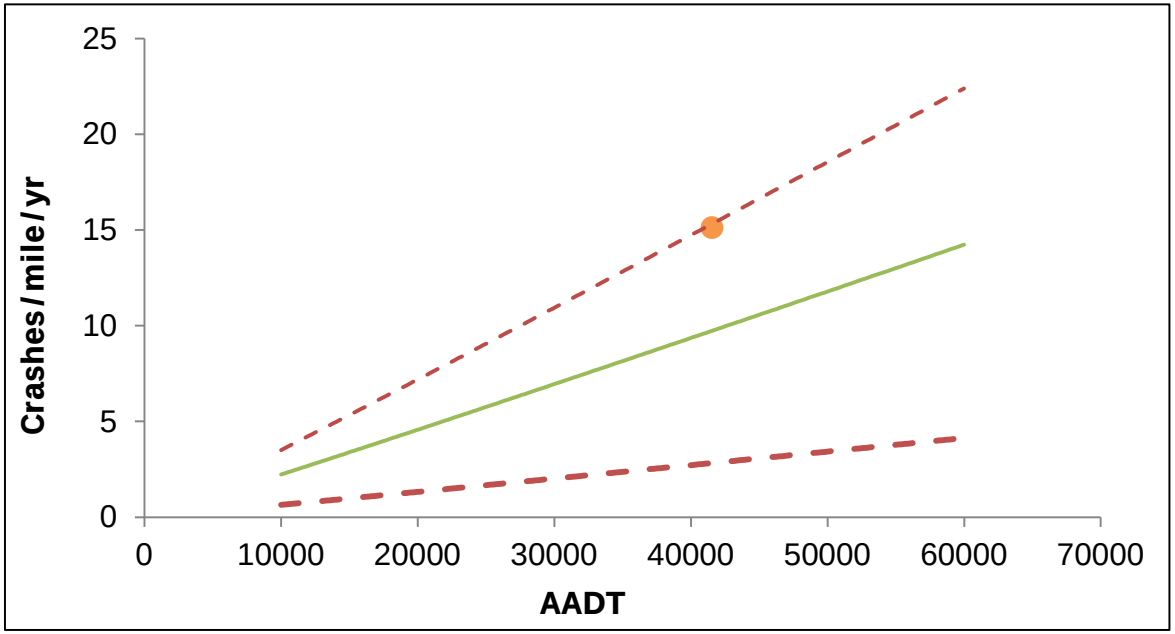
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	8.33	Crashes/yr
Predicted (SPF):	5.29	Crashes/yr
Over-dispersion:	1.28	
Weighted Adjustment:	0.042	

Observed:	15.35	Crashes/mile/yr
Expected (SPF + EB):	15.11	Crashes/mile/yr
Safety Service Level:	LOSS 3	
Expected Percentile:	79%	

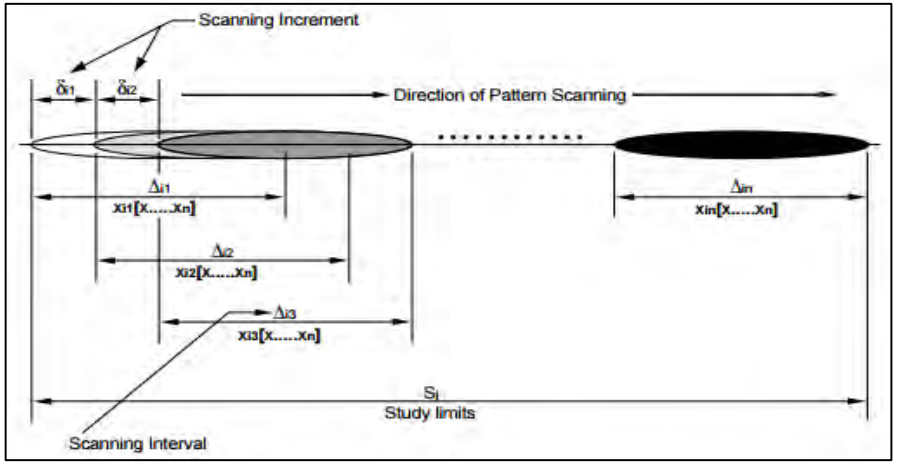
80th Percentile:	15.32	Crashes/mile/yr
Predicted (SPF):	9.74	Crashes/mile/yr
20th Percentile:	2.83	Crashes/mile/yr



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2. Pattern Recognition Analysis

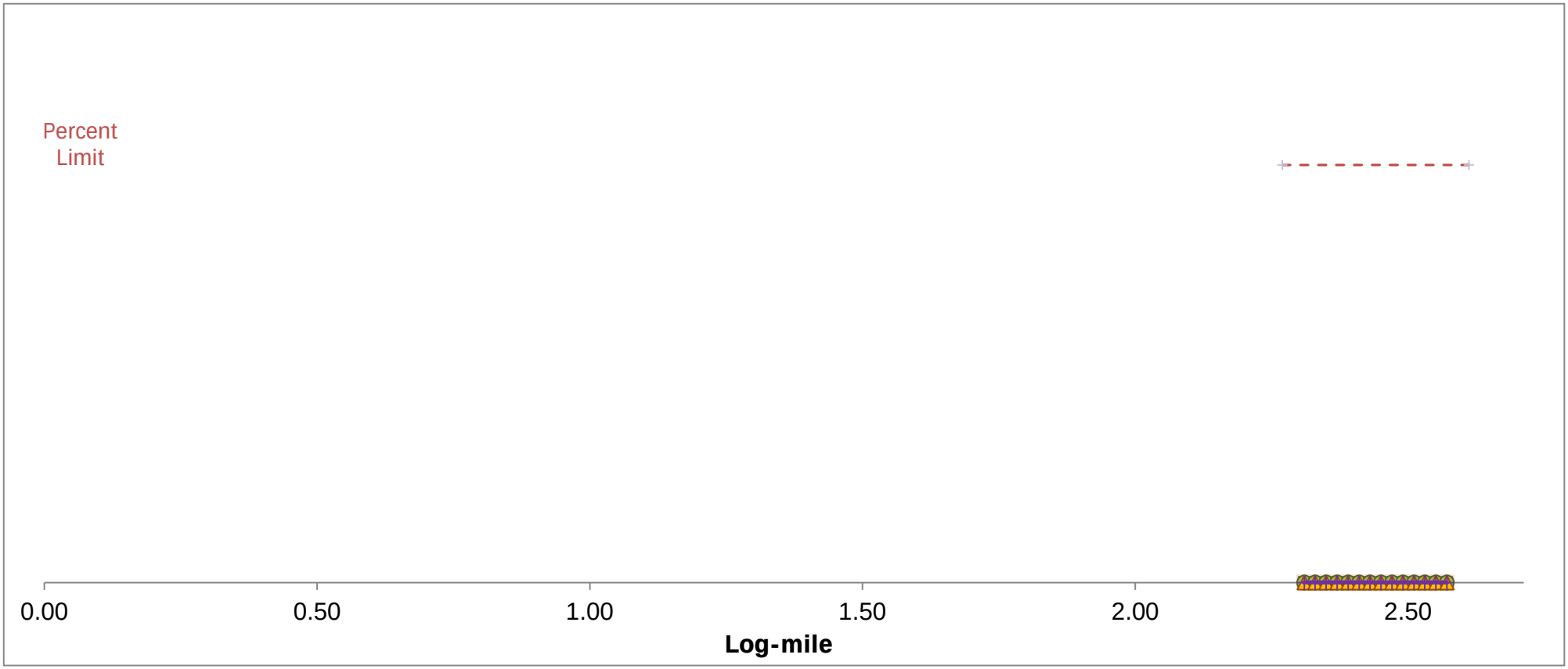
Control-Section:	046-31	
Log-mile from:	2.17	
Log-mile to:	2.71	
AADT:	41554	
Highway Class:	Urban 4-Divided	
Period:	2019 to 2021	
Δ:	0.282	miles
δ:	0.020	miles
Percent Limit:	90%	
Possible Δs:	14	
AADT Group:	High	



Code	Category	Obs %	State %	Δs > Cutoff		Graph	Code	Category	Obs %	State %	Δs > Cutoff		Graph
A	Pedestrian	0.00%	0.77%	0	0%	☐	A	Non Coll	25.00%	6.42%	18	129%	☑
B	Pedalcycle	0.00%	0.42%	0	0%	☐	B	Rear End	50.00%	59.67%	1	7%	☑
C	ATV	0.00%	0.00%	0	0%	☐	C	Head On	1.79%	0.56%	0	0%	☐
D	Motorcycle	1.79%	0.80%	0	0%	☐	D	Rt Angle	0.00%	4.75%	0	0%	☐
E	Parked	0.00%	0.42%	0	0%	☐	E	Left Turn-e	0.00%	0.70%	0	0%	☐
F	Not Fixed	0.00%	0.45%	0	0%	☐	F	Left Turn-f	0.00%	2.30%	0	0%	☐
G	Vertical Fixed	0.00%	0.66%	0	0%	☐	G	Left Turn-g	0.00%	0.98%	0	0%	☐
H	Structures	17.86%	0.66%	18	129%	☑	H	Right Turn-h	0.00%	1.57%	0	0%	☐
J	Train	0.00%	0.07%	0	0%	☐	I	Right Turn-i	0.00%	0.03%	0	0%	☐
K	Other Veh	3.57%	1.15%	4	29%	☑	J	S Swipe(sd)	21.43%	20.67%	0	0%	☐
M	Bus	3.57%	0.56%	4	29%	☑	K	S Swipe(od)	0.00%	0.24%	0	0%	☐
N	Animal	0.00%	0.21%	0	0%	☐	Z	Other	1.79%	2.09%	0	0%	☐
P	Other Fixed	1.79%	1.08%	0	0%	☐	1	Road Depart.	25.00%	6.08%	18	129%	☑
Q	Transport	0.00%	4.89%	0	0%	☐	B	Dark w/o Lights	0.00%	3.81%	0	0%	☐
R	3+ Vehicles	17.86%	10.16%	8	57%	☑	1	Alcohol	3.57%	1.89%	0	0%	☐
T	Miscellaneous	0.00%	0.63%	0	0%	☐	B	Wet Surface	42.86%	13.65%	17	121%	☑

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2. Pattern Recognition Analysis



South North

Comments:

Motorcycle related crashes are represented by purple "X"s
Rt Angle crashes are represented by red "X"s

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1. Safety Comparison

Project Name:	22-077 IHNC
Intersection ID:	36LA39@POLAND
Major AADT:	41554
Minor AADT:	4008

Intersection Class:	Urban 4-Lane Signalized 4-Leg
Period:	2019 to 2021
Duration:	3 years

Quality Assurance Index: 100%

All Severity Crashes - Safety Performance Function (SPF)

All Severity Crashes - Urban 4-Lane Signalized 4-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-6.38	9.22E-01	1.96E-01	-0.31	0.00	0.00	2.44

Safety Level

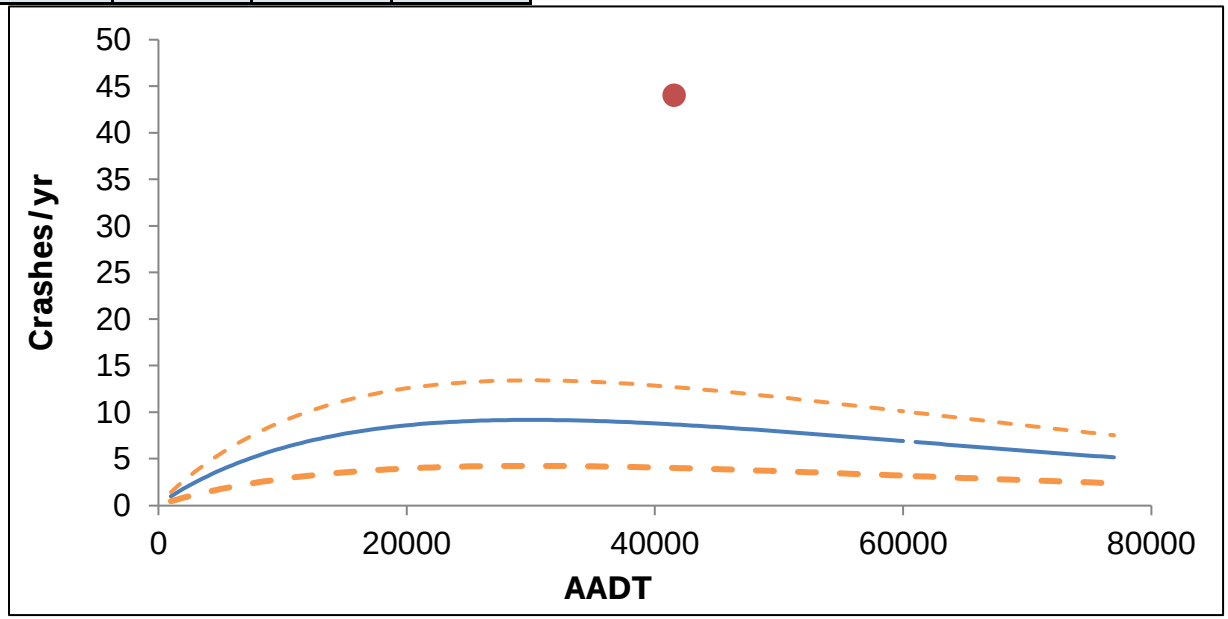
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	47.33	Crashes/yr
Predicted (SPF):	8.70	Crashes/yr
Over-dispersion:	2.44	
Weighted Adjustment:	0.086	

Observed:	47.33	Crashes/yr
Expected (SPF + EB):	44.02	Crashes/yr
Safety Level:	LOSS 4	
Expected Percentile:	100%	

80th Percentile:	12.71	Crashes/yr
Predicted (SPF):	8.70	Crashes/yr
20th Percentile:	4.02	Crashes/yr



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1. Safety Comparison

Project Name:	22-077 IHNC
Intersection ID:	36LA39@POLAND
Major AADT:	41554
Major AADT:	4008

Intersection Class:	Urban 4-Lane Signalized 4-Leg
Period:	2019 to 2021
Duration:	3 years

CAT-Scan Version: 20221012

Injury Crashes - Safety Performance Function (SPF)

Injury Crashes - Urban 4-Lane Signalized 4-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-8.34	1.13E+00	7.67E-02	-0.43	0.00	0.00	2.15

Safety Level

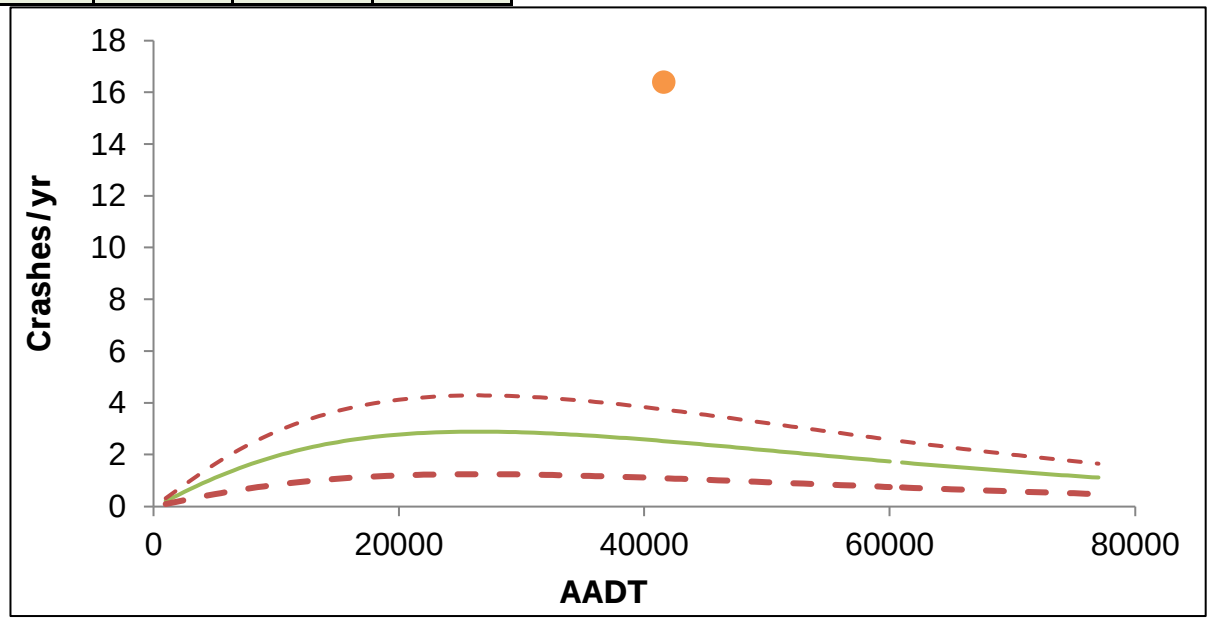
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	20.33	Crashes/yr
Predicted (SPF):	2.53	Crashes/yr
Over-dispersion:	2.15	
Weighted Adjustment:	0.221	

Observed:	20.33	Crashes/yr
Expected (SPF + EB):	16.39	Crashes/yr
Safety Level:	LOSS 4	
Expected Percentile:	100%	

80th Percentile:	3.75	Crashes/yr
Predicted (SPF):	2.53	Crashes/yr
20th Percentile:	1.09	Crashes/yr



2. Pattern Recognition Analysis

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Project Name: 22-077 IHNC
Intersection ID: 36LA39@POLAND

Intersection Class: Urban 4-Lane Signalized 4-Leg

Pattern Recognition Threshold (PRT): 91%

Code	Category	Obs %	State %	>PRT
A	Pedestrian	1.4%	0.7%	Yes
B	Pedalcycle	0.7%	0.4%	No
C	ATV	0.0%	0.0%	No
D	Motorcycle	0.7%	0.6%	No
E	Parked	0.0%	0.6%	No
G	Vertical Fixed	0.7%	0.7%	No
H	Structures	0.0%	0.0%	No
J	Train	0.0%	0.0%	No
K	Other Veh	2.1%	1.5%	No
M	Bus	1.4%	0.7%	Yes
N	Animal	0.0%	0.1%	No
P	Other Fixed	0.7%	0.5%	No
Q	Transport	12.0%	3.4%	Yes
T	Miscellaneous	0.0%	0.2%	No
B	Night & No Light	2.8%	1.3%	Yes
1	Alcohol	1.4%	2.0%	No
B	Wet surface	17.6%	14.3%	No

Code	Category	Obs %	State %	>PRT
A	Non Coll	2.8%	2.5%	No
B	Rear End	28.2%	44.2%	No
C	Head On	0.0%	1.3%	No
D	Rt Angle	28.2%	14.5%	Yes
E	Left Turn-e	9.9%	1.8%	Yes
F	Left Turn-f	10.6%	9.3%	No
G	Left Turn-g	3.5%	2.2%	No
H	Right Turn-h	5.6%	2.9%	Yes
I	Right Turn-i	0.0%	0.6%	No
J	S Swipe(sd)	4.9%	13.7%	No
K	S Swipe(od)	0.0%	0.8%	No
Z	Other	6.3%	6.3%	No
C+K	Opposite Dir	0.0%	2.1%	No
B	Median Crossover	0.0%	0.2%	No
C	Driveway	2.1%	3.4%	No
D	On/Off-Ramps	4.2%	0.2%	Yes
E	Non-road path	2.1%	0.2%	Yes

Comments

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1. Safety Comparison

Project Name:	22-077 IHNC
Intersection ID:	36LA39@TENNESSEE
Major AADT:	41554
Minor AADT:	1502

Intersection Class:	Urban 4-Divided Signalized 4-Leg
Period:	2019 to 2021
Duration:	3 years

Quality Assurance Index: 100%

All Severity Crashes - Safety Performance Function (SPF)

All Severity Crashes - Urban 4-Divided Signalized 4-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-11.59	1.34E+00	3.79E-01	-0.32	0.00	0.00	4.59

Safety Level

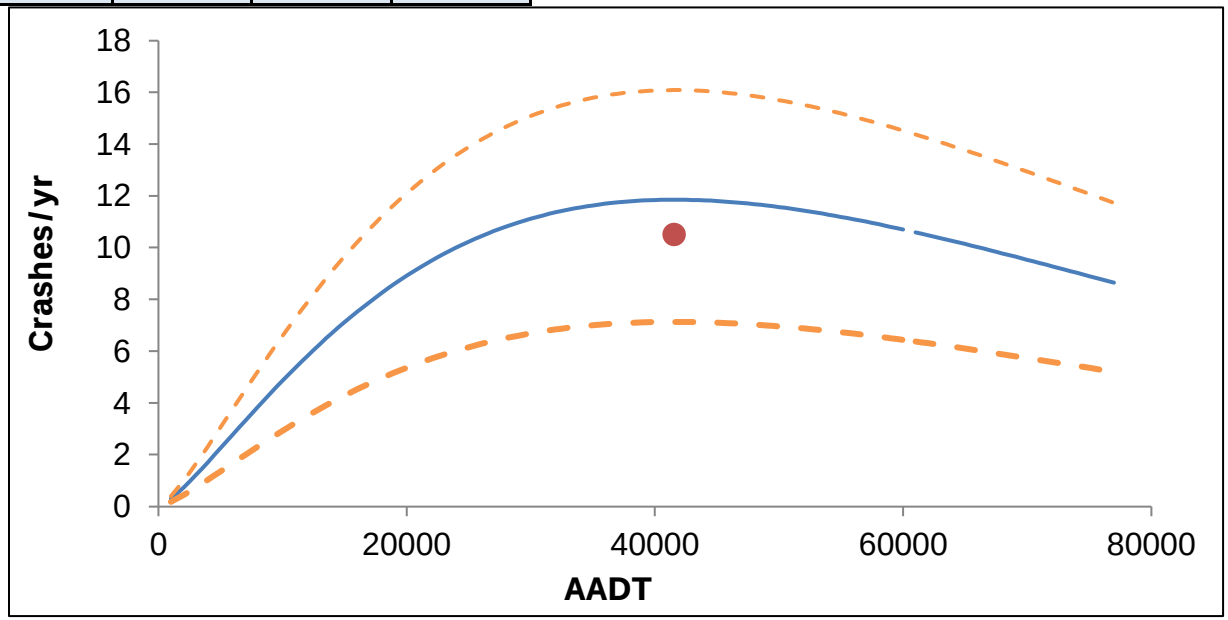
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	10.33	Crashes/yr
Predicted (SPF):	11.86	Crashes/yr
Over-dispersion:	4.59	
Weighted Adjustment:	0.114	

Observed:	10.33	Crashes/yr
Expected (SPF + EB):	10.51	Crashes/yr
Safety Level:	LOSS 2	
Expected Percentile:	46%	

80th Percentile:	16.09	Crashes/yr
Predicted (SPF):	11.86	Crashes/yr
20th Percentile:	7.13	Crashes/yr



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1. Safety Comparison

Project Name:	22-077 IHNC
Intersection ID:	36LA39@TENNESSEE
Major AADT:	41554
Major AADT:	1502

Intersection Class:	Urban 4-Divided Signalized 4-Leg
Period:	2019 to 2021
Duration:	3 years

CAT-Scan Version:	20221012

Injury Crashes - Safety Performance Function (SPF)

Injury Crashes - Urban 4-Divided Signalized 4-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-11.98	1.32E+00	3.26E-01	-0.38	0.00	0.00	4.72

Safety Level

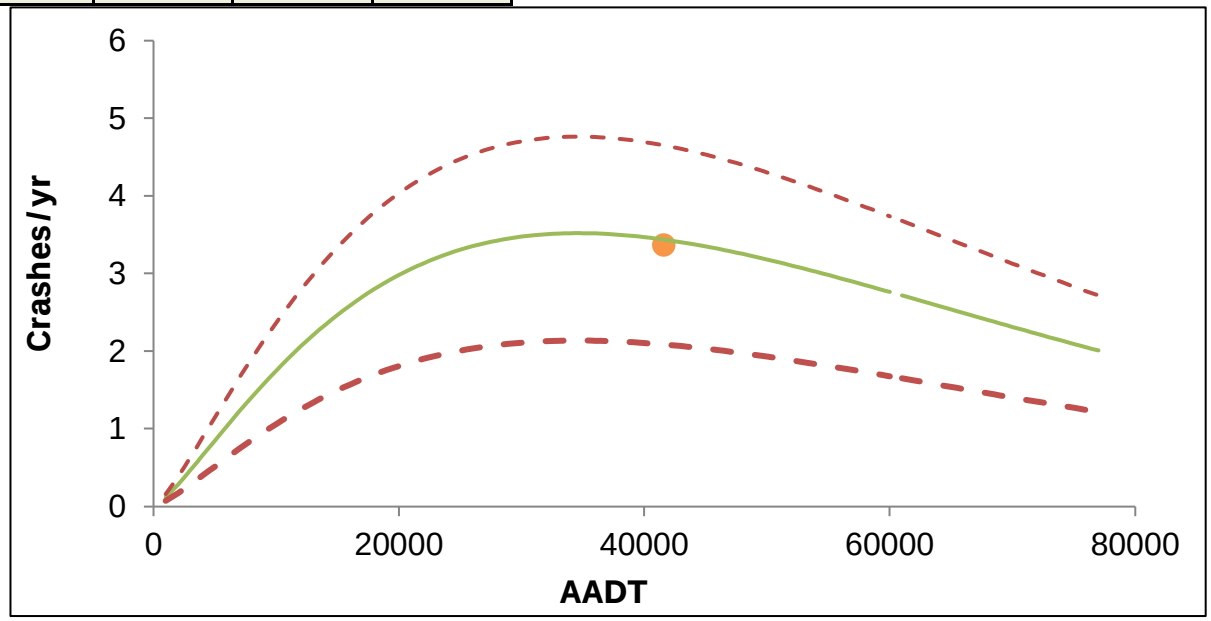
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	3.33	Crashes/yr
Predicted (SPF):	3.44	Crashes/yr
Over-dispersion:	4.72	
Weighted Adjustment:	0.314	

Observed:	3.33	Crashes/yr
Expected (SPF + EB):	3.37	Crashes/yr
Safety Level:	LOSS 2	
Expected Percentile:	54%	

80th Percentile:	4.65	Crashes/yr
Predicted (SPF):	3.44	Crashes/yr
20th Percentile:	2.09	Crashes/yr



2. Pattern Recognition Analysis

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Project Name: 22-077 IHNC
Intersection ID: 36LA39@TENNESSEE

Intersection Class: Urban 4-Divided Signalized 4-Leg

Pattern Recognition Threshold (PRT): 90%

Code	Category	Obs %	State %	>PRT
A	Pedestrian	0.0%	0.6%	No
B	Pedalcycle	0.0%	0.4%	No
C	ATV	0.0%	0.0%	No
D	Motorcycle	3.2%	0.7%	No
E	Parked	0.0%	0.9%	No
G	Vertical Fixed	0.0%	1.0%	No
H	Structures	0.0%	0.1%	No
J	Train	0.0%	0.0%	No
K	Other Veh	0.0%	1.2%	No
M	Bus	0.0%	0.7%	No
N	Animal	0.0%	0.1%	No
P	Other Fixed	0.0%	0.7%	No
Q	Transport	0.0%	4.5%	No
T	Miscellaneous	0.0%	0.3%	No
B	Night & No Light	0.0%	2.2%	No
1	Alcohol	0.0%	2.2%	No
B	Wet surface	16.1%	13.9%	No

Code	Category	Obs %	State %	>PRT
A	Non Coll	0.0%	3.3%	No
B	Rear End	61.3%	45.7%	Yes
C	Head On	3.2%	0.9%	No
D	Rt Angle	22.6%	14.9%	Yes
E	Left Turn-e	0.0%	2.3%	No
F	Left Turn-f	0.0%	8.3%	No
G	Left Turn-g	0.0%	2.0%	No
H	Right Turn-h	0.0%	2.7%	No
I	Right Turn-i	3.2%	0.4%	No
J	S Swipe(sd)	6.5%	12.6%	No
K	S Swipe(od)	0.0%	0.5%	No
Z	Other	3.2%	6.3%	No
C+K	Opposite Dir	3.2%	1.4%	No
B	Median Crossover	0.0%	0.5%	No
C	Driveway	0.0%	1.6%	No
D	On/Off-Ramps	6.5%	0.4%	Yes
E	Non-road path	12.9%	0.2%	Yes

Comments

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1. Safety Comparison

Project Name:	H. 98 65 32
Route:	LA 46
AADT:	20547
Period:	2019 to 2021

Highway Class:	Urban 4-Divided
Control-Section:	046-02
Log-mile from:	2.165
Log-mile to:	2.71

Duration: 3 years

Segment Length: 0.545 miles

Quality Assurance Index: 93%

All Severity Crashes - Safety Performance Function (SPF)

All Severity Crashes - Urban 4-Divided SPF

$$\hat{E}\{\mu\} = y * [\beta_4 + (\beta_1 * AADT^{\beta_2})/(AADT^{\beta_2} + \beta_3{}^{\beta_2})]$$

y	β_1	β_2	β_3	β_4	b
0.3333	5.4E+05	1.20805	47391088	0	1.039

Safety Level

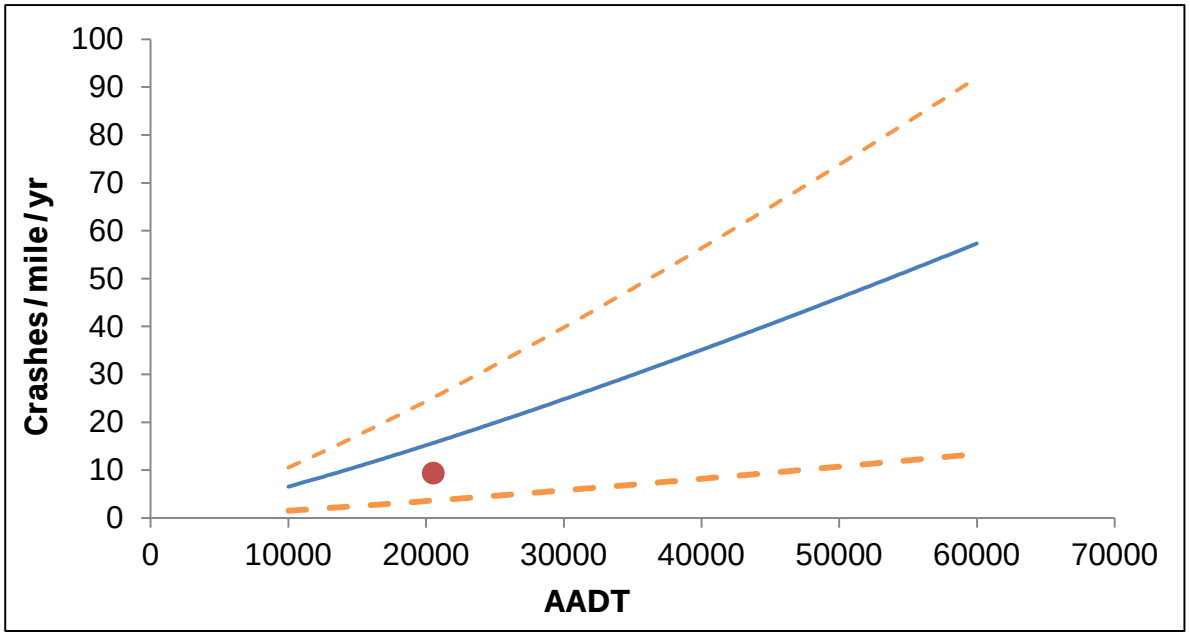
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	5.00	Crashes/yr
Predicted (SPF):	8.57	Crashes/yr
Over-dispersion:	1.04	
Weighted Adjustment:	0.022	

Observed:	9.17	Crashes/mile/yr
Expected (SPF + EB):	9.32	Crashes/mile/yr
Safety Service Level:	LOSS 2	
Expected Percentile:	44%	

80th Percentile:	25.22	Crashes/mile/yr
Predicted (SPF):	15.72	Crashes/mile/yr
20th Percentile:	3.67	Crashes/mile/yr



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1. Safety Comparison

Project Name:	H. 98 65 32	**Highway Class:**	Urban 4-Divided
Route:	LA 46	**Control-Section:**	046-02
AADT:	20547	**Log-mile from:**	2.165
Period:	2019 to 2021	**Log-mile to:**	2.71
Duration:	3 years	**Segment Length:**	0.545 miles

Injury Crashes - Safety Performance Function (SPF)

Injury Crashes - Urban 4-Divided SPF

$$\hat{E}\{\mu\} = y * [\beta_4 + (\beta_1 * AADT^{\beta_2})/(AADT^{\beta_2} + \beta_3{}^{\beta_2})]$$

y	β_1	β_2	β_3	β_4	b
0.33333	1.2E+04	1.03598	1.4E+07	0	1.279

Safety Level

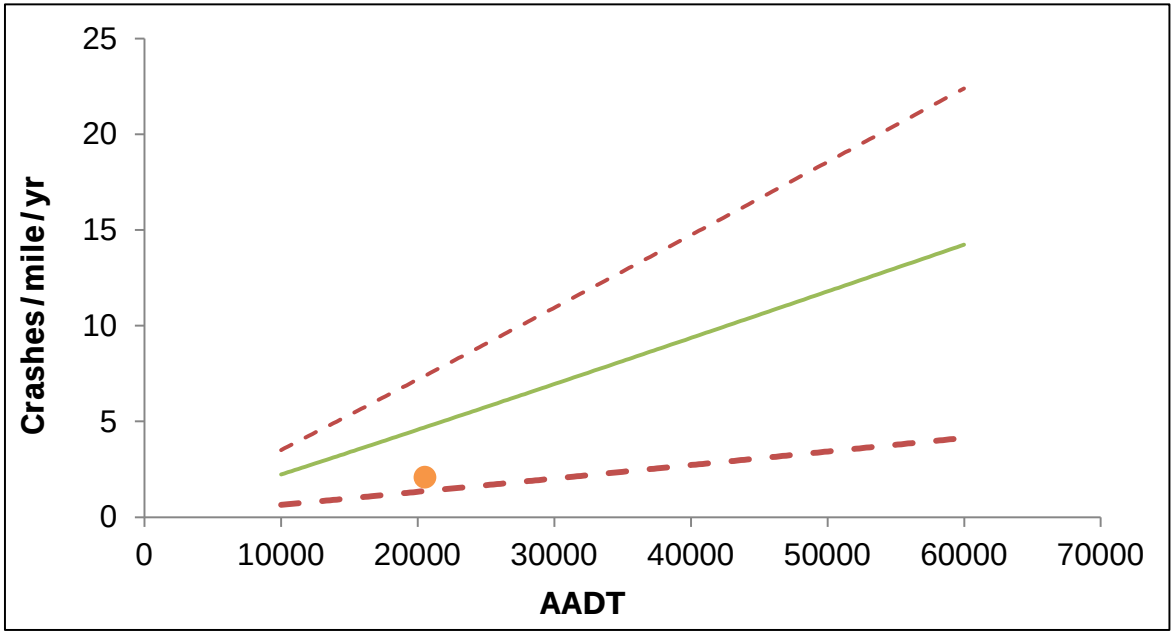
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	1.00	Crashes/yr
Predicted (SPF):	2.56	Crashes/yr
Over-dispersion:	1.28	
Weighted Adjustment:	0.083	

Observed:	1.83	Crashes/mile/yr
Expected (SPF + EB):	2.07	Crashes/mile/yr
Safety Service Level:	LOSS 2	
Expected Percentile:	31%	

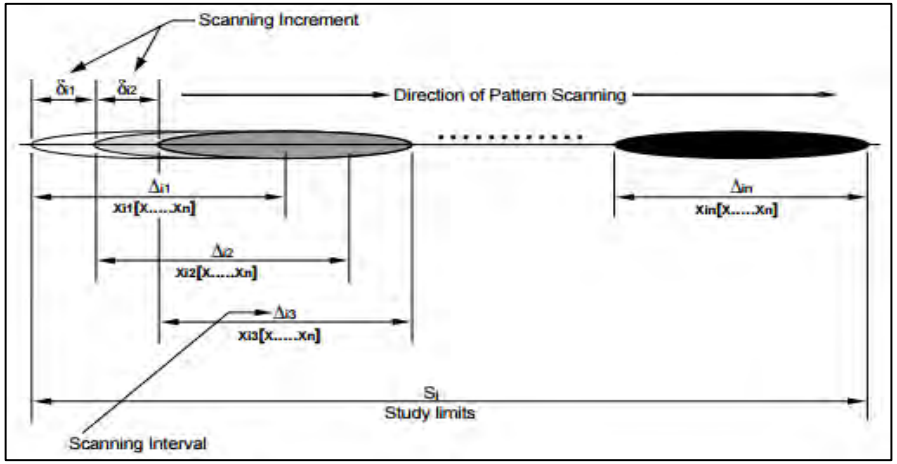
80th Percentile:	7.40	Crashes/mile/yr
Predicted (SPF):	4.70	Crashes/mile/yr
20th Percentile:	1.37	Crashes/mile/yr



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2. Pattern Recognition Analysis

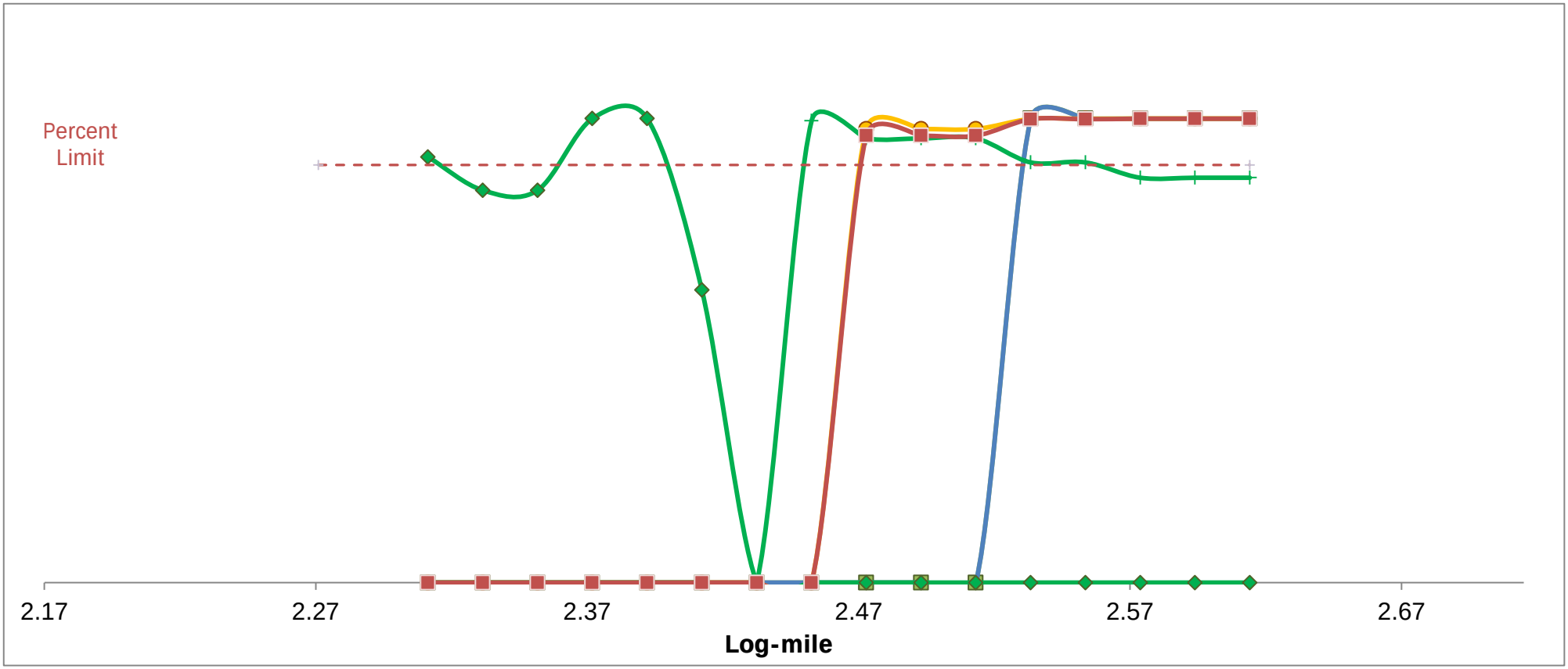
Control-Section:	046-02	
Log-mile from:	2.17	
Log-mile to:	2.71	
AADT:	20547	
Highway Class:	Urban 4-Divided	
Period:	2019 to 2021	
Δ:	0.283	miles
δ:	0.020	miles
Percent Limit:	90%	
Possible Δs:	16	
AADT Group:	Medium	



Code	Category	Obs %	State %	Δs > Cutoff		Graph	Code	Category	Obs %	State %	Δs > Cutoff		Graph
A	Pedestrian	0.00%	0.71%	0	0%	☐	A	Non Coll	33.33%	8.19%	8	50%	☑
B	Pedalcycle	0.00%	0.45%	0	0%	☐	B	Rear End	26.67%	53.66%	3	19%	☑
C	ATV	6.67%	0.02%	0	0%	☐	C	Head On	6.67%	0.70%	0	0%	☐
D	Motorcycle	0.00%	0.94%	0	0%	☐	D	Rt Angle	0.00%	6.52%	0	0%	☐
E	Parked	20.00%	1.14%	5	31%	☑	E	Left Turn-e	0.00%	1.37%	0	0%	☐
F	Not Fixed	0.00%	0.69%	0	0%	☐	F	Left Turn-f	0.00%	2.42%	0	0%	☐
G	Vertical Fixed	13.33%	1.69%	5	31%	☑	G	Left Turn-g	6.67%	1.72%	0	0%	☐
H	Structures	0.00%	0.85%	0	0%	☐	H	Right Turn-h	0.00%	1.95%	0	0%	☐
J	Train	0.00%	0.04%	0	0%	☐	I	Right Turn-i	0.00%	0.18%	0	0%	☐
K	Other Veh	0.00%	0.88%	0	0%	☐	J	S Swipe(sd)	26.67%	18.40%	6	38%	☑
M	Bus	0.00%	0.53%	0	0%	☐	K	S Swipe(od)	0.00%	0.52%	0	0%	☐
N	Animal	0.00%	0.67%	0	0%	☐	Z	Other	0.00%	4.38%	0	0%	☐
P	Other Fixed	0.00%	2.08%	0	0%	☐	1	Road Depart.	33.33%	9.86%	8	50%	☑
Q	Transport	6.67%	5.63%	0	0%	☐	B	Dark w/o Lights	6.67%	5.39%	0	0%	☐
R	3+ Vehicles	0.00%	8.58%	0	0%	☐	1	Alcohol	0.00%	2.80%	0	0%	☐
T	Miscellaneous	0.00%	0.92%	0	0%	☐	B	Wet Surface	13.33%	14.99%	0	0%	☐

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2. Pattern Recognition Analysis



South North

Comments:

Motorcycle related crashes are represented by purple "X"s
Rt Angle crashes are represented by red "X"s

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1. Safety Comparison

Project Name:	22-077 IHNC
Intersection ID:	36LA46@POLAND
Major AADT:	20547
Minor AADT:	4008

Intersection Class:	Urban 4-Divided Signalized 4-Leg
Period:	2019 to 2021
Duration:	3 years

Quality Assurance Index: 98%

All Severity Crashes - Safety Performance Function (SPF)

All Severity Crashes - Urban 4-Divided Signalized 4-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-11.59	1.34E+00	3.79E-01	-0.32	0.00	0.00	4.59

Safety Level

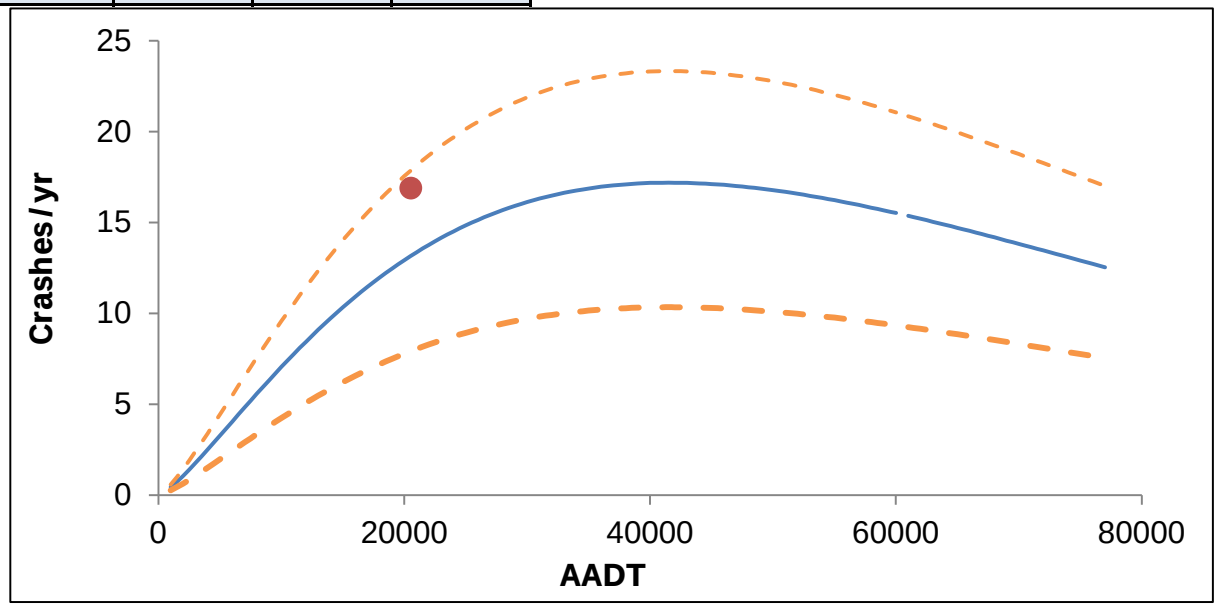
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	17.33	Crashes/yr
Predicted (SPF):	13.17	Crashes/yr
Over-dispersion:	4.59	
Weighted Adjustment:	0.104	

Observed:	17.33	Crashes/yr
Expected (SPF + EB):	16.90	Crashes/yr
Safety Level:	LOSS 3	
Expected Percentile:	76%	

80th Percentile:	17.88	Crashes/yr
Predicted (SPF):	13.17	Crashes/yr
20th Percentile:	7.93	Crashes/yr



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1. Safety Comparison

Project Name:	22-077 IHNC
Intersection ID:	36LA46@POLAND
Major AADT:	20547
Major AADT:	4008

Intersection Class:	Urban 4-Divided Signalized 4-Leg
Period:	2019 to 2021
Duration:	3 years

CAT-Scan Version:	20221012

Injury Crashes - Safety Performance Function (SPF)

Injury Crashes - Urban 4-Divided Signalized 4-Leg SPF

$$\hat{E}\{\mu\} = y * e^{\beta_0} * AADT_{Major}^{\beta_1} * AADT_{Minor}^{\beta_2} * e^{\frac{AADT_{Major}}{10{,}000}\beta_3}$$

y	β_0	β_1	β_2	β_3	β_4	β_5	b
0.20	-11.98	1.32E+00	3.26E-01	-0.38	0.00	0.00	4.72

Safety Level

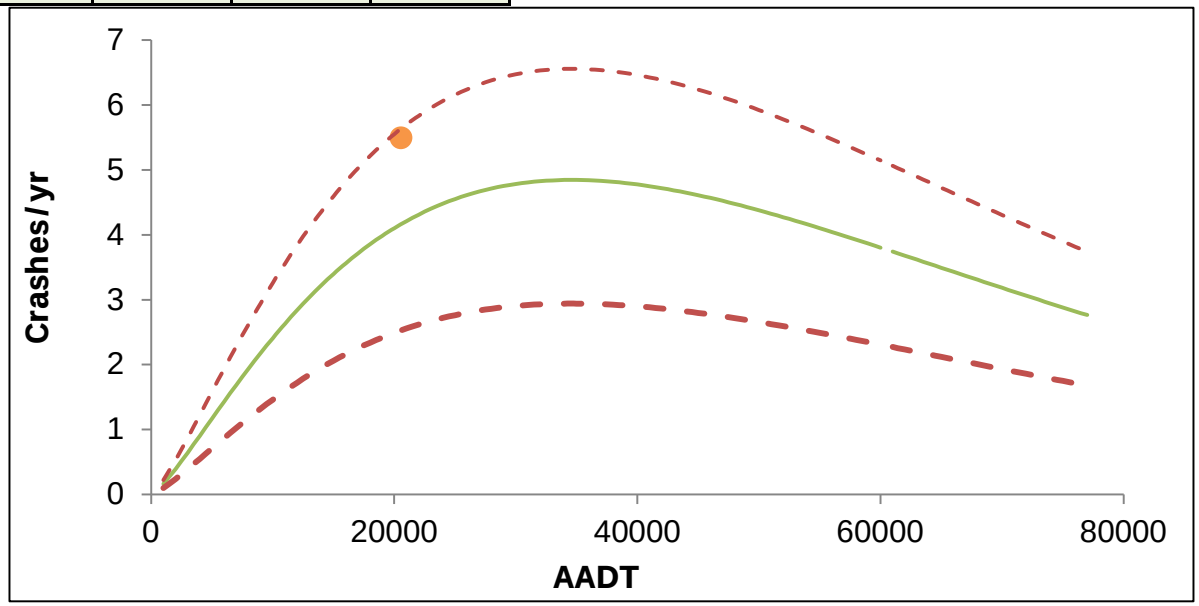
LOSS 4	: High potential*
LOSS 3	: Moderate potential*
LOSS 2	: Low potential*
LOSS 1	: Negligible potential*

*for safety improvements

Observed:	6.00	Crashes/yr
Predicted (SPF):	4.16	Crashes/yr
Over-dispersion:	4.72	
Weighted Adjustment:	0.274	

Observed:	6.00	Crashes/yr
Expected (SPF + EB):	5.50	Crashes/yr
Safety Level:	LOSS 3	
Expected Percentile:	78%	

80th Percentile:	5.63	Crashes/yr
Predicted (SPF):	4.16	Crashes/yr
20th Percentile:	2.53	Crashes/yr



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2. Pattern Recognition Analysis

Project Name: 22-077 IHNC
Intersection ID: 36LA46@POLAND

Intersection Class: Urban 4-Divided Signalized 4-Leg

Pattern Recognition Threshold (PRT): 90%

Code	Category	Obs %	State %	>PRT
A	Pedestrian	3.8%	0.6%	Yes
B	Pedalcycle	1.9%	0.4%	No
C	ATV	0.0%	0.0%	No
D	Motorcycle	0.0%	0.7%	No
E	Parked	0.0%	0.9%	No
G	Vertical Fixed	1.9%	1.0%	No
H	Structures	1.9%	0.1%	No
J	Train	0.0%	0.0%	No
K	Other Veh	1.9%	1.2%	No
M	Bus	0.0%	0.7%	No
N	Animal	0.0%	0.1%	No
P	Other Fixed	5.8%	0.7%	Yes
Q	Transport	13.5%	4.5%	Yes
T	Miscellaneous	0.0%	0.3%	No
B	Night & No Light	1.9%	2.2%	No
1	Alcohol	3.8%	2.2%	No
B	Wet surface	19.2%	13.9%	Yes

Code	Category	Obs %	State %	>PRT
A	Non Coll	13.5%	3.3%	Yes
B	Rear End	40.4%	45.7%	No
C	Head On	1.9%	0.9%	No
D	Rt Angle	7.7%	14.9%	No
E	Left Turn-e	5.8%	2.3%	Yes
F	Left Turn-f	11.5%	8.3%	No
G	Left Turn-g	1.9%	2.0%	No
H	Right Turn-h	5.8%	2.7%	Yes
I	Right Turn-i	0.0%	0.4%	No
J	S Swipe(sd)	11.5%	12.6%	No
K	S Swipe(od)	0.0%	0.5%	No
Z	Other	0.0%	6.3%	No
C+K	Opposite Dir	1.9%	1.4%	No
B	Median Crossover	0.0%	0.5%	No
C	Driveway	0.0%	1.6%	No
D	On/Off-Ramps	1.9%	0.4%	No
E	Non-road path	3.8%	0.2%	Yes

Comments

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IHNC Traffic Study

Appendix E

With Project - MOE Result Tables.....E-2

Figure E.1 – Potential DMS Board Locations.....E-56

FHWA Systems Engineering Guide E-58

With Project - MOE Result Tables

Florida Ave VISSIM Analysis Results - Scenario 5 - Three Bridge Openings
8:30-9:30 AM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	58	58	0.0
	Florida EBR	11	11	0.0
	Florida WBL	4	3	0.5
	Florida WBT	54	54	0.0
	Tennessee NBL	6	6	0.0
	Tennessee NBR	1	1	0.0
Harbor Dr at Florida Ave	Florida EBL	15	17	0.5
	Florida EBT	59	58	0.1
	Florida WBT	47	47	0.0
	Florida WBR	13	13	0.0
	Harbor SBL	10	12	0.6
	Harbor SBR	10	8	0.7
France Rd at Florida Ave	Florida EBL	9	10	0.3
	Florida EBT	13	12	0.3
	Florida WBT	14	12	0.6
	Florida WBR	43	43	0.0
	France Rd SBL	61	60	0.1
	France Rd SBR	24	22	0.4
France St Off and On Ramps at Florida Ave	Florida EBT	15	16	0.3
	Florida EBR	21	20	0.2
	Florida WBT	40	35	0.8
	France St NBL	2	2	0.0
	France St NBR	7	6	0.4
Florida Ave Bridge	Bridge EBT	74	73	0.1
	Bridge WBT	57	55	0.3

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.5	0.4	0.7	0.6
	Florida EBR	0.8	0.5	1.0	0.7
	Florida WBL	1.6	0.4	2.1	1.2
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	9.9	8.0	9.7	9.1
	Tennessee NBR	8.5	8.1	5.9	5.5
Harbor Dr at Florida Ave	Florida EBL	2.0	0.8	0.7	1.4
	Florida EBT	1.3	0.9	0.3	1.1
	Florida WBT	0.3	0.3	0.1	0.4
	Florida WBR	0.5	0.6	0.6	0.6
	Harbor SBL	8.5	9.7	8.4	9.9
	Harbor SBR	9.6	8.4	9.0	8.5
France Rd at Florida Ave	Florida EBL	0.7	1.2	0.7	1.6
	Florida EBT	0.1	0.2	0.1	0.1
	Florida WBT	2.7	0.4	2.2	1.3
	Florida WBR	2.1	0.7	2.3	1.4
	France Rd SBL	8.2	8.3	8.5	8.5
	France Rd SBR	7.7	6.5	7.4	7.9
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.4	0.4	0.4
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	8.1	13.5	8.9	0.0
	France St NBR	7.1	7.6	7.2	5.5
Florida Ave Bridge	Bridge EBT	86.8	82.8	6.9	70.4
	Bridge WBT	86.2	101.9	3.8	48.0

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0.0	0.4	0.0	0.7
	Florida EBR	0.0	0.5	0.0	1.0
	Florida WBL	3.8	0.4	0.0	2.1
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	39.5	8.0	36.0	9.7
	Tennessee NBR	40.8	8.1	37.3	5.9
Harbor Dr at Florida Ave	Florida EBL	5.8	0.8	0.0	0.7
	Florida EBT	3.9	0.9	0.0	0.3
	Florida WBT	0.0	0.3	0.0	0.1
	Florida WBR	0.0	0.6	0.0	0.6
	Harbor SBL	63.1	9.7	56.9	8.4
	Harbor SBR	70.9	8.4	64.7	9.0
France Rd at Florida Ave	Florida EBL	9.2	1.2	10.2	0.7
	Florida EBT	9.9	0.2	11.3	0.1
	Florida WBT	0.0	0.4	0.0	2.2
	Florida WBR	0.0	0.7	0.0	2.3
	France Rd SBL	89.3	8.3	70.4	8.5
	France Rd SBR	90.3	6.5	71.4	7.4
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.0	0.4	0.0	0.4
	Florida WBT	0.0	0.1	0.0	0.1
	France St NBL	42.3	13.5	36.4	8.9
	France St NBR	47.3	7.6	41.2	7.2
Florida Ave Bridge	Bridge EBT	232.0	82.8	156.8	6.9
	Bridge WBT	178.8	101.9	173.8	3.8

Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.6	17.6	17.6	17.5
Florida WB - Harbor to East Bridge Stop Bar	77.2	85.9	9.9	44.1
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	41.3	44.9	20.2	34.1
Florida WB - West Bridge Stop bar to France Rd	39.5	35.1	38.3	37.4
Florida WB - France Rd to France St NB Ramp	5.9	5.5	5.7	5.8
Total WB Travel Time	181.6	189.1	91.7	138.8
Florida EB - France St NB Ramp to France Rd	6.3	6.6	6.3	6.4
Florida EB - France Rd to West Bridge Stop Bar	142.2	155.0	40.5	115.3
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.5	21.3	20.4	20.9
Florida EB - East Bridge Stop Bar to Harbor	10.8	10.5	9.9	10.5
Florida EB - Harbor to Tennessee	19.6	19.4	19.8	19.6
Total EB Travel Time	200.5	212.8	96.9	172.7

Florida Ave VISSIM Analysis Results - Scenario 5 - Three Bridge Openings
11:00-12:00 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	56	55	0.1
	Florida EBR	12	12	0.0
	Florida WBL	1	0	1.4
	Florida WBT	40	36	0.6
	Tennessee NBL	10	10	0.0
	Tennessee NBR	0	0	#DIV/0!
Harbor Dr at Florida Ave	Florida EBL	24	25	0.2
	Florida EBT	47	46	0.1
	Florida WBT	34	32	0.3
	Florida WBR	16	14	0.5
	Harbor SBL	21	21	0.0
	Harbor SBR	26	24	0.4
France Rd at Florida Ave	Florida EBL	21	22	0.2
	Florida EBT	17	16	0.2
	Florida WBT	16	16	0.0
	Florida WBR	44	40	0.6
	France Rd SBL	54	56	0.3
	France Rd SBR	27	25	0.4
France St Off and On Ramps at Florida Ave	Florida EBT	20	21	0.2
	Florida EBR	21	20	0.2
	Florida WBT	44	40	0.6
	France St NBL	1	2	0.8
	France St NBR	18	16	0.5
Florida Ave Bridge	Bridge EBT	71	72	0.1
	Bridge WBT	60	56	0.5

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.5	0.2	0.2	0.4
	Florida EBR	0.7	0.5	0.6	0.8
	Florida WBL	0.5	0.5	0.4	1.6
	Florida WBT	0.1	0.0	0.0	0.1
	Tennessee NBL	6.5	6.6	6.8	6.6
	Tennessee NBR	0.0	0.0	0.0	0.0
Harbor Dr at Florida Ave	Florida EBL	1.6	1.2	1.3	2.2
	Florida EBT	1.7	0.9	0.7	1.6
	Florida WBT	0.2	0.2	0.2	3.3
	Florida WBR	0.5	0.5	0.6	2.7
	Harbor SBL	8.5	8.6	9.4	9.6
	Harbor SBR	7.8	8.0	8.8	11.4
France Rd at Florida Ave	Florida EBL	0.3	0.5	0.9	1.6
	Florida EBT	0.1	0.0	0.2	0.4
	Florida WBT	1.6	0.3	1.4	2.1
	Florida WBR	1.4	0.7	1.2	2.0
	France Rd SBL	8.1	8.2	8.9	8.5
	France Rd SBR	7.2	7.5	7.1	7.6
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.4	0.4	0.4	0.4
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	0.0	0.0	8.7	7.6
	France St NBR	7.0	7.3	7.2	7.5
Florida Ave Bridge	Bridge EBT	91.1	79.8	11.3	54.2
	Bridge WBT	81.1	88.5	11.7	60.1

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0.0	0.2	0.0	0.2
	Florida EBR	0.0	0.5	0.0	0.6
	Florida WBL	0.0	0.5	0.0	0.4
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	25.6	6.6	25.3	6.8
	Tennessee NBR	26.9	0.0	26.6	0.0
Harbor Dr at Florida Ave	Florida EBL	5.2	1.2	4.9	1.3
	Florida EBT	3.3	0.9	3.0	0.7
	Florida WBT	0.0	0.2	0.0	0.2
	Florida WBR	0.0	0.5	0.0	0.6
	Harbor SBL	77.9	8.6	81.2	9.4
	Harbor SBR	85.8	8.0	89.0	8.8
France Rd at Florida Ave	Florida EBL	0.0	0.5	4.7	0.9
	Florida EBT	0.0	0.0	0.0	0.2
	Florida WBT	0.0	0.3	0.0	1.4
	Florida WBR	0.0	0.7	0.0	1.2
	France Rd SBL	85.1	8.2	85.5	8.9
	France Rd SBR	84.4	7.5	84.9	7.1
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.0	0.4	0.0	0.4
	Florida WBT	0.0	0.1	0.0	0.1
	France St NBL	39.4	0.0	33.9	8.7
	France St NBR	44.5	7.3	38.7	7.2
Florida Ave Bridge	Bridge EBT	235.1	79.8	180.7	11.3
	Bridge WBT	127.7	88.5	135.7	11.7

Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.4	17.6	17.6	19.3
Florida WB - Harbor to East Bridge Stop Bar	63.0	65.1	13.5	63.9
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	48.6	51.5	22.7	30.9
Florida WB - West Bridge Stop bar to France Rd	37.6	36.0	37.7	38.0
Florida WB - France Rd to France St NB Ramp	5.9	5.7	5.9	5.8
Total WB Travel Time	172.5	175.9	97.4	157.9
Florida EB - France St NB Ramp to France Rd	6.3	6.2	6.7	6.7
Florida EB - France Rd to West Bridge Stop Bar	114.2	136.2	57.8	96.3
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.6	21.0	20.3	20.9
Florida EB - East Bridge Stop Bar to Harbor	11.2	10.4	10.1	11.1
Florida EB - Harbor to Tennessee	19.7	19.2	19.1	19.4
Total EB Travel Time	172.9	193.0	114.1	154.4

Florida Ave VISSIM Analysis Results - Scenario 5 - Three Bridge Openings
2:30-3:30 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	102	102	0.0
	Florida EBR	13	12	0.3
	Florida WBL	3	2	0.6
	Florida WBT	58	57	0.1
	Tennessee NBL	10	11	0.3
	Tennessee NBR	1	0	1.4
Harbor Dr at Florida Ave	Florida EBL	25	27	0.4
	Florida EBT	99	96	0.3
	Florida WBT	62	59	0.4
	Florida WBR	6	5	0.4
	Harbor SBL	16	17	0.2
	Harbor SBR	15	13	0.5
France Rd at Florida Ave	Florida EBL	13	15	0.5
	Florida EBT	17	17	0.0
	Florida WBT	19	17	0.5
	Florida WBR	58	55	0.4
	France Rd SBL	107	108	0.1
	France Rd SBR	26	24	0.4
France St Off and On Ramps at Florida Ave	Florida EBT	15	17	0.5
	Florida EBR	19	18	0.2
	Florida WBT	49	42	1.0
	France St NBL	4	3	0.5
	France St NBR	15	14	0.3
Florida Ave Bridge	Bridge EBT	124	124	0.0
	Bridge WBT	77	74	0.3

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	0.9	0.3	0.6	0.6
	Florida EBR	0.8	0.7	0.8	0.8
	Florida WBL	0.5	0.4	1.5	1.2
	Florida WBT	0.0	0.1	0.0	0.1
	Tennessee NBL	7.1	6.7	7.2	7.3
	Tennessee NBR	5.9	5.5	5.3	5.9
Harbor Dr at Florida Ave	Florida EBL	2.2	0.9	1.4	1.4
	Florida EBT	1.7	0.9	1.1	1.4
	Florida WBT	1.0	0.1	0.1	0.2
	Florida WBR	0.5	0.6	0.5	0.5
	Harbor SBL	9.3	8.6	9.2	11.0
	Harbor SBR	8.1	7.7	8.5	8.4
France Rd at Florida Ave	Florida EBL	1.3	1.0	1.1	1.7
	Florida EBT	0.1	0.2	0.4	0.2
	Florida WBT	4.2	0.4	2.5	2.1
	Florida WBR	2.9	0.7	2.0	1.6
	France Rd SBL	8.2	8.3	8.7	9.3
	France Rd SBR	8.3	7.3	7.1	8.8
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.5	0.4	0.5	0.4
	Florida WBT	0.1	0.1	0.1	0.1
	France St NBL	10.1	10.4	8.4	10.0
	France St NBR	7.1	7.4	7.7	7.5
Florida Ave Bridge	Bridge EBT	90.3	89.4	10.1	45.7
	Bridge WBT	94.1	87.0	9.8	34.7

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.0	0.0	0.0	0.0
	Florida WBL	0.0	0.0	1.2	2.4
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	25.0	25.1	26.8	27.1
	Tennessee NBR	26.3	26.4	28.1	28.4
Harbor Dr at Florida Ave	Florida EBL	17.9	0.0	0.0	51.9
	Florida EBT	12.1	0.0	0.0	46.1
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	Harbor SBL	72.9	74.8	83.5	79.7
	Harbor SBR	80.7	82.6	92.2	87.5
France Rd at Florida Ave	Florida EBL	8.6	9.2	11.3	11.4
	Florida EBT	0.0	1.9	14.0	2.5
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	France Rd SBL	88.8	81.7	84.0	111.0
	France Rd SBR	88.0	81.0	83.3	110.3
France St Off and On Ramps at Florida Ave	Florida EBT	1.7	0.0	3.5	0.0
	Florida EBR	2.2	0.0	4.5	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	France St NBL	41.5	51.3	51.8	40.4
	France St NBR	47.3	56.4	56.8	45.4
Florida Ave Bridge	Bridge EBT	317.6	327.3	266.5	332.3
	Bridge WBT	216.5	157.0	139.8	194.3

Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	18.5	17.4	17.4	17.5
Florida WB - Harbor to East Bridge Stop Bar	71.5	73.8	11.2	29.4
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	40.4	44.5	22.3	27.7
Florida WB - West Bridge Stop bar to France Rd	41.0	36.2	38.5	38.3
Florida WB - France Rd to France St NB Ramp	6.0	5.7	5.9	6.0
Total WB Travel Time	177.4	177.7	95.4	118.9
Florida EB - France St NB Ramp to France Rd	6.3	6.4	6.7	6.6
Florida EB - France Rd to West Bridge Stop Bar	129.0	120.7	48.0	134.7
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.9	21.4	20.9	21.2
Florida EB - East Bridge Stop Bar to Harbor	11.2	10.3	10.7	10.8
Florida EB - Harbor to Tennessee	20.1	19.2	19.8	19.5
Total EB Travel Time	188.5	177.9	106.2	192.7

Florida Ave VISSIM Analysis Results - Scenario 5 - Three Bridge Openings
5:45-6:45 PM

Intersection	Approach	Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Tennessee St at Florida Ave	Florida EBT	102	101	0.1
	Florida EBR	19	19	0.0
	Florida WBL	1	0	1.4
	Florida WBT	75	70	0.6
	Tennessee NBL	5	5	0.0
	Tennessee NBR	0	0	#DIV/0!
Harbor Dr at Florida Ave	Florida EBL	0	0	#DIV/0!
	Florida EBT	118	116	0.2
	Florida WBT	80	75	0.6
	Florida WBR	0	0	#DIV/0!
	Harbor SBL	3	3	0.0
	Harbor SBR	8	7	0.4
France Rd at Florida Ave	Florida EBL	6	7	0.4
	Florida EBT	22	20	0.4
	Florida WBT	21	20	0.2
	Florida WBR	67	62	0.6
	France Rd SBL	96	95	0.1
	France Rd SBR	5	5	0.0
France St Off and On Ramps at Florida Ave	Florida EBT	14	13	0.3
	Florida EBR	3	3	0.0
	Florida WBT	26	24	0.4
	France St NBL	0	0	#DIV/0!
	France St NBR	14	14	0.0
Florida Ave Bridge	Bridge EBT	118	116	0.2
	Bridge WBT	88	82	0.7

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec=veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Tennessee St at Florida Ave	Florida EBT	1.6	0.8	1.1	0.9
	Florida EBR	1.7	0.8	1.5	1.0
	Florida WBL	0.4	0.5	0.5	0.3
	Florida WBT	0.0	0.1	0.0	0.0
	Tennessee NBL	8.3	8.3	8.5	7.8
	Tennessee NBR	0.0	0.0	0.0	0.0
Harbor Dr at Florida Ave	Florida EBL	0.0	0.0	0.0	0.0
	Florida EBT	0.7	0.5	0.6	0.5
	Florida WBT	0.7	0.1	0.0	0.4
	Florida WBR	0.0	0.0	0.0	0.0
	Harbor SBL	8.0	8.7	7.6	7.4
	Harbor SBR	8.6	8.4	7.6	9.0
France Rd at Florida Ave	Florida EBL	1.4	0.5	3.3	0.5
	Florida EBT	0.1	0.1	0.1	0.1
	Florida WBT	4.2	1.5	3.7	2.9
	Florida WBR	3.1	1.1	2.2	2.8
	France Rd SBL	8.6	9.1	8.5	8.5
	France Rd SBR	7.3	7.7	9.4	6.7
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.1	0.0	0.0
	Florida EBR	0.5	0.4	0.5	0.6
	Florida WBT	0.1	0.1	0.1	0.0
	France St NBL	0.0	0.0	0.0	0.0
	France St NBR	7.1	7.1	6.9	6.8
Florida Ave Bridge	Bridge EBT	79.7	77.5	28.1	57.1
	Bridge WBT	77.5	79.1	16.3	77.4

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Tennessee St at Florida Ave	Florida EBT	2.3	4.8	2.6	0.0
	Florida EBR	0.0	6.6	3.6	0.0
	Florida WBL	0.0	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Tennessee NBL	25.3	22.7	25.1	3.4
	Tennessee NBR	26.6	24.0	26.4	3.6
Harbor Dr at Florida Ave	Florida EBL	0.0	0.0	0.0	0.0
	Florida EBT	0.0	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	Florida WBR	0.0	0.0	0.0	0.0
	Harbor SBL	45.1	42.6	34.7	39.1
	Harbor SBR	52.9	50.4	42.5	46.9
France Rd at Florida Ave	Florida EBL	7.4	1.3	5.4	0.0
	Florida EBT	4.1	0.0	0.0	0.0
	Florida WBT	8.8	4.9	15.1	0.0
	Florida WBR	8.8	4.9	15.1	0.0
	France Rd SBL	52.6	64.6	53.5	51.1
	France Rd SBR	51.9	64.0	52.8	50.4
France St Off and On Ramps at Florida Ave	Florida EBT	0.0	0.0	0.0	0.0
	Florida EBR	0.0	0.0	0.0	0.0
	Florida WBT	0.0	0.0	0.0	0.0
	France St NBL	28.9	29.1	24.3	22.2
	France St NBR	33.9	34.1	29.3	26.9
Florida Ave Bridge	Bridge EBT	250.8	301.9	174.7	195.2
	Bridge WBT	210.3	186.8	184.1	191.0

Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Florida WB - Tennessee to Harbor	17.8	17.5	17.5	17.4
Florida WB - Harbor to East Bridge Stop Bar	66.7	66.9	19.9	76.4
Florida WB - East Bridge Stop Bar to West Bridge Stop Bar	35.2	35.7	22.9	33.3
Florida WB - West Bridge Stop bar to France Rd	41.2	37.0	40.3	38.8
Florida WB - France Rd to France St NB Ramp	6.0	5.7	6.0	5.7
Total WB Travel Time	166.9	162.8	106.5	171.6
Florida EB - France St NB Ramp to France Rd	6.6	6.3	6.2	6.4
Florida EB - France Rd to West Bridge Stop Bar	120.1	121.6	59.7	90.6
Florida EB - West Bridge Stop Bar to East Bridge Stop Bar	21.1	21.0	20.8	20.6
Florida EB - East Bridge Stop Bar to Harbor	10.1	10.0	10.1	9.9
Florida EB - Harbor to Tennessee	20.7	19.7	20.1	19.7
Total EB Travel Time	178.6	178.5	116.9	147.2

St Claude Ave VISSIM Analysis Results - Scenario 1b - One Bridge Opening without Project
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	50	49	0.1
	NBR	39	40	0.2
	NBL	8	8	0.0
	SBT	48	65	2.3
	SBL	79	99	2.1
	SBR	90	113	2.3
	EBR	24	25	0.2
	EBL	80	82	0.2
	EBT	282	275	0.4
	WBL	32	33	0.2
	WBR	70	73	0.4
	WBT	689	715	1.0
Reynes St at St Claude Ave	EBR	40	41	0.2
	EBT	360	372	0.6
	WBL	7	6	0.4
	WBT	770	789	0.7
	SBT	7	9	0.7
	SBL	6	8	0.8
	SBR	21	30	1.8
Forstall St at St Claude Ave	WBR	63	62	0.1
	WBT	724	728	0.1
	NBT	14	14	0.0
	NBL	65	67	0.2
	NBR	30	29	0.2
	EBL	10	11	0.3
	EBT	356	368	0.6
Claude Bridge	Bridge WB	791	819	1.0
	Bridge EB	400	414	0.7

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	26.6	27.8	31.0
	NBR	5.5	5.3	4.9	7.2
	NBL	30.5	31.1	34.9	20.2
	SBT	29.9	27.9	28.8	30.0
	SBL	37.3	31.7	30.5	34.1
	SBR	13.7	15.4	11.7	12.0
	EBR	2.2	1.9	2.6	1.9
	EBL	43.4	42.0	45.9	42.2
	EBT	10.0	10.0	9.4	10.3
	WBL	36.0	36.6	20.7	22.1
	WBR	30.1	38.2	16.4	18.9
	WBT	33.1	40.7	20.7	23.8
Reynes St at St Claude Ave	EBR	5.4	0.6	0.5	0.5
	EBT	8.9	0.3	0.2	0.2
	WBL	10.9	1.8	1.1	1.7
	WBT	6.3	1.1	1.0	1.0
	SBT	13.3	14.0	10.5	13.3
	SBL	21.4	13.4	9.0	12.8
	SBR	16.4	7.3	6.8	7.1
Forstall St at St Claude Ave	WBR	9.0	9.4	8.1	6.5
	WBT	12.7	11.5	11.2	11.4
	NBT	24.0	21.2	19.9	16.0
	NBL	22.4	19.6	20.5	21.6
	NBR	5.2	4.9	4.2	4.1
	EBL	56.3	45.3	52.2	38.9
	EBT	15.7	12.3	10.4	9.9
Claude Bridge	Bridge WB	115.2	56.8	0.8	0.9
	Bridge EB	95.1	0.3	0.3	0.3

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	53.3	58.1	46.7	56.1
	NBR	57.0	61.8	50.4	59.8
	NBL	53.3	58.1	46.7	56.1
	SBT	155.2	148.3	138.2	134.3
	SBL	155.2	148.3	138.2	134.3
	SBR	164.0	157.1	147.0	143.0
	EBR	126.6	115.0	105.5	109.8
	EBL	123.0	110.9	101.2	107.8
	EBT	123.0	110.9	101.2	107.8
	WBL	1496.7	1503.6	256.3	292.0
	WBR	1S09.3	1516.2	268.9	304.6
	WBT	1496.7	1503.6	256.3	292.0
Reynes St at St Claude Ave	EBR	256.4	1.5	0.0	0.0
	EBT	256.4	1.5	0.0	0.0
	WBL	295.0	4.6	3.5	10.0
	WBT	245.2	5.7	2.6	3.2
	SBT	61.2	54.8	45.5	49.6
	SBL	60.9	54.5	45.2	49.3
	SBR	59.0	52.6	43.4	47.4
Forstall St at St Claude Ave	WBR	228.6	227.4	176.3	193.3
	WBT	225.3	224.1	173.0	189.9
	NBT	81.3	66.5	54.9	74.5
	NBL	81.3	66.5	54.9	74.5
	NBR	83.3	68.5	56.8	76.4
	EBL	310.3	138.8	104.4	118.1
	EBT	310.3	138.8	104.4	118.1
Claude Bridge	Bridge WB	1515.6	495.9	0.0	0.0
	Bridge EB	574.0	0.0	0.0	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	132.4	26.7	20.9	21.2
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	68.1	60.9	14.8	14.9
Claude WB - West Bridge Stop Bar to Poland	48.8	82.6	27.5	31.1
Total WB Travel Time	249.2	170.2	63.2	67.2
Claude EB - Poland to West Bridge Stop Bar	94.2	13.8	13.7	13.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	37.3	14.9	14.8	14.8
Claude EB - East Bridge Stop Bar to Tennessee	28.1	19.9	19.8	19.8
Total EB Travel Time	159.6	48.6	48.2	48.3

Claiborne Ave VISSIM Analysis Results - Scenario 1b - One Bridge Opening without Project
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	20	16	0.9
	NBR	9	8	0.3
	NBL	136	117	1.7
	WBR	5	5	0.0
	WBT	1116	1124	0.2
	EBL	21	21	0.0
	EBT	966	947	0.6
Reynes St at Claiborne Ave	SBR	15	6	2.8
	SBL	12	6	2.0
	SBT	8	3	2.1
	EBT	975	957	0.6
	EBR	6	6	0.0
	WBT	1235	1224	0.3
	WBL	17	18	0.2
Tennessee St at Claiborne Ave	SBT	10	2	3.3
	SBR	36	14	4.4
	SBL	11	4	2.6
	NBL	58	48	1.4
	NBT	15	12	0.8
	NBR	8	7	0.4
	EBR	19	20	0.2
	EBL	14	13	0.3
	EBT	979	963	0.5
	WBL	8	9	0.3
	WBT	1232	1217	0.4
	WBR	27	25	0.4
Poland Ave at Robertson St	EBT	618	610	0.3
	EBL	44	45	0.1
	EBR	57	54	0.4
	SBL	293	265	1.7
	SBT	182	224	2.9
	NBR	101	111	1.0
	NBT	143	140	0.3
Poland Ave at Claiborne Ave	SBT	422	431	0.4
	SBR	41	36	0.8
	WBL	53	53	0.0
	WBT	1069	1016	1.6
	WBR	204	198	0.4
	NBL	51	50	0.1
	NBT	136	137	0.1
Claiborne Bridge	EB	1012	988	0.8
	WB	1326	1267	1.6

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	29.9	29.8	22.4	31.1
	NBR	11.8	6.5	8.0	9.0
	NBL	28.1	52.5	27.5	27.8
	WBR	8.4	23.5	5.3	8.4
	WBT	9.2	32.8	7.4	8.0
	EBL	33.3	32.5	33.3	30.3
	EBT	3.8	6.2	3.7	3.8
Reynes St at Claiborne Ave	SBR	8.8	44.9	6.7	8.2
	SBL	23.4	26.2	24.2	23.8
	SBT	18.9	24.9	24.7	22.0
	EBT	1.5	2.0	1.5	1.5
	EBR	0.3	1.5	0.0	0.3
	WBT	0.8	15.2	0.6	0.6
	WBL	10.0	34.3	9.8	11.8
Tennessee St at Claiborne Ave	SBT	21.5	37.4	30.2	12.7
	SBR	9.3	63.6	8.8	5.4
	SBL	36.2	42.9	18.8	26.6
	NBL	26.7	44.6	25.0	24.5
	NBT	21.3	39.4	19.3	21.4
	NBR	8.3	21.7	22.2	10.7
	EBR	6.0	11.3	8.8	6.1
	EBL	36.4	44.7	44.5	42.5
	EBT	7.9	15.4	9.8	8.4
	WBL	43.9	61.6	34.5	39.0
	WBT	4.5	24.0	4.5	4.8
	WBR	2.8	18.9	3.9	3.7
Poland Ave at Robertson St	EBT	14.8	35.7	14.2	14.7
	EBL	13.7	24.5	15.4	15.3
	EBR	9.5	20.8	11.8	9.6
	SBL	5.5	53.6	8.1	8.9
	SBT	12.8	18.0	11.2	9.5
	NBR	18.3	47.8	12.9	12.9
	NBT	46.0	48.0	32.2	33.0
Poland Ave at Claiborne Ave	SBT	29.1	29.4	21.4	19.5
	SBR	15.4	19.3	11.3	10.8
	WBL	17.8	18.8	14.4	14.2
	WBT	21.2	22.5	17.8	17.0
	WBR	18.4	21.7	15.7	13.7
	NBL	19.6	12.5	15.8	12.7
	NBT	6.9	6.4	9.1	10.1
Claiborne Bridge	EB	0.5	50.1	0.5	0.5
	WB	1.5	69.4	0.9	1.0

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	114.5	170.2	117.5	95.8
	NBR	116.8	172.6	119.8	98.1
	NBL	114.5	170.2	117.5	95.8
	WBR	577.3	1166.7	165.3	207.0
	WBT	568.0	1157.4	155.9	197.7
	EBL	99.9	196.9	106.6	100.1
	EBT	99.9	196.9	106.6	100.1
Reynes St at Claiborne Ave	SBR	34.8	39.1	29.8	34.9
	SBL	36.7	41.0	31.7	36.8
	SBT	36.7	41.0	31.7	36.8
	EBT	0.0	64.8	10.6	20.6
	EBR	0.0	64.8	10.6	20.6
	WBT	324.9	376.7	0.0	0.0
	WBL	77.1	79.5	33.7	44.1
Tennessee St at Claiborne Ave	SBT	48.2	54.0	25.0	26.7
	SBR	49.7	55.5	26.5	28.2
	SBL	48.2	54.0	25.0	26.7
	NBL	45.1	175.8	68.7	44.2
	NBT	45.1	175.8	68.7	44.2
	NBR	45.1	175.8	68.7	44.2
	EBR	203.5	1635.9	259.1	258.3
	EBL	199.9	1634.2	255.6	254.8
	EBT	199.9	1634.2	255.6	254.8
	WBL	310.8	316.1	107.4	133.1
	WBT	310.8	316.1	107.4	133.1
	WBR	314.2	319.5	110.8	136.5
Poland Ave at Robertson St	EBT	273.2	433.5	201.1	190.9
	EBL	273.2	433.5	201.1	190.9
	EBR	275.0	435.3	202.9	192.8
	SBL	122.6	320.9	80.3	78.4
	SBT	122.6	320.9	80.3	78.4
	NBR	147.2	222.9	125.1	129.0
	NBT	138.7	214.4	116.6	120.5
Poland Ave at Claiborne Ave	SBT	314.9	267.5	218.8	205.0
	SBR	313.1	265.7	217.0	203.1
	WBL	533.3	1657.7	352.4	342.5
	WBT	539.9	1657.4	359.0	349.1
	WBR	544.2	1659.2	363.3	353.4
	NBL	53.8	58.3	62.5	63.5
	NBT	53.8	58.3	62.5	63.5
Claiborne Bridge	EB	1104.2	1102.7	0.0	0.0
	WB	1093.7	1147.9	0.0	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.7	86.9	19.3	19.4
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.7	53.1	17.2	17.2
Claiborne WB - West Bridge Stop Bar to Poland	36.2	58.5	30.0	28.9
Total WB Travel Time	**73.5**	**198.5**	**66.4**	**65.5**
Claiborne EB - Robertson to West Bridge Stop Bar	17.2	84.7	16.9	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.7	32.8	14.7	14.8
Claiborne EB - East Bridge Stop Bar to Tennessee	21.1	44.5	22.7	21.4
Total EB Travel Time	**53.0**	**162.0**	**54.4**	**53.1**

St Claude Ave VISSIM Analysis Results - Scenario 1b - One Bridge Opening without Project
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	52	52	0.0
	NBR	33	31	0.4
	NBL	10	11	0.3
	SBT	66	78	1.4
	SBL	99	105	0.6
	SBR	109	120	1.0
	EBR	22	22	0.0
	EBL	100	103	0.3
	EBT	264	259	0.3
	WBL	18	21	0.7
	WBR	66	74	1.0
	WBT	456	471	0.7
Reynes St at St Claude Ave	EBR	26	26	0.0
	EBT	370	372	0.1
	WBL	8	7	0.4
	WBT	529	526	0.1
	SBT	3	8	2.1
	SBL	6	18	3.5
	SBR	13	41	5.4
Forstall St at St Claude Ave	WBR	66	65	0.1
	WBT	493	490	0.1
	NBT	24	25	0.2
	NBL	44	46	0.3
	NBR	26	24	0.4
	EBL	8	8	0.0
	EBT	386	382	0.2
Claude Bridge	Bridge WB	542	568	1.1
	Bridge EB	396	399	0.2

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	28.7	23.3	24.2	28.1
	NBR	5.0	5.1	7.0	7.2
	NBL	24.8	25.7	28.3	28.4
	SBT	29.5	28.6	25.0	35.1
	SBL	32.6	31.3	27.5	35.1
	SBR	14.4	13.1	11.6	12.3
	EBR	2.3	1.7	3.0	2.0
	EBL	41.9	43.2	44.6	44.9
	EBT	9.2	10.1	9.9	9.5
	WBL	24.1	28.2	17.5	27.3
	WBR	25.9	25.4	15.3	20.1
	WBT	32.3	32.6	21.7	25.5
Reynes St at St Claude Ave	EBR	5.7	0.5	0.5	0.5
	EBT	8.0	0.2	0.2	0.2
	WBL	2.7	0.9	2.6	1.4
	WBT	1.0	1.0	1.1	1.1
	SBT	14.1	12.3	10.2	10.8
	SBL	15.5	11.1	10.8	10.6
	SBR	7.7	6.5	6.9	6.9
Forstall St at St Claude Ave	WBR	7.3	6.9	6.4	7.9
	WBT	10.8	9.9	10.8	11.1
	NBT	21.9	21.1	16.3	20.6
	NBL	21.1	19.2	21.5	20.9
	NBR	5.5	4.5	5.4	5.0
	EBL	50.4	45.1	55.3	43.8
	EBT	14.5	11.1	10.8	9.7
Claude Bridge	Bridge WB	115.5	2.8	0.7	1.1
	Bridge EB	100.1	0.3	0.3	0.3

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	40.3	40.9	51.2	70.9
	NBR	43.9	44.6	54.9	74.6
	NBL	40.3	40.9	51.2	70.9
	SBT	159.4	159.4	150.6	147.6
	SBL	159.4	159.4	150.6	147.6
	SBR	168.1	168.2	159.4	156.4
	EBR	143.1	148.6	133.5	104.5
	EBL	138.9	146.5	134.1	101.2
	EBT	138.9	146.5	134.1	101.2
	WBL	1082.9	770.8	211.5	253.7
	WBR	1095.5	783.4	224.0	266.3
	WBT	1082.9	770.8	211.5	253.7
Reynes St at St Claude Ave	EBR	210.3	0.0	0.0	0.0
	EBT	210.3	0.0	0.0	0.0
	WBL	18.8	3.5	25.1	11.5
	WBT	0.0	0.0	4.4	3.3
	SBT	57.0	63.5	60.1	56.7
	SBL	56.7	63.2	59.8	56.4
	SBR	54.9	61.4	57.9	54.5
Forstall St at St Claude Ave	WBR	156.7	117.0	152.6	172.2
	WBT	153.4	113.7	149.3	168.9
	NBT	61.6	61.7	54.7	64.2
	NBL	61.6	61.7	54.7	64.2
	NBR	63.5	63.6	56.6	66.1
	EBL	313.4	109.4	117.1	108.8
	EBT	313.4	109.4	117.1	108.8
Claude Bridge	Bridge WB	1017.1	0.0	0.0	0.0
	Bridge EB	529.6	0.0	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	97.9	20.7	21.0	21.3
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	73.3	16.1	14.7	15.1
Claude WB - West Bridge Stop Bar to Poland	48.2	53.7	26.7	31.9
Total WB Travel Time	219.4	90.5	62.4	68.3
Claude EB - Poland to West Bridge Stop Bar	94.8	13.7	13.7	13.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	39.0	14.8	14.8	14.7
Claude EB - East Bridge Stop Bar to Tennessee	26.7	19.7	19.7	19.6
Total EB Travel Time	160.5	48.2	48.1	48.1

Claiborne Ave VISSIM Analysis Results - Scenario 1b - One Bridge Opening without Project
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	30	24	1.2
	NBR	7	5	0.8
	NBL	88	70	2.0
	WBR	12	13	0.3
	WBT	923	924	0.0
	EBL	22	21	0.2
	EBT	1049	1028	0.7
Reynes St at Claiborne Ave	SBR	16	6	3.0
	SBL	19	8	3.0
	SBT	26	10	3.8
	EBT	1052	1037	0.5
	EBR	23	24	0.2
	WBT	975	959	0.5
	WBL	36	38	0.3
Tennessee St at Claiborne Ave	SBT	10	8	0.7
	SBR	31	26	0.9
	SBL	21	19	0.4
	NBL	24	30	1.2
	NBT	14	17	0.8
	NBR	10	13	0.9
	EBR	23	24	0.2
	EBL	13	12	0.3
	EBT	1057	1035	0.7
	WBL	10	9	0.3
	WBT	965	941	0.8
	WBR	29	29	0.0
Poland Ave at Robertson St	EBT	692	692	0.0
	EBL	44	47	0.4
	EBR	65	62	0.4
	SBL	293	263	1.8
	SBT	203	237	2.3
	NBR	108	113	0.5
	NBT	132	136	0.3
Poland Ave at Claiborne Ave	SBT	444	449	0.2
	SBR	62	56	0.8
	WBL	53	51	0.3
	WBT	788	765	0.8
	WBR	179	180	0.1
	NBL	60	54	0.8
	NBT	142	128	1.2
Claiborne Bridge	EB	1093	1068	0.8
	WB	1020	985	1.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	22.1	21.8	28.0	29.1
	NBR	6.8	8.9	7.7	8.6
	NBL	26.4	37.8	25.9	27.6
	WBR	6.2	18.4	5.9	6.8
	WBT	8.3	18.8	7.3	8.1
	EBL	31.8	36.7	30.1	33.8
	EBT	2.9	6.8	3.9	3.7
Reynes St at Claiborne Ave	5BR	9.2	40.0	8.2	8.8
	SBL	20.2	46.4	22.8	22.6
	SBT	20.3	37.8	19.5	22.3
	EBT	1.6	2.4	1.6	1.5
	EBR	0.6	1.2	0.9	0.4
	WBT	0.8	12.4	0.7	0.7
	WBL	11.0	36.0	12.3	13.0
Tennessee 5t at Claiborne Ave	5BT	27.6	46.9	25.2	18.8
	5BR	10.0	44.5	6.6	8.1
	SBL	23.5	44.8	27.1	24.2
	NBL	18.2	47.7	20.0	26.3
	NBT	20.8	39.9	23.8	22.8
	NBR	5.7	19.5	12.6	6.0
	EBR	8.5	13.6	8.5	8.2
	EBL	39.0	48.6	42.0	44.3
	EBT	7.7	15.7	9.7	8.7
	WBL	34.5	48.2	35.7	33.7
	WBT	4.4	22.2	4.1	4.6
	WBR	3.7	28.5	3.7	4.5
Poland Ave at Robertson 5t	EBT	16.0	41.9	14.9	15.1
	EBL	17.5	29.0	14.4	13.4
	EBR	9.9	32.4	11.6	11.7
	SBL	9.0	45.3	9.3	9.2
	5BT	10.0	9.9	9.1	10.2
	NBR	14.6	48.0	13.6	13.0
	NBT	32.6	37.3	32.0	31.2
Poland Ave at Claiborne Ave	5BT	18.6	19.6	19.6	19.3
	5BR	9.8	11.8	11.2	10.1
	WBL	15.9	24.1	15.7	13.7
	WBT	17.4	28.6	16.6	16.7
	WBR	15.2	26.4	12.0	13.0
	NBL	16.4	16.7	14.7	14.8
	NBT	9.8	8.7	8.3	8.0
Claiborne Bridge	EB	0.6	46.6	0.5	0.5
	WB	1.0	69.8	0.7	0.9

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	76.6	65.7	83.8	93.8
	NBR	78.9	68.0	86.1	96.1
	NBL	76.6	65.7	83.8	93.8
	WBR	229.6	414.2	149.2	204.6
	WBT	220.3	404.8	139.9	195.3
	EBL	68.9	214.8	111.1	102.3
	EBT	68.9	214.8	111.1	102.3
Reynes 5t at Claiborne Ave	SBR	34.9	40.5	46.0	39.8
	SBL	36.8	42.4	47.9	41.7
	SBT	36.8	42.4	47.9	41.7
	EBT	11.5	135.1	29.6	19.9
	EBR	11.5	135.1	29.6	19.9
	WBT	232.5	320.6	2.4	7.8
	WBL	72.2	80.0	68.7	73.8
Tennessee St at Claiborne Ave	SBT	80.1	126.1	40.8	47.9
	SBR	81.7	127.6	42.4	49.4
	SBL	80.1	126.1	40.8	47.9
	NBL	47.7	136.8	64.6	59.5
	NBT	47.7	136.8	64.6	59.5
	NBR	47.7	136.8	64.6	59.5
	EBR	240.7	1662.8	282.4	264.6
	EBL	237.2	1662.2	278.9	261.0
	EBT	237.2	1662.2	278.9	261.0
	WBL	311.3	314.9	92.1	116.1
	WBT	311.3	314.9	92.1	116.1
	WBR	314.7	318.3	95.5	119.6
Poland Ave at Robertson 5t	EBT	356.4	614.9	203.6	209.5
	EBL	356.4	614.9	203.6	209.5
	EBR	358.2	616.7	205.4	211.3
	SBL	154.5	240.9	79.7	80.9
	SBT	154.5	240.9	79.7	80.9
	NBR	165.6	214.1	133.8	125.4
	NBT	157.1	205.5	125.3	116.9
Poland Ave at Claiborne Ave	5BT	207.1	215.2	215.8	212.1
	5BR	205.3	213.4	214.0	210.3
	WBL	307.9	1659.6	240.5	330.5
	WBT	314.5	1658.8	247.1	337.1
	WBR	318.8	1658.9	251.4	341.4
	NBL	60.6	69.0	60.1	60.2
	NBT	60.6	69.0	60.1	60.2
Claiborne Bridge	EB	1027.4	1035.4	0.0	0.0
	WB	1090.4	1138.1	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	96.2	19.2	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	47.6	17.0	17.2
Claiborne WB - West Bridge Stop Bar to Poland	29.5	65.0	27.2	28.2
Total WB Travel Time	66.1	208.9	63.4	64.6
Claiborne EB - Robertson to West Bridge Stop Bar	17.1	80.4	17.0	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	31.5	14.7	14.7
Claiborne EB - East Bridge Stop Bar to Tennessee	20.9	42.4	22.7	21.8
Total EB Travel Time	52.8	154.3	54.4	53.5

St Claude Ave VISSIM Analysis Results - Scenario 1b - One Bridge Opening without Project
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	88	85	0.3
	NBR	105	104	0.1
	NBL	20	20	0.0
	SBT	75	97	2.9
	SBL	102	119	0.9
	SBR	120	141	1.9
	EBR	18	17	0.2
	EBL	102	100	0.2
	EBT	524	524	0.0
	WBL	19	21	0.3
	WBR	95	105	1.1
	WBT	536	544	0.4
Reynes St at St Claude Ave	EBR	51	53	0.1
	EBT	691	698	0.4
	WBL	15	15	0.0
	WBT	626	635	0.4
	SBT	8	12	0.9
	SBL	8	12	1.3
	SBR	24	36	2.6
Forstall St at St Claude Ave	WBR	49	49	0.0
	WBT	573	572	0.0
	NBT	26	26	0.0
	NBL	77	78	0.1
	NBR	38	38	0.0
	EBL	13	12	0.2
	EBT	736	695	2.1
Claude Bridge	Bridge WB	650	670	0.8
	Bridge EB	731	750	0.7

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.0	28.8	27.7	30.2
	NBR	13.4	7.5	12.2	9.7
	NBL	29.8	33.3	29.1	35.9
	SBT	31.3	28.0	20.4	15.5
	SBL	43.5	36.6	27.1	19.8
	SBR	14.3	13.1	8.5	5.0
	EBR	3.2	3.0	4.1	1.9
	EBL	41.9	45.5	43.9	42.5
	EBT	17.9	10.3	11.2	9.3
	WBL	33.6	35.5	21.8	27.9
	WBR	26.2	26.3	16.8	23.3
	WBT	32.1	30.0	23.5	25.7
Reynes St at St Claude Ave	EBR	11.0	2.9	0.8	0.7
	EBT	9.5	3.8	0.8	0.3
	WBL	3.4	3.4	4.7	3.2
	WBT	1.0	1.0	1.1	1.1
	SBT	12.7	17.7	13.7	13.8
	SBL	9.7	18.0	11.7	12.6
	SBR	5.5	7.1	6.7	6.8
Forstall St at St Claude Ave	W8R	5.8	7.0	7.2	7.9
	W8T	10.3	10.7	11.1	11.0
	NBT	23.5	21.1	21.7	20.7
	NBL	21.5	20.7	20.9	22.8
	NBR	7.1	6.8	6.4	5.0
	EBL	43.1	56.0	46.7	37.1
	EBT	14.4	14.2	10.9	10.3
Claude Bridge	Bridge WB	112.1	1.5	0.7	0.8
	Bridge EB	80.3	0.5	0.6	0.3

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	81.8	86.5	126.1	85.7
	NBR	85.5	90.1	129.8	89.4
	NBL	81.8	86.5	126.1	85.7
	SBT	156.7	173.8	187.1	125.9
	SBL	156.7	173.8	187.1	125.9
	SBR	165.4	182.6	195.9	134.7
	EBR	165.7	177.7	212.3	85.7
	EBL	161.3	173.2	207.9	82.0
	EBT	161.3	173.2	207.9	82.0
	WBL	956.9	607.0	277.2	277.3
	WBR	969.5	619.6	289.8	289.9
	WBT	956.9	607.0	277.2	277.3
Reynes St at St Claude Ave	EBR	809.4	264.8	25.0	3.5
	EBT	809.4	264.8	25.0	3.5
	WBL	23.8	53.7	59.9	40.2
	WBT	9.5	12.0	18.6	7.7
	SBT	51.6	50.7	50.4	54.5
	SBL	51.3	50.5	50.1	54.2
	SBR	49.4	48.6	48.2	52.4
Forstall St at St Claude Ave	WBR	134.1	149.4	183.0	169.6
	WBT	130.8	146.1	179.7	166.3
	NBT	75.1	90.8	67.4	86.3
	NBL	75.1	90.8	67.4	86.3
	NBR	77.0	92.7	69.3	88.3
	EBL	312.0	300.5	253.7	147.0
	EBT	312.0	300.5	253.7	147.0
Claude Bridge	Bridge WB	919.0	0.0	0.0	0.0
	Bridge EB	934.0	0.0	0.0	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	91.7	20.5	20.7	20.8
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	70.5	15.1	14.5	14.7
Claude WB - West Bridge Stop Bar to Poland	47.9	47.3	29.5	32.5
Total WB Travel Time	210.1	82.9	64.7	68.0
Claude EB - Poland to West Bridge Stop Bar	114.1	13.7	13.8	14.0
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	29.1	15.0	15.0	14.9
Claude EB - East Bridge Stop Bar to Tennessee	34.9	25.4	20.4	19.8
Total EB Travel Time	178.1	54.2	49.2	48.7

Claiborne Ave VISSIM Analysis Results - Scenario 1b - One Bridge Opening without Project
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	50	41	1.3
	NBR	17	15	0.5
	NBL	116	102	1.3
	WBR	12	14	0.6
	WBT	1068	1064	0.1
	EBL	21	19	0.4
	EBT	1518	1478	1.0
Reynes St at Claiborne Ave	SBR	15	5	3.2
	SBL	15	6	2.8
	SBT	19	8	3.0
	EBT	1524	1487	1.0
	EBR	22	21	0.2
	WBT	1155	1138	0.5
	WBL	29	31	0.4
Tennessee St at Claiborne Ave	SBT	8	4	1.6
	SBR	35	13	4.5
	SBL	12	5	2.4
	NBL	37	31	1.0
	NBT	11	8	1.0
	NBR	14	13	0.3
	EBR	26	26	0.0
	EBL	10	9	0.3
	EBT	1540	1503	0.9
	WBL	7	7	0.0
	WBT	1148	1119	0.9
	WBR	35	35	0.0
Poland Ave at Robertson St	EBT	1078	1076	0.1
	EBL	46	44	0.3
	EBR	61	60	0.1
	SBL	421	373	2.4
	SBT	251	295	2.7
	NBR	77	83	0.7
	NBT	234	230	0.3
Poland Ave at Claiborne Ave	SBT	602	608	0.2
	SBR	61	55	0.8
	WBL	67	65	0.2
	WBT	937	890	1.6
	WBR	216	212	0.3
	NBL	74	66	1.0
	NBT	221	209	0.8
Claiborne Bridge	EB	1576	1534	1.1
	WB	1220	1152	2.0

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	27.2	25.6	26.9	25.5
	NBR	10.6	12.2	11.6	14.2
	NBL	26.8	31.6	27.9	27.6
	WBR	4.8	16.6	7.0	9.2
	WBT	7.9	15.4	8.5	8.2
	EBL	30.4	32.3	29.1	31.0
	EBT	2.9	6.5	4.0	4.5
Reynes St at Claiborne Ave	SBR	8.6	16.1	9.3	7.7
	SBL	20.6	31.5	27.2	30.8
	SBT	23.0	31.5	27.4	28.7
	EBT	1.7	2.1	1.7	1.6
	EBR	0.9	1.0	0.8	0.5
	WBT	0.8	10.2	0.7	0.7
	WBL	12.8	38.3	18.2	18.6
Tennessee St at Claiborne Ave	SBT	24.0	22.5	14.9	16.8
	SBR	6.2	25.9	8.2	8.0
	SBL	31.0	24.5	27.6	26.7
	NBL	27.9	75.3	19.4	22.0
	NBT	25.3	67.1	17.3	22.7
	NBR	10.9	20.5	12.4	7.4
	EBR	6.5	15.4	7.7	9.1
	EBL	37.9	47.2	42.9	42.7
	EBT	8.6	17.2	10.2	11.1
	WBL	35.4	38.3	32.5	35.5
	WBT	4.5	20.0	4.8	5.2
	WBR	4.1	16.0	4.7	5.3
Poland Ave at Robertson St	EBT	16.9	48.1	20.5	21.2
	EBL	17.2	44.8	19.3	20.4
	EBR	15.2	41.0	16.9	19.1
	SBL	10.4	58.8	10.1	35.9
	SBT	8.4	10.2	13.5	30.0
	NBR	16.5	48.4	24.9	24.2
	NBT	33.0	38.7	37.2	37.8
Poland Ave at Claiborne Ave	SBT	20.0	24.5	23.0	24.5
	SBR	8.2	12.5	13.7	14.8
	WBL	14.2	23.6	17.0	16.0
	WBT	17.4	28.5	19.0	18.4
	WBR	15.1	27.8	16.5	16.1
	NBL	15.8	21.2	57.8	34.0
	NBT	5.4	5.7	37.1	15.5
Claiborne Bridge	EB	0.6	52.5	0.7	0.8
	WB	0.9	66.8	1.0	1.1

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	96.9	101.2	118.2	104.5
	NBR	99.2	103.5	120.5	106.8
	N8L	96.9	101.2	118.2	104.5
	WBR	200.3	350.4	223.0	212.9
	WBT	190.9	341.1	213.7	203.6
	EBL	81.0	202.6	124.0	138.5
	EBT	81.0	202.6	124.0	138.5
Reynes St at Claiborne Ave	SBR	32.3	35.1	35.7	40.9
	SBL	34.2	37.0	37.6	42.8
	SBT	34.2	37.0	37.6	42.8
	EBT	47.9	44.3	40.6	20.6
	EBR	47.9	44.3	40.6	20.6
	WBT	190.0	315.7	0.0	17.8
	WBL	67.0	108.1	72.6	85.6
Tennessee St at Claiborne Ave	SBT	29.7	38.3	29.5	27.7
	SBR	31.2	39.8	31.0	29.2
	SBL	29.7	38.3	29.5	27.7
	NBL	83.8	56.2	40.6	34.8
	NBT	83.8	56.2	40.6	34.8
	NBR	83.8	56.2	40.6	34.8
	EBR	339.2	1658.3	386.4	472.1
	EBL	335.7	1657.3	382.9	468.6
	EBT	335.7	1657.3	382.9	468.6
	WBL	300.8	310.1	135.9	126.4
	WBT	300.8	310.1	135.9	126.4
	WBR	304.2	313.6	139.4	129.9
Poland Ave at Robertson St	EBT	638.7	676.8	387.1	396.0
	EBL	638.7	676.8	387.1	396.0
	EBR	640.6	678.7	388.9	397.9
	SBL	238.6	387.8	163.8	226.4
	SBT	238.6	387.8	163.8	226.4
	NBR	132.8	200.3	192.2	174.1
	NBT	124.2	191.8	183.6	165.6
Poland Ave at Claiborne Ave	SBT	236.0	306.6	298.8	303.8
	SBR	234.2	304.8	297.0	302.0
	WBL	300.6	1663.2	390.5	369.9
	WBT	307.2	1660.0	397.2	376.5
	WBR	311.5	1660.7	401.4	380.8
	NBL	44.8	78.5	175.6	154.5
	NBT	44.8	78.5	175.6	154.5
Claiborne Bridge	EB	1104.7	1099.3	0.0	0.0
	WB	1106.3	1140.4	0.0	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	92.5	19.4	19.4
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	46.2	17.2	17.3
Claiborne WB - West Bridge Stop Bar to Poland	29.2	64.7	31.4	30.7
Total WB Travel Time	65.8	203.4	68.1	67.3
Claiborne EB - Robertson to West Bridge Stop Bar	16.9	72.8	17.0	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	40.6	15.0	15.0
Claiborne EB - East Bridge Stop Bar to Tennessee	22.2	48.9	24.1	25.7
Total EB Travel Time	54.0	162.4	56.1	57.7

St Claude Ave VISSIM Analysis Results - Scenario 1b - One Bridge Opening without Project
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	66	64	0.2
	NBR	105	108	0.3
	NBL	23	22	0.2
	SBT	58	76	2.2
	SBL	149	187	2.9
	SBR	92	111	1.9
	EBR	40	39	0.2
	EBL	34	33	0.2
	EBT	877	869	0.3
	WBL	12	14	0.6
	WBR	90	100	1.0
	WBT	438	444	0.3
Reynes St at St Claude Ave	EBR	79	78	0.1
	EBT	1094	1099	0.2
	WBL	16	17	0.2
	WBT	519	521	0.1
	SBT	4	8	1.6
	SBL	5	11	2.1
	SBR	21	38	3.1
Forstall St at St Claude Ave	WBR	37	37	0.0
	WBT	478	475	0.1
	NBT	24	26	0.4
	NBL	62	64	0.3
	NBR	36	34	0.3
	EBL	13	16	0.8
	EBT	988	1084	3.0
Claude Bridge	Bridge WB	540	560	0.9
	Bridge EB	1131	1178	1.4

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	27.6	25.9	28.1	27.3
	NBR	82.5	11.6	7.6	7.5
	NBL	31.3	32.4	26.9	32.6
	SBT	35.0	33.2	26.7	27.0
	SBL	151.4	118.4	35.2	35.9
	SBR	18.5	16.9	9.5	10.2
	EBR	26.9	8.2	3.1	4.6
	EBL	38.6	60.3	36.3	41.8
	EBT	59.1	14.7	11.2	11.6
	WBL	48.0	44.2	21.1	27.5
	WBR	27.8	24.1	14.1	20.7
	WBT	33.8	30.8	21.8	25.3
Reynes St at St Claude Ave	EBR	6.8	12.1	0.7	1.5
	EBT	7.8	14.3	0.6	1.3
	WBL	9.1	32.1	5.8	6.6
	WBT	1.0	1.1	1.0	1.1
	SBT	15.8	67.6	14.0	16.6
	SBL	14.1	80.2	10.7	15.2
	SBR	5.1	27.8	5.2	6.3
Forstall St at St Claude Ave	WBR	6.8	7.5	6.8	7.1
	WBT	10.3	10.5	10.4	10.8
	NBT	22.8	18.5	20.9	25.9
	NBL	22.3	19.6	20.5	20.6
	NBR	6.0	11.8	8.1	7.3
	EBL	60.3	50.5	49.0	50.7
	EBT	15.0	17.1	11.2	12.8
Claude Bridge	Bridge WB	109.2	0.4	0.4	0.6
	Bridge EB	62.8	18.5	0.4	0.6

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	264.9	94.9	78.9	70.4
	NBR	268.6	98.6	82.6	74.1
	NBL	264.9	94.9	78.9	70.4
	5BT	537.7	440.7	190.8	175.4
	5BL	537.7	440.7	190.8	175.4
	SBR	546.4	449.4	199.6	184.2
	EBR	907.4	818.8	144.8	224.0
	EBL	903.0	814.3	140.3	219.6
	EBT	903.0	814.3	140.3	219.6
	WBL	829.6	436.0	178.0	239.5
	WBR	842.2	448.5	190.6	252.1
	WBT	829.6	436.0	178.0	239.5
Reynes St at St Claude Ave	EBR	1435.8	1655.7	12.0	86.0
	EBT	1435.8	1655.7	12.0	86.0
	WBL	48.4	65.6	69.0	59.4
	WBT	6.7	17.6	22.2	21.5
	SBT	41.9	95.2	36.8	40.7
	SBL	41.6	94.9	36.5	40.4
	SBR	39.7	93.0	34.6	38.5
Forstall St at St Claude Ave	WBR	119.6	115.2	112.4	158.2
	WBT	116.3	111.9	109.1	154.8
	NBT	69.5	68.2	80.1	66.6
	NBL	69.5	68.2	80.1	66.6
	NBR	71.4	70.1	82.1	68.6
	EBL	308.8	314.4	240.1	299.7
	EBT	308.8	314.4	240.1	299.7
Claude Bridge	Bridge WB	828.4	0.0	0.0	0.0
	Bridge EB	945.8	184.5	0.0	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	84.3	20.2	20.2	20.3
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	68.8	14.2	14.2	14.3
Claude WB - West Bridge Stop Bar to Poland	48.2	46.3	25.6	30.8
Total WB Travel Time	201.3	80.6	59.9	65.4
Claude EB - Poland to West Bridge Stop Bar	104.3	14.7	13.8	13.6
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	24.6	31.4	14.9	15.0
Claude EB - East Bridge Stop Bar to Tennessee	31.5	60.5	20.1	20.8
Total EB Travel Time	160.5	106.6	48.7	49.4

Claiborne Ave VISSIM Analysis Results - Scenario 1b - One Bridge Opening without Project
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	35	29	1.1
	NBR	23	19	0.9
	NBL	96	81	1.6
	WBR	7	7	0.0
	WBT	948	950	0.1
	EBL	28	27	0.2
	EBT	1415	1408	0.2
Reynes St at Claiborne Ave	SBR	12	5	2.4
	SBL	25	12	3.0
	SBT	6	4	0.9
	EBT	1418	1420	0.1
	EBR	29	27	0.4
	WBT	1022	1010	0.4
	WBL	22	24	0.4
Tennessee St at Claiborne Ave	SBT	19	13	1.5
	SBR	28	20	1.6
	SBL	10	8	0.7
	NBL	31	24	1.3
	NBT	16	13	0.8
	NBR	19	15	1.0
	EBR	29	28	0.2
	EBL	12	12	0.0
	EBT	1431	1431	0.0
	WBL	11	11	0.0
	WBT	1002	985	0.5
	WBR	34	34	0.0
Poland Ave at Robertson St	EBT	1016	1025	0.3
	EBL	46	44	0.3
	EBR	73	74	0.1
	SBL	367	306	3.3
	SBT	220	280	3.8
	NBR	89	115	2.6
	NBT	197	178	1.4
Poland Ave at Claiborne Ave	SBT	534	535	0.0
	SBR	42	36	1.0
	WBL	48	47	0.1
	WBT	832	807	0.9
	WBR	181	179	0.1
	NBL	54	47	1.0
	NBT	191	172	1.4
Claiborne Bridge	EB	1472	1448	0.6
	WB	1061	1021	1.2

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	23.9	25.3	27.5	30.5
	NBR	10.9	11.7	9.3	9.2
	NBL	25.3	25.6	26.8	28.9
	WBR	8.1	4.2	5.9	9.9
	WBT	7.6	9.3	7.8	7.9
	EBL	33.4	32.2	31.6	29.2
	EBT	4.6	6.6	4.4	3.8
Reynes St at Claiborne Ave	SBR	7.1	9.0	8.1	7.8
	SBL	22.9	27.3	26.0	22.5
	SBT	29.1	35.3	19.5	25.1
	EBT	1.9	2.2	1.7	1.6
	EBR	1.1	1.1	0.4	0.5
	WBT	0.7	5.0	0.6	0.6
	WBL	15.4	27.2	15.7	13.9
Tennessee St at Claiborne Ave	SBT	23.3	45.3	27.5	29.7
	SBR	6.9	37.0	8.1	5.4
	SBL	22.6	26.4	25.3	39.8
	NBL	26.6	62.9	21.3	21.6
	NBT	23.5	53.8	20.9	18.3
	NBR	9.2	12.5	9.3	10.4
	EBR	9.0	13.3	10.8	7.6
	EBL	43.8	40.9	38.0	42.1
	EBT	11.1	16.5	11.1	10.2
	WBL	39.6	45.4	41.1	37.2
	WBT	4.5	15.6	4.5	4.9
	WBR	3.5	10.0	4.7	4.6
Poland Ave at Robertson St	EBT	23.0	60.4	17.2	16.7
	EBL	22.6	53.7	16.9	16.6
	EBR	19.6	45.7	15.3	13.6
	SBL	14.2	78.2	24.6	24.5
	SBT	8.9	20.4	20.8	19.6
	NBR	15.5	50.2	11.8	13.2
	NBT	32.8	42.7	30.1	32.5
Poland Ave at Claiborne Ave	SBT	23.2	26.5	22.5	22.8
	SBR	14.7	17.0	13.2	15.0
	WBL	17.1	19.8	16.0	15.3
	WBT	20.8	23.1	17.4	18.2
	WBR	16.8	21.6	13.3	15.4
	NBL	31.4	44.0	32.9	30.5
	NBT	21.1	23.2	21.2	21.9
Claiborne Bridge	EB	0.7	54.2	0.7	0.6
	WB	0.9	49.2	0.8	0.9

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	103.7	85.3	75.1	86.4
	NBR	106.0	87.6	77.4	88.7
	NBL	103.7	85.3	75.1	86.4
	WBR	171.6	203.2	173.1	183.2
	WBT	162.3	193.9	163.8	173.9
	EBL	130.6	196.4	137.9	113.5
	EBT	130.6	196.4	137.9	113.5
Reynes St at Claiborne Ave	SBR	33.3	35.1	38.3	31.4
	SBL	35.2	37.0	40.2	33.3
	SBT	35.2	37.0	40.2	33.3
	EBT	42.8	78.4	22.3	14.4
	EBR	42.8	78.4	22.3	14.4
	WBT	51.5	256.0	0.0	0.0
	WBL	40.7	58.8	44.9	42.0
Tennessee St at Claiborne Ave	SBT	53.4	90.0	63.3	28.4
	SBR	54.9	91.5	64.9	30.0
	SBL	53.4	90.0	63.3	28.4
	NBL	48.1	35.0	51.5	85.1
	NBT	48.1	35.0	51.5	85.1
	NBR	48.1	35.0	51.5	85.1
	EBR	533.2	1658.5	423.7	343.8
	EBL	529.6	1658.8	420.1	340.3
	EBT	529.6	1658.8	420.1	340.3
	WBL	225.8	310.4	113.3	110.8
	WBT	225.8	310.4	113.3	110.8
	WBR	229.2	313.9	116.7	114.2
Poland Ave at Robertson St	EBT	668.1	671.5	327.1	280.6
	EBL	668.1	671.5	327.1	280.6
	EBR	669.9	673.3	328.9	282.4
	SBL	198.3	372.0	167.7	148.6
	SBT	198.3	372.0	167.7	148.6
	NBR	158.6	225.1	113.7	137.7
	NBT	150.1	216.5	104.8	129.1
Poland Ave at Claiborne Ave	SBT	239.7	292.2	216.3	211.8
	SBR	237.9	290.4	214.5	209.9
	WBL	273.3	1462.7	297.9	306.0
	WBT	279.9	1469.1	304.6	312.7
	WBR	284.2	1472.1	308.8	316.9
	NBL	81.5	148.5	101.4	109.8
	NBT	81.5	148.5	101.4	109.8
Claiborne Bridge	EB	1094.6	1092.8	0.0	0.0
	WB	1085.1	1116.6	0.0	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	87.9	19.2	19.2
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	30.5	17.0	17.1
Claiborne WB - West Bridge Stop Bar to Poland	31.7	50.7	28.7	29.5
Total WB Travel Time	68.1	169.1	65.0	65.8
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	80.4	16.9	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	15.0	39.9	15.0	14.9
Claiborne EB - East Bridge Stop Bar to Tennessee	26.8	46.6	25.0	23.6
Total EB Travel Time	58.7	166.9	56.9	55.5

St Claude Ave VISSIM Analysis Results - Scenario 2 - Double Transit Opening
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	50	50	0.0
	NBR	39	40	0.2
	NBL	8	8	0.0
	SBT	48	66	2.4
	SBL	79	100	2.2
	SBR	90	114	2.4
	EBR	24	25	0.2
	EBL	80	83	0.3
	EBT	282	274	0.5
	WBL	32	34	0.3
	WBR	70	74	0.5
	WBT	689	722	1.2
Reynes St at St Claude Ave	EBR	40	41	0.2
	EBT	360	374	0.7
	WBL	7	6	0.4
	WBT	770	788	0.6
	SBT	7	10	1.0
	SBL	6	9	1.1
	SBR	21	31	2.0
Forstall St at St Claude Ave	WBR	63	61	0.3
	WBT	724	727	0.1
	NBT	14	14	0.0
	NBL	65	67	0.2
	NBR	30	29	0.2
	EBL	10	10	0.0
	EBT	356	369	0.7
Claude Bridge	Bridge WB	791	819	1.0
	Bridge EB	400	416	0.8

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	26.6	28.7	30.9
	NBR	5.5	5.7	5.4	7.1
	NBL	30.9	30.2	39.7	17.0
	SBT	30.9	28.1	28.9	32.1
	SBL	36.3	36.2	33.1	34.8
	SBR	13.1	16.5	13.3	13.1
	EBR	2.2	1.9	2.1	2.1
	EBL	43.4	42.0	46.3	43.5
	EBT	10.1	11.6	9.7	9.9
	WBL	35.3	42.1	20.8	22.1
	WBR	33.6	37.9	18.1	17.9
	WBT	34.7	40.3	21.5	23.4
Reynes St at St Claude Ave	EBR	0.6	8.4	0.5	0.6
	EBT	0.2	12.2	0.2	0.2
	WBL	2.2	49.7	2.7	3.6
	WBT	1.2	22.8	1.0	1.0
	SBT	12.6	12.2	10.9	12.4
	SBL	11.6	86.9	11.4	10.9
	SBR	8.7	36.4	6.9	6.8
Forstall St at St Claude Ave	WBR	8.6	26.4	7.9	7.8
	WBT	12.6	35.6	11.1	11.4
	NBT	23.7	21.3	28.4	28.5
	NBL	21.7	48.5	21.0	20.1
	NBR	4.4	6.1	5.6	4.9
	EBL	39.3	65.1	49.6	51.1
	EBT	12.2	17.2	10.4	10.0
Claude Bridge	Bridge WB	1.6	145.0	0.8	0.9
	Bridge EB	0.3	98.0	0.3	0.3

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	53.3	58.1	48.3	52.2
	NBR	57.0	61.8	52.0	55.8
	NBL	53.3	58.1	48.3	52.2
	SBT	152.8	153.2	147.2	135.1
	SBL	152.8	153.2	147.2	135.1
	SBR	161.6	162.0	156.0	143.9
	EBR	126.6	115.0	98.5	116.7
	EBL	123.0	110.9	96.9	112.4
	EBT	123.0	110.9	96.9	112.4
	WBL	412.6	1504.6	395.1	267.3
	WBR	425.2	1517.2	407.7	279.9
	WBT	412.6	1504.6	395.1	267.3
Reynes St at St Claude Ave	EBR	0.0	554.0	0.0	1.9
	EBT	0.0	554.0	0.0	1.9
	WBL	359.0	392.1	9.8	26.1
	WBT	309.5	342.6	5.9	0.0
	SBT	56.0	62.6	45.2	48.5
	SBL	55.7	62.3	45.0	48.2
	SBR	53.8	60.4	43.1	46.3
Forstall St at St Claude Ave	WBR	299.5	725.9	169.1	187.7
	WBT	296.1	722.6	165.8	184.4
	NBT	81.3	80.7	63.8	64.1
	NBL	81.3	80.7	63.8	64.1
	NBR	83.3	82.7	65.7	66.0
	EBL	87.2	316.7	105.0	121.9
	EBT	87.2	316.7	105.0	121.9
Claude Bridge	Bridge WB	1523.6	1523.5	0.0	0.0
	Bridge EB	762.2	839.7	0.0	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	22.2	158.5	20.9	21.2
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	15.5	101.3	14.7	14.9
Claude WB - West Bridge Stop Bar to Poland	46.7	88.7	29.9	30.4
Total WB Travel Time	84.4	348.5	65.5	66.5
Claude EB - Poland to West Bridge Stop Bar	14.1	119.7	13.7	13.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	33.8	14.8	14.8
Claude EB - East Bridge Stop Bar to Tennessee	19.9	35.7	19.8	19.8
Total EB Travel Time	48.9	189.3	48.3	48.3

Claiborne Ave VISSIM Analysis Results - Scenario 2 - Double Transit Opening
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	20	17	0.7
	NBR	9	8	0.3
	NBL	136	117	1.7
	WBR	5	5	0.0
	WBT	1116	1123	0.2
	EBL	21	21	0.0
	EBT	966	946	0.6
Reynes St at Claiborne Ave	SBR	15	7	2.4
	SBL	12	6	2.0
	SBT	8	3	2.1
	EBT	975	957	0.6
	EBR	6	6	0.0
	WBT	1235	1225	0.3
	WBL	17	19	0.5
Tennessee St at Claiborne Ave	SBT	10	2	3.3
	SBR	36	14	4.4
	SBL	11	4	2.6
	NBL	58	48	1.4
	NBT	15	12	0.8
	NBR	8	7	0.4
	EBR	19	20	0.2
	EBL	14	13	0.3
	EBT	979	963	0.5
	WBL	8	8	0.0
	WBT	1232	1217	0.4
	WBR	27	26	0.2
Poland Ave at Robertson St	EBT	618	610	0.3
	EBL	44	46	0.3
	EBR	57	54	0.4
	SBL	293	265	1.7
	SBT	182	228	3.2
	NBR	101	110	0.9
	NBT	143	143	0.0
Poland Ave at Claiborne Ave	SBT	422	432	0.5
	SBR	41	36	0.8
	WBL	53	55	0.3
	WBT	1069	1073	0.1
	WBR	204	210	0.4
	NBL	51	50	0.1
	NBT	136	139	0.3
Claiborne Bridge	EB	1012	986	0.8
	WB	1326	1321	0.1

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	30.6	58.4	28.4	25.5
	NBR	11.7	27.1	8.7	6.0
	NBL	28.3	107.2	28.0	30.7
	WBR	8.2	40.0	1.6	5.9
	WBT	9.1	60.2	8.0	8.0
	EBL	35.3	33.5	35.3	33.2
	EBT	3.9	6.3	3.9	3.6
Reynes St at Claiborne Ave	SBR	8.3	114.4	9.3	8.0
	SBL	23.5	34.0	21.6	20.3
	SBT	18.7	44.8	27.0	19.9
	EBT	1.6	2.6	1.5	1.4
	EBR	0.1	0.6	0.3	0.3
	WBT	0.8	30.1	1.2	0.6
	WBL	10.6	51.7	9.9	10.4
Tennessee St at Claiborne Ave	SBT	21.5	76.8	39.8	32.1
	SBR	9.2	140.4	8.6	8.1
	SBL	36.2	92.2	22.6	25.9
	NBL	26.8	105.4	25.3	25.9
	NBT	21.4	87.5	25.1	9.8
	NBR	8.3	61.5	13.5	9.2
	EBR	6.1	13.0	8.8	8.4
	EBL	42.0	50.7	45.7	42.8
	EBT	8.1	16.7	9.7	8.2
	WBL	37.8	82.4	36.0	31.0
	WBT	4.7	41.4	5.6	4.7
	WBR	2.3	44.3	3.8	5.5
Poland Ave at Robertson St	EBT	14.8	78.3	14.4	14.7
	EBL	13.8	51.8	12.9	14.4
	EBR	9.5	46.5	9.7	10.3
	SBL	5.7	109.2	8.5	9.0
	SBT	14.2	15.4	11.7	8.7
	NBR	19.8	83.8	12.0	12.7
	NBT	47.8	48.6	31.6	32.6
Poland Ave at Claiborne Ave	SBT	29.1	39.2	21.2	19.9
	SBR	15.4	18.4	12.5	9.9
	WBL	21.4	20.7	21.2	12.3
	WBT	25.4	24.5	26.1	17.2
	WBR	24.3	25.2	24.2	13.9
	NBL	15.0	10.5	14.4	14.5
	NBT	7.0	5.6	8.7	9.7
Claiborne Bridge	EB	0.5	73.8	0.5	0.5
	WB	38.3	106.1	44.1	1.0

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	114.8	321.2	102.0	115.5
	NBR	117.1	323.5	104.3	117.8
	NBL	114.8	321.2	102.0	115.5
	WBR	591.6	983.9	178.6	203.2
	WBT	582.2	974.5	169.3	193.9
	EBL	104.7	196.9	110.8	97.5
	EBT	104.7	196.9	110.8	97.5
Reynes St at Claiborne Ave	SBR	34.9	42.2	30.7	37.2
	SBL	36.8	44.1	32.6	39.1
	SBT	36.8	44.1	32.6	39.1
	EBT	0.0	113.9	0.0	0.0
	EBR	0.0	113.9	0.0	0.0
	WBT	317.7	386.2	58.1	6.6
	WBL	72.0	81.2	33.5	44.8
Tennessee St at Claiborne Ave	SBT	48.2	76.1	28.0	23.7
	SBR	49.8	77.6	29.5	25.2
	SBL	48.2	76.1	28.0	23.7
	NBL	45.0	262.5	71.9	41.7
	NBT	45.0	262.5	71.9	41.7
	NBR	45.0	262.5	71.9	41.7
	EBR	218.2	1622.8	258.9	248.6
	EBL	214.7	1622.5	255.4	245.0
	EBT	214.7	1622.5	255.4	245.0
	WBL	310.4	324.1	182.6	118.2
	WBT	310.4	324.1	182.6	118.2
	WBR	313.9	327.6	186.1	121.6
Poland Ave at Robertson St	EBT	272.6	669.0	201.8	203.1
	EBL	272.6	669.0	201.8	203.1
	EBR	274.4	670.9	203.6	204.9
	SBL	122.5	428.7	83.5	72.4
	SBT	122.5	428.7	83.5	72.4
	NBR	148.1	263.4	124.7	112.3
	NBT	139.6	254.9	116.2	103.8
Poland Ave at Claiborne Ave	SBT	313.7	323.8	208.4	207.0
	SBR	311.9	322.0	206.5	205.2
	WBL	1634.2	1666.2	1664.0	333.5
	WBT	1636.6	1665.8	1666.5	340.1
	WBR	1638.8	1662.4	1666.6	344.4
	NBL	54.7	67.8	62.5	62.3
	NBT	54.7	67.8	62.5	62.3
Claiborne Bridge	EB	1105.4	1103.2	0.0	0.0
	WB	1094.4	1151.4	1015.6	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	26.9	139.2	30.8	19.4
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	46.9	65.8	49.8	17.3
Claiborne WB - West Bridge Stop Bar to Poland	60.0	63.8	61.6	29.0
Total WB Travel Time	**133.9**	**268.8**	**142.2**	**65.7**
Claiborne EB - Robertson to West Bridge Stop Bar	17.2	128.0	16.9	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.7	39.7	14.7	14.7
Claiborne EB - East Bridge Stop Bar to Tennessee	21.4	49.3	22.7	21.1
Total EB Travel Time	**53.4**	**216.9**	**54.4**	**52.8**

St Claude Ave VISSIM Analysis Results - Scenario 2 - Double Transit Opening
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	52	52	0.0
	NBR	33	31	0.4
	NBL	10	11	0.3
	SBT	66	78	1.4
	SBL	99	107	0.8
	SBR	109	120	1.0
	EBR	22	22	0.0
	EBL	100	102	0.2
	EBT	264	258	0.4
	WBL	18	21	0.7
	WBR	66	72	0.7
	WBT	456	470	0.7
Reynes St at St Claude Ave	EBR	26	25	0.2
	EBT	370	371	0.1
	WBL	8	7	0.4
	WBT	529	527	0.1
	SBT	3	8	2.1
	SBL	6	18	3.5
	SBR	13	42	5.5
Forstall St at St Claude Ave	WBR	66	65	0.1
	WBT	493	490	0.1
	NBT	24	24	0.0
	NBL	44	46	0.3
	NBR	26	24	0.4
	EBL	8	8	0.0
	EBT	386	381	0.3
Claude Bridge	Bridge WB	542	569	1.1
	Bridge EB	396	398	0.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	28.7	23.2	25.8	28.4
	NBR	5.0	5.3	5.9	9.6
	NBL	24.7	25.3	25.3	36.7
	SBT	29.5	26.9	25.8	33.5
	SBL	33.0	30.3	28.4	35.6
	SBR	14.2	10.7	11.5	12.6
	EBR	2.4	1.8	1.8	1.8
	EBL	41.9	43.3	43.9	41.3
	EBT	9.1	10.4	9.7	9.1
	WBL	26.5	34.4	25.2	23.2
	WBR	18.8	26.6	15.9	23.6
	WBT	28.6	31.5	21.6	26.0
Reynes St at St Claude Ave	EBR	0.5	6.7	0.6	0.5
	EBT	0.2	8.6	0.2	0.2
	WBL	1.4	3.5	1.8	2.6
	WBT	1.1	1.7	1.0	1.1
	SBT	12.9	13.1	11.5	11.5
	SBL	10.6	10.8	9.7	10.3
	SBR	7.5	6.5	6.4	6.1
Forstall St at St Claude Ave	WBR	7.2	7.3	7.0	7.8
	WBT	10.7	10.0	10.7	10.9
	NBT	21.8	21.2	22.6	18.9
	NBL	21.1	19.2	18.9	23.2
	NBR	4.9	5.9	8.5	3.9
	EBL	34.6	46.5	45.5	47.1
	EBT	11.3	13.2	10.7	9.7
Claude Bridge	Bridge WB	0.5	120.0	0.7	1.1
	Bridge EB	0.3	104.7	0.3	0.3

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	40.3	42.3	50.0	74.6
	NBR	43.9	45.9	53.6	78.3
	NBL	40.3	42.3	50.0	74.6
	SBT	159.4	159.8	155.7	142.7
	SBL	159.4	159.8	155.7	142.7
	SBR	168.2	168.6	164.5	151.4
	EBR	143.1	148.6	120.8	96.8
	EBL	138.9	146.5	133.2	95.9
	EBT	138.9	146.5	133.2	95.9
	WBL	203.2	1137.9	204.0	275.9
	WBR	215.8	1150.5	216.6	288.5
	WBT	203.2	1137.9	204.0	275.9
Reynes St at St Claude Ave	EBR	0.0	441.5	0.0	0.0
	EBT	0.0	441.5	0.0	0.0
	WBL	3.5	26.7	6.1	31.6
	WBT	0.0	9.5	0.0	6.0
	SBT	60.8	59.0	50.0	50.9
	SBL	60.6	58.7	49.7	50.7
	SBR	58.7	56.8	47.8	48.8
Forstall St at St Claude Ave	WBR	149.9	116.8	145.7	179.0
	WBT	146.6	113.5	142.4	175.7
	NBT	61.6	61.7	57.7	55.0
	NBL	61.6	61.7	57.7	55.0
	NBR	63.5	63.6	59.6	57.0
	EBL	81.8	321.0	119.3	108.5
	EBT	81.8	321.0	119.3	108.5
Claude Bridge	Bridge WB	1218.8	1374.8	0.0	0.0
	Bridge EB	696.0	768.5	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	21.1	152.8	21.0	21.5
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	14.8	72.4	14.7	15.1
Claude WB - West Bridge Stop Bar to Poland	33.3	57.5	26.9	32.4
Total WB Travel Time	69.3	282.7	62.6	69.0
Claude EB - Poland to West Bridge Stop Bar	14.0	119.5	13.7	13.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	35.6	14.8	14.8
Claude EB - East Bridge Stop Bar to Tennessee	19.7	29.5	19.7	19.7
Total EB Travel Time	48.6	184.6	48.2	48.3

Claiborne Ave VISSIM Analysis Results - Scenario 2 - Double Transit Opening
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	30	24	1.2
	NBR	7	5	0.8
	NBL	88	70	2.0
	WBR	12	13	0.3
	WBT	923	925	0.1
	EBL	22	21	0.2
	EBT	1049	1026	0.7
Reynes St at Claiborne Ave	SBR	16	6	3.0
	SBL	19	8	3.0
	SBT	26	11	3.5
	EBT	1052	1037	0.5
	EBR	23	24	0.2
	WBT	975	960	0.5
	WBL	36	38	0.3
Tennessee St at Claiborne Ave	SBT	10	8	0.7
	SBR	31	26	0.9
	SBL	21	19	0.4
	NBL	24	30	1.2
	NBT	14	17	0.8
	NBR	10	13	0.9
	EBR	23	25	0.4
	EBL	13	12	0.3
	EBT	1057	1035	0.7
	WBL	10	10	0.0
	WBT	965	943	0.7
	WBR	29	29	0.0
Poland Ave at Robertson St	EBT	692	692	0.0
	EBL	44	47	0.4
	EBR	65	62	0.4
	SBL	293	263	1.8
	SBT	203	238	2.4
	NBR	108	112	0.4
	NBT	132	136	0.3
Poland Ave at Claiborne Ave	SBT	444	449	0.2
	SBR	62	56	0.8
	WBL	53	50	0.4
	WBT	788	764	0.9
	WBR	179	180	0.1
	NBL	60	52	1.1
	NBT	142	129	1.1
Claiborne Bridge	EB	1093	1068	0.8
	WB	1020	984	1.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	23.3	22.3	24.8	24.8
	NBR	7.1	9.7	11.8	6.9
	NBL	25.2	71.6	26.3	26.2
	WBR	6.8	44.1	5.6	6.5
	WBT	8.1	49.7	7.3	8.1
	EBL	25.8	40.4	33.4	32.3
	EBT	2.9	6.9	3.8	3.6
Reynes St at Claiborne Ave	SBR	10.2	82.7	7.3	9.8
	SBL	18.2	48.4	22.7	24.1
	SBT	18.6	65.6	20.4	23.0
	EBT	1.6	2.7	1.5	1.6
	EBR	0.5	1.7	0.5	0.6
	WBT	0.8	30.5	0.7	0.7
	WBL	10.9	60.1	11.9	11.8
Tennessee St at Claiborne Ave	SBT	27.6	99.6	31.0	22.9
	SBR	9.9	103.3	8.4	7.3
	SBL	23.6	98.7	27.1	27.5
	NBL	17.5	129.9	23.6	25.6
	NBT	20.8	100.8	26.0	24.8
	NBR	5.7	50.3	11.3	9.5
	EBR	8.3	13.7	7.0	7.0
	EBL	49.8	48.8	36.1	41.2
	EBT	7.5	16.1	9.4	9.1
	WBL	33.0	57.8	36.7	33.1
	WBT	4.5	41.6	4.2	4.5
	WBR	2.7	49.5	3.2	5.2
Poland Ave at Robertson St	EBT	16.0	77.9	14.9	15.1
	EBL	17.4	52.6	14.3	13.9
	EBR	10.0	63.0	11.8	10.5
	SBL	9.0	114.1	9.1	8.8
	SBT	10.0	10.1	9.5	9.4
	NBR	13.8	102.5	13.9	14.5
	NBT	33.0	38.8	32.6	33.7
Poland Ave at Claiborne Ave	SBT	18.6	26.5	19.4	19.8
	S8R	10.1	12.2	9.9	10.3
	WBL	16.5	28.5	14.5	13.6
	WBT	17.2	29.8	18.6	16.5
	WBR	15.4	28.9	14.9	13.6
	NBL	17.5	16.2	14.7	15.5
	NBT	9.7	7.3	8.1	8.4
Claiborne Bridge	EB	0.6	65.0	0.5	0.5
	WB	0.9	110.7	1.0	0.9

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	73.8	76.0	86.9	87.8
	NBR	76.1	78.3	89.2	90.1
	NBL	73.8	76.0	86.9	87.8
	WBR	219.1	950.0	148.5	206.7
	WBT	209.8	940.7	139.2	197.4
	EBL	71.5	220.5	110.8	104.6
	EBT	71.5	220.5	110.8	104.6
Reynes St at Claiborne Ave	SBR	33.3	43.4	44.8	41.2
	SBL	35.2	45.3	46.7	43.1
	SBT	35.2	45.3	46.7	43.1
	EBT	3.3	144.1	11.6	16.2
	EBR	3.3	144.1	11.6	16.2
	WBT	236.8	349.7	0.0	8.8
	W8L	66.8	116.8	6S.2	70.3
Tennessee St at Claiborne Ave	SBT	81.4	180.0	49.7	49.9
	SBR	82.9	181.5	51.2	51.4
	SBL	81.4	180.0	49.7	49.9
	NBL	47.7	206.6	72.7	52.9
	NBT	47.7	206.6	72.7	52.9
	NBR	47.7	206.7	72.7	53.0
	EBR	247.1	1582.5	280.4	278.1
	EBL	243.6	1580.4	276.8	274.6
	EBT	243.6	1580.4	276.8	274.6
	WBL	310.7	324.4	98.2	111.2
	WBT	310.7	324.4	98.2	111.2
	WBR	314.1	327.8	101.6	114.6
Poland Ave at Robertson St	EBT	361.2	681.2	202.8	206.2
	EBL	361.2	681.2	202.8	206.2
	EBR	363.0	683.0	204.7	208.0
	SBL	155.4	433.1	80.7	78.3
	SBT	155.4	433.1	80.7	78.3
	NBR	127.2	326.1	129.4	129.1
	NBT	118.7	317.6	120.9	120.6
Poland Ave at Claiborne Ave	SBT	207.1	287.9	208.1	204.0
	SBR	205.2	286.1	206.2	202.2
	WBL	300.5	1666.8	419.8	310.9
	WBT	307.1	1663.2	426.4	317.5
	WBR	311.4	1664.7	430.7	321.8
	NBL	60.4	75.2	63.1	67.8
	NBT	60.4	75.2	63.1	67.8
Claiborne Bridge	EB	1026.8	1029.1	0.0	0.0
	WB	1092.2	1144.1	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.3	148.0	19.1	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	66.1	17.3	17.1
Claiborne WB - West Bridge Stop Bar to Poland	29.3	75.4	32.1	28.1
Total WB Travel Time	65.8	289.5	68.6	64.5
Claiborne EB - Robertson to West Bridge Stop Bar	17.1	118.2	17.0	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	34.9	14.8	14.7
Claiborne EB - East Bridge Stop Bar to Tennessee	20.7	47.0	22.4	22.2
Total EB Travel Time	52.6	200.0	54.2	54.0

St Claude Ave VISSIM Analysis Results - Scenario 2 - Double Transit Opening
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	88	86	0.2
	NBR	105	104	0.1
	NBL	20	20	0.0
	SBT	75	97	2.9
	SBL	102	119	0.9
	SBR	120	141	1.9
	EBR	18	16	0.5
	EBL	102	100	0.2
	EBT	524	524	0.0
	WBL	19	21	0.3
	WBR	95	104	1.0
	WBT	536	543	0.4
Reynes St at St Claude Ave	EBR	51	52	0.1
	EBT	691	698	0.4
	WBL	15	15	0.0
	WBT	626	635	0.4
	SBT	8	12	0.9
	SBL	8	13	1.5
	SBR	24	37	2.7
Forstall St at St Claude Ave	WBR	49	50	0.2
	WBT	573	572	0.0
	NBT	26	26	0.0
	NBL	77	78	0.1
	NBR	38	38	0.0
	EBL	13	12	0.2
	EBT	736	694	2.2
Claude Bridge	Bridge WB	650	669	0.7
	Bridge EB	731	750	0.7

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	30.3	27.3	29.6
	NBR	7.3	49.8	11.5	7.8
	NBL	31.3	35.7	37.0	35.9
	SBT	32.1	30.8	20.9	12.8
	SBL	34.1	78.9	31.2	18.1
	SBR	14.6	15.9	9.6	4.3
	EBR	2.2	17.2	4.1	1.7
	EBL	41.9	52.3	45.9	44.7
	EBT	10.6	44.3	11.4	8.6
	WBL	24.2	35.3	21.5	22.7
	WBR	21.1	30.6	17.8	23.6
	WBT	28.3	32.0	23.6	26.1
Reynes St at St Claude Ave	EBR	0.7	9.6	1.0	0.6
	EBT	0.4	11.0	0.8	0.3
	WBL	2.1	15.0	6.8	2.9
	WBT	1.0	1.2	1.2	1.1
	SBT	11.7	17.1	14.4	13.7
	SBL	9.3	19.4	16.4	12.4
	SBR	5.2	7.0	6.7	7.2
Forstall St at St Claude Ave	WBR	6.1	7.4	8.8	7.6
	WBT	10.5	10.9	11.1	11.0
	NBT	23.5	21.3	18.0	16.4
	NBL	21.4	20.7	21.8	23.3
	NBR	6.6	9.4	5.9	6.1
	EBL	46.3	52.3	45.1	48.4
	EBT	13.1	15.4	11.2	9.8
Claude Bridge	Bridge WB	0.5	103.5	0.7	0.7
	Bridge EB	0.4	6S.9	0.5	0.3

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	133.3	173.8	121.9	80.2
	NBR	137.0	177.5	125.6	83.9
	NBL	133.3	173.8	121.9	80.2
	SBT	179.9	227.9	196.0	139.6
	SBL	179.9	227.9	196.0	139.6
	SBR	188.6	236.7	204.8	148.4
	EBR	313.6	525.7	204.8	97.3
	EBL	309.2	521.3	200.4	93.8
	EBT	309.2	521.3	200.4	93.8
	WBL	202.7	1096.6	276.9	276.0
	WBR	215.2	1109.2	289.5	288.6
	WBT	202.7	1096.6	276.9	276.0
Reynes St at St Claude Ave	EBR	10.1	1300.2	33.6	0.0
	EBT	10.1	1300.2	33.6	0.0
	WBL	28.2	68.9	80.4	46.6
	WBT	11.2	25.1	38.2	20.3
	SBT	40.5	54.2	53.7	56.7
	SBL	40.2	53.9	53.4	56.5
	SBR	38.3	52.0	51.5	54.6
Forstall St at St Claude Ave	WBR	141.6	149.9	181.5	160.9
	WBT	138.2	146.6	178.2	157.6
	NBT	75.1	92.3	68.4	80.3
	NBL	75.1	92.3	68.4	80.3
	NBR	77.0	94.2	70.3	82.2
	EBL	143.9	322.3	254.1	143.8
	EBT	143.9	322.3	254.1	143.8
Claude Bridge	Bridge WB	1140.2	1291.8	0.0	0.0
	Bridge EB	947.7	951.0	0.0	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	20.9	124.5	20.7	20.7
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	14.5	62.8	14.5	14.6
Claude WB - West Bridge Stop Bar to Poland	33.2	56.7	29.9	32.6
Total WB Travel Time	68.6	244.1	65.1	67.9
Claude EB - Poland to West Bridge Stop Bar	14.0	103.5	13.8	13.9
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	26.0	15.0	14.8
Claude EB - East Bridge Stop Bar to Tennessee	20.0	42.3	20.4	19.8
Total EB Travel Time	48.9	171.8	49.2	48.6

Claiborne Ave VISSIM Analysis Results - Scenario 2 - Double Transit Opening
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	50	41	1.3
	NBR	17	15	0.5
	NBL	116	102	1.3
	WBR	12	14	0.6
	WBT	1068	1066	0.1
	EBL	21	19	0.4
	EBT	1518	1477	1.1
Reynes St at Claiborne Ave	SBR	15	5	3.2
	SBL	15	6	2.8
	SBT	19	8	3.0
	EBT	1524	1486	1.0
	EBR	22	21	0.2
	WBT	1155	1138	0.5
	WBL	29	32	0.5
Tennessee St at Claiborne Ave	SBT	8	3	2.1
	SBR	35	13	4.5
	SBL	12	4	2.8
	NBL	37	30	1.2
	NBT	11	8	1.0
	NBR	14	13	0.3
	EBR	26	26	0.0
	EBL	10	10	0.0
	EBT	1540	1503	0.9
	WBL	7	7	0.0
	WBT	1148	1121	0.8
	WBR	35	35	0.0
Poland Ave at Robertson St	EBT	1078	1074	0.1
	EBL	46	44	0.3
	EBR	61	60	0.1
	SBL	421	373	2.4
	SBT	251	296	2.7
	NBR	77	84	0.8
	NBT	234	230	0.3
Poland Ave at Claiborne Ave	SBT	602	608	0.2
	SBR	61	55	0.8
	WBL	67	66	0.1
	WBT	937	890	1.6
	WBR	216	211	0.3
	NBL	74	67	0.8
	NBT	221	207	1.0
Claiborne Bridge	EB	1576	1533	1.1
	WB	1220	1152	2.0

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	26.6	28.8	28.6	27.7
	NBR	12.0	21.9	11.9	9.8
	NBL	26.7	74.0	28.2	28.5
	WBR	5.4	42.8	6.8	4.8
	WBT	7.8	45.8	8.7	8.0
	EBL	24.7	39.4	28.5	26.7
	EBT	3.1	7.3	5.3	4.6
Reynes St at Claiborne Ave	SBR	7.1	65.5	10.0	8.7
	SBL	19.5	30.2	30.0	34.4
	SBT	22.7	46.9	26.0	30.5
	EBT	1.8	2.3	1.7	1.7
	EBR	0.7	0.9	0.6	1.0
	WBT	0.8	27.8	0.7	0.7
	WBL	13.1	62.7	20.8	16.0
Tennessee St at Claiborne Ave	SBT	23.7	35.8	16.8	21.5
	SBR	6.2	65.0	6.7	5.0
	SBL	30.8	39.1	29.7	28.1
	NBL	27.7	154.1	21.6	25.5
	NBT	25.3	124.1	17.4	23.5
	NBR	10.5	56.9	12.8	6.7
	EBR	6.9	17.3	10.3	9.7
	EBL	33.6	43.0	46.7	43.2
	EBT	8.8	16.6	12.3	11.4
	WBL	32.6	77.6	33.1	34.3
	WBT	4.4	38.2	4.7	5.0
	WBR	4.2	29.3	5.3	5.7
Poland Ave at Robertson St	EBT	16.8	74.3	20.9	21.2
	EBL	17.4	72.5	22.5	23.2
	EBR	14.7	66.1	19.7	18.6
	SBL	10.5	121.8	10.8	35.6
	SBT	8.7	15.0	14.0	30.8
	NBR	16.1	89.9	25.2	19.4
	NBT	33.0	43.4	37.8	37.9
Poland Ave at Claiborne Ave	SBT	20.0	55.7	23.3	24.6
	SBR	7.9	18.9	12.3	13.3
	WBL	15.1	25.7	18.8	16.0
	WBT	17.0	29.8	21.2	18.2
	WBR	14.0	29.0	19.0	16.2
	NBL	15.4	34.1	57.5	34.7
	NBT	5.7	5.7	37.0	15.1
Claiborne Bridge	EB	0.6	68.5	5.9	0.8
	WB	0.9	109.8	1.4	1.0

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	93.9	144.3	99.7	111.0
	NBR	96.2	146.6	102.0	113.3
	NBL	93.9	144.3	99.7	111.0
	WBR	206.8	957.9	229.6	198.5
	WBT	197.5	948.5	220.3	189.2
	EBL	95.3	205.1	174.3	149.5
	EBT	95.3	205.1	174.3	149.5
Reynes St at Claiborne Ave	SBR	32.3	38.6	34.5	41.2
	SBL	34.2	40.5	36.4	43.1
	SBT	34.2	40.5	36.4	43.1
	EBT	36.3	98.1	21.4	38.9
	EBR	36.3	98.1	21.4	38.9
	WBT	191.9	375.2	2.5	0.0
	WBL	61.6	127.1	63.3	88.1
Tennessee St at Claiborne Ave	SBT	30.8	53.4	26.8	23.6
	SBR	32.3	54.9	28.3	25.2
	SBL	30.8	53.4	26.8	23.6
	NBL	83.8	85.1	45.1	33.3
	NBT	83.8	85.1	45.1	33.3
	NBR	83.8	85.1	45.1	33.3
	EBR	343.9	1653.4	1361.7	466.6
	EBL	340.4	1652.2	1367.3	463.1
	EBT	340.4	1652.2	1367.3	463.1
	WBL	300.0	315.2	138.6	132.3
	WBT	300.0	315.2	138.6	132.3
	WBR	303.4	318.6	142.0	135.7
Poland Ave at Robertson St	EBT	642.0	686.6	400.2	395.6
	EBL	642.0	686.6	400.2	395.6
	EBR	643.9	688.4	402.0	397.5
	SBL	243.6	441.6	174.3	223.4
	SBT	243.6	441.6	174.3	223.4
	NBR	122.3	279.2	192.1	166.7
	NBT	113.7	270.7	183.6	158.2
Poland Ave at Claiborne Ave	SBT	235.8	557.9	322.6	320.8
	SBR	234.0	556.1	320.8	319.0
	WBL	295.2	1665.0	585.2	340.0
	WBT	301.8	1665.4	591.8	346.6
	WBR	306.1	1662.8	596.1	350.9
	NBL	51.4	94.7	166.1	149.4
	NBT	51.4	94.7	166.1	149.4
Claiborne Bridge	EB	1104.6	1099.4	63.7	0.0
	WB	1109.2	1134.6	0.0	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	143.4	19.4	19.4
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	66.8	17.6	17.2
Claiborne WB - West Bridge Stop Bar to Poland	28.8	75.3	37.2	30.5
Total WB Travel Time	65.4	285.4	74.2	67.1
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	102.1	17.2	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	44.0	19.2	15.0
Claiborne EB - East Bridge Stop Bar to Tennessee	22.4	51.5	32.1	26.0
Total EB Travel Time	54.2	197.7	68.5	58.0

St Claude Ave VISSIM Analysis Results - Scenario 2 - Double Transit Opening
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	66	64	0.2
	NBR	105	108	0.3
	NBL	23	23	0.0
	SBT	58	76	2.2
	SBL	149	204	4.1
	SBR	92	114	2.2
	EBR	40	39	0.2
	EBL	34	33	0.2
	EBT	877	870	0.2
	WBL	12	14	0.6
	WBR	90	100	1.0
	WBT	438	444	0.3
Reynes St at St Claude Ave	EBR	79	79	0.0
	EBT	1094	1114	0.6
	WBL	16	17	0.2
	WBT	519	521	0.1
	SBT	4	8	1.6
	SBL	5	10	1.8
	SBR	21	39	3.3
Forstall St at St Claude Ave	WBR	37	38	0.2
	WBT	478	474	0.2
	NBT	24	25	0.2
	NBL	62	64	0.3
	NBR	36	34	0.3
	EBL	13	16	0.8
	EBT	988	1097	3.4
Claude Bridge	Bridge WB	540	562	0.9
	Bridge EB	1131	1194	1.8

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	27.0	37.8	26.3	29.3
	NBR	12.9	138.8	7.0	8.7
	NBL	34.2	48.8	32.2	26.9
	SBT	37.9	35.4	28.6	27.5
	SBL	157.4	255.7	61.5	35.7
	SBR	22.6	21.4	11.6	9.2
	EBR	5.3	35.9	3.2	4.2
	EBL	39.0	70.0	31.3	38.1
	EBT	12.3	61.2	11.2	11.4
	WBL	23.9	31.8	19.7	28.4
	WBR	21.8	26.3	17.3	21.7
	WBT	29.1	29.8	22.1	25.8
Reynes St at St Claude Ave	EBR	1.6	16.1	2.3	1.5
	EBT	1.8	19.6	2.4	1.4
	WBL	3.9	45.3	5.4	5.5
	WBT	1.0	1.2	1.0	1.1
	SBT	15.6	141.7	30.8	15.9
	SBL	14.6	172.6	55.4	13.1
	SBR	5.6	75.4	22.3	5.6
Forstall St at St Claude Ave	WBR	6.1	8.1	6.3	7.6
	WBT	10.3	10.7	10.6	10.7
	NBT	22.8	18.6	20.9	18.1
	NBL	22.3	19.8	21.0	22.3
	NBR	5.1	14.5	8.5	7.4
	EBL	45.9	47.1	54.2	38.6
	EBT	14.8	16.3	12.4	12.6
Claude Bridge	Bridge WB	0.3	108.9	0.4	0.5
	Bridge EB	0.5	72.9	0.4	0.5

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	339.8	381.2	69.8	72.2
	NBR	343.5	384.9	73.4	75.9
	NBL	339.8	381.2	69.8	72.2
	SBT	878.4	994.3	433.9	167.6
	SBL	878.4	994.3	433.9	167.6
	SBR	887.2	1003.1	442.7	176.3
	EBR	903.1	905.5	147.2	233.3
	EBL	898.7	901.1	142.8	228.9
	EBT	898.7	901.1	142.8	228.9
	WBL	188.9	861.5	203.5	226.6
	WBR	201.5	874.1	216.1	239.2
	WBT	188.9	861.5	203.5	226.6
Reynes St at St Claude Ave	EBR	59.1	1658.6	211.9	89.6
	EBT	59.1	1658.6	211.9	89.6
	WBL	35.6	74.7	58.4	71.7
	WBT	7.1	24.1	9.7	24.2
	SBT	41.9	128.6	70.9	41.5
	SBL	41.7	128.3	70.6	41.2
	SBR	39.8	126.4	68.7	39.4
Forstall St at St Claude Ave	WBR	125.6	118.4	116.9	156.2
	WBT	122.3	115.1	113.6	152.9
	NBT	69.5	67.3	82.6	66.4
	NBL	69.5	67.3	82.6	66.4
	NBR	71.4	69.3	84.6	68.4
	EBL	276.3	316.7	291.3	299.9
	EBT	276.3	316.7	291.3	299.9
Claude Bridge	Bridge WB	1028.5	1179.6	0.0	0.0
	Bridge EB	947.2	946.4	0.0	0.0

	1800-2700	2700-3600		
Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	20.4	125.4	20.2	20.2
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	14.1	64.0	14.2	14.2
Claude WB - West Bridge Stop Bar to Poland	33.1	48.9	26.6	31.1
Total WB Travel Time	67.5	238.3	61.0	65.6
Claude EB - Poland to West Bridge Stop Bar	13.9	87.4	13.8	13.6
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	15.0	45.5	14.9	15.0
Claude EB - East Bridge Stop Bar to Tennessee	21.1	73.7	22.2	20.9
Total EB Travel Time	50.1	206.6	50.9	49.5

Claiborne Ave VISSIM Analysis Results - Scenario 2 - Double Transit Opening
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	35	29	1.1
	NBR	23	20	0.6
	NBL	96	82	1.5
	WBR	7	7	0.0
	WBT	948	950	0.1
	EBL	28	29	0.2
	EBT	1415	1488	1.9
Reynes St at Claiborne Ave	SBR	12	5	2.4
	SBL	25	12	3.0
	SBT	6	4	0.9
	EBT	1418	1502	2.2
	EBR	29	30	0.2
	WBT	1022	1010	0.4
	WBL	22	24	0.4
Tennessee St at Claiborne Ave	SBT	19	14	1.2
	SBR	28	20	1.6
	SBL	10	8	0.7
	NBL	31	24	1.3
	NBT	16	13	0.8
	NBR	19	15	1.0
	EBR	29	31	0.4
	EBL	12	12	0.0
	EBT	1431	1516	2.2
	WBL	11	11	0.0
	WBT	1002	988	0.4
	WBR	34	35	0.2
Poland Ave at Robertson St	EBT	1016	1111	2.9
	EBL	46	48	0.3
	EBR	73	79	0.7
	SBL	367	307	3.3
	SBT	220	281	3.9
	NBR	89	112	2.3
	NBT	197	181	1.2
Poland Ave at Claiborne Ave	SBT	534	534	0.0
	SBR	42	36	1.0
	WBL	48	46	0.3
	WBT	832	812	0.7
	WBR	181	180	0.1
	NBL	54	49	0.7
	NBT	191	178	1.0
Claiborne Bridge	EB	1472	1528	1.4
	WB	1061	1021	1.2

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	24.3	25.0	27.5	32.7
	NBR	10.9	13.3	9.3	10.7
	NBL	26.0	49.9	28.8	28.7
	WBR	9.2	46.1	9.8	8.9
	WBT	7.4	36.3	7.9	7.8
	EBL	38.3	40.0	34.6	31.7
	EBT	6.9	7.6	5.0	3.9
Reynes St at Claiborne Ave	SBR	8.2	18.0	9.9	6.7
	SBL	23.2	33.3	25.4	22.1
	SBT	24.7	25.9	28.4	21.6
	EBT	2.4	2.5	1.9	1.6
	EBR	1.5	1.5	0.7	0.5
	WBT	0.7	22.9	0.6	0.6
	WBL	18.4	42.8	17.7	12.3
Tennessee St at Claiborne Ave	SBT	23.4	86.5	21.5	23.4
	SBR	7.2	89.4	9.4	11.8
	SBL	22.6	45.1	29.5	37.6
	NBL	26.5	118.7	18.6	20.9
	NBT	23.5	104.8	29.1	26.8
	NBR	12.3	23.4	12.7	13.0
	EBR	13.3	14.8	9.9	5.1
	EBL	40.5	50.7	48.9	36.4
	EBT	12.7	16.8	12.2	10.1
	WBL	37.8	58.2	36.0	40.6
	WBT	4.6	35.4	4.5	4.5
	WBR	4.6	26.8	4.2	4.3
Poland Ave at Robertson St	EBT	34.4	91.3	17.3	16.6
	EBL	34.3	86.0	17.9	18.3
	EBR	34.1	78.4	14.5	14.2
	SBL	14.1	141.2	24.6	24.4
	SBT	9.1	23.8	21.6	19.8
	NBR	18.9	93.0	12.3	13.7
	NBT	33.0	54.8	29.9	32.8
Poland Ave at Claiborne Ave	SBT	23.2	53.5	22.7	22.5
	SBR	15.4	22.8	14.6	14.5
	WBL	18.6	26.2	15.1	15.1
	WBT	22.3	26.3	17.4	17.9
	WBR	18.1	25.9	13.5	13.9
	NBL	31.9	57.7	30.9	30.6
	NBT	19.0	23.7	22.6	21.3
Claiborne Bridge	EB	1.4	71.9	1.9	0.6
	WB	0.9	91.5	0.8	0.8

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	100.2	79.8	82.5	89.5
	NBR	102.5	82.1	84.8	91.8
	NBL	100.2	79.8	82.5	89.5
	WBR	173.9	882.2	178.2	178.3
	WBT	164.6	872.8	168.8	169.0
	EBL	203.7	228.2	170.7	119.2
	EBT	203.7	228.2	170.7	119.2
Reynes St at Claiborne Ave	SBR	32.3	37.5	43.6	34.6
	SBL	34.2	39.4	45.5	36.5
	SBT	34.2	39.4	45.5	36.5
	EBT	95.2	117.0	54.9	7.3
	EBR	95.2	117.0	54.9	7.3
	WBT	45.3	352.3	0.0	0.0
	WBL	52.8	64.5	60.8	42.0
Tennessee St at Claiborne Ave	SBT	54.4	135.8	53.0	27.2
	SBR	55.9	137.4	54.5	28.7
	SBL	54.4	135.8	53.0	27.2
	NBL	48.5	39.2	56.9	80.9
	NBT	48.5	39.2	56.9	80.9
	NBR	48.5	39.2	56.9	80.9
	EBR	728.3	1656.8	929.9	343.4
	EBL	724.8	1656.6	926.6	339.9
	EBT	724.8	1656.6	926.6	339.9
	WBL	228.4	316.3	112.9	100.1
	WBT	228.4	316.3	112.9	100.1
	WBR	231.8	319.7	116.4	103.5
Poland Ave at Robertson St	EBT	677.4	677.6	327.2	288.3
	EBL	677.4	677.6	327.2	288.3
	EBR	679.3	679.4	329.0	290.1
	SBL	203.0	436.9	165.6	154.2
	SBT	203.0	436.9	165.6	154.2
	NBR	135.3	302.5	111.0	124.2
	NBT	126.7	293.9	102.5	115.7
Poland Ave at Claiborne Ave	SBT	242.2	509.9	229.6	195.4
	SBR	240.3	508.0	227.8	193.6
	WBL	311.2	1647.9	305.2	309.1
	WBT	317.9	1646.9	311.8	315.8
	WBR	322.1	1647.9	316.1	320.0
	NBL	77.1	125.4	100.5	103.7
	NBT	77.1	125.4	100.5	103.7
Claiborne Bridge	EB	1094.8	1092.9	14.2	0.0
	WB	1087.1	1127.3	0.0	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	134.8	19.2	19.2
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	52.5	17.0	17.0
Claiborne WB - West Bridge Stop Bar to Poland	34.4	64.8	28.7	29.0
Total WB Travel Time	70.9	252.1	65.0	65.3
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	113.0	17.0	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	15.5	44.4	15.9	14.9
Claiborne EB - East Bridge Stop Bar to Tennessee	32.3	51.0	28.4	23.5
Total EB Travel Time	64.8	208.4	61.4	55.3

St Claude Ave VISSIM Analysis Results - Scenario 3b - Two openings
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	50	49	0.1
	NBR	39	40	0.2
	NBL	8	8	0.0
	SBT	48	65	2.3
	SBL	79	99	2.1
	SBR	90	113	2.3
	EBR	24	25	0.2
	EBL	80	82	0.2
	EBT	282	274	0.5
	WBL	32	34	0.3
	WBR	70	73	0.4
	WBT	689	714	0.9
Reynes St at St Claude Ave	EBR	40	41	0.2
	EBT	360	373	0.7
	WBL	7	6	0.4
	WBT	770	788	0.6
	SBT	7	9	0.7
	SBL	6	9	1.1
	SBR	21	30	1.8
Forstall St at St Claude Ave	WBR	63	61	0.3
	WBT	724	728	0.1
	NBT	14	14	0.0
	NBL	65	67	0.2
	NBR	30	29	0.2
	EBL	10	11	0.3
	EBT	356	369	0.7
Claude Bridge	Bridge WB	791	819	1.0
	Bridge EB	400	415	0.7

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	26.6	27.4	30.6
	NBR	6.1	5.4	5.5	6.3
	NBL	30.6	31.6	27.3	22.0
	SBT	30.4	27.3	26.2	30.2
	SBL	37.3	29.8	30.0	35.4
	SBR	13.6	14.4	12.5	13.3
	EBR	2.2	1.9	1.8	2.0
	EBL	43.4	42.0	45.3	44.0
	EBT	10.0	10.2	9.8	9.3
	WBL	35.7	37.9	35.6	25.6
	WBR	30.8	39.2	32.2	16.7
	WBT	32.7	40.5	34.5	23.8
Reynes St at St Claude Ave	EBR	6.4	0.7	4.2	0.5
	EBT	9.0	0.4	4.0	0.3
	WBL	11.5	1.4	12.3	1.6
	WBT	6.2	1.1	1.7	1.0
	SBT	15.4	14.5	12.4	11.3
	SBL	18.1	18.8	20.0	12.8
	SBR	16.0	6.4	8.1	6.5
Forstall St at St Claude Ave	WBR	9.5	9.4	9.3	8.1
	WBT	12.6	11.6	11.0	11.2
	NBT	24.0	21.2	24.6	24.2
	NBL	22.4	19.6	22.7	21.6
	NBR	5.1	4.6	6.6	3.9
	EBL	53.2	49.3	44.4	44.9
	EBT	15.0	14.3	10.6	9.7
Claude Bridge	Bridge WB	114.6	138.0	24.2	1.1
	Bridge EB	95.0	120.2	0.6	0.3

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	54.8	58.2	38.7	56.9
	NBR	58.5	61.9	42.4	60.4
	NBL	54.8	58.2	38.7	56.9
	SBT	158.5	156.3	145.7	146.8
	SBL	158.5	156.3	145.7	146.8
	SBR	167.3	165.1	154.5	155.6
	EBR	126.6	115.0	101.6	114.1
	EBL	123.0	110.9	103.6	114.0
	EBT	123.0	110.9	103.6	114.0
	WBL	1500.8	1503.8	1286.6	276.1
	WBR	1513.4	1516.3	1299.2	288.7
	WBT	1500.8	1503.8	1286.6	276.1
Reynes St at St Claude Ave	EBR	288.0	13.7	436.2	0.0
	EBT	288.0	13.7	436.2	0.0
	WBL	300.2	5.0	77.9	8.4
	WBT	252.7	6.3	48.0	0.0
	SBT	65.9	50.7	54.2	45.0
	SBL	65.6	50.4	53.9	44.8
	SBR	63.7	48.5	52.0	42.9
Forstall St at St Claude Ave	WBR	231.3	208.4	167.6	177.7
	WBT	228.0	205.0	164.3	174.4
	NBT	81.3	66.5	67.3	73.8
	NBL	81.3	66.5	67.3	73.8
	NBR	83.3	68.5	69.3	75.7
	EBL	317.5	163.1	266.7	113.2
	EBT	317.5	163.1	266.7	113.2
Claude Bridge	Bridge WB	1516.2	1340.7	1437.3	0.0
	Bridge EB	579.1	687.1	0.0	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	133.6	95.3	50.1	21.3
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	67.3	106.7	27.0	15.0
Claude WB - West Bridge Stop Bar to Poland	48.6	92.0	61.7	30.9
Total WB Travel Time	249.5	294.0	138.8	67.2
Claude EB - Poland to West Bridge Stop Bar	94.3	110.5	15.2	13.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	37.4	40.3	14.9	14.8
Claude EB - East Bridge Stop Bar to Tennessee	28.9	20.1	24.9	19.8
Total EB Travel Time	160.6	170.9	54.9	48.3

Claiborne Ave VISSIM Analysis Results - Scenario 3b - Two Openings
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	20	17	0.7
	NBR	9	7	0.7
	NBL	136	117	1.7
	WBR	5	5	0.0
	WBT	1116	1123	0.2
	EBL	21	21	0.0
	EBT	966	948	0.6
Reynes St at Claiborne Ave	SBR	15	7	2.4
	SBL	12	6	2.0
	SBT	8	4	1.6
	EBT	975	959	0.5
	EBR	6	5	0.4
	WBT	1235	1225	0.3
	WBL	17	19	0.5
Tennessee St at Claiborne Ave	SBT	10	3	2.7
	SBR	36	14	4.4
	SBL	11	4	2.6
	NBL	58	48	1.4
	NBT	15	12	0.8
	NBR	8	7	0.4
	EBR	19	20	0.2
	EBL	14	13	0.3
	EBT	979	963	0.5
	WBL	8	8	0.0
	WBT	1232	1218	0.4
	WBR	27	26	0.2
Poland Ave at Robertson St	EBT	618	609	0.4
	EBL	44	45	0.1
	EBR	57	54	0.4
	SBL	293	265	1.7
	SBT	182	224	2.9
	NBR	101	111	1.0
	NBT	143	140	0.3
Poland Ave at Claiborne Ave	SBT	422	431	0.4
	SBR	41	36	0.8
	WBL	53	53	0.0
	WBT	1069	1016	1.6
	WBR	204	198	0.4
	NBL	51	50	0.1
	NBT	136	138	0.2
Claiborne Bridge	EB	1012	988	0.8
	WB	1326	1268	1.6

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	29.9	27.4	22.9	32.1
	NBR	9.4	7.9	7.5	13.5
	NBL	28.3	51.2	62.7	28.9
	WBR	7.9	24.0	37.0	11.0
	WBT	9.3	32.8	32.1	7.8
	EBL	32.5	30.9	37.6	31.2
	EBT	3.6	5.9	6.3	3.8
Reynes St at Claiborne Ave	SBR	9.1	41.0	33.6	10.0
	SBL	23.3	26.2	32.7	26.4
	SBT	18.8	22.6	40.7	22.5
	EBT	1.5	2.0	2.0	1.4
	EBR	0.3	0.7	1.4	0.2
	WBT	0.8	15.6	20.1	0.6
	WBL	10.6	30.9	54.3	11.8
Tennessee St at Claiborne Ave	SBT	21.5	36.6	60.7	38.2
	SBR	8.6	71.7	59.9	6.0
	SBL	36.2	43.2	44.8	23.8
	NBL	26.9	44.6	109.4	25.9
	NBT	21.5	39.0	78.4	26.8
	NBR	8.0	20.8	39.1	5.8
	EBR	6.2	12.7	13.7	4.9
	EBL	37.6	48.7	47.4	37.7
	EBT	8.0	17.3	15.1	8.0
	WBL	37.3	57.7	54.9	37.6
	WBT	4.5	25.4	28.6	4.7
	WBR	2.6	25.6	27.2	5.2
Poland Ave at Robertson St	EBT	14.8	35.7	31.4	14.9
	EBL	13.7	25.0	23.7	14.8
	EBR	9.5	21.8	19.7	9.9
	SBL	5.3	51.4	31.0	8.8
	SBT	12.6	16.9	10.3	10.0
	NBR	16.9	52.2	39.8	12.7
	NBT	46.6	49.5	32.5	35.2
Poland Ave at Claiborne Ave	SBT	29.0	29.2	21.1	19.1
	SBR	15.5	16.9	12.3	11.0
	WBL	17.5	18.6	23.1	14.6
	WBT	21.5	22.4	27.2	17.6
	WBR	18.7	21.6	25.8	14.7
	NBL	18.9	11.7	13.6	16.4
	NBT	6.9	7.2	8.3	8.8
Claiborne Bridge	EB	0.5	62.4	45.1	0.5
	WB	1.6	83.3	71.8	1.0

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	112.6	179.8	137.5	112.7
	NBR	114.9	182.1	139.8	115.0
	NBL	112.6	179.8	137.5	112.7
	WBR	585.8	1021.9	701.8	206.5
	WBT	576.5	1012.6	692.5	197.2
	EBL	97.1	167.6	209.0	100.9
	EBT	97.1	167.6	209.0	100.9
Reynes St at Claiborne Ave	SBR	34.8	38.3	37.9	36.4
	SBL	36.7	40.2	39.8	38.3
	SBT	36.7	40.2	39.8	38.3
	EBT	2.5	54.8	44.6	5.7
	EBR	2.5	54.8	44.6	5.7
	WBT	326.2	375.3	381.7	4.2
	WBL	80.6	71.6	54.1	47.3
Tennessee St at Claiborne Ave	SBT	48.3	54.4	40.5	25.1
	SBR	49.9	56.0	42.1	26.7
	SBL	48.3	54.4	40.5	25.1
	NBL	44.1	174.5	105.8	41.7
	NBT	44.1	174.5	105.8	41.7
	NBR	44.1	174.5	105.8	41.7
	EBR	208.2	1641.3	1458.5	235.8
	EBL	204.6	1639.1	1455.5	232.2
	EBT	204.6	1639.1	1455.5	232.2
	WBL	311.3	323.6	320.7	123.0
	WBT	311.3	323.6	320.7	123.0
	WBR	314.8	327.0	324.1	126.4
Poland Ave at Robertson St	EBT	272.9	433.4	408.0	197.6
	EBL	272.9	433.4	408.0	197.6
	EBR	274.8	435.2	409.9	199.4
	SBL	119.7	316.5	137.4	74.5
	SBT	119.7	316.5	137.4	74.5
	NBR	149.2	221.1	181.1	128.5
	NBT	140.7	212.6	172.6	120.0
Poland Ave at Claiborne Ave	SBT	313.7	267.3	201.9	176.1
	SBR	311.9	265.5	200.0	174.2
	WBL	530.1	1666.2	1659.4	339.4
	WBT	536.7	1666.9	1659.7	346.1
	WBR	541.0	1665.4	1661.0	350.3
	NBL	53.5	59.9	62.5	60.4
	NBT	53.5	59.9	62.5	60.4
Claiborne Bridge	EB	1106.4	1103.2	1107.3	0.0
	WB	1095.8	1147.4	1134.5	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.7	103.2	101.0	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.7	59.4	49.4	17.2
Claiborne WB - West Bridge Stop Bar to Poland	36.5	60.7	64.7	29.5
Total WB Travel Time	**73.9**	**223.3**	**215.1**	**66.1**
Claiborne EB - Robertson to West Bridge Stop Bar	17.2	101.5	85.3	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.7	37.3	26.0	14.7
Claiborne EB - East Bridge Stop Bar to Tennessee	21.3	49.9	39.0	20.9
Total EB Travel Time	**53.2**	**188.8**	**150.2**	**52.5**

St Claude Ave VISSIM Analysis Results - Scenario 3b - Two openings
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	52	52	0.0
	NBR	33	31	0.4
	NBL	10	11	0.3
	SBT	66	78	1.4
	SBL	99	107	0.8
	SBR	109	120	1.0
	EBR	22	22	0.0
	EBL	100	102	0.2
	EBT	264	258	0.4
	WBL	18	20	0.5
	WBR	66	74	1.0
	WBT	456	472	0.7
Reynes St at St Claude Ave	EBR	26	26	0.0
	EBT	370	372	0.1
	WBL	8	7	0.4
	WBT	529	526	0.1
	SBT	3	8	2.1
	SBL	6	20	3.9
	SBR	13	42	5.5
Forstall St at St Claude Ave	WBR	66	65	0.1
	WBT	493	490	0.1
	NBT	24	25	0.2
	NBL	44	45	0.1
	NBR	26	24	0.4
	EBL	8	8	0.0
	EBT	386	380	0.3
Claude Bridge	Bridge WB	542	568	1.1
	Bridge EB	396	398	0.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	28.7	23.3	27.6	26.2
	NBR	5.0	5.2	6.0	7.9
	NBL	24.6	25.3	23.5	25.0
	SBT	29.4	29.6	25.8	31.8
	SBL	32.8	31.2	27.4	38.8
	SBR	14.4	12.3	11.1	11.9
	EBR	2.4	1.8	2.5	2.1
	EBL	41.9	43.2	45.2	40.9
	EBT	9.2	10.1	9.8	9.2
	WBL	24.9	24.3	23.2	26.4
	WBR	26.5	25.0	23.7	19.6
	WBT	32.4	30.9	28.7	25.3
Reynes St at St Claude Ave	EBR	6.1	0.5	3.7	0.5
	EBT	8.3	0.4	3.8	0.2
	WBL	4.2	1.7	7.2	1.1
	WBT	1.0	1.0	1.0	1.1
	SBT	14.9	11.4	11.4	10.7
	SBL	15.3	10.3	12.8	10.5
	SBR	7.1	7.1	7.4	6.5
Forstall St at St Claude Ave	WBR	7.3	7.6	7.5	8.1
	WBT	10.9	10.3	10.5	11.0
	NBT	21.9	21.2	21.8	21.4
	NBL	21.1	19.2	21.0	20.5
	NBR	6.0	4.5	6.3	6.2
	EBL	50.2	44.5	46.1	37.2
	EBT	14.5	11.9	10.2	9.9
Claude Bridge	Bridge WB	115.3	107.7	6.9	1.0
	Bridge EB	100.6	113.0	0.4	0.2

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	40.3	40.9	49.2	71.8
	NBR	43.9	44.6	52.9	75.5
	NBL	40.3	40.9	49.2	71.8
	SBT	158.3	158.0	140.0	142.2
	SBL	158.3	158.0	140.0	142.2
	SBR	167.1	166.8	148.8	150.9
	EBR	143.1	148.6	136.5	101.9
	EBL	138.9	146.5	132.5	100.1
	EBT	138.9	146.5	132.5	100.1
	WBL	1073.7	760.3	500.0	264.4
	WBR	1086.3	772.9	512.6	277.0
	WBT	1073.7	760.3	500.0	264.4
Reynes St at St Claude Ave	EBR	204.3	3.9	345.5	0.0
	EBT	204.3	3.9	345.5	0.0
	WBL	19.6	8.2	29.9	3.5
	WBT	4.8	0.0	3.1	0.0
	SBT	57.7	62.6	62.7	57.3
	SBL	57.4	62.4	62.4	57.0
	SBR	55.5	60.5	60.5	55.1
Forstall St at St Claude Ave	WBR	158.5	124.3	145.1	168.1
	WBT	155.2	120.9	141.8	164.8
	NBT	61.6	61.7	54.0	58.2
	NBL	61.6	61.7	54.0	58.2
	NBR	63.5	63.7	56.0	60.2
	EBL	315.1	155.5	290.1	111.3
	EBT	315.1	155.5	290.1	111.3
Claude Bridge	Bridge WB	1014.1	687.4	0.0	0.0
	Bridge EB	528.7	624.0	0.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	97.7	70.9	21.1	21.5
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	72.9	77.9	15.4	15.1
Claude WB - West Bridge Stop Bar to Poland	47.7	57.5	38.5	31.7
Total WB Travel Time	218.3	206.3	75.1	68.3
Claude EB - Poland to West Bridge Stop Bar	95.2	102.1	13.9	13.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	39.1	39.9	14.8	14.8
Claude EB - East Bridge Stop Bar to Tennessee	27.0	20.1	23.8	19.6
Total EB Travel Time	161.3	162.1	52.6	48.2

Claiborne Ave VISSIM Analysis Results - Scenario 3b - Two Openings
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	30	24	1.2
	NBR	7	5	0.8
	NBL	88	70	2.0
	WBR	12	13	0.3
	WBT	923	925	0.1
	EBL	22	22	0.0
	EBT	1049	1027	0.7
Reynes St at Claiborne Ave	SBR	16	6	3.0
	SBL	19	8	3.0
	SBT	26	11	3.5
	EBT	1052	1038	0.4
	EBR	23	23	0.0
	WBT	975	960	0.5
	WBL	36	38	0.3
Tennessee St at Claiborne Ave	SBT	10	8	0.7
	SBR	31	26	0.9
	SBL	21	19	0.4
	NBL	24	30	1.2
	NBT	14	17	0.8
	NBR	10	13	0.9
	EBR	23	24	0.2
	EBL	13	11	0.6
	EBT	1057	1036	0.6
	WBL	10	9	0.3
	WBT	965	942	0.7
	WBR	29	29	0.0
Poland Ave at Robertson St	EBT	692	693	0.0
	EBL	44	47	0.4
	EBR	65	62	0.4
	SBL	293	264	1.7
	SBT	203	238	2.4
	NBR	108	112	0.4
	NBT	132	136	0.3
Poland Ave at Claiborne Ave	SBT	444	450	0.3
	SBR	62	56	0.8
	WBL	53	51	0.3
	WBT	788	766	0.8
	WBR	179	180	0.1
	NBL	60	53	0.9
	NBT	142	128	1.2
Claiborne Bridge	EB	1093	1067	0.8
	WB	1020	984	1.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	24.1	21.1	31.0	28.4
	NBR	7.7	6.4	10.9	6.9
	NBL	25.6	35.5	24.8	26.6
	WBR	6.9	17.6	6.1	8.6
	WBT	8.2	18.4	8.9	7.9
	EBL	25.5	40.4	38.3	33.9
	EBT	2.8	7.0	6.9	3.6
Reynes St at Claiborne Ave	SBR	10.1	31.7	20.2	7.7
	SBL	19.4	33.9	25.9	25.4
	SBT	19.0	34.9	21.9	23.0
	EBT	1.5	2.1	2.4	1.5
	EBR	0.7	0.8	1.5	0.4
	WBT	0.8	12.2	7.0	0.7
	WBL	11.3	31.6	22.4	13.1
Tennessee St at Claiborne Ave	SBT	27.6	46.8	37.3	27.7
	SBR	9.3	48.0	23.4	10.0
	SBL	23.5	46.4	37.7	25.1
	NBL	17.5	52.6	34.1	26.5
	NBT	20.8	41.5	36.4	27.3
	NBR	5.6	17.7	15.2	8.0
	EBR	8.5	14.2	14.0	7.1
	EBL	36.0	33.4	48.2	41.7
	EBT	7.5	15.4	14.9	9.0
	WBL	32.9	40.3	62.2	42.7
	WBT	4.4	22.4	19.6	4.6
	WBR	2.9	26.9	16.1	5.0
Poland Ave at Robertson St	EBT	16.0	42.3	38.6	14.9
	EBL	17.5	29.2	28.5	16.2
	EBR	9.9	32.1	29.2	11.1
	SBL	9.1	44.8	41.1	9.1
	SBT	10.0	9.6	9.5	10.0
	NBR	14.1	52.7	50.2	15.5
	NBT	32.6	36.9	32.6	32.4
Poland Ave at Claiborne Ave	SBT	18.6	19.6	19.9	19.0
	SBR	9.8	11.6	11.8	9.0
	WBL	16.1	27.4	21.4	15.1
	WBT	17.4	29.6	25.0	16.7
	WBR	15.5	28.6	24.1	13.8
	NBL	17.6	19.4	17.2	16.7
	NBT	9.7	8.6	6.7	8.1
Claiborne Bridge	EB	0.6	57.6	45.8	0.5
	WB	0.9	86.2	57.2	0.8

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	70.0	65.5	83.3	82.8
	NBR	72.3	67.8	85.6	85.1
	NBL	70.0	65.5	83.3	82.8
	WBR	228.4	407.6	170.9	210.9
	WBT	219.1	398.3	161.6	201.6
	EBL	66.0	188.4	217.1	104.7
	EBT	66.0	188.4	217.1	104.7
Reynes St at Claiborne Ave	SBR	34.3	40.5	49.6	37.5
	SBL	36.2	42.4	51.5	39.4
	SBT	36.2	42.4	51.5	39.4
	EBT	5.5	33.8	100.9	11.7
	EBR	5.5	33.8	100.9	11.7
	WBT	239.6	311.4	257.6	7.5
	WBL	66.0	78.1	91.3	80.5
Tennessee St at Claiborne Ave	SBT	81.1	128.5	53.9	52.4
	SBR	82.6	130.1	55.4	53.9
	SBL	81.1	128.5	53.9	52.4
	NBL	47.7	141.4	67.0	57.3
	NBT	47.7	141.4	67.0	57.3
	NBR	47.7	141.4	67.0	57.3
	EBR	242.8	1661.2	1562.2	270.3
	EBL	239.3	1661.4	1560.8	266.8
	EBT	239.3	1661.4	1560.8	266.8
	WBL	310.3	314.8	313.6	126.4
	WBT	310.3	314.8	313.6	126.4
	WBR	313.8	318.2	317.0	129.8
Poland Ave at Robertson St	EBT	355.9	615.9	509.8	220.5
	EBL	355.9	615.9	509.8	220.5
	EBR	357.7	617.8	511.6	222.3
	SBL	155.0	235.1	205.8	76.9
	SBT	155.0	235.1	205.8	76.9
	NBR	166.2	213.7	237.4	140.2
	NBT	157.7	205.2	228.9	131.7
Poland Ave at Claiborne Ave	SBT	206.9	215.2	208.7	192.6
	SBR	205.1	213.4	206.9	190.8
	WBL	300.8	1661.7	1578.4	317.3
	WBT	307.4	1663.4	1582.5	323.9
	WBR	311.7	1662.1	1584.7	328.2
	NBL	60.6	71.0	63.7	61.0
	NBT	60.6	71.0	63.7	61.0
Claiborne Bridge	EB	1027.7	1093.9	1101.4	0.0
	WB	1089.1	1140.4	1100.0	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.3	115.0	100.7	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	54.6	32.3	17.1
Claiborne WB - West Bridge Stop Bar to Poland	29.5	71.4	53.7	28.3
Total WB Travel Time	66.0	241.0	186.7	64.6
Claiborne EB - Robertson to West Bridge Stop Bar	17.1	96.1	85.7	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	35.3	27.8	14.7
Claiborne EB - East Bridge Stop Bar to Tennessee	20.8	44.5	39.8	22.0
Total EB Travel Time	52.7	175.9	153.4	53.7

St Claude Ave VISSIM Analysis Results - Scenario 3b - Two openings
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	88	86	0.2
	NBR	105	104	0.1
	NBL	20	20	0.0
	SBT	75	96	2.8
	SBL	102	119	0.9
	SBR	120	141	1.9
	EBR	18	17	0.2
	EBL	102	100	0.2
	EBT	524	524	0.0
	WBL	19	21	0.3
	WBR	95	103	0.8
	WBT	536	543	0.4
Reynes St at St Claude Ave	EBR	51	52	0.1
	EBT	691	699	0.4
	WBL	15	15	0.0
	WBT	626	635	0.4
	SBT	8	12	0.9
	SBL	8	12	1.3
	SBR	24	36	2.6
Forstall St at St Claude Ave	WBR	49	50	0.2
	WBT	573	571	0.1
	NBT	26	26	0.0
	NBL	77	78	0.1
	NBR	38	37	0.1
	EBL	13	12	0.2
	EBT	736	695	2.1
Claude Bridge	Bridge WB	650	670	0.8
	Bridge EB	731	751	0.8

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.0	28.8	27.9	31.3
	NBR	13.8	9.1	26.3	8.3
	NBL	29.8	33.6	33.1	34.0
	SBT	31.6	29.4	19.1	14.3
	SBL	43.6	40.5	54.3	20.1
	SBR	14.7	13.8	8.8	4.2
	EBR	2.9	2.9	18.5	3.1
	EBL	41.9	46.1	59.0	44.1
	EBT	18.2	17.0	29.1	8.6
	WBL	36.7	33.2	33.3	25.8
	WBR	25.1	26.1	31.0	21.6
	WBT	31.7	28.4	34.7	25.8
Reynes St at St Claude Ave	EBR	10.4	5.0	6.2	0.7
	EBT	9.4	5.8	7.9	0.3
	WBL	3.9	2.8	20.3	3.1
	WBT	1.0	1.0	1.2	1.1
	SBT	13.9	12.7	19.2	14.7
	SBL	10.2	14.7	32.7	12.5
	SBR	6.0	6.5	8.7	6.9
Forstall St at St Claude Ave	WBR	6.8	7.9	7.4	7.8
	WBT	10.6	11.2	10.9	10.9
	NBT	23.5	21.2	24.2	18.4
	NBL	21.4	20.7	21.8	22.9
	NBR	7.0	6.0	9.0	6.4
	EBL	42.5	60.6	49.8	38.1
	EBT	14.3	14.5	13.5	10.1
Claude Bridge	Bridge WB	113.0	110.1	10.3	0.8
	Bridge EB	80.8	102.8	0.8	0.3

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	85.7	129.7	154.8	84.5
	NBR	89.4	133.4	158.5	88.1
	NBL	85.7	129.7	154.8	84.5
	SBT	157.3	183.1	206.1	141.9
	SBL	157.3	183.1	206.1	141.9
	SBR	166.1	191.9	214.9	150.7
	EBR	166.9	411.6	584.7	78.6
	EBL	162.4	407.2	580.3	74.7
	EBT	162.4	407.2	580.3	74.7
	WBL	963.6	599.5	839.3	273.7
	WBR	976.2	612.1	851.9	286.3
	WBT	963.6	599.5	839.3	273.7
Reynes St at St Claude Ave	EBR	798.5	261.9	807.6	0.0
	EBT	798.5	261.9	807.6	0.0
	WBL	20.3	40.8	96.2	45.8
	WBT	6.9	8.3	47.4	10.9
	SBT	55.3	46.6	57.5	55.4
	SBL	55.0	46.3	56.1	55.1
	SBR	53.1	44.4	54.2	53.3
Forstall St at St Claude Ave	WBR	143.4	144.9	170.7	164.6
	WBT	140.1	141.6	167.4	161.3
	NBT	75.1	90.7	72.8	93.0
	NBL	75.1	90.7	72.8	93.0
	NBR	77.0	92.7	74.8	95.0
	EBL	307.4	303.9	313.9	135.7
	EBT	307.4	303.9	313.9	135.7
Claude Bridge	Bridge WB	921.5	970.9	789.9	0.0
	Bridge EB	932.6	953.8	120.8	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	92.0	89.3	27.2	20.8
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	70.6	72.5	16.7	14.7
Claude WB - West Bridge Stop Bar to Poland	47.3	51.8	55.0	32.3
Total WB Travel Time	209.9	213.7	98.8	67.7
Claude EB - Poland to West Bridge Stop Bar	114.4	124.0	23.8	13.9
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	29.1	32.3	15.2	14.8
Claude EB - East Bridge Stop Bar to Tennessee	34.7	28.3	33.0	19.8
Total EB Travel Time	178.2	184.6	72.0	48.6

Claiborne Ave VISSIM Analysis Results - Scenario 3b - Two Openings
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	50	42	1.2
	NBR	17	15	0.5
	NBL	116	102	1.3
	WBR	12	14	0.6
	WBT	1068	1067	0.0
	EBL	21	18	0.7
	EBT	1518	1479	1.0
Reynes St at Claiborne Ave	SBR	15	5	3.2
	SBL	15	6	2.8
	SBT	19	8	3.0
	EBT	1524	1488	0.9
	EBR	22	21	0.2
	WBT	1155	1138	0.5
	WBL	29	31	0.4
Tennessee St at Claiborne Ave	SBT	8	3	2.1
	SBR	35	13	4.5
	SBL	12	5	2.4
	NBL	37	30	1.2
	NBT	11	8	1.0
	NBR	14	13	0.3
	EBR	26	25	0.2
	EBL	10	10	0.0
	EBT	1540	1503	0.9
	WBL	7	7	0.0
	WBT	1148	1120	0.8
	WBR	35	35	0.0
Poland Ave at Robertson St	EBT	1078	1075	0.1
	EBL	46	44	0.3
	EBR	61	60	0.1
	SBL	421	372	2.5
	SBT	251	296	2.7
	NBR	77	83	0.7
	NBT	234	229	0.3
Poland Ave at Claiborne Ave	SBT	602	608	0.2
	SBR	61	56	0.7
	WBL	67	65	0.2
	WBT	937	891	1.5
	WBR	216	211	0.3
	NBL	74	66	1.0
	NBT	221	208	0.9
Claiborne Bridge	EB	1576	1534	1.1
	WB	1220	1153	1.9

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	26.8	25.5	25.3	28.0
	NBR	11.2	15.7	16.5	11.6
	NBL	26.2	31.0	41.2	28.5
	WBR	5.1	15.8	11.6	8.2
	WBT	7.7	15.5	19.9	8.1
	EBL	34.1	33.8	31.8	35.8
	EBT	2.8	7.3	7.2	4.5
Reynes St at Claiborne Ave	SBR	8.2	15.1	31.0	9.4
	SBL	20.1	29.1	36.4	20.7
	SBT	23.8	24.8	49.7	27.0
	EBT	1.6	2.2	2.1	1.7
	EBR	1.4	1.0	0.8	0.4
	WBT	0.8	10.3	10.8	0.8
	WBL	12.6	34.8	32.5	20.1
Tennessee St at Claiborne Ave	SBT	23.8	22.5	25.2	26.6
	SBR	6.1	23.0	26.9	5.1
	SBL	30.8	24.8	30.4	31.5
	NBL	27.8	76.2	48.0	23.0
	NBT	25.4	67.2	36.6	26.0
	NBR	11.0	18.5	19.8	15.0
	EBR	7.5	18.1	14.3	9.7
	EBL	38.6	54.2	39.2	41.3
	EBT	8.6	17.4	16.9	11.3
	WBL	32.1	58.3	43.0	32.6
	WBT	4.4	20.5	19.1	4.8
	WBR	4.3	15.0	21.3	4.9
Poland Ave at Robertson St	EBT	16.9	51.0	55.2	21.5
	EBL	17.2	46.8	52.0	22.1
	EBR	15.4	42.3	45.9	18.9
	SBL	10.2	63.4	82.0	35.3
	SBT	8.6	9.6	15.3	31.1
	NBR	15.8	55.5	65.0	22.0
	NBT	32.9	39.1	50.3	38.8
Poland Ave at Claiborne Ave	SBT	20.0	24.4	33.6	23.6
	SBR	8.1	12.8	14.2	15.2
	WBL	14.8	23.1	28.1	16.7
	WBT	17.0	29.7	30.3	20.9
	WBR	14.8	28.0	30.1	19.4
	NBL	16.1	23.0	69.8	34.6
	NBT	5.4	5.8	41.8	15.6
Claiborne Bridge	EB	0.6	65.3	54.2	0.8
	WB	0.9	81.4	78.7	1.3

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	94.4	96.0	124.7	111.6
	NBR	96.7	98.3	127.0	113.9
	NBL	94.4	96.0	124.7	111.6
	WBR	198.9	351.7	625.5	213.3
	WBT	189.6	342.4	616.2	204.0
	EBL	77.5	207.7	200.5	152.4
	EBT	77.5	207.7	200.5	152.4
Reynes St at Claiborne Ave	SBR	32.3	35.1	40.7	36.1
	SBL	34.2	37.0	42.6	38.0
	SBT	34.2	37.0	42.6	38.0
	E8T	28.3	83.6	68.5	9.5
	EBR	28.3	83.6	68.5	9.5
	WBT	191.0	301.7	344.8	29.0
	WBL	75.3	105.1	76.7	74.8
Tennessee St at Claiborne Ave	SBT	30.8	40.2	41.8	23.5
	SBR	32.3	41.8	43.3	25.0
	SBL	30.8	40.2	41.8	23.5
	NBL	83.8	58.9	42.9	33.5
	NBT	83.8	58.9	42.9	33.5
	NBR	83.8	58.9	42.9	33.5
	EBR	339.9	1663.8	1657.2	530.4
	EBL	336.3	1663.3	1656.9	526.8
	EBT	336.3	1663.3	1656.9	526.8
	WBL	298.7	309.2	320.4	138.4
	WBT	298.7	309.2	320.4	138.4
	WBR	302.1	312.7	323.9	141.9
Poland Ave at Robertson St	EBT	638.1	676.6	677.4	409.2
	EBL	638.1	676.6	677.4	409.2
	EBR	640.0	678.4	679.3	411.1
	SBL	238.9	399.1	432.1	230.7
	SBT	238.9	399.1	432.1	230.7
	NBR	132.2	208.9	286.8	170.4
	NBT	123.7	200.4	278.3	161.9
Poland Ave at Claiborne Ave	SBT	236.0	306.1	409.4	310.1
	SBR	234.2	304.3	407.6	308.3
	WBL	305.3	1654.8	1659.8	590.7
	WBT	311.9	1656.7	1658.8	597.3
	WBR	316.2	1657.4	1657.4	601.6
	NBL	52.7	67.3	204.6	160.8
	NBT	52.7	67.3	204.6	160.8
Claiborne Bridge	EB	1105.5	1104.7	1095.7	0.0
	WB	1109.6	1145.2	1098.7	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	110.8	86.8	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	51.9	58.7	17.4
Claiborne WB - West Bridge Stop Bar to Poland	29.0	70.1	75.5	35.8
Total WB Travel Time	65.5	232.9	220.9	72.6
Claiborne EB - Robertson to West Bridge Stop Bar	16.9	87.3	74.7	17.0
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	46.5	41.2	15.0
Claiborne EB - East Bridge Stop Bar to Tennessee	22.3	52.5	51.5	26.3
Total EB Travel Time	54.1	186.3	167.3	58.3

St Claude Ave VISSIM Analysis Results - Scenario 3b - Two openings
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	66	65	0.1
	NBR	105	109	0.4
	NBL	23	22	0.2
	SBT	58	76	2.2
	SBL	149	187	2.9
	SBR	92	112	2.0
	EBR	40	39	0.2
	EBL	34	33	0.2
	EBT	877	870	0.2
	WBL	12	14	0.6
	WBR	90	100	1.0
	WBT	438	445	0.3
Reynes St at St Claude Ave	EBR	79	79	0.0
	EBT	1094	1099	0.2
	WBL	16	17	0.2
	WBT	519	521	0.1
	SBT	4	8	1.6
	SBL	5	11	2.1
	SBR	21	38	3.1
Forstall St at St Claude Ave	WBR	37	38	0.2
	WBT	478	475	0.1
	NBT	24	26	0.4
	NBL	62	63	0.1
	NBR	36	34	0.3
	EBL	13	16	0.8
	EBT	988	1081	2.9
Claude Bridge	Bridge WB	540	561	0.9
	Bridge EB	1131	1177	1.4

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	27.4	28.5	31.9	28.1
	NBR	85.5	16.1	47.1	8.4
	NBL	30.8	33.9	30.7	27.0
	SBT	34.2	34.2	27.4	29.0
	SBL	145.7	138.3	122.1	35.5
	SBR	18.3	17.8	14.7	10.2
	EBR	27.0	8.7	34.1	4.6
	EBL	38.6	65.3	55.0	42.7
	EBT	59.4	21.9	47.9	11.5
	WBL	45.5	41.4	25.5	27.3
	WBR	28.1	22.4	27.7	20.7
	WBT	33.8	27.2	31.3	25.3
Reynes St at St Claude Ave	EBR	6.3	15.6	9.0	1.5
	EBT	7.8	19.5	11.7	1.3
	WBL	9.6	21.3	24.2	6.0
	WBT	1.0	1.1	1.1	1.1
	SBT	13.0	63.7	23.1	14.7
	SBL	13.5	89.5	31.6	15.5
	SBR	5.7	33.8	9.5	6.6
Forstall St at St Claude Ave	WBR	6.1	7.5	6.8	7.5
	WBT	10.3	10.8	10.2	10.6
	NBT	22.8	18.5	19.6	23.0
	NBL	22.3	19.6	22.8	22.7
	NBR	5.6	10.7	10.5	6.7
	EBL	57.9	48.1	52.2	40.8
	EBT	14.8	17.3	14.9	12.5
Claude Bridge	Bridge WB	109.6	113.4	4.5	0.5
	Bridge EB	62.5	86.4	2.0	0.6

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	270.6	204.0	216.6	73.5
	NBR	274.3	207.7	220.3	77.2
	NBL	270.6	204.0	216.6	73.5
	SBT	501.5	471.1	405.4	149.6
	SBL	501.5	471.1	405.4	149.6
	SBR	510.3	479.8	414.2	158.4
	EBR	905.2	893.9	899.9	225.7
	EBL	900.8	889.5	895.4	221.3
	EBT	900.8	889.5	895.4	221.3
	WBL	834.1	436.3	570.2	246.0
	WBR	846.7	448.9	582.7	258.5
	WBT	834.1	436.3	570.2	246.0
Reynes St at St Claude Ave	EBR	1418.7	1656.0	1287.2	89.7
	EBT	1418.7	1656.0	1287.2	89.7
	WBL	42.5	58.4	61.0	54.5
	WBT	4.9	8.2	18.9	14.4
	SBT	39.7	96.4	55.5	45.6
	SBL	39.4	96.1	55.2	45.4
	SBR	37.5	94.2	53.3	43.5
Forstall St at St Claude Ave	WBR	128.1	120.2	113.3	155.0
	WBT	124.8	116.9	110.0	151.7
	NBT	69.5	67.3	86.6	71.8
	NBL	69.5	67.3	86.6	71.8
	NBR	71.4	69.3	88.6	73.8
	EBL	310.9	316.4	313.7	302.5
	EBT	310.9	316.4	313.7	302.5
Claude Bridge	Bridge WB	826.8	798.8	0.0	0.0
	Bridge EB	946.3	944.9	118.9	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	83.6	78.7	21.9	20.3
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	69.8	74.2	14.7	14.2
Claude WB - West Bridge Stop Bar to Poland	48.0	47.3	42.6	30.7
Total WB Travel Time	201.4	200.2	79.1	65.2
Claude EB - Poland to West Bridge Stop Bar	104.3	89.6	26.4	13.6
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	24.5	47.9	16.2	15.1
Claude EB - East Bridge Stop Bar to Tennessee	31.4	77.8	46.4	20.8
Total EB Travel Time	160.3	215.4	89.0	49.5

Claiborne Ave VISSIM Analysis Results - Scenario 3b - Two Openings
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	35	29	1.1
	NBR	23	20	0.6
	NBL	96	81	1.6
	WBR	7	7	0.0
	WBT	948	949	0.0
	EBL	28	26	0.4
	EBT	1415	1405	0.3
Reynes St at Claiborne Ave	SBR	12	5	2.4
	SBL	25	12	3.0
	SBT	6	4	0.9
	EBT	1418	1417	0.0
	EBR	29	29	0.0
	WBT	1022	1010	0.4
	WBL	22	24	0.4
Tennessee St at Claiborne Ave	SBT	19	13	1.5
	SBR	28	20	1.6
	SBL	10	7	1.0
	NBL	31	24	1.3
	NBT	16	13	0.8
	NBR	19	15	1.0
	EBR	29	28	0.2
	EBL	12	12	0.0
	EBT	1431	1429	0.1
	WBL	11	11	0.0
	WBT	1002	985	0.5
	WBR	34	34	0.0
Poland Ave at Robertson St	EBT	1016	1024	0.3
	EBL	46	44	0.3
	EBR	73	73	0.0
	SBL	367	307	3.3
	SBT	220	280	3.8
	NBR	89	113	2.4
	NBT	197	181	1.2
Poland Ave at Claiborne Ave	SBT	534	535	0.0
	SBR	42	36	1.0
	WBL	48	47	0.1
	WBT	832	807	0.9
	WBR	181	179	0.1
	NBL	54	48	0.8
	NBT	191	175	1.2
Claiborne Bridge	EB	1472	1444	0.7
	WB	1061	1020	1.3

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	25.2	23.9	25.6	28.8
	NBR	10.2	11.4	11.4	10.0
	NBL	25.4	24.9	35.4	27.8
	WBR	7.7	4.7	12.3	4.1
	WBT	7.5	9.3	13.8	8.0
	EBL	31.1	35.6	31.8	32.3
	EBT	4.8	7.3	6.3	4.1
Reynes St at Claiborne Ave	SBR	8.3	9.7	10.7	8.2
	SBL	20.3	26.2	26.4	22.1
	SBT	20.8	39.9	30.4	21.5
	EBT	1.9	2.2	2.2	1.6
	EBR	1.0	0.8	1.6	0.7
	WBT	0.7	5.1	9.7	0.6
	WBL	14.7	27.0	29.1	13.8
Tennessee St at Claiborne Ave	SBT	23.3	45.2	23.1	27.7
	SBR	7.2	37.2	22.6	4.6
	SBL	22.6	26.5	30.1	39.6
	NBL	26.8	62.4	47.1	22.6
	NBT	23.6	54.2	42.5	24.1
	NBR	9.8	12.6	10.5	12.8
	EBR	9.9	14.7	13.5	6.4
	EBL	41.7	52.2	47.3	35.8
	EBT	11.1	17.2	14.9	10.2
	WBL	39.5	47.4	47.7	41.7
	WBT	4.4	15.8	19.9	4.6
	WBR	3.6	9.6	19.8	3.9
Poland Ave at Robertson St	EBT	22.9	60.3	42.2	16.8
	EBL	22.1	55.2	34.0	17.7
	EBR	19.6	45.9	35.4	14.5
	SBL	14.3	79.5	81.9	24.0
	SBT	8.8	20.6	22.3	20.0
	NBR	16.0	55.1	45.9	13.8
	NBT	33.2	45.2	37.9	32.1
Poland Ave at Claiborne Ave	SBT	23.2	26.0	24.6	23.0
	SBR	14.9	16.5	13.1	15.3
	WBL	16.1	23.2	19.8	13.7
	WBT	20.6	24.4	23.8	17.9
	WBR	15.5	23.6	22.1	15.4
	NBL	29.7	45.6	36.2	32.2
	NBT	21.6	24.1	24.5	21.6
Claiborne Bridge	EB	0.7	65.2	44.4	0.6
	WB	0.9	60.8	51.1	0.8

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	96.3	82.0	94.0	78.8
	NBR	98.6	84.3	96.3	81.1
	NBL	96.3	82.0	94.0	78.8
	WBR	170.5	204.9	309.9	190.1
	WBT	161.2	195.6	300.5	180.8
	EBL	137.7	197.1	195.4	134.8
	EBT	137.7	197.1	195.4	134.8
Reynes St at Claiborne Ave	SBR	32.3	35.1	44.7	34.0
	SBL	34.2	37.0	46.7	35.9
	SBT	34.2	37.0	46.7	35.9
	EBT	33.4	59.8	84.0	16.2
	EBR	33.4	59.8	84.0	16.2
	WBT	52.2	256.0	302.1	0.0
	WBL	43.7	67.2	80.6	46.9
Tennessee St at Claiborne Ave	SBT	54.2	88.9	61.1	24.4
	SBR	55.8	90.5	62.7	25.8
	SBL	54.2	88.9	61.1	24.4
	NBL	46.7	36.4	49.8	82.7
	NBT	46.7	36.4	49.8	82.7
	NBR	46.7	36.5	49.8	82.7
	EBR	522.5	1657.2	1632.2	345.2
	EBL	518.9	1659.1	1631.9	341.7
	EBT	518.9	1659.1	1631.9	341.7
	WBL	223.2	309.2	311.8	107.2
	WBT	223.2	309.2	311.8	107.2
	WBR	226.7	312.7	315.3	110.6
Poland Ave at Robertson St	EBT	668.2	674.3	665.6	289.7
	EBL	668.2	674.3	665.6	289.7
	EBR	670.0	676.2	667.4	291.6
	SBL	196.9	365.6	320.5	147.5
	SBT	196.9	365.6	320.5	147.5
	NBR	159.9	231.4	199.8	126.7
	NBT	151.4	222.8	191.3	118.2
Poland Ave at Claiborne Ave	SBT	238.2	286.9	228.9	214.0
	SBR	236.3	285.0	227.1	212.2
	WBL	269.1	1458.9	1500.9	300.3
	WBT	275.7	1465.5	1504.7	306.9
	WBR	280.0	1469.8	1508.3	311.2
	NBL	83.9	136.3	115.6	106.8
	NBT	83.9	136.3	115.6	106.8
Claiborne Bridge	EB	1095.3	1093.4	1097.6	0.0
	WB	1088.6	1116.4	1107.9	0.0

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	106.4	90.6	19.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	33.1	31.8	17.1
Claiborne WB - West Bridge Stop Bar to Poland	31.3	55.7	54.4	29.2
Total WB Travel Time	67.8	195.2	176.8	65.5
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	94.4	73.9	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	15.0	45.0	31.3	14.9
Claiborne EB - East Bridge Stop Bar to Tennessee	26.7	50.6	43.6	23.6
Total EB Travel Time	58.6	190.0	148.8	55.4

St Claude Ave VISSIM Analysis Results - Scenario 4 - Double Transit Opening
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	50	49	0.1
	NBR	39	40	0.2
	NBL	8	8	0.0
	SBT	48	67	2.5
	SBL	79	101	2.3
	SBR	90	113	2.3
	EBR	24	25	0.2
	EBL	80	82	0.2
	EBT	282	274	0.5
	WBL	32	34	0.3
	WBR	70	75	0.6
	WBT	689	724	1.3
Reynes St at St Claude Ave	EBR	40	42	0.3
	EBT	360	374	0.7
	WBL	7	6	0.4
	WBT	770	788	0.6
	SBT	7	9	0.7
	SBL	6	9	1.1
	SBR	21	30	1.8
Forstall St at St Claude Ave	WBR	63	60	0.4
	WBT	724	728	0.1
	NBT	14	14	0.0
	NBL	65	67	0.2
	NBR	30	29	0.2
	EBL	10	11	0.3
	EBT	356	369	0.7
Claude Bridge	Bridge WB	791	819	1.0
	Bridge EB	400	415	0.7

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	26.6	27.4	30.6
	NBR	6.1	5.7	9.2	6.3
	NBL	30.4	32.4	27.4	20.9
	SBT	30.7	26.7	27.4	32.3
	SBL	36.3	36.3	43.1	35.4
	SBR	14.4	15.7	13.7	13.6
	EBR	2.2	1.9	1.6	2.1
	EBL	43.4	42.0	45.2	44.0
	EBT	10.1	11.9	15.0	9.3
	WBL	36.9	43.2	35.3	25.5
	WBR	35.0	38.0	35.3	17.7
	WBT	35.4	40.6	40.1	23.8
Reynes St at St Claude Ave	EBR	0.6	10.3	6.0	0.6
	EBT	0.2	14.1	7.1	0.3
	WBL	1.7	47.5	6.6	1.1
	WBT	1.2	23.2	16.7	1.0
	SBT	12.1	20.4	11.4	14.1
	SBL	13.4	69.4	11.8	11.9
	SBR	9.9	39.1	13.9	6.5
Forstall St at St Claude Ave	WBR	9.3	27.9	17.3	8.0
	WBT	12.5	35.3	17.6	11.2
	NBT	23.7	21.5	24.3	24.2
	NBL	21.8	50.1	26.6	21.6
	NBR	4.5	6.5	5.3	4.1
	EBL	39.0	69.5	42.8	48.2
	EBT	12.4	17.5	12.9	9.6
Claude Bridge	Bridge WB	1.5	172.9	146.0	1.1
	Bridge EB	0.3	122.8	137.6	0.3

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	54.8	58.1	43.1	56.9
	NBR	58.5	61.8	46.8	60.4
	NBL	54.8	58.1	43.1	56.9
	SBT	165.2	154.7	153.0	145.5
	SBL	165.2	154.7	153.0	145.5
	SBR	174.0	163.4	161.8	154.3
	EBR	126.6	115.0	105.9	114.1
	EBL	123.0	110.9	105.4	114.0
	EBT	123.0	110.9	105.4	114.0
	WBL	444.9	1501.1	1498.9	331.3
	WBR	457.5	1513.7	1511.5	343.9
	WBT	444.9	1501.1	1498.9	331.3
Reynes St at St Claude Ave	EBR	0.0	550.0	563.1	1.9
	EBT	0.0	550.0	563.1	1.9
	WBL	364.7	395.7	355.1	3.6
	WBT	315.2	346.1	305.6	0.0
	SBT	66.7	72.2	50.2	51.4
	SBL	66.4	72.0	49.9	51.1
	SBR	64.5	70.1	48.0	49.3
Forstall St at St Claude Ave	WBR	293.6	731.7	241.7	179.3
	WBT	290.3	728.4	238.4	176.0
	NBT	81.3	80.5	67.1	73.8
	NBL	81.3	80.5	67.1	73.8
	NBR	83.3	82.4	69.1	75.7
	EBL	82.7	320.9	290.1	116.3
	EBT	82.7	320.9	290.1	116.3
Claude Bridge	Bridge WB	1522.7	1520.8	1534.5	0.0
	Bridge EB	765.2	848.7	855.4	0.0

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	22.1	183.2	189.5	21.3
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	15.5	117.8	94.7	15.0
Claude WB - West Bridge Stop Bar to Poland	48.5	91.4	83.3	31.8
Total WB Travel Time	86.1	392.4	367.5	68.1
Claude EB - Poland to West Bridge Stop Bar	14.1	143.4	167.5	13.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	38.8	40.7	14.8
Claude EB - East Bridge Stop Bar to Tennessee	20.0	37.5	30.2	19.8
Total EB Travel Time	49.1	219.7	238.4	48.4

Claiborne Ave VISSIM Analysis Results - Scenario 4 - Double Transit Opening
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	20	17	0.7
	NBR	9	8	0.3
	NBL	136	117	1.7
	WBR	5	5	0.0
	WBT	1116	1123	0.2
	EBL	21	20	0.2
	EBT	966	944	0.7
Reynes St at Claiborne Ave	SBR	15	7	2.4
	SBL	12	6	2.0
	SBT	8	4	1.6
	EBT	975	954	0.7
	EBR	6	6	0.0
	WBT	1235	1225	0.3
	WBL	17	19	0.5
Tennessee St at Claiborne Ave	SBT	10	3	2.7
	SBR	36	14	4.4
	SBL	11	4	2.6
	NBL	58	48	1.4
	NBT	15	12	0.8
	NBR	8	7	0.4
	EBR	19	20	0.2
	EBL	14	14	0.0
	EBT	979	959	0.6
	WBL	8	9	0.3
	WBT	1232	1216	0.5
	WBR	27	26	0.2
Poland Ave at Robertson St	EBT	618	609	0.4
	EBL	44	45	0.1
	EBR	57	54	0.4
	SBL	293	265	1.7
	SBT	182	227	3.1
	NBR	101	106	0.5
	NBT	143	147	0.3
Poland Ave at Claiborne Ave	SBT	422	431	0.4
	SBR	41	37	0.6
	WBL	53	55	0.3
	WBT	1069	1071	0.1
	WBR	204	208	0.3
	NBL	51	51	0.0
	NBT	136	142	0.5
Claiborne Bridge	EB	1012	984	0.9
	WB	1326	1320	0.2

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	29.9	51.3	77.8	32.2
	NBR	11.2	30.7	72.8	14.3
	NBL	28.0	106.8	221.5	28.9
	WBR	7.9	34.6	85.8	20.9
	WBT	9.4	60.4	98.7	12.5
	EBL	36.1	33.5	43.2	36.8
	EBT	3.5	6.2	6.1	5.1
Reynes St at Claiborne Ave	SBR	8.7	119.2	210.8	11.4
	SBL	23.1	47.0	60.0	26.8
	SBT	20.0	63.1	92.1	28.9
	EBT	1.5	2.3	2.0	1.9
	EBR	0.5	2.0	0.5	0.2
	WBT	0.8	30.8	57.6	3.4
	WBL	11.0	51.5	94.4	15.6
Tennessee St at Claiborne Ave	SBT	21.5	81.9	109.9	38.1
	SBR	9.4	142.7	234.9	11.9
	SBL	36.2	92.9	96.6	23.7
	NBL	26.8	107.1	287.0	27.0
	NBT	21.4	88.6	210.2	33.0
	NBR	8.1	60.5	123.5	5.9
	EBR	5.3	12.3	16.4	9.7
	EBL	47.7	52.7	43.0	50.1
	EBT	7.9	16.9	19.3	10.5
	WBL	37.3	80.2	55.3	44.7
	WBT	4.7	43.0	68.7	9.3
	WBR	2.8	43.9	87.1	9.5
Poland Ave at Robertson St	EBT	14.8	77.9	81.9	14.9
	EBL	13.8	51.9	57.4	14.8
	EBR	9.5	46.2	67.6	9.9
	SBL	5.6	110.7	108.7	8.8
	SBT	14.1	15.3	10.7	10.0
	NBR	19.9	86.0	88.4	12.8
	NBT	47.5	48.0	35.2	34.7
Poland Ave at Claiborne Ave	SBT	29.1	39.8	22.5	19.1
	SBR	15.2	18.8	10.8	11.0
	WBL	22.3	19.1	22.3	25.3
	WBT	24.6	24.7	25.3	28.7
	WBR	23.6	24.7	23.2	27.6
	NBL	19.3	13.1	13.9	17.8
	NBT	6.7	5.5	7.1	8.6
Claiborne Bridge	EB	0.5	77.6	103.9	2.5
	WB	36.3	106.8	140.2	66.6

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	113.5	304.4	330.2	111.3
	NBR	115.8	306.7	332.5	113.6
	NBL	113.5	304.4	330.2	111.3
	WBR	582.8	1064.7	1071.6	575.0
	WBT	573.5	1055.4	1062.3	565.7
	EBL	95.1	180.7	175.6	164.0
	EBT	95.1	180.7	175.6	164.0
Reynes St at Claiborne Ave	SBR	37.2	46.3	37.0	38.5
	SBL	39.1	48.2	38.9	39.6
	SBT	39.1	48.2	38.9	39.6
	EBT	9.2	88.8	31.8	81.1
	EBR	9.2	88.8	31.8	81.1
	WBT	314.2	390.8	381.7	264.2
	WBL	42.7	69.5	36.1	50.8
Tennessee St at Claiborne Ave	SBT	50.3	77.4	45.3	26.3
	SBR	51.8	78.9	46.8	27.8
	SBL	50.3	77.4	45.3	26.3
	NBL	45.0	257.3	136.7	41.7
	NBT	45.0	257.3	136.7	41.7
	NBR	45.0	257.3	136.7	41.7
	EBR	204.0	1639.4	1662.3	1003.7
	EBL	200.5	1637.7	1663.8	1000.2
	EBT	200.5	1637.7	1663.8	1000.2
	WBL	314.8	328.2	321.5	298.0
	WBT	314.8	328.2	321.5	298.0
	WBR	318.3	331.6	324.9	301.4
Poland Ave at Robertson St	EBT	270.2	674.1	684.3	197.5
	EBL	270.2	674.1	684.3	197.5
	EBR	272.0	675.9	686.2	199.4
	SBL	118.4	429.7	310.7	84.1
	SBT	118.4	429.7	310.7	84.1
	NBR	138.8	257.3	220.8	124.2
	NBT	130.2	248.8	212.3	115.7
Poland Ave at Claiborne Ave	SBT	313.7	318.5	207.7	171.7
	SBR	311.9	316.6	205.8	169.9
	WBL	1635.2	1659.4	1662.8	1662.7
	WBT	1636.5	1661.8	1663.0	1663.3
	WBR	1636.4	1662.1	1663.8	1663.2
	NBL	55.8	72.8	61.8	68.1
	NBT	55.8	72.8	61.8	68.1
Claiborne Bridge	EB	1104.7	1102.5	1104.6	5.7
	WB	1093.8	1159.5	1156.5	1087.1

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	25.2	149.4	216.5	47.7
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	45.5	64.4	67.5	64.8
Claiborne WB - West Bridge Stop Bar to Poland	58.5	63.7	67.1	71.2
Total WB Travel Time	**129.2**	**277.5**	**351.0**	**183.6**
Claiborne EB - Robertson to West Bridge Stop Bar	17.2	135.9	153.9	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.7	40.1	55.2	16.2
Claiborne EB - East Bridge Stop Bar to Tennessee	21.3	50.1	58.6	28.2
Total EB Travel Time	**53.2**	226.1	267.7	**61.3**

St Claude Ave VISSIM Analysis Results - Scenario 4 - Double Transit Opening
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	52	49	0.4
	NBR	33	40	1.2
	NBL	10	8	0.7
	SBT	66	66	0.0
	SBL	99	100	0.1
	SBR	109	114	0.5
	EBR	22	25	0.6
	EBL	100	81	2.0
	EBT	264	274	0.6
	WBL	18	34	3.1
	WBR	66	75	1.1
	WBT	456	726	11.1
Reynes St at St Claude Ave	EBR	26	41	2.6
	EBT	370	373	0.2
	WBL	8	6	0.8
	WBT	529	788	10.1
	SBT	3	9	2.4
	SBL	6	9	1.1
	SBR	13	31	3.8
Forstall St at St Claude Ave	WBR	66	60	0.8
	WBT	493	728	9.5
	NBT	24	14	2.3
	NBL	44	67	3.1
	NBR	26	29	0.6
	EBL	8	11	1.0
	EBT	386	368	0.9
Claude Bridge	Bridge WB	542	820	10.7
	Bridge EB	396	415	0.9

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	26.6	28.0	30.6
	NBR	5.5	5.9	9.2	6.3
	NBL	31.8	28.2	27.0	22.1
	SBT	27.7	28.1	26.8	31.7
	SBL	36.6	34.0	40.2	35.6
	SBR	11.6	11.9	11.0	13.0
	EBR	2.2	2.0	1.6	1.9
	EBL	43.4	42.0	41.5	40.1
	EBT	10.1	12.4	13.6	9.3
	WBL	37.2	42.3	35.7	31.2
	WBR	34.2	38.8	38.1	24.8
	WBT	35.1	40.9	41.6	28.4
Reynes St at St Claude Ave	EBR	0.6	10.7	6.0	0.6
	EBT	0.2	15.1	7.0	0.2
	WBL	2.0	48.4	5.9	1.3
	WBT	1.2	22.7	16.5	1.1
	SBT	15.2	22.8	15.1	12.1
	SBL	13.6	52.6	11.5	10.9
	SBR	9.7	30.8	14.2	6.8
Forstall St at St Claude Ave	WBR	9.4	26.0	15.3	8.0
	WBT	12.4	35.2	17.0	11.2
	NBT	23.7	21.3	24.3	24.1
	NBL	21.7	50.8	26.8	21.6
	NBR	4.4	6.4	6.3	4.2
	EBL	45.9	64.3	42.0	48.5
	EBT	11.4	17.6	13.5	9.8
Claude Bridge	Bridge WB	1.6	173.7	159.3	1.1
	Bridge EB	0.4	124.9	141.9	0.3

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	54.8	58.1	43.6	56.8
	NBR	58.5	61.8	47.3	60.4
	NBL	54.8	58.1	43.6	56.8
	SBT	153.6	129.3	149.2	153.2
	SBL	153.6	129.3	149.2	153.2
	SBR	162.4	138.1	158.0	162.0
	EBR	126.6	117.5	110.7	106.3
	EBL	123.0	113.5	107.9	103.7
	EBT	123.0	113.5	107.9	103.7
	WBL	426.6	1507.8	1501.3	414.3
	WBR	439.2	1520.4	1513.8	426.9
	WBT	426.6	1507.8	1501.3	414.3
Reynes St at St Claude Ave	EBR	0.0	573.0	495.9	0.0
	EBT	0.0	573.0	495.9	0.0
	WBL	363.8	399.5	331.7	8.6
	WBT	314.3	350.0	306.9	3.7
	SBT	64.6	56.0	53.1	53.3
	SBL	64.4	55.7	52.8	53.1
	SBR	62.5	53.8	50.9	51.2
Forstall St at St Claude Ave	WBR	293.0	723.4	230.1	179.3
	WBT	289.7	720.1	226.8	176.0
	NBT	81.3	80.3	67.2	73.8
	NBL	81.3	80.3	67.2	73.8
	NBR	83.3	82.2	69.1	75.7
	EBL	84.7	313.8	311.2	110.6
	EBT	84.7	313.8	311.2	110.6
Claude Bridge	Bridge WB	1523.0	1520.3	1533.3	0.0
	Bridge EB	766.4	845.7	854.3	0.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	22.1	184.0	192.6	21.3
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	15.5	118.0	103.6	15.0
Claude WB - West Bridge Stop Bar to Poland	47.3	91.8	90.1	38.5
Total WB Travel Time	85.0	393.8	386.3	74.8
Claude EB - Poland to West Bridge Stop Bar	14.2	146.6	171.6	13.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	38.6	41.2	14.8
Claude EB - East Bridge Stop Bar to Tennessee	20.0	40.0	29.5	19.8
Total EB Travel Time	49.1	225.2	242.3	48.3

Claiborne Ave VISSIM Analysis Results - Scenario 4 - Double Transit Opening
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	30	17	2.7
	NBR	7	8	0.4
	NBL	88	117	2.9
	WBR	12	4	2.8
	WBT	923	1155	7.2
	EBL	22	20	0.4
	EBT	1049	944	3.3
Reynes St at Claiborne Ave	SBR	16	7	2.7
	SBL	19	6	3.7
	SBT	26	4	5.7
	EBT	1052	954	3.1
	EBR	23	5	4.8
	WBT	975	1261	8.6
	WBL	36	19	3.2
Tennessee St at Claiborne Ave	SBT	10	3	2.7
	SBR	31	15	3.3
	SBL	21	4	4.8
	NBL	24	48	4.0
	NBT	14	12	0.6
	NBR	10	7	1.0
	EBR	23	20	0.6
	EBL	13	14	0.3
	EBT	1057	962	3.0
	WBL	10	7	1.0
	WBT	965	1261	8.9
	WBR	29	27	0.4
Poland Ave at Robertson St	EBT	692	619	2.9
	EBL	44	47	0.4
	EBR	65	55	1.3
	SBL	293	259	2.0
	SBT	203	223	1.4
	NBR	108	107	0.1
	NBT	132	143	0.9
Poland Ave at Claiborne Ave	SBT	444	425	0.9
	SBR	62	36	3.7
	WBL	53	57	0.5
	WBT	788	1100	10.2
	WBR	179	213	2.4
	NBL	60	48	1.6
	NBT	142	140	0.2
Claiborne Bridge	EB	1093	988	3.3
	WB	1020	1369	10.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	29.2	76.6	101.8	31.5
	NBR	11.2	47.7	79.7	12.6
	NBL	30.5	148.1	235.8	28.8
	WBR	22.5	75.1	105.6	20.8
	WBT	22.4	84.7	118.6	21.9
	EBL	28.5	31.7	34.7	41.1
	EBT	3.0	6.1	6.3	5.0
Reynes St at Claiborne Ave	SBR	23.2	140.9	248.6	19.0
	SBL	24.2	47.7	64.5	36.5
	SBT	27.0	63.2	90.2	35.2
	EBT	1.8	2.9	2.8	2.5
	EBR	0.7	1.2	1.8	0.4
	WBT	9.5	45.7	62.2	7.3
	WBL	20.9	94.2	63.2	15.1
Tennessee St at Claiborne Ave	SBT	31.1	76.4	110.0	38.2
	SBR	23.4	204.7	214.6	20.6
	SBL	37.0	114.7	95.4	26.2
	NBL	31.1	128.6	288.1	43.0
	NBT	18.4	110.9	211.8	40.4
	NBR	8.8	83.2	120.1	5.4
	EBR	7.6	13.2	14.7	9.9
	EBL	45.3	62.4	49.4	49.9
	EBT	8.6	17.9	19.3	11.6
	WBL	37.8	38.9	69.1	42.1
	WBT	18.7	58.4	72.1	16.6
	WBR	18.4	53.6	62.0	16.2
Poland Ave at Robertson St	EBT	15.7	77.8	77.7	14.9
	EBL	15.1	63.4	58.0	14.8
	EBR	8.9	44.9	60.0	10.2
	SBL	9.6	103.6	110.5	8.8
	SBT	8.8	9.4	9.5	10.3
	NBR	12.6	78.3	84.1	11.4
	NBT	30.7	35.5	35.6	32.2
Poland Ave at Claiborne Ave	SBT	19.2	29.2	20.3	19.1
	SBR	10.5	10.7	8.3	11.7
	WBL	23.6	23.8	24.3	26.9
	WBT	30.9	29.6	29.1	30.0
	WBR	28.6	28.8	26.5	28.6
	NBL	17.2	14.4	14.4	15.2
	NBT	8.5	6.2	7.1	9.0
Claiborne Bridge	EB	0.5	74.8	102.7	4.4
	WB	99.1	132.9	141.5	96.4

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	126.0	409.1	354.2	112.5
	NBR	128.3	411.4	356.5	114.8
	NBL	126.0	409.1	354.2	112.5
	W8R	995.9	1071.4	1065.9	1068.9
	WBT	986.6	1062.1	1056.6	1059.6
	EBL	81.6	199.1	188.1	156.9
	EBT	81.6	199.1	188.1	156.9
Reynes St at Claiborne Ave	SBR	37.2	47.9	39.4	40.5
	SBL	39.1	49.8	41.3	41.6
	SBT	39.1	49.8	41.3	41.6
	EBT	32.3	120.9	102.9	70.4
	EBR	32.3	120.9	102.9	70.4
	WBT	367.7	381.6	381.3	318.2
	WBL	123.6	90.9	40.8	44.5
Tennessee St at Claiborne Ave	SBT	63.7	98.1	44.6	27.5
	SBR	65.3	99.6	46.1	29.0
	SBL	63.7	98.1	44.6	27.5
	NBL	45.0	262.8	137.5	43.1
	NBT	45.0	262.8	137.5	43.1
	NBR	45.0	262.9	137.5	43.1
	EBR	270.2	1587.9	1663.8	990.2
	EBL	266.6	1585.9	1662.7	987.3
	EBT	266.6	1585.9	1662.7	987.3
	WBL	322.6	336.6	316.4	331.0
	WBT	322.6	336.6	316.4	331.0
	WBR	326.1	340.0	319.9	334.4
Poland Ave at Robertson St	EBT	236.7	671.0	673.5	197.5
	EBL	236.7	671.0	673.5	197.5
	EBR	238.6	672.8	675.3	199.3
	SBL	161.6	395.3	307.6	83.3
	SBT	161.6	395.3	307.6	83.3
	NBR	112.4	256.8	204.0	119.7
	NBT	103.9	248.3	195.5	111.2
Poland Ave at Claiborne Ave	SBT	235.3	272.3	195.5	174.2
	SBR	233.4	270.4	193.7	172.3
	W8L	1665.5	1662.6	1661.8	1668.0
	WBT	1666.5	1664.2	1660.8	1670.8
	WBR	1666.5	1663.9	1662.2	1671.9
	NBL	58.6	69.6	68.6	64.7
	NBT	58.6	69.6	68.6	64.7
Claiborne Bridge	EB	1098.8	1094.9	1113.4	0.0
	WB	1108.5	1167.8	1153.8	1115.8

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	80.9	195.2	217.7	75.1
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	85.8	75.5	66.8	84.5
Claiborne W8 - West Bridge Stop Bar to Poland	79.3	75.6	71.1	78.4
Total WB Travel Time	246.1	346.4	355.6	238.1
Claiborne EB - Robertson to West Bridge Stop Bar	17.1	132.0	154.3	16.9
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	38.5	53.3	17.9
Claiborne EB - East Bridge Stop Bar to Tennessee	22.0	51.3	57.8	31.2
Total EB Travel Time	53.9	221.8	265.4	66.0

St Claude Ave VISSIM Analysis Results - Scenario 4 - Double Transit Opening
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	88	85	0.3
	NBR	105	103	0.1
	NBL	20	20	0.0
	SBT	75	96	2.8
	SBL	102	118	0.9
	SBR	120	142	2.0
	EBR	18	16	0.5
	EBL	102	100	0.2
	EBT	524	524	0.0
	WBL	19	21	0.3
	WBR	95	103	0.8
	WBT	536	542	0.3
Reynes St at St Claude Ave	EBR	51	52	0.1
	EBT	691	698	0.4
	WBL	15	15	0.0
	WBT	626	635	0.4
	SBT	8	12	0.9
	SBL	8	13	1.5
	SBR	24	36	2.6
Forstall St at St Claude Ave	WBR	49	50	0.2
	WBT	573	571	0.1
	NBT	26	26	0.0
	NBL	77	78	0.1
	NBR	38	37	0.1
	EBL	13	12	0.2
	EBT	736	694	2.2
Claude Bridge	Bridge WB	650	670	0.8
	Bridge EB	731	749	0.7

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	30.3	39.6	31.4
	NBR	7.2	50.3	118.2	8.0
	NBL	31.2	40.2	39.0	34.6
	SBT	31.4	30.1	16.2	16.6
	SBL	34.8	77.9	182.0	22.4
	SBR	15.0	16.9	7.6	5.6
	EBR	2.2	18.4	44.2	2.8
	EBL	41.8	52.8	76.2	44.1
	EBT	10.6	45.4	66.9	8.6
	WBL	28.6	34.6	43.8	30.5
	WBR	18.9	35.1	40.9	25.1
	WBT	29.0	35.5	44.5	27.6
Reynes St at St Claude Ave	EBR	0.7	12.8	12.7	0.7
	EBT	0.4	13.9	15.6	0.3
	WBL	1.5	16.8	26.5	3.3
	WBT	1.0	1.4	4.6	1.1
	SBT	11.9	16.4	23.0	13.3
	SBL	9.9	13.9	41.9	12.1
	SBR	5.2	6.4	15.9	6.7
Forstall St at St Claude Ave	WBR	6.8	7.9	7.6	8.0
	WBT	10.6	11.2	11.4	10.9
	NBT	23.5	21.2	24.1	18.4
	NBL	21.4	20.7	21.9	22.9
	NBR	6.6	8.6	12.6	6.3
	EBL	52.3	57.3	49.3	43.7
	EBT	13.0	15.6	14.7	10.2
Claude Bridge	Bridge WB	0.7	129.9	144.9	0.7
	Bridge EB	0.4	84.8	76.3	0.3

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	133.4	172.3	328.4	77.2
	NBR	137.1	176.0	332.0	80.9
	NBL	133.4	172.3	328.4	77.2
	SBT	174.9	220.8	263.4	175.9
	SBL	174.9	220.8	263.4	175.9
	SBR	183.7	229.6	272.2	184.7
	EBR	307.7	516.5	903.0	78.6
	EBL	303.3	512.1	898.6	74.7
	EBT	303.3	512.1	898.6	74.7
	WBL	212.6	1095.7	1499.8	331.5
	WBR	225.2	1108.3	1512.3	344.1
	WBT	212.6	1095.7	1499.8	331.5
Reynes St at St Claude Ave	EBR	10.1	1318.9	1518.2	0.0
	EBT	10.1	1318.9	1518.2	0.0
	WBL	11.9	62.2	214.1	41.3
	WBT	7.0	18.8	164.3	14.2
	SBT	44.4	50.2	61.2	54.7
	SBL	44.1	49.9	60.9	54.4
	SBR	42.2	48.1	59.0	52.5
Forstall St at St Claude Ave	WBR	143.0	145.1	173.5	164.6
	WBT	139.7	141.8	170.2	161.3
	NBT	75.1	92.3	72.8	93.0
	NBL	75.1	92.3	72.8	93.0
	NBR	77.0	94.2	74.7	95.0
	EBL	140.8	323.0	317.0	145.9
	EBT	140.8	323.0	317.0	145.9
Claude Bridge	Bridge WB	1143.2	1295.5	1516.9	0.0
	Bridge EB	949.4	952.0	948.8	0.0

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	21.0	141.7	154.3	20.8
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	14.7	76.2	96.0	14.6
Claude WB - West Bridge Stop Bar to Poland	33.7	64.6	92.4	35.1
Total WB Travel Time	69.3	282.4	342.7	70.6
Claude EB - Poland to West Bridge Stop Bar	14.0	128.5	118.4	14.0
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	14.9	29.0	29.7	14.8
Claude EB - East Bridge Stop Bar to Tennessee	20.0	49.2	59.8	19.8
Total EB Travel Time	48.9	206.7	207.9	48.7

Claiborne Ave VISSIM Analysis Results - Scenario 4 - Double Transit Opening
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	50	41	1.3
	NBR	17	15	0.5
	NBL	116	102	1.3
	WBR	12	13	0.3
	WBT	1068	1065	0.1
	EBL	21	18	0.7
	EBT	1518	1455	1.6
Reynes St at Claiborne Ave	SBR	15	5	3.2
	SBL	15	6	2.8
	SBT	19	8	3.0
	EBT	1524	1467	1.5
	EBR	22	21	0.2
	WBT	1155	1139	0.5
	WBL	29	31	0.4
Tennessee St at Claiborne Ave	SBT	8	3	2.1
	SBR	35	13	4.5
	SBL	12	5	2.4
	NBL	37	30	1.2
	NBT	11	8	1.0
	NBR	14	12	0.6
	EBR	26	27	0.2
	EBL	10	9	0.3
	EBT	1540	1487	1.4
	WBL	7	7	0.0
	WBT	1148	1119	0.9
	WBR	35	35	0.0
Poland Ave at Robertson St	EBT	1078	1071	0.2
	EBL	46	44	0.3
	EBR	61	60	0.1
	SBL	421	372	2.5
	SBT	251	293	2.5
	NBR	77	81	0.5
	NBT	234	232	0.1
Poland Ave at Claiborne Ave	SBT	602	608	0.2
	SBR	61	56	0.7
	WBL	67	66	0.1
	WBT	937	890	1.6
	WBR	216	212	0.3
	NBL	74	67	0.8
	NBT	221	209	0.8
Claiborne Bridge	EB	1576	1525	1.3
	WB	1220	1153	1.9

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	26.8	29.4	31.3	27.2
	NBR	11.5	22.4	18.1	15.5
	NBL	26.1	72.5	93.8	28.7
	WBR	4.7	44.4	20.0	9.9
	WBT	7.8	46.1	51.5	10.5
	EBL	27.2	36.7	34.5	35.5
	EBT	2.9	7.4	6.2	7.0
Reynes St at Claiborne Ave	SBR	8.4	63.8	70.7	10.1
	SBL	20.0	49.6	28.5	28.3
	SBT	22.6	47.4	36.1	35.1
	EBT	1.7	2.5	2.1	2.2
	EBR	0.6	1.6	1.0	0.9
	WBT	0.7	27.6	29.6	2.0
	WBL	13.0	56.4	33.9	35.8
Tennessee St at Claiborne Ave	SBT	23.8	35.9	55.3	26.6
	SBR	5.5	63.3	140.7	8.5
	SBL	30.8	39.0	55.2	31.6
	NBL	27.8	156.7	116.8	23.2
	NBT	25.4	126.2	74.9	26.0
	NBR	10.8	56.5	16.0	21.1
	EBR	6.5	16.2	14.0	15.0
	EBL	32.9	47.6	36.1	39.3
	EBT	8.7	17.2	17.1	17.0
	WBL	31.9	75.6	47.0	35.4
	WBT	4.4	38.4	43.5	7.6
	WBR	4.7	31.0	37.2	8.3
Poland Ave at Robertson St	EBT	16.8	75.2	120.4	32.6
	EBL	17.7	63.4	89.3	30.6
	EBR	14.8	67.7	96.2	31.5
	SBL	10.4	121.7	228.6	38.2
	SBT	8.5	14.8	16.4	29.5
	NBR	15.4	91.5	162.6	33.2
	NBT	32.7	40.4	65.9	47.1
Poland Ave at Claiborne Ave	SBT	20.0	55.8	85.9	26.0
	SBR	7.7	20.5	36.7	16.1
	WBL	14.5	24.0	32.9	24.7
	WBT	16.9	30.0	26.0	28.5
	WBR	14.7	28.5	26.4	28.7
	NBL	16.6	34.5	64.8	75.1
	NBT	5.7	5.7	36.0	19.1
Claiborne Bridge	EB	0.6	74.9	104.8	36.9
	WB	0.9	115.4	118.3	58.1

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	94.6	132.2	185.8	112.1
	NBR	96.9	134.5	188.1	114.4
	NBL	94.6	132.2	185.8	112.1
	WBR	204.9	1021.3	1067.3	734.4
	WBT	195.6	1012.0	1058.0	725.1
	EBL	76.4	220.0	174.5	205.7
	EBT	76.4	220.0	174.5	205.7
Reynes St at Claiborne Ave	SBR	32.3	40.2	38.7	42.4
	SBL	34.2	42.1	40.6	44.3
	SBT	34.2	42.1	40.6	44.3
	EBT	19.7	131.5	92.7	84.7
	EBR	19.7	131.5	92.7	84.7
	WBT	198.6	379.6	378.2	176.1
	WBL	50.6	110.5	63.1	115.8
Tennessee St at Claiborne Ave	SBT	30.8	54.5	61.1	23.5
	SBR	32.3	56.0	62.6	25.9
	SBL	30.8	54.5	61.1	23.5
	NBL	83.8	86.5	44.3	37.2
	NBT	83.8	86.5	44.3	37.2
	NBR	83.8	86.5	44.3	37.3
	EBR	335.8	1659.9	1666.6	1663.9
	EBL	332.3	1658.2	1666.5	1665.6
	EBT	332.3	1658.2	1666.5	1665.6
	WBL	303.4	312.9	320.2	262.6
	WBT	303.4	312.9	320.2	262.6
	WBR	306.8	316.3	323.7	266.0
Poland Ave at Robertson St	EBT	642.5	686.2	677.6	682.3
	EBL	642.5	686.2	677.6	682.3
	EBR	644.3	688.0	679.4	684.2
	SBL	245.1	440.4	441.9	328.4
	SBT	245.1	440.4	441.9	328.4
	NBR	118.9	273.8	350.5	229.7
	NBT	110.3	265.2	342.0	221.2
Poland Ave at Claiborne Ave	SBT	236.0	573.1	603.4	420.7
	SBR	234.2	571.2	601.6	418.8
	WBL	305.0	1665.3	1659.8	1658.5
	WBT	311.6	1665.1	1659.1	1657.2
	WBR	315.9	1664.3	1659.6	1657.8
	NBL	52.6	97.7	219.2	228.5
	NBT	52.6	97.7	219.2	228.5
Claiborne Bridge	EB	1106.2	1101.9	1098.6	856.4
	WB	1107.0	1143.8	1131.2	914.2

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	152.2	166.3	39.6
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	69.0	58.4	59.5
Claiborne WB - West Bridge Stop Bar to Poland	28.9	75.0	66.6	69.7
Total WB Travel Time	65.4	296.3	291.4	168.7
Claiborne EB - Robertson to West Bridge Stop Bar	16.9	115.6	168.9	28.6
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	45.8	51.9	42.1
Claiborne EB - East Bridge Stop Bar to Tennessee	22.3	52.5	51.7	52.7
Total EB Travel Time	54.1	213.9	272.5	123.5

St Claude Ave VISSIM Analysis Results - Scenario 4 - Double Transit Opening
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	66	65	0.1
	NBR	105	107	0.2
	NBL	23	23	0.0
	SBT	58	77	2.3
	SBL	149	203	4.1
	SBR	92	114	2.2
	EBR	40	39	0.2
	EBL	34	33	0.2
	EBT	877	870	0.2
	WBL	12	14	0.6
	WBR	90	99	0.9
	WBT	438	445	0.3
Reynes St at St Claude Ave	EBR	79	79	0.0
	EBT	1094	1112	0.5
	WBL	16	17	0.2
	WBT	519	521	0.1
	SBT	4	7	1.3
	SBL	5	10	1.8
	SBR	21	39	3.3
Forstall St at St Claude Ave	WBR	37	38	0.2
	WBT	478	475	0.1
	NBT	24	26	0.4
	NBL	62	63	0.1
	NBR	36	34	0.3
	EBL	13	16	0.8
	EBT	988	1095	3.3
Claude Bridge	Bridge WB	540	562	0.9
	Bridge EB	1131	1192	1.8

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Poland Ave at 5t Claude Ave	NBT	27.0	53.2	35.3	28.2
	NBR	13.3	150.8	170.7	8.6
	NBL	32.1	57.2	36.2	29.0
	5BT	37.9	40.7	37.0	34.5
	5BL	162.0	291.8	321.3	80.9
	5BR	22.0	24.8	22.6	16.2
	EBR	5.2	33.6	37.0	4.8
	EBL	39.0	69.7	71.9	42.7
	EBT	12.2	65.8	92.9	11.5
	WBL	27.9	38.5	38.0	26.3
	WBR	21.9	28.1	34.8	20.0
	WBT	28.1	33.3	38.8	25.6
Reynes 5t at 5t Claude Ave	EBR	1.2	17.4	12.2	1.3
	EBT	1.8	20.2	15.3	1.5
	WBL	4.7	39.1	17.9	7.2
	WBT	1.0	1.2	1.1	1.1
	5BT	20.2	117.9	21.8	14.8
	5BL	13.3	136.0	31.7	13.6
	SBR	5.9	57.5	15.1	6.3
Forstall St at 5t Claude Ave	WBR	6.1	7.5	6.7	7.4
	WBT	10.2	10.8	10.2	10.6
	NBT	22.8	18.6	19.6	23.2
	NBL	22.3	19.7	22.8	22.7
	NBR	5.3	12.7	11.8	7.5
	EBL	46.5	48.7	38.3	48.6
	EBT	14.6	16.9	14.6	12.7
Claude Bridge	Bridge WB	0.3	135.4	149.0	0.5
	Bridge EB	0.5	90.5	81.8	0.6

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Poland Ave at 5t Claude Ave	NBT	343.3	384.6	342.2	72.4
	NBR	347.0	388.3	345.9	76.0
	NBL	343.3	384.6	342.2	72.4
	SBT	886.5	988.3	948.3	615.5
	SBL	886.5	988.3	948.3	615.5
	5BR	895.3	997.1	957.0	624.3
	EBR	904.8	906.1	904.6	225.7
	EBL	900.4	901.6	900.1	221.3
	EBT	900.4	901.6	900.1	221.3
	WBL	184.6	879.0	1290.8	250.6
	WBR	197.2	891.6	1303.4	263.2
	WBT	184.6	879.0	1290.8	250.6
Reynes 5t at 5t Claude Ave	EBR	68.4	1659.6	1636.6	94.9
	EBT	68.4	1659.6	1636.6	94.9
	WBL	35.6	66.8	58.9	65.0
	WBT	6.6	19.2	8.9	15.6
	5BT	48.3	126.8	59.1	48.8
	SBL	48.0	126.5	58.8	48.5
	SBR	46.2	124.6	56.9	46.7
Forstall 5t at St Claude Ave	WBR	128.0	120.2	114.6	152.2
	WBT	124.7	116.9	111.3	148.9
	NBT	69.5	67.3	86.6	71.8
	NBL	69.5	67.3	86.6	71.8
	NBR	71.4	69.3	88.6	73.8
	EBL	288.9	315.1	319.5	303.3
	EBT	288.9	315.1	319.5	303.3
Claude Bridge	Bridge WB	1021.8	1176.8	1138.2	0.0
	Bridge EB	948.1	948.2	945.0	0.0

	1800-2700	2700-3600		
Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	20.3	139.5	155.4	20.4
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	14.0	75.9	86.2	14.2
Claude WB - West Bridge Stop Bar to Poland	32.4	55.7	72.1	30.7
Total WB Travel Time	66.7	271.1	313.8	65.3
Claude EB - Poland to West Bridge Stop Bar	13.9	106.8	125.5	13.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	15.0	51.7	33.6	15.1
Claude EB - East Bridge Stop Bar to Tennessee	21.0	76.7	60.1	20.9
Total EB Travel Time	50.0	235.2	219.2	49.7

Claiborne Ave VISSIM Analysis Results - Scenario 4 - Double Transit Opening
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	35	29	1.1
	NBR	23	20	0.6
	NBL	96	81	1.6
	WBR	7	7	0.0
	WBT	948	950	0.1
	EBL	28	28	0.0
	EBT	1415	1483	1.8
Reynes St at Claiborne Ave	SBR	12	5	2.4
	SBL	25	12	3.0
	SBT	6	4	0.9
	EBT	1418	1495	2.0
	EBR	29	31	0.4
	WBT	1022	1011	0.3
	WBL	22	24	0.4
Tennessee St at Claiborne Ave	SBT	19	13	1.5
	SBR	28	20	1.6
	SBL	10	7	1.0
	NBL	31	24	1.3
	NBT	16	13	0.8
	NBR	19	15	1.0
	EBR	29	32	0.5
	EBL	12	11	0.3
	EBT	1431	1509	2.0
	WBL	11	11	0.0
	WBT	1002	987	0.5
	WBR	34	34	0.0
Poland Ave at Robertson St	EBT	1016	1109	2.9
	EBL	46	48	0.3
	EBR	73	79	0.7
	SBL	367	307	3.3
	SBT	220	281	3.9
	NBR	89	103	1.4
	NBT	197	189	0.6
Poland Ave at Claiborne Ave	SBT	534	535	0.0
	SBR	42	36	1.0
	WBL	48	47	0.1
	WBT	832	811	0.7
	WBR	181	180	0.1
	NBL	54	50	0.6
	NBT	191	184	0.5
Claiborne Bridge	EB	1472	1520	1.2
	WB	1061	1021	1.2

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	25.0	25.7	27.2	28.4
	NBR	11.0	12.3	10.0	14.0
	NBL	25.8	48.6	67.3	27.5
	WBR	8.0	44.9	10.6	3.0
	WBT	7.5	35.9	41.7	7.9
	EBL	32.8	36.8	35.9	34.6
	EBT	6.5	7.2	6.8	5.9
Reynes St at Claiborne Ave	SBR	9.1	17.9	104.6	8.3
	SBL	23.9	32.7	50.3	32.7
	SBT	23.0	23.0	26.9	37.4
	EBT	2.2	2.4	2.4	2.1
	EBR	0.9	1.5	1.4	1.2
	WBT	0.7	22.8	28.3	0.6
	WBL	18.0	39.1	36.6	25.5
Tennessee St at Claiborne Ave	SBT	23.3	88.7	56.4	27.8
	SBR	7.1	90.4	87.4	4.7
	SBL	22.6	46.3	75.2	39.7
	NBL	26.5	119.4	134.7	22.7
	NBT	23.5	107.4	67.7	24.1
	NBR	11.9	23.6	35.5	16.2
	EBR	11.9	14.6	13.1	12.1
	EBL	37.8	46.7	52.3	46.7
	EBT	12.7	16.6	17.5	15.4
	WBL	42.9	53.2	61.6	41.1
	WBT	4.5	35.9	42.2	4.8
	WBR	4.4	27.7	32.8	4.7
Poland Ave at Robertson St	EBT	34.2	91.7	104.8	26.9
	EBL	33.3	85.9	63.7	25.2
	EBR	34.5	75.8	87.7	26.5
	SBL	14.7	145.0	208.2	24.2
	SBT	9.0	24.5	22.0	20.8
	NBR	17.8	97.7	87.3	15.4
	NBT	33.1	62.0	43.4	32.8
Poland Ave at Claiborne Ave	SBT	23.2	53.2	40.2	22.9
	SBR	14.9	23.1	13.2	16.1
	WBL	18.1	27.3	34.7	20.1
	WBT	21.9	28.0	28.5	24.5
	WBR	17.7	26.8	26.0	22.5
	NBL	29.2	60.0	27.6	31.5
	NBT	18.9	24.1	15.2	21.1
Claiborne Bridge	EB	1.3	74.3	103.8	14.3
	WB	0.9	98.7	134.8	26.8

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	94.8	79.0	96.5	82.7
	NBR	97.1	81.3	98.8	85.0
	NBL	94.8	79.0	96.5	82.7
	WBR	174.4	901.7	948.5	187.6
	WBT	165.1	892.4	939.2	178.3
	EBL	193.6	213.2	188.2	202.4
	EBT	193.6	213.2	188.2	202.4
Reynes St at Claiborne Ave	SBR	32.2	35.1	49.8	36.9
	SBL	34.1	37.0	51.8	38.8
	SBT	34.1	37.0	51.8	38.8
	EBT	77.3	102.7	62.9	106.5
	EBR	77.3	102.7	62.9	106.5
	WBT	44.6	363.3	363.7	5.8
	WBL	49.2	63.7	69.1	63.7
Tennessee St at Claiborne Ave	SBT	54.2	135.8	90.6	24.4
	SBR	55.7	137.3	92.2	25.8
	SBL	54.2	135.8	90.6	24.4
	NBL	47.1	39.3	56.5	84.9
	NBT	47.1	39.3	56.5	84.9
	NBR	47.1	39.3	56.5	85.0
	EBR	757.1	1640.2	1656.8	1560.4
	EBL	753.6	1639.3	1656.5	1559.3
	EBT	753.6	1639.3	1656.5	1559.3
	WBL	224.5	312.1	311.1	110.8
	WBT	224.5	312.1	311.1	110.8
	WBR	227.9	315.5	314.5	114.2
Poland Ave at Robertson St	EBT	677.3	676.5	675.6	674.8
	EBL	677.3	676.5	675.6	674.8
	EBR	679.2	678.3	677.5	676.7
	SBL	207.0	438.6	434.9	154.2
	SBT	207.0	438.6	434.9	154.2
	NBR	138.7	337.2	235.1	131.4
	NBT	130.1	328.6	226.6	122.8
Poland Ave at Claiborne Ave	SBT	239.7	497.6	320.7	213.9
	SBR	237.8	495.8	318.9	212.0
	WBL	313.3	1655.7	1657.0	1616.6
	WBT	319.9	1655.7	1658.6	1618.8
	WBR	324.2	1655.5	1658.7	1621.5
	NBL	75.3	135.7	130.3	116.3
	NBT	75.3	135.7	130.3	116.3
Claiborne Bridge	EB	1098.5	1096.5	1098.3	201.2
	WB	1086.9	1121.2	1126.4	300.2

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	144.9	179.1	21.0
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	55.3	65.1	37.6
Claiborne WB - West Bridge Stop Bar to Poland	33.8	67.9	71.5	52.6
Total WB Travel Time	70.3	268.1	315.7	111.2
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	122.5	161.8	18.3
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	15.4	43.9	51.5	26.1
Claiborne EB - East Bridge Stop Bar to Tennessee	31.8	50.9	52.2	42.0
Total EB Travel Time	64.2	217.3	265.4	86.5

St Claude Ave VISSIM Analysis Results 5 - Three Openings
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	50	49	0.1
	NBR	39	39	0.0
	NBL	8	9	0.3
	SBT	48	65	2.3
	SBL	79	99	2.1
	SBR	90	112	2.2
	EBR	24	25	0.2
	EBL	80	83	0.3
	EBT	282	275	0.4
	WBL	32	35	0.5
	WBR	70	73	0.4
	WBT	689	712	0.9
Reynes St at St Claude Ave	EBR	40	41	0.2
	EBT	360	373	0.7
	WBL	7	6	0.4
	WBT	770	787	0.6
	SBT	7	9	0.7
	SBL	6	9	1.1
	SBR	21	30	1.8
Forstall St at St Claude Ave	WBR	63	61	0.3
	WBT	724	727	0.1
	NBT	14	14	0.0
	NBL	65	65	0.0
	NBR	30	29	0.2
	EBL	10	10	0.0
	EBT	356	367	0.6
Claude Bridge	Bridge WB	791	818	1.0
	Bridge EB	400	414	0.7

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	23.2	26.5	26.8
	NBR	6.1	5.9	5.5	5.2
	NBL	30.8	25.5	33.2	29.7
	SBT	30.4	28.4	24.5	29.8
	SBL	37.0	30.5	32.0	34.4
	SBR	14.2	12.7	11.6	14.9
	EBR	2.2	2.1	1.6	2.2
	EBL	43.4	41.6	46.5	40.6
	EBT	9.9	9.8	9.8	9.8
	WBL	36.2	34.9	38.6	34.9
	WBR	30.6	37.1	35.9	26.7
	WBT	32.3	40.3	38.4	30.2
Reynes St at St Claude Ave	EBR	6.7	0.7	5.0	1.8
	EBT	9.1	1.6	5.5	1.8
	WBL	12.1	1.7	11.4	8.0
	WBT	6.3	1.1	1.7	1.2
	SBT	16.2	11.6	15.4	12.8
	SBL	21.3	12.6	12.7	14.4
	SBR	17.9	6.6	6.6	7.7
Forstall St at St Claude Ave	WBR	9.3	8.6	9.3	8.0
	WBT	12.7	10.9	10.9	11.0
	NBT	24.0	20.2	25.9	21.7
	NBL	22.6	21.5	21.4	19.6
	NBR	5.0	6.1	5.7	4.8
	EBL	55.7	67.5	44.8	47.8
	EBT	15.3	13.9	11.0	10.9
Claude Bridge	Bridge WB	115.2	134.0	32.6	66.4
	Bridge EB	95.1	124.6	0.9	72.8

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	54.8	53.4	41.5	59.5
	NBR	58.5	57.1	45.2	63.2
	NBL	54.8	53.4	41.5	59.5
	SBT	153.2	138.4	146.0	153.1
	SBL	153.2	138.4	146.0	153.1
	SBR	162.0	147.2	154.8	161.9
	EBR	126.6	108.5	105.9	113.3
	EBL	123.0	104.7	112.2	108.9
	EBT	123.0	104.7	112.2	108.9
	WBL	1499.1	1504.3	1288.2	1125.8
	WBR	1511.6	1516.8	1300.8	1138.4
	W8T	1499.1	1504.3	1288.2	1125.8
Reynes St at St Claude Ave	EBR	265.1	14.9	395.8	61.4
	EBT	265.1	14.9	395.8	61.4
	WBL	298.1	15.0	60.9	49.2
	WBT	251.9	4.8	44.1	20.2
	SBT	68.6	45.5	50.5	52.7
	SBL	68.3	45.2	50.2	52.4
	SBR	66.5	43.3	48.3	50.5
Forstall St at St Claude Ave	WBR	230.0	203.6	168.3	174.6
	W8T	226.7	200.3	164.9	171.3
	NBT	81.3	77.0	61.5	66.5
	NBL	81.3	77.0	61.5	66.5
	NBR	83.3	79.0	63.5	68.5
	E8L	316.6	185.6	273.9	225.0
	EBT	316.6	185.6	273.9	225.0
Claude 8ridge	Bridge WB	1516.0	1354.8	1458.0	1212.3
	Bridge EB	579.5	708.7	488.6	599.1

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	133.7	95.6	58.4	75.7
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	67.3	104.0	31.4	47.7
Claude W8 - West Bridge Stop Bar to Poland	48.5	90.6	72.4	54.7
Total WB Travel Time	249.6	290.2	162.2	178.2
Claude EB - Poland to West Bridge Stop Bar	94.6	114.3	16.2	75.5
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	37.5	41.3	15.0	31.3
Claude EB - East Bridge Stop Bar to Tennessee	28.6	21.0	26.6	21.8
Total EB Travel Time	160.7	176.6	57.8	128.7

Claiborne Ave VISSIM Analysis Results 5 - Three Openings
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	20	16	0.9
	NBR	9	7	0.7
	NBL	136	116	1.8
	WBR	5	5	0.0
	WBT	1116	1123	0.2
	EBL	21	21	0.0
	EBT	966	943	0.7
Reynes St at Claiborne Ave	SBR	15	7	2.4
	SBL	12	5	2.4
	SBT	8	4	1.6
	EBT	975	956	0.6
	EBR	6	5	0.4
	WBT	1235	1226	0.3
	WBL	17	19	0.5
Tennessee St at Claiborne Ave	SBT	10	3	2.7
	SBR	36	13	4.6
	SBL	11	4	2.6
	NBL	58	47	1.5
	NBT	15	11	1.1
	NBR	8	7	0.4
	EBR	19	20	0.2
	EBL	14	14	0.0
	EBT	979	961	0.6
	WBL	8	8	0.0
	WBT	1232	1218	0.4
	WBR	27	26	0.2
Poland Ave at Robertson St	EBT	618	610	0.3
	EBL	44	45	0.1
	EBR	57	55	0.3
	SBL	293	264	1.7
	SBT	182	224	2.9
	NBR	101	108	0.7
	NBT	143	142	0.1
Poland Ave at Claiborne Ave	SBT	422	431	0.4
	SBR	41	36	0.8
	WBL	53	52	0.1
	WBT	1069	1008	1.9
	WBR	204	198	0.4
	NBL	51	50	0.1
	NBT	136	138	0.2
Claiborne Bridge	EB	1012	984	0.9
	WB	1326	1265	1.7

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	29.4	39.1	28.3	25.8
	NBR	9.1	6.7	9.8	7.8
	NBL	28.5	53.9	63.4	35.6
	WBR	8.2	11.6	40.0	12.7
	WBT	9.3	32.7	32.4	20.7
	EBL	35.8	28.6	38.6	30.8
	EBT	3.8	5.9	6.9	5.1
Reynes St at Claiborne Ave	SBR	9.0	36.5	16.3	27.6
	SBL	23.7	27.1	23.0	21.0
	SBT	20.3	45.0	26.0	45.2
	EBT	1.6	1.8	2.2	2.1
	EBR	0.4	0.6	1.3	0.2
	WBT	0.8	15.6	21.0	12.0
	WBL	11.2	27.2	45.0	29.3
Tennessee St at Claiborne Ave	SBT	21.5	49.6	51.4	34.2
	SBR	9.7	75.5	66.2	47.1
	SBL	36.2	46.4	36.5	23.5
	NBL	26.6	45.8	104.8	57.4
	NBT	21.3	41.4	83.7	42.3
	NBR	8.1	26.5	87.6	7.5
	EBR	6.1	13.2	14.3	10.4
	EBL	35.4	49.8	50.3	51.1
	EBT	7.9	18.0	16.2	15.0
	WBL	41.4	64.6	49.2	44.5
	WBT	4.6	25.3	29.3	21.6
	WBR	2.7	24.8	23.4	20.9
Poland Ave at Robertson St	EBT	14.8	35.9	32.1	45.5
	EBL	13.8	24.8	24.8	37.9
	EBR	9.4	21.0	19.4	27.8
	SBL	5.3	52.1	31.4	34.2
	SBT	12.7	17.2	10.2	8.8
	NBR	16.9	53.9	42.6	37.9
	NBT	47.0	50.0	28.6	36.6
Poland Ave at Claiborne Ave	SBT	29.1	29.9	20.4	20.0
	SBR	15.3	15.5	11.2	12.5
	WBL	18.5	20.1	25.6	21.5
	WBT	21.6	22.1	28.4	26.0
	WBR	18.8	20.8	26.3	24.7
	NBL	20.3	14.1	13.8	15.6
	NBT	6.3	8.1	8.4	8.0
Claiborne Bridge	EB	0.5	65.3	53.0	51.0
	WB	1.5	80.9	82.9	65.7

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	117.7	153.0	123.6	104.9
	NBR	120.0	155.3	125.9	107.3
	NBL	117.7	153.0	123.6	104.9
	WBR	577.5	1102.1	705.2	602.8
	WBT	568.2	1092.8	695.9	593.5
	EBL	107.2	168.5	197.3	184.4
	EBT	107.2	168.5	197.3	184.4
Reynes St at Claiborne Ave	SBR	36.0	35.2	32.9	38.4
	SBL	37.9	37.1	34.8	40.3
	SBT	37.9	37.1	34.8	40.3
	EBT	4.2	13.5	75.3	39.6
	EBR	4.2	13.5	75.3	39.6
	WBT	331.2	377.5	390.9	323.0
	WBL	51.6	37.9	76.3	44.5
Tennessee St at Claiborne Ave	SBT	50.5	49.7	37.4	29.4
	SBR	52.1	51.2	38.9	30.9
	SBL	50.5	49.7	37.4	29.4
	NBL	45.1	157.2	102.0	41.8
	NBT	45.1	157.2	102.0	41.8
	NBR	45.1	157.2	102.1	41.8
	EBR	207.2	1645.8	1514.0	1228.1
	EBL	203.7	1643.9	1511.6	1224.8
	EBT	203.7	1643.9	1511.6	1224.8
	WBL	310.4	320.9	316.3	311.2
	WBT	310.4	320.9	316.3	311.2
	WBR	313.8	324.3	319.8	314.6
Poland Ave at Robertson St	EBT	269.5	459.7	422.6	562.1
	EBL	269.5	459.7	422.6	562.1
	EBR	271.3	461.5	424.5	564.0
	SBL	123.2	311.9	134.9	141.1
	SBT	123.2	311.9	134.9	141.1
	NBR	146.7	219.1	189.4	154.3
	NBT	138.2	210.6	180.9	145.8
Poland Ave at Claiborne Ave	SBT	314.9	285.3	191.9	211.9
	SBR	313.1	283.5	190.1	210.1
	WBL	530.8	1663.0	1665.4	1625.4
	WBT	537.4	1664.5	1664.9	1628.5
	WBR	541.7	1664.8	1666.9	1630.5
	NBL	56.7	65.9	59.3	64.7
	NBT	56.7	65.9	59.3	64.7
Claiborne Bridge	EB	1103.0	1101.4	1106.2	1105.6
	WB	1094.6	1152.2	1136.6	1118.3

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.7	102.5	113.5	95.5
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.7	57.8	55.2	43.9
Claiborne WB - West Bridge Stop Bar to Poland	36.5	60.5	69.3	64.7
Total WB Travel Time	**73.8**	**220.7**	**238.0**	**204.2**
Claiborne EB - Robertson to West Bridge Stop Bar	17.2	102.3	97.1	100.2
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.7	39.4	29.3	26.8
Claiborne EB - East Bridge Stop Bar to Tennessee	21.2	52.4	42.2	40.7
Total EB Travel Time	**53.1**	**194.2**	**168.6**	**167.7**

St Claude Ave VISSIM Analysis Results 5 - Three Openings
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	52	52	0.0
	NBR	33	32	0.2
	NBL	10	11	0.3
	SBT	66	78	1.4
	SBL	99	107	0.8
	SBR	109	121	1.1
	EBR	22	22	0.0
	EBL	100	102	0.2
	EBT	264	259	0.3
	WBL	18	21	0.7
	WBR	66	74	1.0
	WBT	456	471	0.7
Reynes St at St Claude Ave	EBR	26	26	0.0
	EBT	370	374	0.2
	WBL	8	7	0.4
	WBT	529	526	0.1
	SBT	3	8	2.1
	SBL	6	20	3.9
	SBR	13	42	5.5
Forstall St at St Claude Ave	WBR	66	65	0.1
	WBT	493	490	0.1
	NBT	24	25	0.2
	NBL	44	45	0.1
	NBR	26	24	0.4
	EBL	8	7	0.4
	EBT	386	382	0.2
Claude Bridge	Bridge WB	542	568	1.1
	Bridge EB	396	399	0.2

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	28.7	23.2	27.6	27.5
	NBR	5.0	5.3	6.1	7.3
	NBL	24.6	24.8	23.4	28.0
	SBT	29.6	29.0	26.2	34.2
	SBL	32.1	31.0	27.0	37.0
	SBR	14.5	13.8	11.8	13.5
	EBR	2.4	1.7	2.3	2.0
	EBL	41.9	43.2	45.1	41.0
	EBT	9.2	10.1	9.9	9.2
	WBL	26.9	27.7	27.7	27.9
	WBR	27.2	25.1	28.0	21.0
	WBT	32.0	31.0	34.1	26.4
Reynes St at St Claude Ave	EBR	5.4	0.6	3.9	1.2
	EBT	8.0	0.4	5.1	1.4
	WBL	2.9	1.6	6.7	3.9
	WBT	1.0	1.0	1.1	1.1
	SBT	14.5	10.4	13.4	15.2
	SBL	16.6	10.4	12.4	10.1
	SBR	7.8	6.5	6.4	6.3
Forstall St at St Claude Ave	WBR	7.0	7.5	8.0	7.0
	WBT	10.9	10.3	10.6	10.7
	NBT	21.9	21.2	21.8	16.2
	NBL	21.1	19.2	21.0	22.3
	NBR	5.7	4.5	6.3	5.1
	EBL	51.4	44.6	45.7	45.3
	EBT	14.6	12.4	10.1	10.3
Claude Bridge	Bridge WB	115.4	107.8	9.8	64.5
	Bridge EB	99.7	114.3	0.7	81.3

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	40.3	40.9	50.7	66.5
	NBR	43.9	44.6	54.4	70.2
	NBL	40.3	40.9	50.7	66.5
	SBT	154.8	157.5	139.7	162.7
	SBL	154.8	157.5	139.7	162.7
	SBR	163.5	166.3	148.5	171.5
	EBR	143.1	148.6	136.4	106.3
	EBL	138.9	146.5	132.4	102.3
	EBT	138.9	146.5	132.4	102.3
	WBL	1094.7	829.6	488.3	627.7
	WBR	1107.2	842.2	500.9	640.2
	WBT	1094.7	829.6	488.3	627.7
Reynes St at St Claude Ave	EBR	210.4	16.3	377.2	44.5
	EBT	210.4	16.3	377.2	44.5
	WBL	11.7	8.2	18.0	16.6
	WBT	0.0	0.0	5.7	3.2
	SBT	62.7	59.0	65.2	56.1
	SBL	62.4	58.8	64.9	55.8
	SBR	60.5	56.9	63.0	53.9
Forstall St at St Claude Ave	WBR	157.8	124.2	146.5	164.2
	WBT	154.5	120.8	143.2	160.9
	NBT	61.6	61.7	54.0	62.8
	NBL	61.6	61.7	54.0	62.8
	NBR	63.5	63.7	56.0	64.7
	EBL	313.4	143.7	267.4	201.2
	EBT	313.4	143.7	267.4	201.2
Claude Bridge	Bridge WB	1014.5	683.5	672.0	906.8
	Bridge EB	526.1	623.7	500.5	613.0

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	98.0	70.8	21.4	66.0
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	72.8	78.1	15.8	46.6
Claude WB - West Bridge Stop Bar to Poland	47.6	57.4	45.0	40.4
Total WB Travel Time	218.5	206.3	82.2	153.0
Claude EB - Poland to West Bridge Stop Bar	94.5	102.6	14.2	84.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	38.9	40.1	14.9	32.5
Claude EB - East Bridge Stop Bar to Tennessee	26.7	20.1	25.5	20.9
Total EB Travel Time	160.1	162.8	54.7	138.2

Claiborne Ave VISSIM Analysis Results 5 - Three Openings
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	30	24	1.2
	NBR	7	5	0.8
	NBL	88	71	1.9
	WBR	12	13	0.3
	WBT	923	925	0.1
	EBL	22	22	0.0
	EBT	1049	1026	0.7
Reynes St at Claiborne Ave	SBR	16	6	3.0
	SBL	19	8	3.0
	SBT	26	11	3.5
	EBT	1052	1038	0.4
	EBR	23	24	0.2
	WBT	975	960	0.5
	WBL	36	38	0.3
Tennessee St at Claiborne Ave	SBT	10	8	0.7
	SBR	31	26	0.9
	SBL	21	19	0.4
	NBL	24	30	1.2
	NBT	14	17	0.8
	NBR	10	13	0.9
	EBR	23	23	0.0
	EBL	13	11	0.6
	EBT	1057	1035	0.7
	WBL	10	10	0.0
	WBT	965	943	0.7
	WBR	29	29	0.0
Poland Ave at Robertson St	EBT	692	693	0.0
	EBL	44	47	0.4
	EBR	65	62	0.4
	SBL	293	264	1.7
	SBT	203	238	2.4
	NBR	108	111	0.3
	NBT	132	137	0.4
Poland Ave at Claiborne Ave	SBT	444	450	0.3
	SBR	62	56	0.8
	WBL	53	51	0.3
	WBT	788	766	0.8
	WBR	179	179	0.0
	NBL	60	53	0.9
	NBT	142	129	1.1
Claiborne Bridge	EB	1093	1069	0.7
	WB	1020	985	1.1

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	23.2	21.1	30.8	27.0
	NBR	7.8	7.3	10.3	7.2
	NBL	26.2	35.2	24.7	27.5
	WBR	7.2	18.0	6.8	13.3
	W8T	8.2	18.4	8.7	12.9
	E8L	25.0	37.9	38.3	33.8
	EBT	2.8	7.5	7.4	5.9
Reynes St at Claiborne Ave	SBR	9.3	31.6	20.2	24.3
	SBL	20.6	41.7	25.2	32.0
	SBT	20.0	31.7	24.8	28.7
	EBT	1.6	2.6	2.2	2.4
	EBR	0.7	1.1	1.5	1.2
	W8T	0.8	12.1	6.9	7.8
	WBL	11.7	34.0	22.3	24.1
Tennessee St at Claiborne Ave	S8T	27.6	46.5	37.3	27.8
	SBR	9.5	46.5	31.2	30.0
	SBL	23.5	46.3	39.3	27.3
	NBL	18.1	51.3	36.7	50.0
	NBT	20.8	38.8	39.4	32.6
	N8R	5.6	18.1	15.0	11.1
	EBR	8.3	13.9	14.5	12.1
	EBL	36.0	38.0	47.2	45.1
	EBT	7.5	15.8	15.6	15.3
	WBL	32.3	39.0	51.9	39.8
	W8T	4.4	22.4	20.0	18.6
	WBR	2.7	27.0	11.6	13.9
Poland Ave at Robertson St	EBT	16.0	42.2	38.3	48.2
	EBL	17.5	29.1	28.3	45.9
	EBR	9.9	32.3	28.3	35.4
	S8L	9.0	44.8	40.6	41.4
	SBT	10.2	9.3	9.3	9.0
	NBR	14.2	52.4	53.7	53.6
	NBT	32.1	38.4	33.0	36.6
Poland Ave at Claiborne Ave	SBT	18.6	19.5	19.9	19.6
	SBR	10.0	11.6	11.7	9.1
	WBL	16.5	24.9	22.0	21.3
	WBT	17.2	30.2	27.0	24.9
	WBR	14.6	28.6	25.5	23.2
	NBL	18.1	19.7	16.1	12.4
	NBT	9.6	8.5	6.8	7.0
Claiborne Bridge	EB	0.6	57.7	53.6	48.9
	WB	0.9	86.1	66.3	58.1

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	71.1	65.6	82.8	89.8
	NBR	73.4	67.9	85.1	92.1
	NBL	71.1	65.6	82.8	89.8
	WBR	236.1	407.5	172.7	344.4
	WBT	226.8	398.2	163.3	335.1
	EBL	60.5	216.4	193.4	221.6
	EBT	60.5	216.4	193.4	221.6
Reynes St at Claiborne Ave	SBR	34.5	40.5	49.5	38.1
	SBL	36.4	42.4	51.4	40.0
	SBT	36.4	42.4	51.4	40.0
	EBT	5.5	107.9	44.8	56.1
	EBR	5.5	107.9	44.8	56.1
	WBT	236.3	313.9	258.8	300.5
	WBL	70.9	81.5	83.7	82.9
Tennessee St at Claiborne Ave	SBT	79.8	126.9	56.6	54.0
	SBR	81.4	128.4	58.1	55.5
	SBL	79.8	126.9	56.6	54.0
	NBL	47.7	135.4	69.9	51.1
	NBT	47.7	135.4	69.9	51.1
	NBR	47.7	135.4	69.9	51.1
	EBR	239.8	1667.0	1577.2	1334.3
	E8L	236.3	1667.7	1575.2	1331.2
	EBT	236.3	1667.7	1575.2	1331.2
	WBL	312.1	313.1	312.5	313.3
	WBT	312.1	313.1	312.5	313.3
	WBR	315.6	316.6	315.9	316.7
Poland Ave at Robertson St	E8T	355.2	614.2	510.4	646.3
	EBL	355.2	614.2	510.4	646.3
	EBR	357.0	616.0	512.3	648.1
	5BL	151.7	223.5	204.4	152.4
	5BT	151.7	223.5	204.4	152.4
	NBR	169.3	211.9	239.6	251.7
	NBT	160.8	203.4	231.1	243.2
Poland Ave at Claiborne Ave	SBT	205.6	215.2	208.7	207.5
	SBR	203.7	213.4	206.9	205.7
	WBL	304.8	1658.6	1578.0	1472.7
	WBT	311.4	1660.7	1583.2	1479.4
	WBR	315.7	1660.0	1583.8	1483.6
	NBL	61.3	70.0	56.0	65.3
	NBT	61.3	70.0	56.0	65.3
Claiborne Bridge	EB	1027.7	1092.5	1101.3	1103.6
	WB	1092.1	1147.3	1105.4	1111.6

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	114.6	115.1	95.8
Claiborne W8 - East Bridge Stop Bar to West Bridge Stop Bar	17.1	55.1	35.1	34.4
Claiborne WB - West Bridge Stop Bar to Poland	29.2	72.2	58.1	58.1
Total WB Travel Time	65.7	241.8	208.3	188.3
Claiborne EB - Robertson to West Bridge Stop Bar	17.1	95.8	96.7	95.2
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	35.4	30.1	27.4
Claiborne EB - East Bridge Stop Bar to Tennessee	20.8	45.5	42.4	42.4
Total EB Travel Time	52.6	176.6	169.2	165.0

St Claude Ave VISSIM Analysis Results 5 - Three Openings
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	88	85	0.3
	NBR	105	104	0.1
	NBL	20	20	0.0
	SBT	75	95	2.6
	SBL	102	117	0.8
	SBR	120	140	1.8
	EBR	18	18	0.0
	EBL	102	100	0.2
	EBT	524	525	0.1
	WBL	19	21	0.3
	WBR	95	104	1.0
	WBT	536	543	0.4
Reynes St at St Claude Ave	EBR	51	52	0.1
	EBT	691	697	0.3
	WBL	15	15	0.0
	WBT	626	635	0.4
	SBT	8	12	0.9
	SBL	8	12	1.3
	SBR	24	35	2.4
Forstall St at St Claude Ave	WBR	49	50	0.2
	WBT	573	571	0.1
	NBT	26	26	0.0
	NBL	77	78	0.1
	NBR	38	38	0.0
	EBL	13	13	0.0
	EBT	736	693	2.2
Claude Bridge	Bridge WB	650	670	0.8
	Bridge EB	731	749	0.7

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.0	30.0	27.7	31.0
	NBR	13.8	10.3	28.9	51.8
	NBL	29.7	33.8	32.4	38.5
	SBT	31.5	30.1	19.9	14.4
	SBL	43.9	41.8	59.9	69.8
	SBR	14.4	13.6	9.0	4.9
	EBR	3.3	3.0	19.9	34.0
	EBL	41.9	46.1	58.4	44.6
	EBT	18.0	17.2	32.2	71.9
	WBL	36.4	31.1	34.5	33.5
	WBR	24.5	27.1	35.6	28.9
	WBT	32.2	28.3	40.4	31.9
Reynes St at St Claude Ave	EBR	10.7	4.5	9.2	8.2
	EBT	9.4	5.9	11.1	11.2
	WBL	3.9	3.1	21.9	11.8
	WBT	1.0	1.1	1.2	1.2
	SBT	13.3	13.3	20.1	18.4
	SBL	10.1	15.0	43.2	21.3
	SBR	5.4	6.9	9.0	8.5
Forstall St at St Claude Ave	WBR	6.8	7.9	7.4	6.4
	WBT	10.5	11.2	10.9	10.8
	NBT	23.5	21.2	24.2	23.2
	NBL	21.5	20.7	21.8	21.2
	NBR	7.0	6.0	8.1	9.7
	EBL	43.6	62.6	45.9	44.2
	EBT	14.3	14.4	15.2	12.8
Claude Bridge	Bridge WB	112.8	108.4	15.8	70.7
	Bridge EB	80.7	102.5	1.0	67.1

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	83.8	132.5	161.0	195.6
	NBR	87.5	136.2	164.6	199.3
	NBL	83.8	132.5	161.0	195.6
	SBT	156.2	180.9	219.8	218.5
	SBL	156.2	180.9	219.8	218.5
	SBR	165.0	189.7	228.6	227.3
	EBR	164.2	413.1	583.0	430.2
	EBL	159.8	408.6	578.5	425.7
	EBT	159.8	408.6	578.5	425.7
	WBL	967.5	586.2	850.1	1111.1
	WBR	980.1	598.8	862.7	1123.7
	WBT	967.5	586.2	850.1	1111.1
Reynes St at St Claude Ave	EBR	801.1	263.2	819.3	942.9
	EBT	801.1	263.2	819.3	942.9
	WBL	20.3	43.3	83.8	64.0
	WBT	7.0	12.9	38.1	18.0
	SBT	53.2	52.0	63.2	59.0
	SBL	52.9	51.7	62.9	58.7
	SBR	51.0	49.8	61.0	56.8
Forstall St at St Claude Ave	WBR	143.2	144.9	170.9	167.7
	WBT	139.9	141.5	167.5	164.4
	NBT	75.1	90.8	71.7	85.0
	NBL	75.1	90.8	71.7	85.0
	NBR	77.0	92.7	73.7	86.9
	EBL	311.3	305.6	314.7	313.8
	EBT	311.3	305.6	314.7	313.8
Claude Bridge	Bridge WB	925.9	967.7	983.4	1320.7
	Bridge EB	936.0	952.0	952.8	948.2

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	92.0	88.6	29.3	88.1
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	71.2	72.8	17.9	48.9
Claude WB - West Bridge Stop Bar to Poland	47.9	51.5	64.6	56.8
Total WB Travel Time	211.0	212.9	111.8	193.9
Claude EB - Poland to West Bridge Stop Bar	114.5	123.8	28.4	109.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	29.1	32.3	15.3	26.2
Claude EB - East Bridge Stop Bar to Tennessee	34.7	28.7	38.8	40.4
Total EB Travel Time	178.3	184.9	82.6	176.3

Claiborne Ave VISSIM Analysis Results 5 - Three Openings
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	50	41	1.3
	NBR	17	15	0.5
	NBL	116	102	1.3
	WBR	12	14	0.6
	WBT	1068	1065	0.1
	EBL	21	17	0.9
	EBT	1518	1427	2.4
Reynes St at Claiborne Ave	SBR	15	5	3.2
	SBL	15	6	2.8
	SBT	19	8	3.0
	EBT	1524	1438	2.2
	EBR	22	20	0.4
	WBT	1155	1138	0.5
	WBL	29	31	0.4
Tennessee St at Claiborne Ave	SBT	8	4	1.6
	SBR	35	13	4.5
	SBL	12	5	2.4
	NBL	37	30	1.2
	NBT	11	8	1.0
	NBR	14	13	0.3
	EBR	26	27	0.2
	EBL	10	10	0.0
	EBT	1540	1458	2.1
	WBL	7	7	0.0
	WBT	1148	1120	0.8
	WBR	35	35	0.0
Poland Ave at Robertson St	EBT	1078	1052	0.8
	EBL	46	43	0.4
	EBR	61	59	0.3
	SBL	421	373	2.4
	SBT	251	293	2.5
	NBR	77	82	0.6
	NBT	234	232	0.1
Poland Ave at Claiborne Ave	SBT	602	608	0.2
	SBR	61	55	0.8
	WBL	67	62	0.6
	WBT	937	866	2.4
	WBR	216	204	0.8
	NBL	74	66	1.0
	NBT	221	208	0.9
Claiborne Bridge	EB	1576	1503	1.9
	WB	1220	1147	2.1

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	26.8	25.3	25.4	29.0
	NBR	11.0	15.5	13.4	14.0
	NBL	26.1	30.7	41.3	51.6
	WBR	4.9	17.5	10.6	33.6
	WBT	7.8	15.2	19.8	31.1
	EBL	30.4	32.8	40.0	34.1
	EBT	2.9	7.4	7.5	6.8
Reynes St at Claiborne Ave	SBR	8.9	17.0	27.1	28.4
	SBL	20.4	35.2	49.9	36.5
	SBT	22.7	27.7	40.6	31.5
	EBT	1.7	2.2	2.1	2.3
	EBR	0.8	1.2	0.7	1.4
	WBT	0.8	10.3	10.7	17.6
	WBL	12.4	32.7	29.6	52.5
Tennessee St at Claiborne Ave	SBT	23.9	22.5	25.3	17.6
	SBR	6.6	24.3	25.9	57.9
	SBL	30.9	24.9	30.4	31.4
	NBL	27.8	74.0	50.3	100.3
	NBT	25.3	66.8	37.2	37.1
	NBR	10.8	18.3	19.9	15.4
	EBR	8.7	17.1	13.6	13.0
	EBL	38.4	51.6	42.6	39.1
	EBT	8.7	17.7	16.9	16.5
	WBL	36.1	50.9	60.4	32.3
	WBT	4.5	20.3	19.0	28.9
	WBR	4.3	14.6	20.8	18.0
Poland Ave at Robertson St	EBT	16.9	51.1	55.8	67.7
	EBL	17.2	47.1	49.7	59.3
	EBR	15.4	43.5	44.8	54.5
	SBL	10.3	62.7	81.8	98.4
	SBT	8.6	9.5	15.7	30.3
	NBR	15.8	54.1	67.8	78.6
	NBT	32.7	39.0	51.9	46.2
Poland Ave at Claiborne Ave	SBT	20.0	24.4	33.1	30.3
	SBR	8.0	13.0	14.0	13.2
	WBL	14.3	22.3	28.2	29.1
	WBT	16.7	29.5	31.5	28.9
	WBR	14.0	27.9	31.1	28.5
	NBL	15.9	22.5	69.2	37.7
	NBT	5.4	6.0	42.1	15.0
Claiborne Bridge	EB	0.6	67.7	61.1	46.2
	WB	0.9	82.3	89.1	92.5

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	94.5	100.0	121.0	112.2
	NBR	96.8	102.3	123.3	114.5
	NBL	94.5	100.0	121.0	112.2
	WBR	195.1	347.7	618.8	924.0
	WBT	185.8	338.4	609.5	914.7
	EBL	72.5	194.9	228.0	206.9
	EBT	72.5	194.9	228.0	206.9
Reynes St at Claiborne Ave	SBR	32.3	36.2	39.5	37.3
	SBL	34.2	38.1	41.4	39.2
	SBT	34.2	38.1	41.4	39.2
	EBT	32.2	59.3	64.8	81.9
	EBR	32.2	59.3	64.8	81.9
	WBT	186.1	305.0	360.2	374.6
	WBL	66.3	105.0	78.3	116.7
Tennessee St at Claiborne Ave	SBT	30.8	39.6	42.3	33.4
	SBR	32.3	41.1	43.9	34.9
	SBL	30.8	39.6	42.3	33.4
	NBL	83.8	57.4	41.7	34.7
	NBT	83.8	57.4	41.7	34.7
	NBR	83.8	57.4	41.7	34.8
	EBR	341.6	1659.9	1667.2	1544.6
	EBL	338.1	1658.8	1669.1	1543.2
	EBT	338.1	1658.8	1669.1	1543.2
	WBL	300.5	309.8	312.7	311.7
	WBT	300.5	309.8	312.7	311.7
	WBR	303.9	313.2	316.1	315.1
Poland Ave at Robertson St	EBT	639.4	675.6	676.6	683.5
	EBL	639.4	675.6	676.6	683.5
	EBR	641.3	677.4	678.4	685.4
	SBL	238.9	397.7	424.8	425.8
	SBT	238.9	397.7	424.8	425.8
	NBR	129.0	207.9	283.4	224.4
	NBT	120.5	199.4	274.8	215.9
Poland Ave at Claiborne Ave	SBT	235.5	305.8	388.5	381.8
	SBR	233.7	304.0	386.6	380.0
	WBL	300.0	1658.7	1657.3	1659.2
	WBT	306.7	1659.4	1659.0	1658.1
	WBR	310.9	1659.7	1659.9	1657.8
	NBL	48.9	64.4	211.8	170.4
	NBT	48.9	64.4	211.8	170.4
Claiborne Bridge	EB	1104.4	1103.9	1094.6	1104.4
	WB	1106.5	1144.3	1100.0	1120.3

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	111.2	100.6	109.4
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.2	52.5	63.1	63.4
Claiborne WB - West Bridge Stop Bar to Poland	28.5	70.0	77.9	74.0
Total WB Travel Time	65.1	233.7	241.7	246.9
Claiborne EB - Robertson to West Bridge Stop Bar	16.9	88.4	84.2	82.2
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	14.8	48.0	43.9	31.6
Claiborne EB - East Bridge Stop Bar to Tennessee	22.4	53.7	51.5	49.9
Total EB Travel Time	54.1	190.0	179.6	163.8

St Claude Ave VISSIM Analysis Results 5 - Three Openings
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	66	65	0.1
	NBR	105	109	0.4
	NBL	23	22	0.2
	SBT	58	74	2.0
	SBL	149	187	2.9
	SBR	92	112	2.0
	EBR	40	39	0.2
	EBL	34	33	0.2
	EBT	877	870	0.2
	WBL	12	13	0.3
	WBR	90	101	1.1
	WBT	438	444	0.3
Reynes St at St Claude Ave	EBR	79	79	0.0
	EBT	1094	1100	0.2
	WBL	16	17	0.2
	WBT	519	521	0.1
	SBT	4	8	1.6
	SBL	5	10	1.8
	SBR	21	39	3.3
Forstall St at St Claude Ave	WBR	37	38	0.2
	WBT	478	475	0.1
	NBT	24	26	0.4
	NBL	62	64	0.3
	NBR	36	34	0.3
	EBL	13	16	0.8
	EBT	988	1082	2.9
Claude Bridge	Bridge WB	540	559	0.8
	Bridge EB	1131	1179	1.4

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	27.3	27.6	34.8	26.7
	NBR	83.5	16.0	49.7	36.7
	NBL	31.0	33.6	32.4	30.6
	SBT	34.2	34.1	27.0	30.7
	SBL	145.8	137.6	121.2	67.5
	SBR	16.9	18.3	13.1	11.3
	EBR	29.8	9.3	34.8	15.6
	EBL	38.6	63.7	54.2	40.3
	EBT	58.9	22.2	50.8	31.5
	WBL	46.1	43.0	31.7	31.0
	WBR	28.7	22.1	30.4	23.5
	WBT	33.9	28.1	36.6	27.2
Reynes St at St Claude Ave	EBR	6.1	16.2	11.5	9.0
	EBT	7.8	19.6	14.8	9.8
	WBL	8.2	24.9	20.7	19.5
	WBT	1.0	1.1	1.0	1.2
	SBT	12.5	58.5	22.4	31.4
	SBL	14.8	75.0	41.2	37.8
	SBR	6.2	23.4	10.0	10.7
Forstall St at St Claude Ave	WBR	6.1	7.5	6.8	7.1
	WBT	10.2	10.8	10.3	10.3
	NBT	22.8	18.4	19.6	21.4
	NBL	22.3	19.6	22.8	20.5
	NBR	5.6	11.0	10.1	9.8
	EBL	58.2	49.9	48.4	46.7
	EBT	15.2	17.4	15.6	12.3
Claude Bridge	Bridge WB	109.8	113.5	7.0	64.4
	Bridge EB	62.3	86.5	2.8	41.0

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	265.1	202.5	214.2	121.4
	NBR	268.8	206.2	217.9	125.1
	NBL	265.1	202.5	214.2	121.4
	SBT	513.8	466.4	397.8	218.8
	SBL	513.8	466.4	397.8	218.8
	SBR	522.6	475.2	406.6	227.6
	EBR	905.3	893.4	896.9	592.5
	EBL	900.8	888.9	892.4	588.1
	EBT	900.8	888.9	892.4	588.1
	WBL	840.1	445.8	564.5	662.2
	WBR	852.7	458.4	577.1	674.8
	WBT	840.1	445.8	564.5	662.2
Reynes St at 5t Claude Ave	EBR	1401.2	1656.9	1325.0	1127.6
	EBT	1401.2	1656.9	1325.0	1127.6
	WBL	46.3	61.7	62.6	87.6
	WBT	8.1	13.6	19.4	33.3
	SBT	42.8	80.7	53.4	54.3
	SBL	42.5	80.4	53.1	54.1
	SBR	40.6	78.5	51.2	52.2
Forstall St at St Claude Ave	WBR	128.0	120.2	113.4	152.0
	WBT	124.7	116.9	110.0	148.7
	NBT	69.5	67.3	86.4	68.5
	NBL	69.5	67.3	86.4	68.5
	NBR	71.4	69.3	88.3	70.5
	EBL	308.3	314.9	315.2	314.4
	EBT	308.3	314.9	315.2	314.4
Claude Bridge	Bridge WB	828.3	796.5	584.0	754.5
	Bridge EB	947.2	947.0	944.5	944.3

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	84.1	78.5	22.4	59.0
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	69.8	74.5	14.9	47.3
Claude WB - West Bridge Stop Bar to Poland	48.2	48.9	49.8	38.8
Total WB Travel Time	202.1	201.8	87.1	145.1
Claude EB - Poland to West Bridge Stop Bar	104.0	88.9	31.2	69.7
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	24.5	48.1	16.8	21.7
Claude EB - East Bridge Stop Bar to Tennessee	31.1	78.9	53.7	37.1
Total EB Travel Time	159.6	215.9	101.8	128.5

Claiborne Ave VISSIM Analysis Results 5 - Three Openings
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	35	29	1.1
	NBR	23	20	0.6
	NBL	96	81	1.6
	WBR	7	7	0.0
	WBT	948	950	0.1
	EBL	28	26	0.4
	EBT	1415	1397	0.5
Reynes St at Claiborne Ave	SBR	12	5	2.4
	SBL	25	12	3.0
	SBT	6	4	0.9
	EBT	1418	1413	0.1
	EBR	29	29	0.0
	WBT	1022	1011	0.3
	WBL	22	24	0.4
Tennessee St at Claiborne Ave	SBT	19	13	1.5
	SBR	28	20	1.6
	SBL	10	8	0.7
	NBL	31	24	1.3
	NBT	16	13	0.8
	NBR	19	15	1.0
	EBR	29	29	0.0
	EBL	12	11	0.3
	EBT	1431	1423	0.2
	WBL	11	11	0.0
	WBT	1002	985	0.5
	WBR	34	34	0.0
Poland Ave at Robertson St	EBT	1016	1025	0.3
	EBL	46	44	0.3
	EBR	73	74	0.1
	SBL	367	306	3.3
	SBT	220	280	3.8
	NBR	89	107	1.8
	NBT	197	186	0.8
Poland Ave at Claiborne Ave	SBT	534	536	0.1
	SBR	42	36	1.0
	WBL	48	46	0.3
	WBT	832	807	0.9
	WBR	181	179	0.1
	NBL	54	48	0.8
	NBT	191	179	0.9
Claiborne Bridge	EB	1472	1439	0.9
	WB	1061	1019	1.3

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	25.1	24.2	24.2	28.5
	NBR	10.7	10.2	10.2	15.9
	NBL	25.4	24.5	35.4	33.1
	WBR	8.3	4.3	11.8	18.3
	WBT	7.4	9.3	13.8	15.8
	EBL	33.5	34.3	33.8	30.3
	EBT	4.6	7.1	7.0	6.7
Reynes St at Claiborne Ave	SBR	6.8	9.2	13.3	27.9
	SBL	23.9	26.6	27.6	29.8
	SBT	28.8	36.4	29.2	45.5
	EBT	1.8	2.3	2.2	2.3
	EBR	0.9	0.7	0.6	1.1
	WBT	0.7	5.0	9.6	11.3
	WBL	14.5	26.6	26.9	22.3
Tennessee St at Claiborne Ave	SBT	23.3	45.4	23.0	32.5
	SBR	6.8	37.6	22.5	37.9
	SBL	23.1	28.3	30.0	19.8
	NBL	26.6	62.3	48.7	59.0
	NBT	23.6	54.1	43.1	48.8
	NBR	10.1	12.3	10.3	16.3
	EBR	8.5	15.2	14.9	13.3
	EBL	40.3	44.0	42.7	44.6
	EBT	11.1	17.7	16.6	15.6
	WBL	36.7	45.5	52.2	60.6
	WBT	4.4	15.8	19.9	23.2
	WBR	3.4	10.1	18.8	15.2
Poland Ave at Robertson St	EBT	23.0	61.1	42.5	65.4
	EBL	22.2	53.4	34.1	50.0
	EBR	19.8	44.3	36.1	60.6
	SBL	14.3	77.9	79.8	100.1
	SBT	8.7	20.5	22.7	20.0
	NBR	16.2	55.2	48.2	54.1
	NBT	33.7	46.6	39.4	39.2
Poland Ave at Claiborne Ave	SBT	23.2	26.5	24.8	23.0
	SBR	14.7	16.6	13.2	13.7
	WBL	16.2	23.9	20.4	24.2
	WBT	20.7	24.7	26.3	27.0
	WBR	16.0	24.2	24.3	25.3
	NBL	32.3	48.0	37.8	30.5
	NBT	20.7	24.1	25.4	20.1
Claiborne Bridge	EB	0.7	66.7	52.1	47.8
	WB	0.8	61.1	59.6	69.7

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	97.3	80.8	93.7	89.1
	NBR	99.6	83.1	96.0	91.4
	NBL	97.3	80.8	93.7	89.1
	WBR	170.0	203.3	314.9	365.2
	WBT	160.7	194.0	305.6	355.9
	EBL	132.4	198.4	191.5	205.4
	EBT	132.4	198.4	191.5	205.4
Reynes St at Claiborne Ave	SBR	33.3	35.1	45.7	39.3
	SBL	35.2	37.0	47.6	41.2
	SBT	35.2	37.0	47.6	41.2
	EBT	37.1	50.5	69.8	80.0
	EBR	37.1	50.5	69.8	80.0
	WBT	46.2	257.3	305.9	307.1
	WBL	48.7	57.8	58.5	57.2
Tennessee St at Claiborne Ave	SBT	57.0	91.5	59.0	24.5
	SBR	58.5	93.0	60.5	25.9
	SBL	57.0	91.5	59.0	24.5
	NBL	46.7	36.4	51.0	87.7
	NBT	46.7	36.4	51.0	87.7
	NBR	46.7	36.4	51.1	87.7
	EBR	532.4	1656.2	1654.7	1467.0
	EBL	528.9	1657.5	1655.4	1464.1
	EBT	528.9	1657.5	1655.4	1464.1
	WBL	226.0	311.4	311.4	313.3
	WBT	226.0	311.4	311.4	313.3
	WBR	229.4	314.8	314.8	316.8
Poland Ave at Robertson St	EBT	668.8	672.8	666.4	676.5
	EBL	668.8	672.8	666.4	676.5
	EBR	670.6	674.6	668.2	678.3
	SBL	198.6	368.7	320.1	323.1
	SBT	198.6	368.7	320.1	323.1
	NBR	161.1	233.6	206.4	205.1
	NBT	152.6	225.1	197.9	196.6
Poland Ave at Claiborne Ave	SBT	238.2	284.0	227.7	222.5
	SBR	236.3	282.2	225.8	220.7
	WBL	271.0	1460.5	1492.1	1630.1
	WBT	277.6	1467.2	1496.8	1632.0
	WBR	281.9	1471.4	1497.6	1632.1
	NBL	84.5	139.6	116.8	115.4
	NBT	84.5	139.6	116.8	115.4
Claiborne Bridge	EB	1094.9	1092.8	1096.8	1097.6
	WB	1088.9	1121.7	1110.0	1133.2

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	19.4	105.5	104.0	107.8
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	17.1	33.6	34.3	42.6
Claiborne WB - West Bridge Stop Bar to Poland	31.4	56.3	58.7	64.4
Total WB Travel Time	67.9	195.4	197.0	214.8
Claiborne EB - Robertson to West Bridge Stop Bar	17.0	95.2	84.3	89.5
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	15.0	45.7	34.0	30.2
Claiborne EB - East Bridge Stop Bar to Tennessee	26.7	51.7	47.8	46.0
Total EB Travel Time	58.7	192.6	166.0	165.7

St Claude Ave VISSIM Analysis Results 6 - Four Openings
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	50	49	0.1
	NBR	39	39	0.0
	NBL	8	8	0.0
	SBT	48	64	2.1
	SBL	79	98	2.0
	SBR	90	111	2.1
	EBR	24	25	0.2
	EBL	80	83	0.3
	EBT	282	275	0.4
	WBL	32	33	0.2
	WBR	70	73	0.4
	WBT	689	709	0.8
Reynes St at St Claude Ave	EBR	40	40	0.0
	EBT	360	370	0.5
	WBL	7	6	0.4
	WBT	770	788	0.6
	SBT	7	9	0.7
	SBL	6	9	1.1
	SBR	21	30	1.8
Forstall St at St Claude Ave	WBR	63	62	0.1
	WBT	724	728	0.1
	NBT	14	14	0.0
	NBL	65	67	0.2
	NBR	30	29	0.2
	EBL	10	10	0.0
	EBT	356	365	0.5
Claude Bridge	Bridge WB	791	818	1.0
	Bridge EB	400	412	0.6

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.2	28.4	29.2	28.9
	NBR	6.1	5.1	5.9	5.8
	NBL	31.2	22.4	36.2	29.1
	SBT	29.0	20.8	31.6	31.8
	SBL	34.3	25.6	35.0	36.2
	SBR	14.7	11.2	13.1	14.4
	EBR	2.2	2.2	2.1	2.6
	EBL	43.3	42.6	46.8	42.7
	EBT	9.9	9.9	9.8	9.5
	WBL	40.4	40.3	30.8	44.0
	WBR	36.9	41.2	29.7	36.3
	WBT	41.0	41.7	32.5	40.3
Reynes St at St Claude Ave	EBR	2.1	2.2	2.0	2.8
	EBT	1.8	2.9	2.5	2.8
	WBL	7.0	3.0	3.9	2.8
	WBT	5.4	2.7	1.1	1.1
	SBT	12.0	13.9	13.0	11.4
	SBL	19.2	14.4	11.7	15.6
	SBR	9.9	9.2	7.1	8.1
Forstall St at St Claude Ave	WBR	8.5	9.5	8.1	7.9
	WBT	12.3	11.7	11.3	11.3
	NBT	23.8	21.7	28.3	19.5
	NBL	22.2	21.5	21.0	20.3
	NBR	5.2	3.9	5.7	4.8
	EBL	52.1	44.9	46.2	50.4
	EBT	8.8	12.3	11.1	10.1
Claude Bridge	Bridge WB	154.5	111.7	98.9	109.6
	Bridge EB	99.0	103.5	106.5	95.0

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	55.0	55.2	49.7	54.8
	NBR	58.7	58.4	53.4	58.5
	NBL	55.0	55.2	49.7	54.8
	SBT	155.9	155.6	155.9	151.8
	SBL	155.9	155.6	155.9	151.8
	SBR	164.7	164.4	164.7	160.5
	EBR	125.6	125.1	98.9	100.9
	EBL	122.0	120.7	99.0	100.3
	EBT	122.0	120.7	99.0	100.3
	WBL	1505.6	1456.0	1015.4	1418.7
	WBR	1518.2	1468.6	1028.0	1431.3
	WBT	1505.6	1456.0	1015.4	1418.7
Reynes St at St Claude Ave	EBR	50.2	62.5	64.8	88.0
	EBT	50.2	62.5	64.8	88.0
	WBL	275.0	146.8	13.7	21.9
	WBT	228.8	103.7	6.2	4.7
	SBT	48.6	51.5	49.3	48.9
	SBL	48.3	51.3	49.0	48.7
	SBR	46.4	49.4	47.1	46.8
Forstall St at St Claude Ave	WBR	226.4	206.5	171.4	187.3
	WBT	223.1	203.2	168.1	184.0
	NBT	81.3	75.0	63.8	68.6
	NBL	81.3	75.0	63.8	68.6
	NBR	83.3	76.9	65.7	70.6
	EBL	195.3	268.4	255.5	252.8
	EBT	195.3	268.4	255.5	252.8
Claude Bridge	Bridge WB	1523.5	1507.4	1223.7	1318.5
	Bridge EB	571.7	698.9	608.1	621.7

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	125.7	121.2	108.4	108.6
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	110.3	78.5	62.5	72.7
Claude WB - West Bridge Stop Bar to Poland	88.7	90.5	62.0	82.6
Total WB Travel Time	324.7	290.2	233.0	263.9
Claude EB - Poland to West Bridge Stop Bar	96.4	111.6	102.6	96.1
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	38.2	36.5	38.3	36.1
Claude EB - East Bridge Stop Bar to Tennessee	21.8	22.5	22.3	22.8
Total EB Travel Time	156.5	170.5	163.2	155.1

Claiborne Ave VISSIM Analysis Results 6 - Four Openings
8:30-9:30 AM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	20	17	0.7
	NBR	9	7	0.7
	NBL	136	117	1.7
	WBR	5	5	0.0
	WBT	1116	1123	0.2
	EBL	21	19	0.4
	EBT	966	924	1.4
Reynes St at Claiborne Ave	SBR	15	7	2.4
	SBL	12	6	2.0
	SBT	8	4	1.6
	EBT	975	937	1.2
	EBR	6	6	0.0
	WBT	1235	1226	0.3
	WBL	17	19	0.5
Tennessee St at Claiborne Ave	SBT	10	2	3.3
	SBR	36	14	4.4
	SBL	11	4	2.6
	NBL	58	48	1.4
	NBT	15	12	0.8
	NBR	8	7	0.4
	EBR	19	20	0.2
	EBL	14	12	0.6
	EBT	979	946	1.1
	WBL	8	7	0.4
	WBT	1232	1217	0.4
	WBR	27	26	0.2
Poland Ave at Robertson St	EBT	618	611	0.3
	EBL	44	45	0.1
	EBR	57	55	0.3
	SBL	293	265	1.7
	SBT	182	222	2.8
	NBR	101	104	0.3
	NBT	143	145	0.2
Poland Ave at Claiborne Ave	SBT	422	432	0.5
	SBR	41	35	1.0
	WBL	53	50	0.4
	WBT	1069	956	3.6
	WBR	204	185	1.4
	NBL	51	51	0.0
	NBT	136	140	0.3
Claiborne Bridge	EB	1012	981	1.0
	WB	1326	1233	2.6

Intersection	Approach	8:30-8:45 AM Delay (sec/veh)	8:45-9:00 AM Delay (sec/veh)	9:00-9:15 AM Delay (sec/veh)	9:15-9:30 AM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	35.2	34.5	28.5	20.2
	NBR	14.1	20.7	11.2	7.5
	NBL	67.1	96.0	42.3	45.8
	WBR	15.2	30.1	9.8	22.1
	WBT	37.6	43.9	18.2	21.7
	EBL	36.7	29.4	39.5	37.1
	EBT	6.5	6.5	6.2	7.0
Reynes St at Claiborne Ave	SBR	55.1	65.4	18.0	26.2
	SBL	32.0	46.6	36.4	21.6
	SBT	30.8	43.6	52.8	35.6
	EBT	1.9	2.4	2.0	2.0
	EBR	0.6	1.4	0.4	0.7
	WBT	20.5	24.2	12.5	13.1
	WBL	18.3	32.7	20.4	32.2
Tennessee St at Claiborne Ave	SBT	49.6	50.9	36.8	58.0
	SBR	57.3	92.9	42.7	43.6
	SBL	61.1	37.1	25.8	18.8
	NBL	94.9	117.9	45.2	50.5
	NBT	31.5	99.5	52.6	34.1
	NBR	13.8	74.6	17.8	12.7
	EBR	11.7	11.3	15.4	12.6
	EBL	40.1	55.6	46.1	52.6
	EBT	13.2	15.1	15.0	13.9
	WBL	69.7	75.2	52.9	44.7
	WBT	28.6	34.7	23.8	22.5
	WBR	38.2	28.8	25.5	11.0
Poland Ave at Robertson St	EBT	44.2	35.6	50.5	46.7
	EBL	39.8	25.0	47.5	43.0
	EBR	32.4	30.4	33.5	36.2
	SBL	43.0	34.7	38.5	33.1
	SBT	12.3	16.3	11.3	8.7
	NBR	55.0	45.9	43.9	39.8
	NBT	46.8	42.7	34.2	33.7
Poland Ave at Claiborne Ave	SBT	29.8	28.6	21.2	19.6
	SBR	15.6	15.2	11.6	9.8
	WBL	17.1	20.9	21.4	20.8
	WBT	18.9	23.4	25.2	25.0
	WBR	16.3	24.5	24.1	23.1
	NBL	16.0	10.8	13.4	14.4
	NBT	5.5	6.8	8.1	8.5
Claiborne Bridge	EB	57.4	60.1	57.9	60.9
	WB	63.7	76.7	80.4	66.0

Intersection	Approach	8:30-8:45 AM Max Queue (ft)	8:45-9:00 AM Max Queue (ft)	9:00-9:15 AM Max Queue (ft)	9:15-9:30 AM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	162.5	223.1	91.4	108.4
	NBR	164.8	225.4	93.7	110.7
	NBL	162.5	223.1	91.4	108.4
	WBR	580.3	575.0	421.6	545.1
	WBT	571.0	565.7	412.3	535.8
	EBL	187.0	201.1	188.5	191.8
	EBT	187.0	201.1	188.5	191.8
Reynes St at Claiborne Ave	SBR	39.5	40.2	34.4	38.0
	SBL	41.4	42.1	36.3	39.9
	SBT	41.4	42.1	36.3	39.9
	EBT	33.1	88.2	28.8	69.9
	EBR	33.1	88.2	28.8	69.9
	WBT	386.2	388.1	355.4	365.1
	WBL	78.7	68.1	47.9	51.2
Tennessee St at Claiborne Ave	SBT	60.8	55.1	31.6	28.2
	SBR	62.3	56.6	33.2	29.7
	SBL	60.8	55.1	31.6	28.2
	NBL	44.9	275.0	73.0	39.1
	NBT	44.9	275.0	73.0	39.1
	NBR	45.0	275.0	73.1	39.1
	EBR	1293.6	1384.2	1394.5	1418.0
	EBL	1290.1	1380.9	1391.8	1414.7
	EBT	1290.1	1380.9	1391.8	1414.7
	WBL	314.5	327.5	315.8	319.0
	WBT	314.5	327.5	315.8	319.0
	WBR	317.9	330.9	319.2	322.4
Poland Ave at Robertson St	EBT	463.1	416.2	643.7	568.3
	EBL	463.1	416.2	643.7	568.3
	EBR	464.9	418.0	645.5	570.1
	SBL	283.4	187.6	153.5	130.1
	SBT	283.4	187.6	153.5	130.1
	NBR	213.8	207.1	171.8	186.5
	NBT	205.3	198.6	163.3	178.0
Poland Ave at Claiborne Ave	SBT	324.4	267.2	216.5	201.6
	SBR	322.5	265.3	214.7	199.7
	WBL	1550.8	1659.2	1660.7	1611.6
	WBT	1553.8	1661.1	1658.7	1609.1
	WBR	1557.8	1659.0	1659.2	1610.6
	NBL	55.4	53.0	65.6	68.3
	NBT	55.4	53.0	65.6	68.3
Claiborne Bridge	EB	1102.0	1104.9	1104.8	1108.2
	WB	1116.0	1144.2	1105.7	1099.3

Vehicle Travel Time Route	8:30-8:45 AM Travel Time (sec)	8:45-9:00 AM Travel Time (sec)	9:00-9:15 AM Travel Time (sec)	9:15-9:30 AM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	117.8	121.7	110.5	109.2
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	31.1	48.7	54.3	36.6
Claiborne WB - West Bridge Stop Bar to Poland	45.5	57.5	66.0	59.6
Total WB Travel Time	**194.4**	**227.9**	**230.9**	**205.4**
Claiborne EB - Robertson to West Bridge Stop Bar	112.7	111.7	110.1	114.2
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	27.1	29.5	28.6	29.6
Claiborne EB - East Bridge Stop Bar to Tennessee	39.0	43.6	42.7	44.2
Total EB Travel Time	**178.7**	**184.8**	**181.4**	**188.0**

St Claude Ave VISSIM Analysis Results 6 - Four Openings
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	52	52	0.0
	NBR	33	32	0.2
	NBL	10	11	0.3
	SBT	66	77	1.3
	SBL	99	105	0.6
	SBR	109	120	1.0
	EBR	22	22	0.0
	EBL	100	102	0.2
	EBT	264	259	0.3
	WBL	18	21	0.7
	WBR	66	74	1.0
	WBT	456	469	0.6
Reynes St at St Claude Ave	EBR	26	26	0.0
	EBT	370	370	0.0
	WBL	8	7	0.4
	WBT	529	527	0.1
	SBT	3	9	2.4
	SBL	6	18	3.5
	SBR	13	40	5.2
Forstall St at St Claude Ave	WBR	66	65	0.1
	WBT	493	489	0.2
	NBT	24	25	0.2
	NBL	44	46	0.3
	NBR	26	24	0.4
	EBL	8	8	0.0
	EBT	386	379	0.4
Claude Bridge	Bridge WB	542	567	1.1
	Bridge EB	396	396	0.0

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	28.7	25.8	26.0	27.3
	NBR	5.0	4.9	6.1	8.4
	NBL	23.8	27.4	25.6	30.4
	SBT	32.9	24.1	25.4	34.5
	SBL	34.8	26.5	29.9	37.3
	SBR	15.9	8.5	11.3	15.8
	EBR	2.3	1.9	1.9	2.0
	EBL	41.9	45.4	43.6	44.5
	EBT	9.2	10.1	9.7	8.9
	WBL	37.6	32.6	24.8	45.1
	WBR	37.9	27.9	30.5	39.1
	WBT	41.8	30.5	32.3	41.9
Reynes St at St Claude Ave	EBR	2.3	1.5	2.0	1.5
	EBT	2.1	1.7	2.3	1.2
	WBL	6.2	5.8	1.5	5.3
	WBT	1.1	1.0	1.0	1.1
	SBT	13.9	15.6	10.8	13.2
	SBL	11.0	10.2	16.7	11.0
	SBR	7.5	6.0	6.9	6.4
Forstall St at St Claude Ave	WBR	7.9	5.5	7.4	8.0
	WBT	10.7	10.7	10.9	11.0
	NBT	21.8	17.2	23.0	24.6
	NBL	21.1	19.0	19.1	17.8
	NBR	6.2	5.7	8.4	6.7
	EBL	41.4	39.1	45.7	44.2
	EBT	8.6	11.5	11.8	7.4
Claude Bridge	Bridge WB	109.8	120.2	103.9	110.1
	Bridge EB	101.9	106.7	108.7	100.7

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	40.3	45.4	51.6	72.0
	NBR	44.0	49.1	55.3	75.7
	NBL	40.3	45.4	51.6	72.0
	SBT	166.0	143.6	171.5	155.2
	SBL	166.0	143.6	171.5	155.2
	SBR	174.8	152.4	180.3	164.0
	EBR	143.1	150.5	123.7	101.2
	EBL	138.9	148.9	134.7	102.6
	EBT	138.9	148.9	134.7	102.6
	WBL	1100.9	540.6	1012.1	1265.9
	WBR	1113.5	553.1	1024.6	1278.5
	WBT	1100.9	540.6	1012.1	1265.9
Reynes St at St Claude Ave	EBR	49.2	30.1	38.9	17.6
	EBT	49.2	30.1	38.9	17.6
	WBL	16.3	10.6	10.6	27.9
	WBT	6.2	0.0	0.0	11.7
	SBT	60.3	60.4	49.5	54.9
	SBL	60.0	60.1	49.2	54.6
	SBR	58.1	58.2	47.3	52.7
Forstall St at St Claude Ave	WBR	158.3	131.8	158.1	175.6
	WBT	155.0	128.5	154.8	172.3
	NBT	61.6	57.4	56.3	59.6
	NBL	61.6	57.4	56.3	59.6
	NBR	63.5	59.3	58.2	61.6
	EBL	167.3	216.4	251.1	144.0
	EBT	167.3	216.4	251.1	144.0
Claude Bridge	Bridge WB	935.6	738.6	878.2	1134.7
	Bridge EB	552.3	635.3	629.4	532.2

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	91.0	89.4	87.8	102.4
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	70.9	74.6	67.2	71.1
Claude WB - West Bridge Stop Bar to Poland	75.2	44.8	53.9	80.2
Total WB Travel Time	237.0	208.8	208.9	253.7
Claude EB - Poland to West Bridge Stop Bar	97.4	109.0	106.2	94.5
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	39.4	37.7	37.9	38.8
Claude EB - East Bridge Stop Bar to Tennessee	21.8	21.4	21.7	21.0
Total EB Travel Time	158.6	168.0	165.9	154.4

Claiborne Ave VISSIM Analysis Results 6 - Four Openings
11:00-12:00 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	30	24	1.2
	NBR	7	5	0.8
	NBL	88	70	2.0
	WBR	12	14	0.6
	WBT	923	925	0.1
	EBL	22	19	0.7
	EBT	1049	990	1.8
Reynes St at Claiborne Ave	SBR	16	6	3.0
	SBL	19	8	3.0
	SBT	26	10	3.8
	EBT	1052	1004	1.5
	EBR	23	23	0.0
	WBT	975	960	0.5
	WBL	36	38	0.3
Tennessee St at Claiborne Ave	SBT	10	7	1.0
	SBR	31	25	1.1
	SBL	21	20	0.2
	NBL	24	29	1.0
	NBT	14	17	0.8
	NBR	10	13	0.9
	EBR	23	23	0.0
	EBL	13	10	0.9
	EBT	1057	1006	1.6
	WBL	10	9	0.3
	WBT	965	941	0.8
	WBR	29	29	0.0
Poland Ave at Robertson St	EBT	692	692	0.0
	EBL	44	46	0.3
	EBR	65	62	0.4
	SBL	293	264	1.7
	SBT	203	235	2.2
	NBR	108	110	0.2
	NBT	132	136	0.3
Poland Ave at Claiborne Ave	SBT	444	450	0.3
	SBR	62	56	0.8
	WBL	53	49	0.6
	WBT	788	722	2.4
	WBR	179	169	0.8
	NBL	60	53	0.9
	NBT	142	129	1.1
Claiborne Bridge	EB	1093	1058	1.1
	WB	1020	971	1.6

Intersection	Approach	11:00-11:15 AM Delay (sec/veh)	11:15-11:30 AM Delay (sec/veh)	11:30-11:45 AM Delay (sec/veh)	11:45-12:00 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	25.8	20.1	26.9	28.8
	NBR	7.0	4.0	12.4	9.0
	NBL	38.6	27.4	26.1	38.0
	WBR	13.1	3.8	4.6	12.5
	WBT	19.4	8.1	6.9	16.9
	EBL	28.0	38.3	37.8	41.0
	EBT	6.2	6.8	7.3	7.1
Reynes St at Claiborne Ave	SBR	44.0	9.5	8.6	20.3
	SBL	34.0	35.1	27.2	28.2
	SBT	19.4	24.7	24.2	30.7
	EBT	2.3	2.8	2.5	2.2
	EBR	1.1	0.9	1.6	1.4
	WBT	13.6	6.7	2.5	11.0
	WBL	20.9	22.4	18.4	28.4
Tennessee St at Claiborne Ave	SBT	42.6	29.9	34.8	38.5
	SBR	47.8	29.1	15.0	32.4
	SBL	37.4	35.1	26.2	35.1
	NBL	53.6	45.4	31.9	44.4
	NBT	24.7	39.1	27.4	38.9
	NBR	7.6	24.9	13.0	11.6
	EBR	13.9	12.9	10.5	13.0
	EBL	48.4	40.8	36.7	49.3
	EBT	14.8	15.6	14.0	14.6
	WBL	51.1	58.9	36.6	36.5
	WBT	23.1	18.3	13.2	20.8
	WBR	18.4	15.6	12.5	17.4
Poland Ave at Robertson St	EBT	49.9	50.2	55.4	52.7
	EBL	44.3	39.3	42.4	38.9
	EBR	35.7	43.1	38.0	41.8
	SBL	45.2	45.4	43.8	38.3
	SBT	10.1	9.9	9.3	9.6
	NBR	46.7	52.2	60.6	53.8
	NBT	30.7	29.7	38.1	31.9
Poland Ave at Claiborne Ave	SBT	18.7	19.3	19.5	19.1
	SBR	9.6	11.7	9.5	9.9
	WBL	21.0	23.1	19.3	15.3
	WBT	23.7	26.8	23.5	19.4
	WBR	22.3	25.0	22.0	17.0
	NBL	17.4	17.0	14.3	17.4
	NBT	7.6	8.0	7.4	7.8
Claiborne Bridge	EB	54.7	56.8	57.4	58.0
	WB	68.4	69.0	63.7	65.2

Intersection	Approach	11:00-11:15 AM Max Queue (ft)	11:15-11:30 AM Max Queue (ft)	11:30-11:45 AM Max Queue (ft)	11:45-12:00 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	76.3	71.3	75.9	91.3
	NBR	78.6	73.6	78.2	93.6
	NBL	76.3	71.3	75.9	91.3
	WBR	495.4	165.1	154.9	406.4
	WBT	486.0	155.7	145.6	397.1
	EBL	185.5	215.0	216.2	201.5
	EBT	185.5	215.0	216.2	201.5
Reynes St at Claiborne Ave	5BR	32.5	36.6	43.6	39.5
	SBL	34.4	38.5	45.5	41.4
	SBT	34.4	38.5	45.5	41.4
	EBT	30.6	155.1	104.1	61.4
	EBR	30.6	155.1	104.1	61.4
	WBT	320.4	222.6	125.2	343.6
	WBL	81.5	78.7	71.0	109.4
Tennessee 5t at Claiborne Ave	SBT	92.6	90.8	54.1	60.6
	SBR	94.1	92.3	55.7	62.1
	SBL	92.6	90.8	54.1	60.6
	NBL	47.7	135.8	70.3	57.5
	NBT	47.7	135.8	70.3	57.5
	NBR	47.7	135.8	70.3	57.6
	EBR	1260.7	1410.6	1443.0	1466.3
	EBL	1257.4	1407.9	1439.7	1463.6
	EBT	1257.4	1407.9	1439.7	1463.6
	WBL	321.6	319.3	279.8	319.4
	WBT	321.6	319.3	279.8	319.4
	WBR	325.1	322.8	283.2	322.9
Poland Ave at Robertson St	EBT	647.4	640.7	670.5	671.0
	EBL	647.4	640.7	670.5	671.0
	EBR	649.2	642.5	672.3	672.8
	SBL	200.8	176.6	172.8	147.0
	SBT	200.8	176.6	172.8	147.0
	NBR	254.5	228.8	229.3	250.0
	NBT	246.0	220.3	220.8	241.5
Poland Ave at Claiborne Ave	SBT	204.3	212.4	206.7	191.8
	SBR	202.4	210.6	204.8	189.9
	WBL	1487.9	1520.0	1045.4	1470.4
	WBT	1494.1	1524.6	1052.1	1474.1
	WBR	1498.1	1527.6	1056.3	1476.7
	NBL	66.4	65.7	77.4	73.4
	NBT	66.4	65.7	77.4	73.4
Claiborne Bridge	EB	1106.8	1103.9	1105.5	1107.5
	WB	1101.6	1130.8	1098.1	1119.7

Vehicle Travel Time Route	11:00-11:15 AM Travel Time (sec)	11:15-11:30 AM Travel Time (sec)	11:30-11:45 AM Travel Time (sec)	11:45-12:00 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	117.5	116.9	118.2	114.1
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	34.1	39.5	26.8	33.4
Claiborne WB - West Bridge Stop Bar to Poland	48.6	65.3	52.6	44.0
Total WB Travel Time	200.1	221.7	197.6	191.5
Claiborne EB - Robertson to West Bridge Stop Bar	107.3	108.3	110.8	107.3
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	27.4	28.8	28.4	30.1
Claiborne EB - East Bridge Stop Bar to Tennessee	39.5	44.8	42.8	45.7
Total EB Travel Time	174.1	182.0	182.0	183.1

St Claude Ave VISSIM Analysis Results 6 - Four Openings
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	88	85	0.3
	NBR	105	104	0.1
	NBL	20	20	0.0
	SBT	75	93	2.4
	SBL	102	114	0.7
	SBR	120	135	1.4
	EBR	18	17	0.2
	EBL	102	100	0.2
	EBT	524	525	0.1
	WBL	19	21	0.3
	WBR	95	102	0.7
	WBT	536	540	0.2
Reynes St at St Claude Ave	EBR	51	52	0.1
	EBT	691	693	0.1
	WBL	15	15	0.0
	WBT	626	635	0.4
	SBT	8	11	0.7
	SBL	8	12	1.3
	SBR	24	33	2.0
Forstall St at St Claude Ave	WBR	49	50	0.2
	WBT	573	573	0.0
	NBT	26	26	0.0
	NBL	77	78	0.1
	NBR	38	38	0.0
	EBL	13	13	0.0
	EBT	736	689	2.5
Claude Bridge	Bridge WB	650	669	0.7
	Bridge EB	731	745	0.5

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	26.4	29.8	32.0	28.2
	NBR	14.2	29.9	51.2	7.2
	NBL	29.9	27.1	42.7	36.4
	SBT	32.8	26.2	19.3	14.2
	SBL	41.9	62.7	73.5	18.5
	SBR	16.8	11.7	9.2	4.8
	EBR	2.0	22.6	31.5	1.8
	EBL	41.8	57.5	52.6	41.6
	EBT	14.7	36.8	39.6	8.4
	WBL	33.1	42.3	42.0	46.0
	WBR	33.9	33.5	36.5	39.7
	WBT	41.5	34.2	40.6	43.5
Reynes St at St Claude Ave	EBR	6.0	10.2	12.5	3.5
	EBT	7.3	12.4	13.7	6.1
	WBL	4.8	7.8	17.9	6.9
	WBT	1.0	1.0	1.2	1.1
	SBT	16.0	24.6	12.5	14.0
	SBL	19.5	18.5	28.0	16.1
	SBR	5.9	7.3	6.7	7.8
Forstall St at St Claude Ave	WBR	7.8	5.8	9.0	7.6
	WBT	10.7	11.0	11.4	11.0
	NBT	23.6	21.9	18.6	19.7
	NBL	21.5	22.6	22.0	21.6
	NBR	8.1	8.2	7.9	7.6
	EBL	40.1	49.5	49.4	53.7
	EBT	11.1	14.9	13.4	10.7
Claude Bridge	Bridge WB	115.4	100.9	103.5	116.4
	Bridge EB	77.6	69.5	61.5	99.2

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	84.8	117.4	232.4	83.0
	NBR	88.5	121.1	236.0	86.7
	NBL	84.8	117.4	232.4	83.0
	SBT	165.6	166.7	200.9	139.5
	SBL	165.6	166.7	200.9	139.5
	SBR	174.4	175.4	209.7	148.3
	EBR	138.4	523.2	634.1	89.1
	EBL	134.0	518.7	629.7	85.0
	EBT	134.0	518.7	629.7	85.0
	WBL	1066.4	813.2	1357.8	1393.8
	WBR	1079.0	825.8	1370.3	1406.4
	WBT	1066.4	813.2	1357.8	1393.8
Reynes St at St Claude Ave	EBR	405.2	780.6	1131.7	218.3
	EBT	405.2	780.6	1131.7	218.3
	WBL	26.0	39.0	67.9	45.9
	WBT	3.7	10.2	25.9	13.7
	SBT	45.1	43.2	51.1	60.0
	SBL	44.8	42.9	50.8	59.7
	SBR	42.9	41.1	48.9	57.8
Forstall St at St Claude Ave	WBR	127.4	139.5	183.9	162.5
	WBT	124.1	136.2	180.6	159.2
	NBT	80.6	90.1	69.0	88.4
	NBL	80.6	90.1	69.0	88.4
	NBR	82.5	92.1	71.0	90.3
	EBL	308.5	314.7	317.6	312.8
	EBT	308.5	314.7	317.6	312.8
Claude Bridge	Bridge WB	902.6	1001.6	1277.8	1249.2
	Bridge EB	913.0	948.2	947.4	800.2

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	93.1	94.4	104.3	110.7
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	72.4	62.5	68.0	76.5
Claude WB - West Bridge Stop Bar to Poland	73.2	58.6	77.5	84.6
Total WB Travel Time	238.7	215.6	249.7	271.7
Claude EB - Poland to West Bridge Stop Bar	106.8	106.8	95.6	121.8
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	29.5	26.7	25.8	33.3
Claude EB - East Bridge Stop Bar to Tennessee	27.8	37.0	48.1	25.4
Total EB Travel Time	164.1	170.5	169.5	180.6

Claiborne Ave VISSIM Analysis Results 6 - Four Openings
2:30-3:30 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	50	42	1.2
	NBR	17	15	0.5
	NBL	116	102	1.3
	WBR	12	14	0.6
	WBT	1068	1066	0.1
	EBL	21	16	1.2
	EBT	1518	1290	6.1
Reynes St at Claiborne Ave	SBR	15	5	3.2
	SBL	15	6	2.8
	SBT	19	8	3.0
	EBT	1524	1301	5.9
	EBR	22	18	0.9
	WBT	1155	1140	0.4
	WBL	29	32	0.5
Tennessee St at Claiborne Ave	SBT	8	3	2.1
	SBR	35	12	4.7
	SBL	12	4	2.8
	NBL	37	30	1.2
	NBT	11	8	1.0
	NBR	14	13	0.3
	EBR	26	22	0.8
	EBL	10	8	0.7
	EBT	1540	1317	5.9
	WBL	7	7	0.0
	WBT	1148	1119	0.9
	WBR	35	37	0.3
Poland Ave at Robertson St	EBT	1078	963	3.6
	EBL	46	38	1.2
	EBR	61	53	1.1
	SBL	421	359	3.1
	SBT	251	286	2.1
	NBR	77	80	0.3
	NBT	234	232	0.1
Poland Ave at Claiborne Ave	SBT	602	597	0.2
	SBR	61	55	0.8
	WBL	67	59	1.0
	WBT	937	823	3.8
	WBR	216	196	1.4
	NBL	74	62	1.5
	NBT	221	206	1.0
Claiborne Bridge	EB	1576	1366	5.5
	WB	1220	1097	3.6

Intersection	Approach	2:30-2:45 PM Delay (sec/veh)	2:45-3:00 PM Delay (sec/veh)	3:00-3:15 PM Delay (sec/veh)	3:15-3:30 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	26.6	27.5	27.0	26.6
	NBR	9.7	9.0	15.0	13.7
	NBL	34.2	34.1	53.0	42.2
	WBR	12.6	12.2	25.6	16.1
	WBT	16.5	12.2	28.6	22.3
	EBL	34.7	33.1	31.9	31.7
	EBT	5.5	7.2	7.5	7.2
Reynes St at Claiborne Ave	SBR	44.5	20.2	36.4	52.2
	SBL	23.0	29.4	29.8	38.9
	SBT	22.4	30.0	26.7	31.4
	EBT	2.2	2.3	2.1	2.0
	EBR	0.9	0.8	1.3	0.7
	WBT	13.0	10.5	17.3	13.1
	WBL	22.6	23.9	32.0	29.9
Tennessee St at Claiborne Ave	SBT	24.3	20.6	41.2	59.0
	SBR	37.5	31.7	46.0	36.7
	SBL	30.5	34.4	37.0	24.7
	NBL	55.5	42.6	55.2	50.8
	NBT	41.6	36.0	39.4	22.6
	NBR	17.1	11.9	14.2	7.1
	EBR	9.0	13.8	12.4	14.7
	EBL	50.7	47.8	47.3	47.7
	EBT	14.4	15.6	15.5	16.2
	WBL	40.4	39.9	42.1	62.1
	WBT	23.3	21.1	27.5	23.2
	WBR	28.8	14.1	20.6	20.8
Poland Ave at Robertson St	EBT	64.1	66.3	70.6	80.3
	EBL	54.4	53.5	59.8	63.6
	EBR	49.2	56.6	50.7	55.0
	SBL	77.1	87.1	97.0	141.9
	SBT	9.3	8.9	11.7	33.3
	NBR	70.0	83.0	97.6	97.7
	NBT	33.0	36.0	47.9	46.7
Poland Ave at Claiborne Ave	SBT	22.9	30.5	37.2	54.2
	SBR	8.3	12.5	15.0	22.0
	WBL	23.0	28.8	27.4	43.4
	WBT	23.5	27.1	27.6	31.2
	WBR	21.0	26.8	27.8	29.0
	NBL	14.9	25.9	63.1	59.3
	NBT	4.7	5.5	34.1	14.8
Claiborne Bridge	EB	53.2	51.9	56.5	67.4
	WB	70.2	69.5	72.1	92.7

Intersection	Approach	2:30-2:45 PM Max Queue (ft)	2:45-3:00 PM Max Queue (ft)	3:00-3:15 PM Max Queue (ft)	3:15-3:30 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	84.5	107.9	125.3	98.9
	NBR	86.8	110.2	127.6	101.2
	NBL	84.5	107.9	125.3	98.9
	WBR	395.4	263.0	569.5	536.8
	WBT	386.1	253.7	560.2	527.5
	EBL	166.9	201.8	205.4	204.6
	EBT	166.9	201.8	205.4	204.6
Reynes St at Claiborne Ave	SBR	32.3	37.7	38.0	50.6
	SBL	34.2	39.6	39.9	52.5
	SBT	34.2	39.6	39.9	52.5
	EBT	62.0	78.9	103.8	65.7
	EBR	62.0	78.9	103.8	65.7
	WBT	320.9	330.7	374.1	363.6
	WBL	77.6	72.0	67.6	103.1
Tennessee St at Claiborne Ave	SBT	33.0	45.4	47.6	30.2
	SBR	34.5	46.9	49.1	31.8
	SBL	33.0	45.4	47.6	30.2
	NBL	93.4	45.2	41.8	32.1
	NBT	93.4	45.2	41.8	32.1
	NBR	93.4	45.2	41.9	32.1
	EBR	1406.1	1625.2	1652.7	1658.7
	EBL	1402.8	1624.0	1653.7	1657.6
	EBT	1402.8	1624.0	1653.7	1657.6
	WBL	313.3	315.2	314.3	311.7
	WBT	313.3	315.2	314.3	311.7
	WBR	316.7	318.6	317.8	315.1
Poland Ave at Robertson St	EBT	1335.8	1345.1	1344.1	1345.6
	EBL	1335.8	1345.1	1344.1	1345.6
	EBR	1337.7	1346.9	1346.0	1347.5
	SBL	400.4	442.3	435.2	436.5
	SBT	400.4	442.3	435.2	436.5
	NBR	206.3	234.6	284.5	250.1
	NBT	197.8	226.1	276.0	241.6
Poland Ave at Claiborne Ave	SBT	271.9	377.7	455.2	569.7
	SBR	270.1	375.9	453.4	567.9
	WBL	1530.4	1520.3	1616.7	1663.1
	WBT	1536.3	1523.7	1619.3	1660.0
	WBR	1538.0	1525.3	1620.7	1657.6
	NBL	50.7	82.9	195.2	198.9
	NBT	50.7	82.9	195.2	198.9
Claiborne Bridge	EB	1101.8	1099.3	1099.8	1101.9
	WB	1128.0	1102.5	1093.4	1084.8

Vehicle Travel Time Route	2:30-2:45 PM Travel Time (sec)	2:45-3:00 PM Travel Time (sec)	3:00-3:15 PM Travel Time (sec)	3:15-3:30 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	118.4	115.3	117.0	111.3
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	35.9	39.9	39.9	61.7
Claiborne WB - West Bridge Stop Bar to Poland	49.1	65.5	67.1	76.9
Total WB Travel Time	203.4	220.6	224.0	249.9
Claiborne EB - Robertson to West Bridge Stop Bar	108.7	100.7	99.1	111.4
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	26.6	29.9	36.4	41.2
Claiborne EB - East Bridge Stop Bar to Tennessee	37.3	47.8	49.9	50.4
Total EB Travel Time	172.7	178.5	185.4	203.1

St Claude Ave VISSIM Analysis Results 6 - Four Openings
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Poland Ave at St Claude Ave	NBT	66	64	0.2
	NBR	105	109	0.4
	NBL	23	23	0.0
	SBT	58	73	1.9
	SBL	149	182	2.6
	SBR	92	108	1.6
	EBR	40	39	0.2
	EBL	34	33	0.2
	EBT	877	871	0.2
	WBL	12	14	0.6
	WBR	90	100	1.0
	WBT	438	442	0.2
Reynes St at St Claude Ave	EBR	79	77	0.2
	EBT	1094	1089	0.2
	WBL	16	17	0.2
	WBT	519	521	0.1
	SBT	4	6	0.9
	SBL	5	9	1.5
	SBR	21	35	2.6
Forstall St at St Claude Ave	WBR	37	38	0.2
	WBT	478	476	0.1
	NBT	24	26	0.4
	NBL	62	64	0.3
	NBR	36	34	0.3
	EBL	13	16	0.8
	EBT	988	1069	2.5
Claude Bridge	Bridge WB	540	557	0.7
	Bridge EB	1131	1172	1.2

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Poland Ave at St Claude Ave	NBT	32.3	29.9	28.1	28.3
	NBR	88.6	74.7	43.0	60.7
	NBL	35.5	34.6	33.9	30.3
	SBT	34.1	35.8	27.9	29.9
	SBL	211.9	191.4	120.8	112.9
	SBR	18.5	18.1	12.0	11.8
	EBR	25.4	29.9	15.3	21.4
	EBL	51.2	57.0	34.1	54.4
	EBT	51.2	53.0	42.2	43.4
	WBL	41.4	53.1	33.5	52.2
	WBR	35.9	29.4	29.0	40.1
	WBT	42.8	30.1	32.2	44.3
Reynes St at St Claude Ave	EBR	12.3	14.5	11.1	12.5
	EBT	15.8	18.1	14.1	15.6
	WBL	25.0	23.6	9.8	27.8
	WBT	1.0	1.0	1.0	1.2
	SBT	15.4	29.3	13.2	14.1
	SBL	33.0	91.6	44.9	52.0
	SBR	7.3	21.2	14.0	13.6
Forstall St at St Claude Ave	WBR	6.7	7.6	4.6	8.5
	WBT	10.2	10.2	10.6	10.7
	NBT	22.8	20.5	20.6	21.4
	NBL	22.3	19.2	21.1	23.2
	NBR	7.6	11.8	10.1	7.8
	EBL	44.4	47.6	39.8	46.5
	EBT	13.6	15.6	15.0	14.0
Claude Bridge	Bridge WB	118.4	108.8	114.3	110.7
	Bridge EB	57.0	56.0	67.3	55.7

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Poland Ave at St Claude Ave	NBT	278.5	214.6	150.9	139.8
	NBR	282.2	218.3	154.6	143.5
	NBL	278.5	214.6	150.9	139.8
	SBT	561.1	586.9	398.5	308.8
	SBL	561.1	586.9	398.5	308.8
	SBR	569.9	595.7	407.3	317.6
	EBR	907.3	906.6	434.9	907.1
	EBL	902.8	902.2	430.4	902.7
	EBT	902.8	902.2	430.4	902.7
	WBL	932.8	551.0	894.2	1223.1
	WBR	945.3	563.6	906.8	1235.7
	WBT	932.8	551.0	894.2	1223.1
Reynes St at St Claude Ave	EBR	1654.7	1410.6	1068.3	1465.2
	EBT	1654.7	1410.6	1068.3	1465.2
	WBL	56.3	53.1	44.5	73.2
	WBT	11.3	10.4	6.7	25.5
	SBT	50.4	74.5	63.2	82.8
	SBL	50.1	74.2	62.9	82.5
	SBR	48.2	72.4	61.0	80.6
Forstall St at St Claude Ave	WBR	121.1	118.3	117.8	144.7
	WBT	117.8	115.0	114.5	141.4
	NBT	69.5	80.1	81.2	70.7
	NBL	69.5	80.1	81.2	70.7
	NBR	71.4	82.1	83.1	72.7
	EBL	317.7	314.7	311.9	310.4
	EBT	317.7	314.7	311.9	310.4
Claude Bridge	Bridge WB	804.9	801.6	796.3	1060.7
	Bridge EB	945.7	945.9	947.9	945.4

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claude WB - Tennessee to East Bridge Stop Bar	88.4	89.1	88.0	98.2
Claude WB - East Bridge Stop Bar to West Bridge Stop Bar	72.8	67.2	71.5	69.4
Claude WB - West Bridge Stop Bar to Poland	74.3	45.4	51.2	82.7
Total WB Travel Time	235.4	201.6	210.7	250.3
Claude EB - Poland to West Bridge Stop Bar	84.4	91.5	106.4	88.3
Claude EB - West Bridge Stop Bar to East Bridge Stop Bar	32.2	25.7	26.2	27.5
Claude EB - East Bridge Stop Bar to Tennessee	63.1	62.7	46.4	57.6
Total EB Travel Time	179.6	179.9	179.1	173.4

Claiborne Ave VISSIM Analysis Results 6 - Four Openings
5:45-6:45 PM

Intersection	Approach	2022 Demand (Veh/hr)	Thoughput from VISSIM (Veh/hr)	GEH
Forstall St at Claiborne Ave	NBT	35	29	1.1
	NBR	23	19	0.9
	NBL	96	81	1.6
	WBR	7	7	0.0
	WBT	948	949	0.0
	EBL	28	24	0.8
	EBT	1415	1289	3.4
Reynes St at Claiborne Ave	SBR	12	5	2.4
	SBL	25	12	3.0
	SBT	6	4	0.9
	EBT	1418	1303	3.1
	EBR	29	25	0.8
	WBT	1022	1011	0.3
	WBL	22	24	0.4
Tennessee St at Claiborne Ave	SBT	19	13	1.5
	SBR	28	20	1.6
	SBL	10	9	0.3
	NBL	31	24	1.3
	NBT	16	12	1.1
	NBR	19	15	1.0
	EBR	29	28	0.2
	EBL	12	11	0.3
	EBT	1431	1315	3.1
	WBL	11	11	0.0
	WBT	1002	986	0.5
	WBR	34	35	0.2
Poland Ave at Robertson St	EBT	1016	962	1.7
	EBL	46	42	0.6
	EBR	73	68	0.6
	SBL	367	307	3.3
	SBT	220	278	3.7
	NBR	89	102	1.3
	NBT	197	190	0.5
Poland Ave at Claiborne Ave	SBT	534	536	0.1
	SBR	42	36	1.0
	WBL	48	45	0.4
	WBT	832	782	1.8
	WBR	181	172	0.7
	NBL	54	49	0.7
	NBT	191	177	1.0
Claiborne Bridge	EB	1472	1352	3.2
	WB	1061	1010	1.6

Intersection	Approach	5:45-6:00 PM Delay (sec/veh)	6:00-6:15 PM Delay (sec/veh)	6:15-6:30 PM Delay (sec/veh)	6:30-6:45 PM Delay (sec/veh)
Forstall St at Claiborne Ave	NBT	23.5	25.1	25.9	28.2
	NBR	10.1	13.1	10.9	13.0
	NBL	29.9	29.6	34.6	32.4
	WBR	6.6	9.3	9.5	9.1
	WBT	8.9	11.1	12.0	10.8
	EBL	29.9	37.5	32.6	39.0
	EBT	6.8	7.2	7.3	7.4
Reynes St at Claiborne Ave	SBR	10.0	24.2	14.8	19.8
	SBL	30.2	24.7	26.4	28.6
	SBT	21.5	43.0	19.0	31.0
	EBT	2.2	2.2	2.4	2.3
	EBR	1.1	1.3	0.9	1.0
	WBT	7.6	9.2	10.1	8.2
	WBL	25.7	24.9	26.8	26.5
Tennessee St at Claiborne Ave	SBT	25.6	32.6	28.2	33.4
	SBR	24.9	30.6	37.6	15.0
	SBL	25.3	45.9	42.3	34.2
	NBL	42.1	48.5	38.2	39.9
	NBT	25.9	30.0	43.6	26.2
	NBR	10.3	13.0	15.4	13.9
	EBR	9.3	13.7	15.7	14.7
	EBL	46.4	53.2	46.5	41.6
	EBT	13.3	15.5	16.4	16.6
	WBL	67.7	54.8	58.6	39.4
	WBT	19.2	20.8	21.6	18.7
	WBR	18.1	15.3	21.2	14.3
Poland Ave at Robertson St	EBT	64.3	76.3	67.9	74.5
	EBL	53.0	47.8	64.4	61.9
	EBR	47.7	65.0	46.9	56.6
	SBL	100.0	118.7	78.1	107.3
	SBT	9.3	19.7	20.2	21.1
	NBR	67.0	67.3	58.5	62.8
	NBT	44.0	36.6	45.7	41.7
Poland Ave at Claiborne Ave	SBT	29.8	33.6	23.0	23.4
	SBR	15.5	17.1	13.8	13.0
	WBL	23.4	28.4	22.0	22.1
	WBT	21.2	25.0	26.5	27.1
	WBR	20.7	24.4	26.0	26.0
	NBL	41.4	39.4	28.1	30.4
	NBT	30.2	15.2	16.7	20.8
Claiborne Bridge	EB	49.7	55.0	56.0	56.3
	WB	68.2	63.5	61.0	66.6

Intersection	Approach	5:45-6:00 PM Max Queue (ft)	6:00-6:15 PM Max Queue (ft)	6:15-6:30 PM Max Queue (ft)	6:30-6:45 PM Max Queue (ft)
Forstall St at Claiborne Ave	NBT	81.9	81.7	83.0	82.4
	NBR	84.2	84.0	85.3	84.7
	NBL	81.9	81.7	83.0	82.4
	WBR	187.4	236.0	277.7	224.7
	WBT	178.1	226.7	268.4	215.4
	EBL	187.7	201.1	194.9	203.5
	EBT	187.7	201.1	194.9	203.5
Reynes St at Claiborne Ave	SBR	32.2	38.0	42.7	37.0
	SBL	34.1	39.9	44.6	38.9
	SBT	34.1	39.9	44.6	38.9
	EBT	100.8	78.2	90.7	95.9
	EBR	100.8	78.2	90.7	95.9
	WBT	287.8	286.4	325.8	304.5
	WBL	67.7	61.4	58.6	59.0
Tennessee St at Claiborne Ave	SBT	59.5	76.2	70.5	25.8
	SBR	61.0	77.7	72.1	27.3
	SBL	59.5	76.2	70.5	25.8
	NBL	48.1	36.1	57.9	80.5
	NBT	48.1	36.1	57.9	80.5
	NBR	48.1	36.1	57.9	80.5
	EBR	1430.8	1636.2	1594.1	1642.4
	EBL	1427.5	1633.9	1593.2	1640.9
	EBT	1427.5	1633.9	1593.2	1640.9
	WBL	311.2	314.2	313.7	311.2
	WBT	311.2	314.2	313.7	311.2
	WBR	314.6	317.6	317.2	314.6
Poland Ave at Robertson St	EBT	678.0	681.4	676.6	678.3
	EBL	678.0	681.4	676.6	678.3
	EBR	679.8	683.2	678.4	680.1
	SBL	414.2	411.9	208.3	283.8
	SBT	414.2	411.9	208.3	283.8
	NBR	241.6	247.7	217.9	235.5
	NBT	233.1	239.2	209.4	227.0
Poland Ave at Claiborne Ave	SBT	310.6	365.9	222.3	218.3
	SBR	308.8	364.1	220.4	216.5
	WBL	1386.8	1348.9	1330.6	1567.7
	WBT	1392.1	1354.2	1336.9	1571.5
	WBR	1396.2	1356.6	1340.1	1574.9
	NBL	159.7	121.7	125.8	145.9
	NBT	159.7	121.7	125.8	145.9
Claiborne Bridge	EB	1098.0	1095.4	1097.5	1097.0
	WB	1087.0	1092.4	1106.2	1108.1

Vehicle Travel Time Route	5:45-6:00 PM Travel Time (sec)	6:00-6:15 PM Travel Time (sec)	6:15-6:30 PM Travel Time (sec)	6:30-6:45 PM Travel Time (sec)
Claiborne WB - Tennessee to East Bridge Stop Bar	121.0	117.1	115.6	113.4
Claiborne WB - East Bridge Stop Bar to West Bridge Stop Bar	32.5	30.8	29.7	36.3
Claiborne WB - West Bridge Stop Bar to Poland	48.8	56.4	58.7	60.9
Total WB Travel Time	202.3	204.3	204.1	210.6
Claiborne EB - Robertson to West Bridge Stop Bar	100.9	106.9	108.8	109.7
Claiborne EB - West Bridge Stop Bar to East Bridge Stop Bar	25.7	32.1	31.7	30.9
Claiborne EB - East Bridge Stop Bar to Tennessee	37.7	46.7	49.1	49.5
Total EB Travel Time	164.2	185.7	189.6	190.1

Maximum Delays for St Claude and Claiborne Bridge Openings from 5:45-6:45 PM		
Simulation Model Run	**Maximum Delay Per Run for Scenario 3a Without project (Seconds)**	**Maximum Delay Per Run for Scenario 6 With project (Seconds)**
1	813	1198
2	774	975
3	892	1118
4	1472	1133
5	621	767
6	594	899
7	1040	1017
8	977	853
9	904	819
10	1013	1149
11	673	1108
12	856	1247
13	953	1025
14	707	1065
15	1146	1037
Average	**896**	**1027**

Figure E.1 – Potential DMS Board Locations



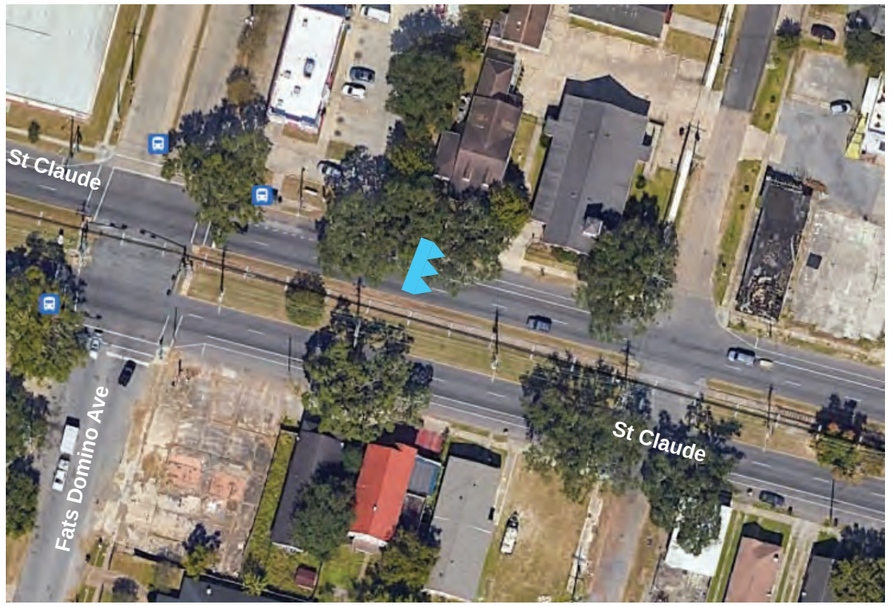
N Robertson St Eastbound



St Claude Ave Eastbound



North Claiborne Westbound



St Claude Ave Westbound

URBAN SYSTEMS inc.

LEGEND:

DMS BOARD LOCATION

N
W E
S

Figure E.1

Potential DMS Board Locations

IHNC TIA
New Orleans, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

FHWA Systems Engineering Guide

Systems Engineering for Intelligent Transportation Systems

An Introduction for Transportation Professionals



January 2007

U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

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1 INTRODUCTION

1.1 Purpose

This guide is intended to introduce you to systems engineering and provide a basic understanding of how it can be applied to planning, designing, and implementing intelligent transportation systems (ITS) projects. The guide leads you step by step through the project life cycle and describes the systems engineering approach at each step. It describes how to begin implementing the systems engineering approach on your next ITS project and incorporate it more broadly into your organization's business processes and practices.

Reading this guide will make you conversant in systems engineering and familiar with the way that it is being applied to ITS projects today. It won't make you a systems engineering expert. Many excellent and comprehensive resources are available that describe every aspect of systems engineering in detail. These resources are identified throughout the guide in case you want more information.

This document is a resource and a learning tool on the topic of systems engineering. **It is not formal guidance from US DOT on how to meet the systems engineering requirements in FHWA Rule 940 and the FTA National ITS Architecture Policy**. Compliance with the Rule/Policy is actually established by each FHWA Division and FTA Regional Office. It is strongly recommended that you contact your federal representative for the specific requirements in your state.

1.2 Intended Audience

This guide is designed for ITS project managers, system owners, operators, maintainers, and anyone else in need of a quick, approachable primer on the basics of systems engineering for ITS. We assume you have a transportation background and know something about ITS, but you don't need any previous knowledge of systems engineering to benefit from this guide.

You might have noticed that systems engineers are not included in the above list. The intended audience is not systems engineers, since they should already be familiar with the information in this guide. The guide is intended for all the other transportation professionals who are involved in ITS project development and will need to know something about systems engineering to ensure that it is correctly and productively applied to their projects.

1.3 Navigating the Document

This document includes seven chapters that are organized to introduce you to systems engineering and then to describe how systems engineering can be applied to your ITS projects.

Here is a breakdown of the six remaining chapters and what you will find in each:

Chapter 2: Why Use Systems Engineering? provides some motivation for reading the rest of the document. It briefly explains why systems engineering should be used for ITS projects and gives some background on the FHWA Rule and FTA Policy requirements for systems engineering.

Chapter 3: What is Systems Engineering? sets the stage for the following chapters by defining some key terms and explaining the guiding principles behind systems engineering. The "V" model that adorns the cover of this document is introduced here.

Chapter 4: ITS Technical Processes follows an ITS project from initial project identification all the way through retirement of the implemented system. The systems engineering approach is described as you traverse the "V" model and step through topics like Concept of Operations, requirements, and design. This is the heart of the document.

Chapter 5: ITS Project Management Processes describes project planning, risk management, project monitoring and control, and configuration management. These processes are used to manage the ITS project so that it is completed on time and on budget. They complement the technical processes that are described in the previous chapter. If you are not familiar with these project management processes, you should briefly familiarize yourself with this chapter as you encounter references to the processes in Chapter 4.

Chapter 6: Applying Systems Engineering shows how the systems engineering process can be applied to your next ITS project. This chapter discusses procurement, development approaches, and tailoring the systems engineering process to fit the needs of your project. It also describes how organizations build systems engineering into their business practices.

Chapter 7: Resources lists many excellent books, reports, training courses, and other systems engineering resources that you can use to learn more about any of the systems engineering topics that are introduced in this document.

1.4 About the Icons

Icons are used to highlight different kinds of information throughout this document.



This "lightbulb" icon identifies suggestions that may improve the systems engineering analysis or the quality of the systems engineering products that are created. Usually based on actual experience, these are ideas that have worked in the past.



This "exclamation point" icon flags warnings. In contrast to tips, these are problems that have been encountered that you should avoid. Also frequently based on actual experience, these are ideas that have NOT worked in the past.



This "*i* for information" icon highlights resources that offer additional information related to systems engineering, including books, reports, presentations, and other documents. Chapter 7 includes a list of all the resources that are identified in this document.



This "scissors" icon identifies ways that the systems engineering process can be tailored for smaller ITS projects. Many ITS projects are relatively low risk and low complexity, and the systems engineering process should be tailored accordingly. Section 6.2.2 provides a more comprehensive discussion of how to tailor the systems engineering approach.



This "monitor" icon identifies software tools (programs, databases, spreadsheets, etc.) that support some aspect of the systems engineering or ITS project development processes. The information provided is not intended to endorse or recommend any particular tool.



This "scales" icon identifies references to the FHWA Rule and FTA Policy on ITS Architecture and Standards. These are normally references to the portion of the rule/policy related to systems engineering analysis (Sections 940.11 of the Rule and VI of the Policy). (See http://www.ops.fhwa.dot.gov/its_arch_imp/policy.htm regarding the Rule/Policy.)



This "book" icon is used where ITS and systems engineering terminology is defined. Terminology is one of the first hurdles to overcome in any new subject area. Readers can skip quickly past the definitions of familiar terms.

2 WHY USE SYSTEMS ENGINEERING?

2.1 Value of Systems Engineering

Although ITS projects come in many shapes and sizes, they all use technology (computers, communications, sensors, etc.) and frequently include the exchange of information, either within a system or between systems. The technology and integration that sets ITS projects apart also creates challenges for the ITS project manager. What every ITS project manager wants is a successful result at the end of the project, with "success" measured by:

- how well the implementation satisfies the needs of the people who use it, and
- how closely the project stayed within the budgeted cost and schedule.

Systems engineering reduces the risk of schedule and cost overruns and increases the likelihood that the implementation will meet the user's needs. Other benefits include:

- improved stakeholder participation
- more adaptable, resilient systems
- verified functionality and fewer defects
- higher level of reuse from one project to the next, and
- better documentation.

These assertions have been supported by several studies that have shown that good systems engineering results in better cost and schedule performance. Studies have been performed by the International Council of Systems Engineering (INCOSE)[1], Boeing[2], and IBM[3], among others. Figure 1 shows the results of an INCOSE study that collected both planned and actual project and systems engineering cost data for 44 projects. The survey indicated that investing in systems engineering did improve project cost performance. The responses indicated a 50% overrun on average without systems engineering and a clear trend toward better cost performance results with systems engineering.

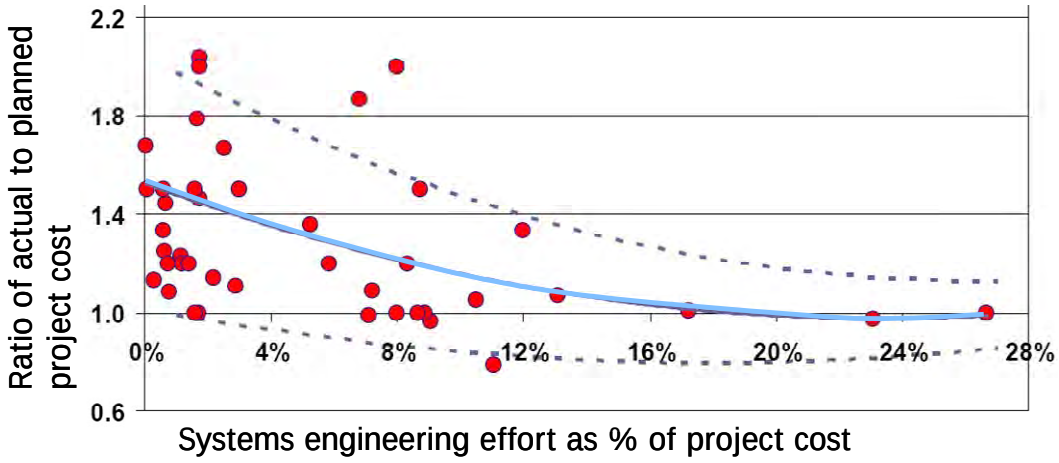


Figure 1: Systems Engineering Improves Project Cost Performance

[1]Eric Honour, "Understanding the Value of Systems Engineering", 2004.

[2]John D. Vu, "Software Process Improvement Journey: From Level 1 to Level 5", 2001.

[3]Bruce Barker, IBM Commercial Products, 2003.

2.2 US DOT Policy



US DOT recognized the potential benefit of the systems engineering approach for ITS projects and included requirements for a systems engineering analysis in the FHWA Rule/FTA Policy that was enacted on January 8, 2001. The Rule/Policy requires a systems engineering analysis to be performed for ITS projects that use funds from the Highway Trust Fund, including the Mass Transit Account. As shown in an excerpt from the Rule in Figure 2, the Rule/Policy actually specifies seven requirements that the systems engineering analysis must include at a minimum.



The Rule/Policy allows each project sponsor to use a systems engineering approach that is tailored to fit the needs of each ITS project. As you will see in the following chapters, the systems engineering approach is actually broader than the seven specific requirements identified in the Rule/Policy. If you implement a good systems engineering process, you will meet or exceed the specific systems engineering analysis requirements identified in the Rule/Policy.



The FHWA Division and FTA Regional Offices determine how the systems engineering analysis requirements in the Rule/Policy should be applied to ITS projects in each region and how compliance should be demonstrated by each project sponsor. Federal oversight is provided based on oversight requirements defined in the stewardship agreements with each state. Several states have established checklists that prompt project sponsors to consider the systems engineering analysis requirements as part of the project development process, as shown in Figure 3.[4] Contact the ITS specialist in your FHWA Division Office or FTA Regional Office for more information.

Note that each organization may establish its own systems engineering process requirements that satisfy the requirements of the Rule/Policy, as Florida DOT did with its Systems Engineering Management Plan (see http://www.floridaits.com/SEMP).

§ 23 CFR 940.11 Project implementation.
(a) All ITS projects funded with highway trust funds shall be based on a systems engineering analysis.
(b) The analysis should be on a scale commensurate with the project scope.
(c) The systems engineering analysis shall include, at a minimum:
(1) Identification of portions of the regional ITS architecture being implemented (or if a regional ITS architecture does not exist, the applicable portions of the National ITS Architecture);
(2) Identification of participating agencies' roles and responsibilities;
(3) Requirements definitions;
(4) Analysis of alternative system configurations and technology options to meet requirements;
(5) Procurement options;
(6) Identification of applicable ITS standards and testing procedures; and
(7) Procedures and resources necessary for operations and

Figure 2: FHWA/FTA Systems Engineering Analysis Requirements

In **California**, a Systems Engineering Requirements Form, or SERF, must be completed by the project sponsor at project initiation. This form, included in the Caltrans Local Assistance Procedures Manual, includes one question for each of the seven systems engineering requirements in Rule 940.11. The SERF checklist is a streamlined form that is only one or two pages long, but it is enough to ensure that each project sponsor will address the systems engineering requirements of the rule. **Virginia DOT** has also implemented a Systems Engineering and Architecture Compliance (Rule 940) checklist for use in Northern Virginia. Many other states are implementing similar forms.

Figure 3: Examples of Systems Engineering Analysis Requirements Checklist

[4]The SERF is available at www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm. The Virginia DOT checklist is available at www.vdot-itsarch.com/nova/docs/rule940checklist.doc.

3 WHAT IS SYSTEMS ENGINEERING?

3.1 A Few Definitions

In true systems engineering fashion, let's begin with a few basic definitions before we jump into the details of the systems engineering discipline.

What is a System?

Everyone uses the term and has an intuitive notion of what a system is, but there is a formal definition. INCOSE defines a system as:

> *"A combination of interacting elements organized to achieve one or more stated purposes."*

This general definition covers almost everything you can think of – household appliances, transportation management systems, the latest weapon system – all of these are systems.

What is Systems Engineering?

Since the term was coined in the 1950s, systems engineering has evolved from a process focused primarily on large-scale defense systems to a broader discipline that is used in all kinds of project development. Systems engineering can be applied to any system development, so whether you are developing a household appliance, building a house, or implementing a sophisticated transportation management system, systems engineering can be used. INCOSE defines systems engineering like this:



> *Systems Engineering is an interdisciplinary approach and means to enable the realization of successful systems. It focuses on defining customer needs and required functionality early in the development cycle, documenting requirements, then proceeding with design synthesis and system validation while considering the complete problem.*
>
> *Systems Engineering integrates all the disciplines and specialty groups into a team effort forming a structured development process that proceeds from concept to production to operation. Systems Engineering considers both the business and the technical needs of all customers with the goal of providing a quality product that meets the user needs.*

Note that this definition is very broad – it covers the project life cycle from needs definition to system disposal. It includes technical activities like requirements and design, as well as project activities like risk management and configuration management. Systems engineering provides a systematic process and tools that directly support project management.

What is an ITS Project?

In order to apply systems engineering to ITS projects in accordance with the FHWA Rule/FTA Policy, it is important to define an *ITS project*. Rule 940 defines ITS projects quite broadly:



> *ITS Project means any project that in whole or in part funds the acquisition of technologies or systems of technologies that provide or significantly contribute to the provision of one or more ITS user services as defined in the National ITS Architecture.*

This definition encompasses a wide range of projects. Smaller ITS projects might be limited to the purchase and installation of field equipment – controllers, ramp meters,

signals, etc. Larger ITS projects support integration of multiple systems and development of custom software – for example, transportation management centers and 511 traveler information systems. These ITS projects are vastly different in complexity and in the amount of systems engineering that is needed. The FHWA Division/FTA Regional Offices establish and monitor how systems engineering analysis requirements are levied on specific ITS projects.

3.2 Key Principles

There are a handful of fundamental challenges and important concepts that shape and drive the systems engineering discipline.

3.2.1 Project Development Challenges

Project Initiation Euphoria

In the first days of any new project, the mood is optimistic and expectations are high. Just over the horizon, reality is looming, and technology, schedule, and funding constraints may ultimately cause the project to fall short of goals that were established in its early days. The need to balance these natural inclinations and real-world constraints is an important driver for implementing a systematic systems engineering approach at the outset to guide the team and manage expectations.

Cone of Uncertainty

At the beginning of a high-technology project, there may also be significant uncertainty in the project cost and schedule estimates. The less experience the project team has with similar projects, the more uncertainty there will be. The estimates naturally get better as work progresses and the project team gains a better understanding of the system they are building. At project completion, all the uncertainty has been removed – the team knows exactly how much was spent. When you plot the uncertainty against time (see Figure 4), it looks like a cone, which is why Barry Boehm called this challenge the "cone of uncertainty".

Systems engineering focuses on resolving uncertainty early in project development by establishing the project scope and defining good requirements. Incremental development strategies also help to mitigate the risk of unreliable estimates early in the project.

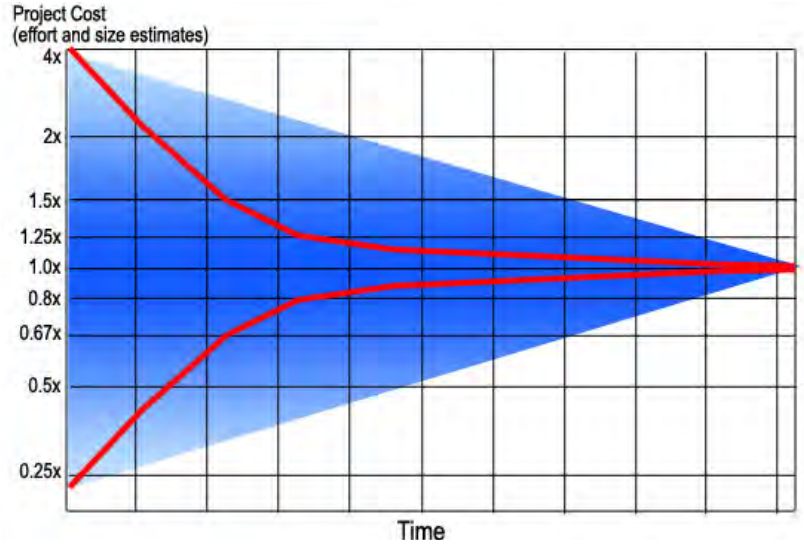


Figure 4: Cone of Uncertainty

The Wrong Procurement Method Can Tie Your Hands

The traditional procurement methods that have been used for decades in highway construction are often not suitable for ITS projects. For example, the Low Bid method uses a consultant to prepare a design specification that is then implemented by a contractor who submits the lowest bid. This method works well for building roads, but experience shows that it does not work well for many ITS projects that frequently require collaboration and iteration between the design and implementation phases. It is vital to select the right procurement method so that you can implement the right systems engineering approach for your project. (See Section 6.2.1 for more information on procurement.)

Late Changes Drive Project Costs

There is no such thing as a mistake-free project development. In the transportation industry, experienced construction managers will tell you that every project has change orders. The problem is that change orders during construction are more expensive to the project. A mistake or missed system feature that is not recognized until after project closeout will be even more expensive to address.

Studies[5] of software development projects have shown that this "latency cost" can increase the cost of fixing a mistake dramatically. As shown in Figure 5, for example, a bad requirement will be relatively cheap to fix while you are still in the requirements phase (1x) but increasingly expensive to fix later in project development. This is because you not only have to fix the bad requirement later in the project, you also have to fix the design and implementation problems that were caused by the bad requirement. The problems compound themselves if they are left uncorrected.

In systems engineering, verification and validation of the evolving project documentation is performed early and often to maximize the chances of identifying defects as early in the project development cycle as possible.

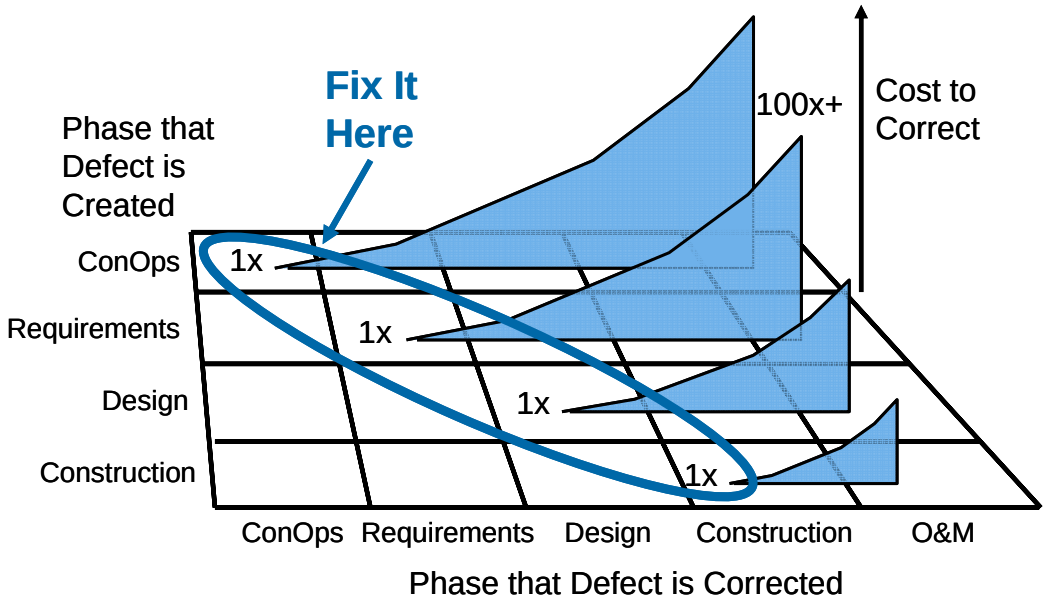


Figure 5: Late Changes Drive Project Costs
(Adapted from Steve McConnell, *Code Complete*)

[5]See, for example, Pressman, Roger S., *Software Engineering: A Practitioner's Approach*, 1992.

The Odds Are Against Success

The Standish Group has done more than 10 years of research, collecting statistics on information technology projects, and their findings have consistently painted a dismal (albeit slowly improving) picture. For example, in 2004, as shown in Figure 6, only 34% of the projects surveyed met the criteria for success – completed on time, on budget, and with all the features originally specified. Of the 280,000 projects surveyed that year, more than 142,000 were late or over budget and another 42,000 failed outright.

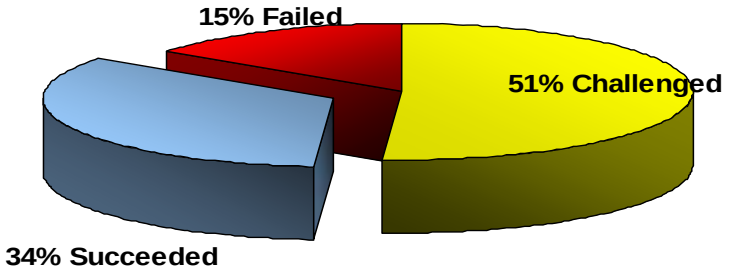


Figure 6: Standish Group: 2004 CHAOS Report Project Success Rate

While the infamous failure rates are the most often repeated information, the report also identifies success factors that are identified through the same project surveys. Many of these success factors (including user involvement, minimized scope, and firm basic requirements) are related to the systems engineering process. Systems engineering won't guarantee success, but it will help you to identify issues earlier in the project schedule and will improve your chances for a successful project in the end.

3.2.2 Systems Engineering Principles

Start with Your Eye on the Finish Line



You should reach consensus at the very beginning of the project on what will constitute success at the end. This means that the stakeholders should start with an agreement of what the project should accomplish and the metrics that will be used to measure the success of the project. This initial focus on the finish line must be sustained by project management as project development progresses and competing interests and project complexities begin to dominate the day-to-day work.

Stakeholder Involvement is Key



Successful projects involve the customer, users, operators, and other stakeholders in the project development. Systems engineering is a systematic process that includes reviews and decision points intended to provide visibility into the process and encourage stakeholder involvement. The systems engineering process includes stakeholders through all stages of the project, from initial needs definition through system verification and acceptance. The stakeholders who are involved in any particular step will vary, providing managers, operators, and technical personnel with an opportunity to contribute to the steps in the process where their input is needed.

Define the Problem Before Implementing the Solution



Very often, you'll have a solution already in mind at the start of a project and may even find yourself "backing into" requirements to match your solution. Resist this temptation and instead use the systems engineering process to first define the problem. You'll find that there are actually multiple ways to solve the problem, and a good trade study will help you to determine the best solution on the basis of a clear understanding of the requirements.

Delay Technology Choices

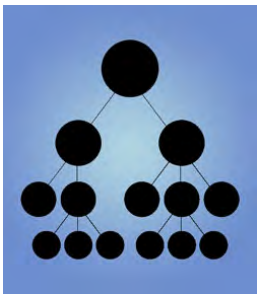


Technology is constantly changing. The choices available when a project is initially conceived may well be replaced by better technology by the time the project is implemented. Specifying technology too early will result in outdated technology or constant baseline changes as you try to keep up with technology advancements. It's best to follow the systems engineering process by defining the needs, requirements, and high-level design without specifying technology. You'll have a stable baseline, and you'll be able to make the most appropriate technology choices when it is time to implement.



Baseline is a frequently used term in systems engineering. A baseline is a reference point against which everyone on the project team works, so you want to control the changes that are made to the baseline. The process of establishing and controlling project baselines is *configuration management*, which is discussed in Section 5.4.

Divide and Conquer



Many systems are large and complex. A key systems engineering strategy is the decomposition of such a system into smaller subsystems and then of the subsystems into more manageable hardware and software components. These simpler components are easier to understand and define and ultimately are easier to build. Much of the systems engineering process is built around this approach – breaking down a big problem into many smaller components that can be individually solved and then recombined.

Connecting the Dots – Traceability





As you move from one step to the next in the systems engineering process, it is important to be able to relate the items in one step with those in another. The relationship between items is called *traceability*. For example, you use traceability to relate a requirement to the subsystem that will implement the requirement. Traceability connects many items together. The requirement will be related to a user need as well as to a test that will be used to verify the requirement. Traceability is a powerful concept that allows you to be certain that the system that is implemented at the end of the project is directly connected with the user needs that were identified at the beginning.

3.3 The "V" Systems Engineering Model

Many different process models have been developed over the years that specify a series of steps that make up the systems engineering approach[6]. Among these models, the "V" model, shown in Figure 7, is emerging as the de facto standard way to represent systems engineering for ITS projects.



Don't be surprised if you come across different spellings for the "V" model. Some books, guides, and other resources refer to the same V-shaped model as the "Vee" model. If it looks like a "V" and it sounds like a "V", then it is a reference to the same basic model, whether it is spelled "V" or "Vee".

3.3.1 Overview of the "V" Model

Since it was first developed in the 1980s, the "V" model has been refined and applied in many different industries. Wings have been recently added to the "V" as part of its adaptation for ITS to show how project development fits within the broader ITS project life cycle. The left wing shows the regional ITS architecture, feasibility studies, and concept exploration that support initial identification and scoping of an ITS project based on regional needs. A gap follows the regional architecture(s) step because the regional architecture is a broader product of the planning process that covers all ITS projects in the region. The following steps in the "V" are for a specific ITS project. The central core of the "V" shows the project definition, implementation, and verification processes. The right wing shows the operations and maintenance, changes and upgrades, and ultimate retirement of the system. The wings are a key addition to the model since it is important to consider the entire life cycle during project development.

As shown in the "V", the systems engineering approach defines project requirements before technology choices are made and the system is implemented. On the left side of the "V", the system definition progresses from a general user view of the system to a detailed specification of the system design. The system is decomposed into subsystems, and the subsystems are decomposed into components – a large system may be broken into smaller and smaller pieces through many layers of decomposition. As the system is decomposed, the requirements are also decomposed into more specific requirements that are allocated to the system components.

As development progresses, a series of documented baselines are established that support the steps that follow. For example, a consensus Concept of Operations supports system requirements development. A baseline set of system requirements then supports system design. The hardware and software are implemented at the bottom of the "V", and the components of the system are then integrated and verified in iterative fashion on the right. Ultimately, the completed system is validated to measure how well it meets the user's needs. (Each of the steps in the "V" are defined in detail in Chapter 4.)

[6]The "Waterfall", "Spiral", and "V" are the most common system development models. Among many sources, http://www.floridaits.com/SEMP/Files/PDF_Report/030220-TMI-V2.pdf provides a good description of the different models.

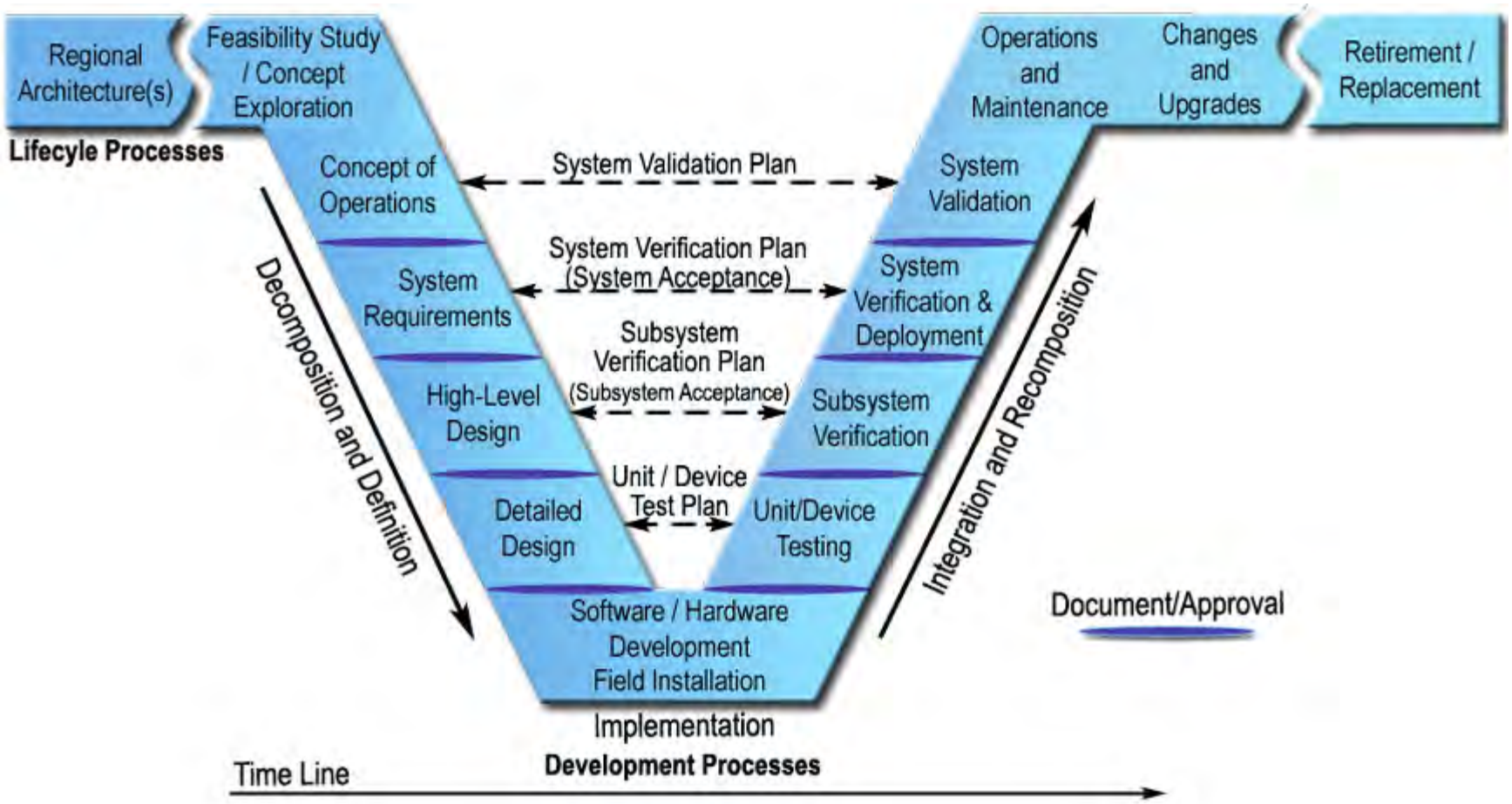


Figure 7: Systems Engineering "V" Diagram

3.3.2 Connecting the Left and Right Sides of the "V"

One of the first things that strikes you about the "V" is the symmetry between the left and right sides of the model. This symmetry reflects the relationship between the steps on the left and the steps on the right. The system definition that is generated on the left is ultimately used to verify the system on the right. For example, the user needs and performance measures that are identified in the Concept of Operations are the basis for the System Validation Plan that is used to validate the system at the end of project development. Similarly, a System Verification Plan is developed with the System Requirements so that the engineers consider how to verify each requirement as the requirements are written.

The connections between the left and right are indicated by the arrows that cross the "V", showing how plans developed on the left drive the process on the right. These connections provide continuity between the beginning and end of project development and ensure that the engineers are focused on the completion of the project from the beginning. The connections between the left and right sides of the model reflect one of the systems engineering principles – start with your eye on the finish line.

3.3.3 Decision Points

Projects have been managed for years using Gantt charts that identify tasks and major milestones. You don't start the next task until you have completed the previous supporting tasks and passed the intervening milestone. The "V" diagram is similarly punctuated by a series of major milestones (labeled Document/Approval in the figure) where the output of the previous step is reviewed and the customer and project team determine whether the project is ready to move to the next step in the process. The project moves forward only if the criteria for the decision point have been satisfied. Decision points are important milestones that provide visibility into the project development and allow for issue identification and course correction during development. (Decision-point reviews are covered in more detail in Section 5.2.2.)

4 ITS TECHNICAL PROCESSES

This document is intended to help you understand how systems engineering can be used throughout the ITS project life cycle. Chapters 4 and 5 present two different types of processes that support systems engineering:

1. **Technical processes,** such as system requirements, high-level design, integration, and verification, are described here in Chapter 4. These processes, depicted in the "V" systems engineering model, are performed to develop an ITS project that meets the user's needs. This chapter leads you step by step through each of the technical processes in the "V". Each process is summarized, key activities are identified, and outputs that should be generated are defined.
2. **Project management processes,** such as project planning, risk management, and configuration management, are described in Chapter 5. These cross-cutting activities are just as important to the success of the project, but they do not appear in the "V" diagram because they apply to many different steps in the "V". These processes are used to plan, monitor, and control the ITS project so that it is completed on time and on budget.

Relationship to Traditional Transportation Processes

ITS projects are identified and funded through transportation planning and programming/budgeting processes in each state, planning region (e.g., metropolitan planning area), and agency. The "V" diagram and the systems engineering process begin once a need for an ITS project has been identified. The early steps in the "V" define the project scope and determine the feasibility and acceptability as well as the costs and benefits of the project. These early steps actually support planning and programming/budgeting since they are intended to identify high-level risks, benefits, and costs and to determine if the ITS project is a good investment. The latter steps support project implementation, then transition into operations and maintenance, changes and upgrades, and ultimate retirement or replacement of the system. (The systems engineering "V" is placed in context with the traditional transportation project life cycle in Section 6.1.)

Technical Documentation

Each step of the process that is described in this chapter results in one or more technical outputs. This documentation is used in subsequent steps in the process and provides a critical documentation trail for the project. The documentation that is discussed in this chapter is identified in Table 1, which provides a bird's-eye view of where it fits in the "V". Several resources provide good descriptions and templates for this documentation.[7] Note that not every ITS project will require every document listed in the table. (More information on tailoring is provided later in this chapter and in Section 6.2.3.)

About the Examples

This chapter is illustrated with real examples that show how different agencies have used the systems engineering process for their ITS projects. These real examples aren't perfect and shouldn't be taken as the only approach, or even the best approach, for accomplishing a particular step. As time goes by and we gain experience using systems engineering on ITS projects, many more examples will become available.

[7]The California Systems Engineering Guidebook and the Florida Systems Engineering Management Plan both include good documentation descriptions and templates. See Chapter 7 for more resources.

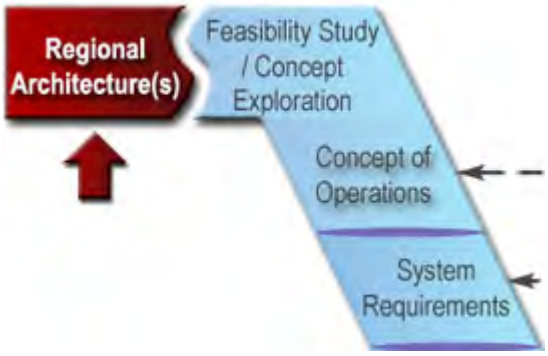
Table 1: Technical Documentation in the "V" Systems Engineering Process

Documentation / Chapter/Process Step	4.1 Using the Regional ITS Architecture	4.2 Feasibility Study/Concept Exploration	4.3 Concept of Operations	4.4 System Requirements	4.5 System Design	4.6 SW/HW Development & Testing	4.7 Integration & Verification	4.8 Initial Deployment	4.9 System Validation	4.10 Operations and Maintenance	4.11 Retirement/Replacement
Relevant portion of Reg ITS Arch	C		U	U	U						
Feasibility Study		C	U								
Concept of Operations			C	U							
System Validation Plan			C						U		
System Requirements Document				C	U	U	U	U	U	U	U
System Verification Plan				C			U				
Traceability Matrix				C	U		U			U	U
System Acceptance Plan				C				U			
High-Level (Architectural) Design					CU	U					
Detailed Design Specifications					C	U					
Interface Specifications					C	U	U				
Subsystem Verification Plans					C		U				
Integration Plan					C		U				
Subsystem Acceptance Plan					C		U				
Unit/Device Test Plan					C	U					
SW/HW Development Plans						CU					
Verification Procedures							CU				
Delivery & Installation Plan								CU			
Transition Plan								CU			
O&M Plan and Procedures								C		U	
System Validation Procedures									CU		
System Retirement Plan											CU

C: Create documentation U: Primary Use/Update of the documentation

4.1 Using the Regional ITS Architecture

In this step: The portion of the regional ITS architecture that is related to the project is identified. Other artifacts of the planning and programming processes that are relevant to the project are collected and used as a starting point for project development. This is the first step in defining your ITS project.



OBJECTIVES	▪ Define the project scope while considering the regional vision and opportunities for integration ▪ Improve consistency between ITS projects and identify more efficient incremental implementation strategies ▪ Improve continuity between planning and project development
INPUT ***Sources of Information***	▪ Relevant regional ITS architecture(s) ▪ Regional/national resources supporting architecture use ▪ Other planning/programming products relevant to the project
PROCESS ***Key Activities***	▪ Identify regional ITS architecture(s) that are relevant to the project ▪ Identify the portion of the regional ITS architecture that applies ▪ Verify project consistency with the regional ITS architecture and identify any necessary changes to the regional ITS architecture
OUTPUT ***Process Results***	▪ List of project stakeholders and roles and responsibilities ▪ List of inventory elements included in or affected by the project ▪ List of requirements the proposed system(s) must meet ▪ List of interfaces and the information to be exchanged or shared by the system(s) ▪ Regional ITS architecture feedback as necessary
REVIEW ***Proceed only if you have:***	▪ Demonstrated consistency with the regional ITS architecture and identified needed changes to the regional ITS architecture, if applicable ▪ Extracted the relevant portion of the regional ITS architecture that can be used in subsequent steps ▪ Reached consensus on the project/system scope

4.1.1 Overview

The regional ITS architecture provides a good starting point for systems engineering analyses that are performed during ITS project development. It provides region-level information that can be used and expanded in project development.

When an ITS project is initiated, there is a natural tendency to focus on the programmatic and technical details and to lose sight of the broader regional context. Using the regional ITS architecture as a basis for project implementation provides this regional context as shown in Figure 8. It provides each project sponsor with the opportunity to view their project in the context of surrounding systems. It also prompts the sponsor to think about how the project fits within the overall transportation vision for the region. Finally, it identifies the integration opportunities that should be considered and provides a head start for the systems engineering analysis.

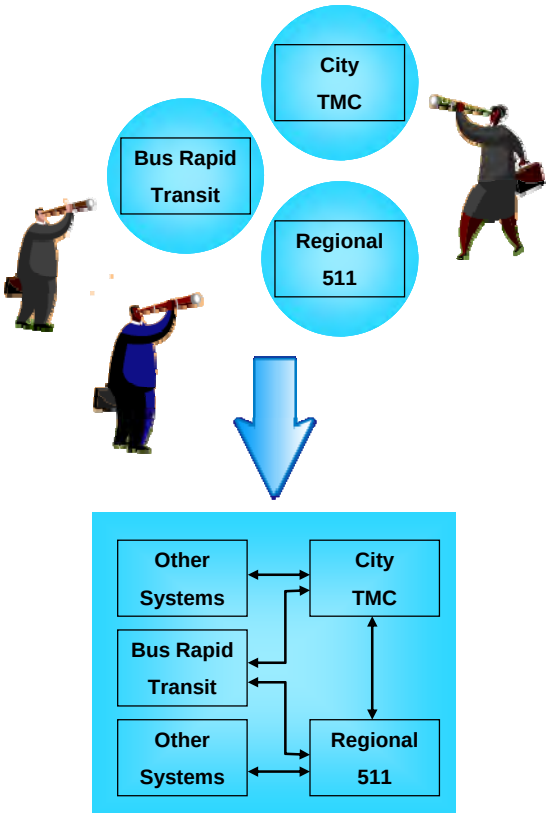


Figure 8: Regional ITS Architecture Framework for Integration



The *regional ITS architecture* is a tool that is used in transportation planning, programming, and project implementation for ITS. It is a framework for institutional agreement and technical integration for ITS projects and is the place to start when defining the basic scope of a project.

The regional ITS architecture is the first step in the "V" because the best opportunity for its use is at the beginning of the development process. The architecture is most valuable as a scoping tool that allows a project to be broadly defined and shown in a regional context. The regional ITS architecture step and the concept exploration step that is described in the next section may iterate since different concepts may have different architecture mappings. The initial architecture mapping may continue to be refined and used as the Concept of Operations and system requirements are developed.



The Regional ITS Architecture Guidance Document provides detailed guidance for regional ITS architecture development, use, and maintenance. (Version 2 of this document provides detailed guidance for using a regional ITS architecture to support project implementation.)

4.1.2 Key Activities

Initial use of the regional ITS architecture requires a few basic activities: locating the right architecture, identifying the portion of the architecture that applies to your project, and notifying the architecture maintainer of any required regional architecture changes. None of these tasks is particularly time consuming – the basic extraction of information can be done in an afternoon, even for a fairly complex project, if you are knowledgeable about the regional ITS architecture. Of course, it can be time consuming to climb the learning curve, and coordinating and building consensus on the scope of the project will require time and effort. Each of the key activities is described in the following paragraphs.

- **Identify regional ITS architecture(s) that are relevant to the project –** First, find the regional ITS architecture that covers the geographic area where your project will be implemented. In some cases, more than one regional ITS architecture may apply. For example, a major metropolitan area may be included in a statewide architecture, a regional architecture for the metropolitan area, and subregional architectures that are developed for a particular agency or jurisdiction. Coordinate with the ITS specialist at the FHWA Division/FTA Regional Office if necessary to sort this out.

  In the event that no regional ITS architecture exists at the time that an ITS project is initiated, coordinate with the FHWA Division/FTA Regional Office on starting a regional ITS architecture effort. In the interim, a project-level architecture should be developed based on the National ITS Architecture[8] to support the ITS project.

- **Identify the portion of the regional ITS architecture that applies –** Next, identify the portion of the regional ITS architecture(s) that are applicable to your project or identify the portion of the National ITS Architecture that applies if a regional ITS architecture does not exist. Document any constraints that the architecture may place on the project, including ITS standards that may be applicable.



The systems engineering analysis requirements identified in FHWA Rule 940.11/FTA Policy Section VI require identification of the portion of the regional ITS architecture that is implemented by each ITS project that uses federal funds. If a regional ITS architecture does not exist, then the portion of the National ITS Architecture that will be implemented by the project must be identified.



You should build consensus around the fundamental project scope decisions that are made as the relevant portions of the regional ITS architecture are identified. One good approach is to create a context diagram that shows the ITS system to be implemented in the middle of the diagram surrounded by all other potentially interfacing systems in the region. For example, Figure 9 is a context diagram for the MaineDOT Communications Center. A context diagram can be used to discuss integration opportunities that should be considered in this project and in future projects. A discussion like this puts the ITS project in context and raises awareness of future ITS integration opportunities. It also may highlight regional ITS architecture issues that should be addressed.

In almost every case, the regional ITS architecture will identify potential integration opportunities that will not be included in the current project. Specific integration options may be deferred for many reasons – agencies on both sides of the interface may not be ready, there may not be sufficient funding or time available to implement everything, supporting infrastructure may not yet be completed, a necessary standard may not be available, implementing too much at once may incur too much complexity/risk, etc.

Even if they are deferred, it is important to account for future integration options in the current project design. The ultimate goal is to make ITS deployment as economical as possible by considering how this project will support future projects over time. To support this objective, future integration options that may impact the project design should be identified and considered in the project development. For example, additional stakeholders may be involved in the current project to ensure that future interface requirements are identified and factored into the current project design.

- **Verify consistency with the regional ITS architecture and identify any necessary changes to it –** Confirm that nothing planned in your project would be counter to the

[8]Visit http://www.its.dot.gov/arch/ for more information on the National ITS Architecture.

regional ITS architecture. If you determine that the regional ITS architecture should be updated to more accurately reflect your ITS project, submit the required changes to the regional ITS architecture maintainer named in the architecture maintenance plan.



Each region should define a mechanism that allows the project team to provide comments on the architecture with minimal time investment. Project teams that use the architecture will be among the most significant sources for regional ITS architecture maintenance changes, and the region should strive to facilitate this feedback. If your region does not have such a mechanism, consult the Regional ITS Architecture Guidance Document for more information on facilitating architecture use and maintenance in your region.

4.1.3 Outputs

The first output of this step is the subset of the regional ITS architecture for the ITS project. While the Rule/Policy requires a subset of the regional ITS architecture to be identified, it does not define the components that should be included. You should consult local guidelines or requirements to help make this determination. In most cases, the following components will precisely define the scope of the project: (1) stakeholders, (2) inventory elements, (3) functional requirements, and (4) information flows.

These four components define the system(s) that will be created or impacted by the project, the affected stakeholders, the functionality that will be implemented, and the interfaces that will be added or updated. Other components may be identified, including market packages, roles and responsibilities, relevant ITS standards, and agreements. For very large ITS projects, this might be several pages of information. For a small ITS project, this might fit on a single page. The information that is extracted will actually be used in the concept exploration, Concept of Operations, requirements, and design steps that follow.



The Turbo Architecture software tool can be used to quickly and accurately define an ITS project architecture if the regional ITS architecture was developed with Turbo. Turbo Architecture can be used to generate diagrams and reports that fully document the portion of the regional ITS architecture that will be implemented by the project. Turbo Architecture can also be used to develop a project ITS architecture based on the National ITS Architecture if a regional ITS architecture does not exist. The Turbo Architecture software can be obtained from McTrans by visiting their website at http://www-mctrans.ce.ufl.edu/featured/turbo/.



If you don't find what you need in the regional ITS architecture, then you should add the missing or changed items to your architecture subset and highlight them so it is clear what you changed. For example, if there is a system in your project that is not represented in the regional ITS architecture, add it to your architecture subset and highlight it. The highlighted changes serve two purposes: they allow you to move forward with an augmented architecture subset that you can use in the next steps of the process, and they provide the basis for your feedback for regional ITS architecture maintenance.

The second output of this step – feedback to the regional ITS architecture maintenance team – is just as important as the first output. Submit any recommended changes using the mechanism defined for your region in the regional ITS architecture maintenance plan.

4.1.4 Examples

The subset of the regional ITS architecture that is included in the project can be shown in a series of simple tables and/or a diagram from Turbo Architecture, as shown in Figure 9. This figure identifies the inventory elements and interfaces that will be implemented by a MaineDOT Dynamic Message Sign (DMS) project in which several signs will be installed in

Portland, Maine, along with a central control system with interfaces to a number of other centers. Functional requirements that are relevant to the project were also extracted, as shown in Table 2.

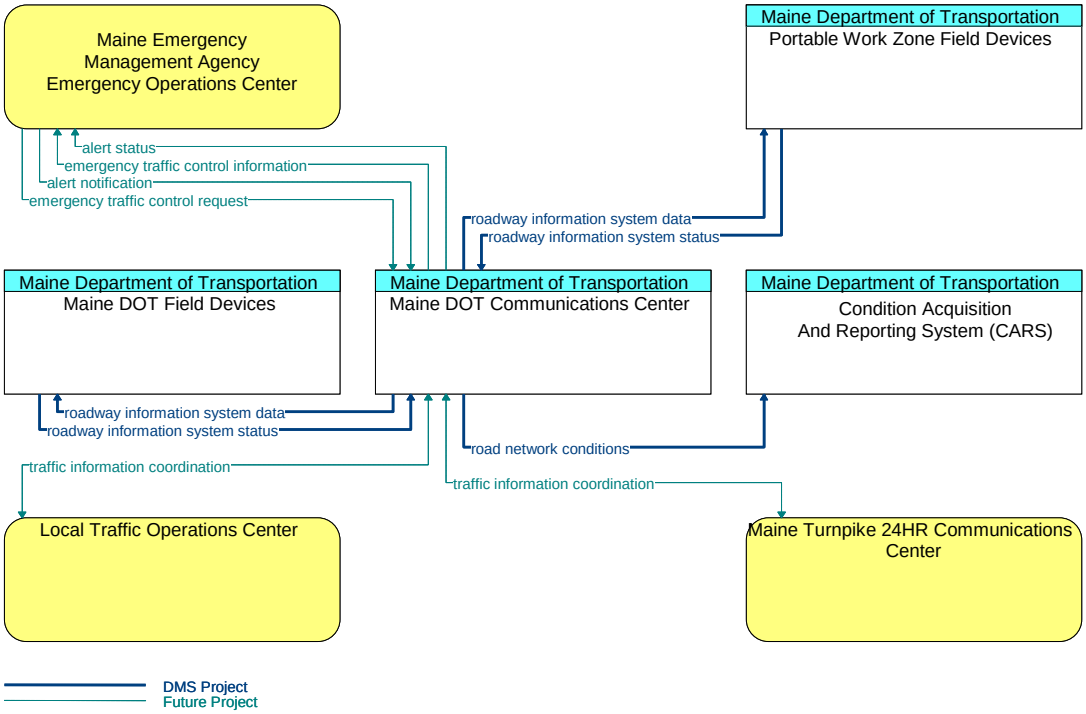


Figure 9: Example: MaineDOT DMS Project Architecture Subset

Table 2: MaineDOT DMS Project Functional Requirements (Partial List)

Element	Functional Area	ID	Requirement
MaineDOT Communications Center	TMC Traffic Information Dissemination	1	The Center shall remotely control DMS for dissemination of traffic and other information to drivers.
MaineDOT Communications Center	TMC Traffic Information Dissemination	3	The Center shall collect operational status for the driver information systems equipment (DMS, HAR, etc.).
MaineDOT Communications Center	TMC Traffic Information Dissemination	4	The Center shall collect fault data for the driver information systems equipment (DMS, HAR, etc.) for repair.

4.2 Feasibility Study/Concept Exploration



In this step: A business case is made for the project. Technical, economic, and political feasibility is assessed; benefits and costs are estimated; and key risks are identified. Alternative concepts for meeting the project's purpose and need are explored, and the superior concept is selected and justified using trade study techniques.

OBJECTIVES	▪ Identify superior, cost-effective concept, and document alternative concepts with rationale for selection ▪ Verify project feasibility and identify preliminary risks ▪ Garner management buy-in and necessary approvals for the project
INPUT ***Sources of Information***	▪ Project goals and objectives ▪ Project purpose and need ▪ Project scope/subset of the regional ITS architecture
PROCESS ***Key Activities***	▪ Define evaluation criteria ▪ Perform initial risk analysis ▪ Identify alternative concepts ▪ Evaluate alternatives ▪ Document results
OUTPUT ***Process Results***	▪ Feasibility study that identifies alternative concepts and makes the business case for the project and the selected concept
REVIEW ***Proceed only if you have:***	▪ Received approval on the feasibility study from project management, executive management, and controlling authorities, as required ▪ Reached consensus on the selected alternative

4.2.1 Overview

In this step, the proposed ITS project is assessed to determine whether it is technically, economically, and operationally viable. Major concept alternatives are considered, and the most viable option is selected and justified. While the concept exploration should be at a fairly high level at this early stage, enough technical detail must be included to show that the proposed concept is workable and realistic. The feasibility study provides a basis for understanding and agreement among project decision makers – project management, executive management, and any external agencies that must support the project, such as a regional planning commission.

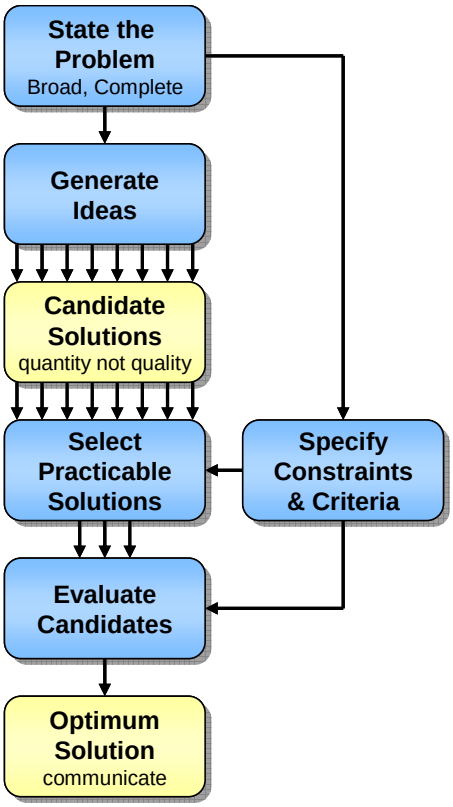


Figure 10: Concept Exploration Uses Basic Trade Study Techniques



The Rule/Policy requires the systems engineering analysis to include an analysis of alternative system configurations and technology options. The focus of this Rule/Policy requirement is on design decisions that are made later in the process, but a fundamental analysis of basic systems configurations is performed in this step.



It is easy to confuse the concept exploration that is performed in this step with the Concept of Operations that is developed in the next step. *Concept exploration* is a broad assessment of fundamentally different alternatives – for example, a new electronic toll facility versus additional conventional lanes. The alternatives would have dramatically different concepts of operations, so it is important to select a proposed concept before developing a Concept of Operations. Different alternatives may also have different regional ITS architecture mappings, so this step may iterate with the previous regional ITS architecture step.

The process is driven by the project vision, goals, and objectives, and by the needs for the project that were identified through the transportation planning process. It starts by identifying a broad range of potential concepts that satisfy the project need(s). The concepts are compared relative to measures that assess the relative benefits, costs, and risks of each alternative. Project stakeholders must be involved to establish the evaluation criteria, verify that all viable alternative concepts are considered, and make sure there is consensus on the selected alternative. The recommendations provide a documented rationale for the selected project approach and an assessment of its feasibility. The process is identical to a feasibility study done for large roadway and transit projects.

The alternatives analysis that is performed during a feasibility analysis uses a basic trade study technique, shown in Figure 10, that will be repeated many times during the project life cycle. At this early concept exploration step, the alternatives are fundamental choices, such as to maintain the existing facility ("do nothing"), build a new road, or add ITS technology to the existing facility. During design, the alternatives are design decisions, such as whether signs should be located at location A, B, or C. During construction, alternatives may have to do with optimizing closures while the work is performed. At each step, a set of alternatives is identified and analyzed from technical, economic, and operational perspectives.



A feasibility study should be conducted only when a broad analysis is needed before the commitment of development resources. Some states require a feasibility study for certain ITS projects. A feasibility study is typically not required for smaller, incremental ITS projects where there are not fundamentally different approaches for implementation and where feasibility is not in question – for example, a project that adds DMS to an existing system. In other cases, a broad exploration of alternatives is not warranted but a cost-benefit study is needed to make the business case for the project.

4.2.2 Key Activities

Here at the very beginning of project development, the unknowns will certainly outnumber the knowns. Without a Concept of Operations or requirements, many assumptions will have to be made. It is important to educate the group performing this assessment on the concept exploration process and to set a schedule – otherwise, this stage could be an open-ended process since there's always something new over the horizon. The process activities are:

- **Define evaluation criteria –** Work with stakeholders to clearly define the problem or opportunity that is to be addressed by this project, elaborating on the identified purpose and the need(s), goals, and objectives as necessary. These elements were originally defined through the transportation planning and programming process that identified the project. The inputs may be augmented by the portion of the regional ITS architecture that was identified in the previous step.

  Based on the statement of the problem, establish cost constraints and any other constraints that will be used to limit the acceptable alternatives. Determine how success will be measured – the degree to which the project will solve the stated problem or realize the identified opportunity. These measures should be included in the criteria that will be used to evaluate the alternative concepts. Also, do a preliminary risk analysis to identify issues and obstacles that may affect the project, and develop evaluation criteria that will measure the sensitivity of each candidate solution to each of the risks.



It is a good idea to define evaluation criteria before alternative concepts are enumerated. By developing the criteria first, you reduce the risk of intuitively settling on an alternative and then subconsciously biasing the criteria toward the preferred alternative. It is important to develop the criteria so that they are not preferential to one of the concepts.

- **Identify alternative concepts –** Identify a broad range of potential concepts that will solve the identified problem. The alternative concepts should be defined in clear, technology-independent terms that all affected organizations will understand. At least two (and preferably more) alternatives should be defined. One alternative should always be "do nothing", which provides a basis for comparison with the other alternatives.

  If you find that you are identifying specific products or vendors as the alternative solutions, you are being too specific. A trade comparison of products or vendors occurs much later in the process based on defined requirements during design. The alternatives here should be high-level concepts – for example, instrumentation with traffic detectors versus use of traffic probes to support traffic data collection for a corridor. Alternatives may also reflect life-cycle options, such as leased versus owned equipment, contracted versus in-house staffing, etc. You may have to establish a basic architecture and a minimal strawman design to support the analysis, but do no more than is necessary to support the evaluation.



A common pitfall in developing a concept exploration or any trade study comparison is the premature selection of an alternative early in the study process. Be sure to keep an open mind and spend enough time on all viable options. If only one of the alternatives is

defined in detail in a concept exploration, it creates the appearance that the other alternatives were not earnestly considered or explored.

- **Evaluate alternatives –** Perform a systematic analysis of the alternatives, applying the same criteria to each. The evaluation should measure the technical benefit, the economic impact, the operational feasibility, the life-cycle costs, and the risks associated with each alternative. A cost-benefit analysis is a key aspect of the evaluation.

  A number of tools support cost-benefit analysis for ITS projects:



  - The ITS Costs database contains estimates that can be used for policy analysis and cost-benefit analysis. It contains unit cost estimates for more than 200 ITS technologies as well as system costs for selected ITS deployments. (The unit cost database is available online and as an Excel spreadsheet at http://www.itscosts.its.dot.gov.)



  - The ITS Benefits database contains information regarding the impacts of ITS projects on the operation of the surface transportation system. The ITS Benefits website provides an online and Excel spreadsheet version of this database as well as several other documents pertaining to ITS benefits. (See http://www.itsbenefits.its.dot.gov.)



  - The ITS Deployment Analysis System (IDAS) is software developed by the Federal Highway Administration that can be used to estimate the benefits and costs of ITS investments, which are either alternatives to or enhancements of traditional highway and transit infrastructure. IDAS can currently predict relative costs and benefits for more than 60 types of ITS investments. (See http://idas.camsys.com/.)



  - SCRITS (SCReening for ITS) is a spreadsheet analysis tool for estimating the user benefits of ITS. It is intended as a sketch- or screening-level analysis tool for allowing practitioners to obtain an initial indication of the possible benefits of various ITS applications. (For more information, see http://www.fhwa.dot.gov/steam/scrits.htm.)



  While it is best to do a complete analysis of every alternative, sometimes the sheer number of alternatives makes this thorough approach impractical. One common practice is to apply the evaluation criteria in stages, weeding out the alternatives that don't meet the fundamental criteria so that the more detailed, time-consuming analysis is performed on only a few of the most viable alternatives. The evaluation should be validated by reviewing the analysis with stakeholders who may have reasonable objections to certain assumptions and alternatives.

- **Document results –** The feasibility study is documented to provide an overview of the project and determine if feasible solutions exist that should be funded and implemented. The study document should include sufficient information to support the decision makers who will make funding decisions based on the study. The cost-benefit analysis may be included as part of the feasibility study document or included in a separate cost-benefit analysis document, depending on the nature of the project and state/local documentation requirements.



  Remember your audience when writing a feasibility study; this study makes a business case primarily for a management audience. Any feature of the study that prevents the reader from assimilating the costs and benefits and the associated risks of each alternative solution as briefly, completely, and painlessly as possible reduces the effectiveness of the study for the audience.

Several review cycles may be required for the feasibility study. First, the document should be circulated among the project team to make sure that there is buy-in. Then an updated draft should be distributed to internal management and other organizations for approval.

4.2.3 Outputs

The feasibility study establishes the business case for investment in a project by defining the reasons for undertaking the project and analyzing its costs and benefits. Different organizations and different projects will have different requirements, but a feasibility study should contain, at a minimum, the following:

1. A description of the problem or opportunity that the project is intended to address.
2. The project objectives that must be achieved for an alternative to be an effective response to the problem or opportunity, and the evaluation criteria that were used.
3. Economic and risk analyses of each of the alternatives that meet the established objectives, and the reasons for rejecting the alternatives that were not selected.
4. A summary description of the selected alternative, including the major system features and resources that will be used.
5. An economic analysis of the funding sources, the life-cycle costs and benefits of the project, and the life-cycle costs and benefits of the current method of operation.

4.2.4 Examples

Identification of Alternatives – Transportation Planning Studies

Feasibility studies that examine alternative concepts are frequently done for large transportation projects as part of corridor studies, major investment studies, and environmental analysis reports. The ITS option(s) in these studies often compete with traditional capital improvement options; hybrid options, which include a mix of technology and traditional capital improvements, are also considered.

For example, a congested corridor in Collin County, Texas, was the subject of a feasibility study report (FSR)[9] that was prepared by representatives from the North Central Texas Council of Governments and affected agencies. This FSR examined the following alternatives: (1) do nothing, (2) build a new freeway, (3) build a toll road with electronic collection (two alternatives), and (4) build managed lanes. One summary table that compared the traffic volumes supported by the different alternatives is shown in Table 3. Supported traffic volumes, estimated capital costs, and potential revenue generation were used to compare the alternatives. The analysis favored the electronic toll alternatives.

Broad alternatives analyses like these are included in many planning studies.

Table 3: Comparison of Alternatives – Supported Traffic Volumes for 2025

	Alternative #1 (No-Build)	Alternative #2 (Freeway)	Alternative #3 (Tolls east of DNT)	Alternative #4 (Tolls east of Hillcrest)	Alternative #5 (Managed Lanes)
DNT to Hillcrest	118,171	161,069	139,565	156,920	149,921
Hillcrest to Custer	61,767*	146,283	118,835	121,604	144,736
Custer to Stacy	47,379*	120,694	72,280	72,297	115,304
Stacy to US 75	46,607*	94,198	58,762	59,369	92,880

[9]See http://www.nctcog.org/trans/corridor/SH121/.

Cost-Benefit Analysis

Minnesota DOT developed a guidance document[10] for cost-benefit analysis in 2005 that includes several illustrative examples. Generally, higher-level graphics that visually compare the costs and benefits of the alternatives, like the one shown in Figure 11, are used in the body of the cost-benefit analysis. More detailed computation that supports high-level graphics, like the table reproduced in Table 4, is included in appendices.

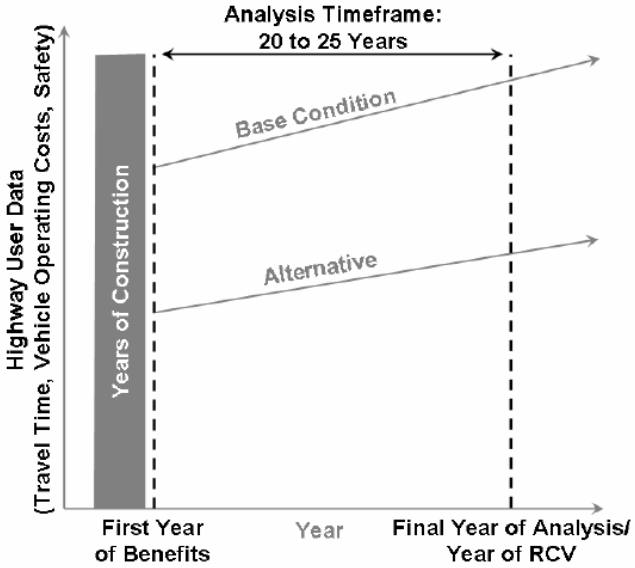


Figure 11: Example of High-Level Economic Comparison of Alternatives

Table 4: Example of Alternatives Benefit Estimation

Column:	A	B		C	D	E
	Year	DAILY VHT [a] (veh-hours/day)		DIFFERENCE IN VHT (veh-hours/day)	Annual Savings in Constant Dollars [b]	Present Value of Savings (dollars) [c]
		Base Condition	Alternative			
2011	**1**	**2,643,108**	**2,635,761**	**7,348**	**$28,432,953**	**$22,348,044**
2012	2	2,687,035	2,678,788	8,247	$31,914,451	$24,236,203
2013	3	2,731,691	2,722,517	9,175	$35,502,929	$26,049,598
2014	4	2,777,090	2,766,960	10,130	$39,200,965	$27,790,302
2015	5	2,823,243	2,812,128	11,115	$43,011,196	$29,460,334
2016	6	2,870,164	2,858,034	12,129	$46,936,313	$31,061,668
2017	7	2,917,864	2,904,689	13,174	$50,979,070	$32,596,229
2018	8	2,966,356	2,952,106	14,250	$55,142,275	$34,065,893
2019	9	3,015,655	3,000,297	15,358	$59,428,800	$35,472,493
2020	10	3,065,773	3,049,275	16,498	$63,841,579	$36,817,816
2021	11	3,116,724	3,099,052	17,672	$68,383,607	$38,103,604
2022	12	3,168,521	3,149,642	18,880	$73,057,945	$39,331,558
2023	13	3,221,180	3,201,057	20,123	$77,867,720	$40,503,338
2024	14	3,274,714	3,253,312	21,402	$82,816,126	$41,620,560
2025	15	3,329,137	3,306,420	22,717	$87,906,424	$42,684,802
2026	16	3,384,465	3,360,395	24,070	$93,141,947	$43,697,603
2027	17	3,440,712	3,415,251	25,461	$98,526,098	$44,660,465
2028	18	3,497,894	3,471,002	26,892	$104,062,352	$45,574,849
2029	19	3,556,026	3,527,664	28,363	$109,754,260	$46,442,185
2030	**20**	**3,615,125**	**3,585,250**	**29,875**	**$115,605,448**	**$47,263,862**
	Total Benefits During Project Life (2011 - 2030)					**$729,781,406**

(a) All daily vehicle hours of travel (VHT) data was derived using a transportation forecast model of this region.
(b) Using the composite cost per hour (includes both auto and truck).
(c) Present value of savings during the life of the project in terms of 2004 dollars.

[10] See http://www.oim.dot.state.mn.us/EASS/

4.3 Concept of Operations

In this step: The project stakeholders reach a shared understanding of the system to be developed and how it will be operated and maintained. The Concept of Operations (ConOps) is documented to provide a foundation for more detailed analyses that will follow. It will be the basis for the system requirements that are developed in the next step.



OBJECTIVES	▪ High-level identification of user needs and system capabilities in terms that all project stakeholders can understand ▪ Stakeholder agreement on interrelationships and roles and responsibilities for the system ▪ Shared understanding by system owners, operators, maintainers, and developers on the who, what, why, where, and how of the system ▪ Agreement on key performance measures and a basic plan for how the system will be validated at the end of project development
INPUT ***Sources of Information***	▪ Stakeholder lists, roles and responsibilities, and other components from the regional ITS architecture ▪ Recommended concept and feasibility study from the previous step ▪ Broad stakeholder input and review
PROCESS ***Key Activities***	▪ Identify the stakeholders associated with the system/project ▪ Define the core group responsible for creating the Concept of Operations ▪ Develop an initial Concept of Operations, review with broader group of stakeholders, and iterate ▪ Define stakeholder needs ▪ Create a System Validation Plan
OUTPUT ***Process Results***	▪ Concept of Operations describing the who, what, why, where, and how of the project/system, including stakeholder needs and constraints ▪ System Validation Plan defining the approach that will be used to validate the project delivery
REVIEW ***Proceed only if you have:***	▪ Received approval on the Concept of Operations from each stakeholder organization ▪ Received approval on the System Validation Plan from each stakeholder organization

4.3.1 Overview

The Concept of Operations (ConOps) is a foundation document that frames the overall system and sets the technical course for the project. Its purpose is to clearly convey a high-level view of the system to be developed that each stakeholder can understand. A good ConOps answers who, what, where, when, why, and how questions about the project from the viewpoint of each stakeholder, as shown in Figure 12.

- Who – Who are the stakeholders involved with the system?
- What – What are the elements and the high-level capabilities of the system?
- Where – What is the geographic and physical extent of the system?
- When – What is the sequence of activities that will be performed?
- Why – What is the problem or opportunity addressed by the system?
- How – How will the system be developed, operated, and maintained?

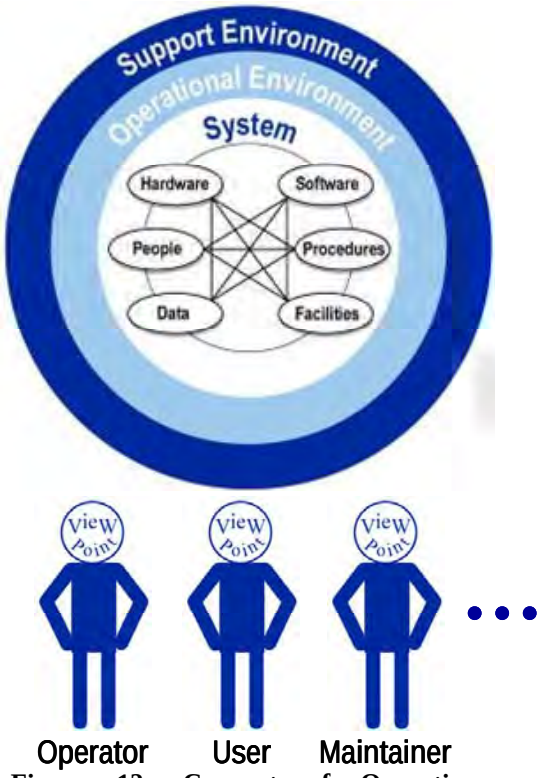


Figure 12: Concept of Operations
(Adapted from ANSI/AIAA-G-043-1992)



In ITS, we draw a distinction between an *Operational Concept*, which is the high-level description of roles and responsibilities that is included in the regional ITS architecture, and a *Concept of Operations*, which is the more detailed, multifaceted document described in this section.



Don't assume that a new ConOps is required for every ITS project. A single system-level ConOps can support many ITS projects that incrementally implement and extend a system. For example, a ConOps may be developed for a large transportation management system. This system may be implemented and expanded with numerous ITS projects over several years. Once the ConOps is developed, it may be reviewed and used with relatively minor updates for each of the projects that incrementally implement the transportation management system.

4.3.2 Key Activities

Although there is no single recipe for developing a ConOps, successful efforts will include a few key activities:

- **Identify the stakeholders associated with the system/project –** Systems engineering in general, and this effort in particular, require broad participation from the project's stakeholders. One of the first steps in developing a ConOps is to make sure that all the stakeholders involved in or impacted by the project – owners, operators, maintainers, users, and so forth – are identified and involved. You can start with the stakeholder list from the regional ITS architecture and then expand it to identify the more specific organizations – divisions and departments – that should be involved. One of the most

effective ways to involve the stakeholders is to create an *integrated product team (IPT)* that brings together the necessary expertise and provides a forum for all project stakeholders.

- **Define the core group responsible for creating the ConOps –** Although broad involvement is critical, you can't have 20 people on your writing team. Select a few individuals who are responsible for capturing and documenting the vision of the broader group. Depending on the size of the project and staff capabilities, this team might include a consultant or staff members with knowledge of the project and requisite writing and communications skills.



If you hire a consultant, don't assume that is the end of your responsibility for ConOps development. The stakeholders are the foremost experts on their needs and must be materially involved in the ConOps development. The consultant can provide technical expertise on what should be in a ConOps, facilitate the meetings and outreach activities, prepare the document, and coordinate the review, but the stakeholders' concept should be documented in the end. The stakeholders should consider the ConOps *their* document, not the consultant's document.



The best person to write the ConOps may not be the foremost technical expert on the proposed system. Stakeholder outreach, consensus building, and the ability to understand and clearly document the larger picture are key.

- **Develop the initial ConOps, review it with the broader group of stakeholders, and iterate –** Incrementally create the ConOps, review relevant portions with stakeholders, and adjust the concept as necessary to get buy-in. All stakeholders do not have to agree on every aspect of the project, but all must feel that they are achieving their major goals for the project.

  Portions of the ConOps can often be created from existing documents. For example, the regional ITS architecture identifies stakeholder roles and responsibilities that can be used. A feasibility study, project study report, or other preliminary study documentation may provide even more relevant information. A project application form used to support project programming will normally include goals, objectives, and other information that should be reflected in the ConOps for continuity.



Operational scenarios are an excellent way to work with the stakeholders to define a ConOps. Scenarios associated with a major incident, a work zone, or another project-specific situation provide a vivid context for a discussion of the system's operation. It is common practice to define several scenarios that cover normal system operation (the "sunny day" scenario) as well as various fault-and-failure scenarios.

- **Define stakeholder needs –** Actually, this is a key purpose of the ConOps – to capture a clear definition of the stakeholders' needs and constraints that will support system requirements development in the next step. Interviews, workshops, and surveys are some of the techniques that are used to perform this activity. The ConOps is a great tool for defining needs since it forces the stakeholders to think about the way the system will behave and how it will interact with users and other systems. The operational scenarios in the ConOps are among the best tools for discovering needs. The list of needs that is generated should be prioritized by the stakeholders. Once they start to compare and rank the needs, they will discover that some of their "needs" are really "wants" or "nice-to-haves".

- **Create a System Validation Plan –** The initial performance measures that are identified in the ConOps provide a foundation for the System Validation Plan. While expectations

for the system will change over time, the performance measures outlined in the ConOps force early consideration and agreement of how system performance and project success will be measured. Examples of performance measures include travel time, incident duration, and level of service. You should define a set of performance measures that will assess the effectiveness of the system you are implementing.

A System Validation Plan is prepared that defines the consensus validation approach and performance measures. As with the ConOps, all affected stakeholder organizations should formally approve the System Validation Plan at this early stage so that downstream, all will agree on when they can "declare victory" that the new system is the right system. The plan will be finalized during system validation (see Section 4.9.2).

4.3.3 Output

The ConOps should be an approachable document that is relevant to all project stakeholders, including system operators, maintainers, developers, owners/decision makers, and other transportation professionals. The art of creating a good ConOps lies in using natural language and supporting graphics so that it is accessible to all while being technically precise enough to provide a traceable foundation for the requirements document and the System Validation Plan.



The ConOps is not a requirements document that lists the detailed, testable requirements for the system, nor is it a design document that specifies the technical design or technologies to be used. Resist the temptation to predetermine the solution in the ConOps – you should not unnecessarily preclude viable options at this early step. You also want to "keep it simple" and refrain from using formalized, highly structured English that is more suitable for the requirements and design specifications that follow.

Done right, the ConOps will be a living document that can be revised and amended so that it continues to reflect how the system is really operated. Later in the life cycle, an up-to-date ConOps can be used to define changes and upgrades to the system.

Two different industry standards provide suggested outlines for Concepts of Operations: ANSI/AIAA-G-043-1992 and IEEE Std 1362-1998, as shown in Figure 13. Both outlines include similar content, although the structure of the IEEE outline lends itself more to incremental projects that are upgrading an existing system or capability. The ANSI/AIAA outline is focused on the system to be developed, so it may lend itself more to new system developments where there is no predecessor system. Successful ConOps have been developed using both outlines. Obtain a copy of both, and make your own choice if you need to develop a ConOps.

ANSI/AIAA-G-043 Outline

1. Scope
2. Referenced Documents
3. User-Oriented Operational Description
4. Operational Needs
5. System Overview
6. Operational Environment
7. Support Environment
8. Operational Scenarios

IEEE 1362 Outline

1. Scope
2. Referenced Documents
3. The Current System or Situation
4. Justification for and Nature of Changes
5. Concepts for the Proposed System
6. Operational Scenarios
7. Summary of Impacts
8. Analysis of the Proposed System

Figure 13: Industry-Standard Outlines for Concept of Operations

Graphics should be used to highlight key points in the ConOps. At a minimum, a system diagram that identifies the key elements and interfaces and clearly defines the scope of the

project should be included. Tables and graphics can also be a very effective way to show key goals and objectives, operational scenarios, etc.



The Rule/Policy requires identification of participating agency roles and responsibilities as part of the systems engineering analysis for ITS projects. It also requires that the procedures and resources necessary for operations and management of the system be defined. These elements are initially defined and documented for the project as part of the ConOps. In the ANSI/AIAA standard outline, most of these elements fit under Chapter 3 (User-Oriented Operational Description). In the IEEE outline, the current system information is included in Chapter 3 and the proposed system information is in Chapter 5.

The System Validation Plan that is created during this step should describe how the final system will be measured to determine whether or not it meets the original intent of the stakeholders as described in the ConOps. (For further details and examples, see Section 4.9.)

4.3.4 Examples

Many Concepts of Operations have been generated for all types of ITS projects in the last five years. Excerpts from a few examples are included here to show some of the ways that key elements of the ConOps have been documented for ITS projects following the sequence from the ANSI/AAIA outline.

User-Oriented Operational Description (Roles and Responsibilities)

Typically, roles and responsibilities are documented as a list or in tabular form. Table 5 is an excerpt of a table from the California Advanced Transportation Management System (CATMS) ConOps that is structured to show shared responsibilities and to highlight coordination points between the different system stakeholders. This early documentation of "who does what" grabs the stakeholders' attention and supports development of system requirements and operational agreements and procedures in future steps.

Table 5: Roles and Responsibilities (Excerpt from CATMS Concept of Operations)

L = Lead **S = Support** **Position**	**TMC Manager**	**TMC Operator**	**Maintenance Dispatch**	**TMS Engineer**	**IT**	**HQ Engineer**	**District Deputy of Operations**	**Program Manager**	**Director**
Contacting Executives	L	S					L	S	S
After incident briefing and analysis	L	S	S	S		S	S		
Signal timing adjustments				L					
Field data detection				L					
Weather monitoring		L	S						
Road condition monitoring and communication	S	L	S						
Special event traffic monitoring	S	L	S						
Workzone lane closure logging	S	L	S						
Monitor workzone duration and congestion	S	S	S						
Incident response management	L	L	S						
News monitoring	S	L							

System Overview

The system overview is typically supported by one or more diagrams that show the scope, major elements, and interrelationships of the system. Many types of diagrams can be used, from simple block diagrams to executive-level graphics-rich diagrams. Figure 14 is an example of a high-level graphic that includes basic process flow information, roles and responsibilities, and interfaces, providing an "at a glance" overview of the major facets of the system.

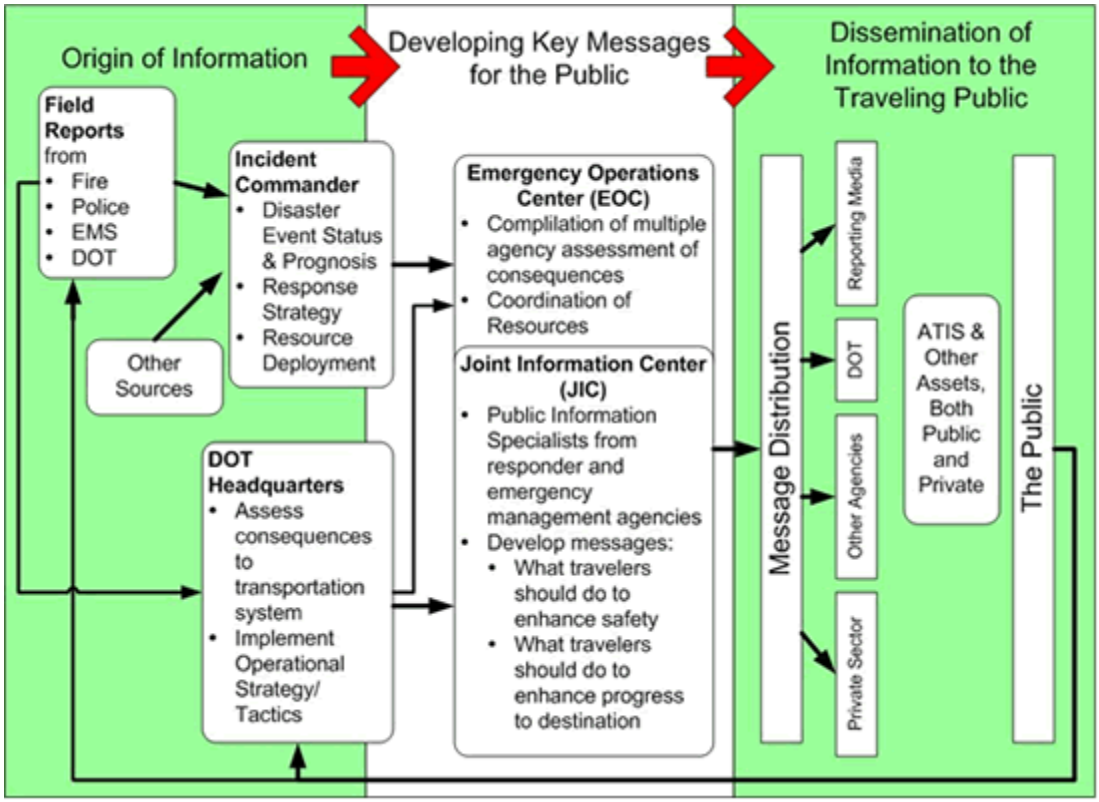


Figure 14: Example of System Overview Graphic (from *Communicating with the Public Using ATIS During Disasters Concept of Operations*)

Operational Scenarios

In operational scenarios, the ConOps takes the perspective of each of the stakeholders as different scenarios unfold that illustrate major system capabilities and stakeholder interactions under normal and stressed (e.g., failure mode) circumstances. The stakeholders walk through the scenario and document what the agencies and system would do at each step.

Figure 15 shows an example of a scenario that includes some realistic detail that help stakeholders immerse themselves in the scenario and visualize system operation. This is one of five scenarios that were developed for the City of Lincoln StarTRAN AVL system to show the major system capabilities and the interactions between the AVL system and its users and other interfacing systems.

Marcel, a StarTran bus operator, usually begins his work shift with administrative activities. After receiving supervisory direction, he boards the bus and prepares the AVL system. He begins by logging into the system.

The system then prompts Marcel for the route to be followed. He enters the planned route number, and the AVL system retrieves the appropriate route and schedule information from the AVL system server. The bus' AVL system then asks Marcel to verify the appropriate route and schedule information were properly retrieved.

Once he provides verification, the bus' head sign is automatically updated to reflect the appropriate route information. The fare payment schedule is automatically adjusted to reflect the verified route, modified as necessary by the system clock to reflect any applicable time-differential rates.

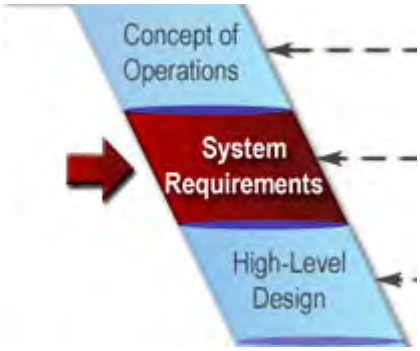
The system then loads the appropriate bus stop announcements for the chosen route. These prerecorded announcements are consistent regardless whether Marcel or another bus operator is driving the route, and have been verified as ADA compliant. These announcements are then broadcast at the appropriate bus stop throughout the route.

Figure 15: Operational Scenario Description[11]

[11]From "StarTran Automated Vehicle Location System Concept of Operations", StarTran and City of Lincoln, NE.

4.4 System Requirements

In this step: The stakeholder needs identified in the Concept of Operations are reviewed, analyzed, and transformed into verifiable requirements that define *what* the system will do but not *how* the system will do it. Working closely with stakeholders, the requirements are elicited, analyzed, validated, documented, and baselined.



OBJECTIVES	▪ Develop a validated set of system requirements that meet the stakeholders' needs
INPUT ***Sources of Information***	▪ Concept of Operations (stakeholder needs) ▪ Functional requirements, interfaces, and applicable ITS standards from the regional ITS architecture ▪ Applicable statutes, regulations, and policies ▪ Constraints (required legacy system interfaces, hardware/software platform, etc.)
PROCESS ***Key Activities***	▪ Elicit requirements ▪ Analyze requirements ▪ Document requirements ▪ Validate requirements ▪ Manage requirements ▪ Create a System Verification Plan ▪ Create a System Acceptance Plan
OUTPUT ***Process Results***	▪ System Requirements document ▪ System Verification Plan ▪ Traceability Matrix ▪ System Acceptance Plan
REVIEW ***Proceed only if you have:***	▪ Received approval on the System Requirements document from each stakeholder organization, including those that will deploy, test, install, operate, and maintain the new system ▪ Received approval on the System Verification Plan from the project sponsor, the test team, and other stakeholder organizations ▪ Received approval on the System Acceptance Plan from the project sponsor, the Operations & Maintenance (O&M) team, and other stakeholder organizations

4.4.1 Overview

One of the most important attributes of a successful project is a clear statement of requirements that meet the stakeholders' needs. Unfortunately, creating a clear statement of requirements is often much easier said than done. The initial list of stakeholder needs that are collected will normally be a jumble of requirements, wish lists, technology preferences, and other disconnected thoughts and ideas. A lot of analysis must be performed to develop a good set of requirements from this initial list.

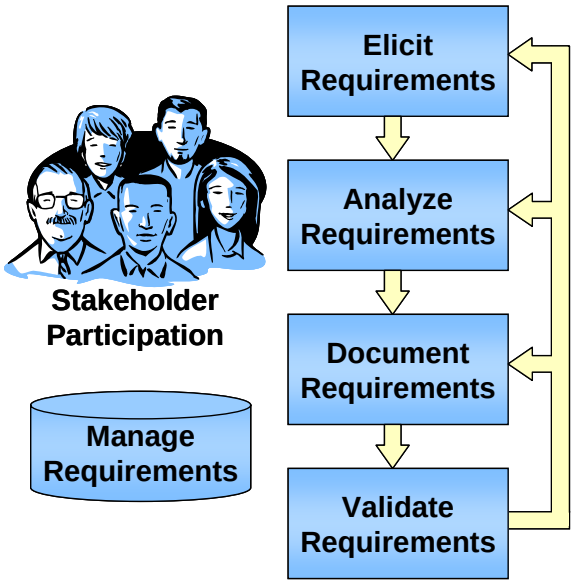


Figure 16: Requirements Engineering Activities



EIA-632[12] defines *requirement* as "something that governs what, how well, and under what conditions a product will achieve a given purpose." This is a good definition because it touches on the different types of requirements that must be defined for a project. Functional requirements define "what" the system must do, performance requirements define "how well" the system must perform its functions, and a variety of other requirements define "under what conditions" the system must operate. *Requirements engineering* covers all of the activities needed to define and manage requirements that are shown in Figure 16.



Specify What, Not How. Be sure to keep the definition of a requirement in mind as you develop your system requirements. Many requirements documents contain statements that are not requirements. One of the most common pitfalls is to jump to a design solution and then write "requirements" that define how the system will accomplish its functions. Specify what the system will do in the system requirements, and save how the system will do it for the system design step.

It is important to involve stakeholders in requirements development. Stakeholders may not have experience in writing requirements statements, but they are the foremost experts concerning their own requirements. The project requirements ultimately are the primary formal communication from the system stakeholders to the system developer. The project will be successful only if the requirements adequately represent stakeholders' needs and are written so they will be interpreted correctly by the developer.



In the effort to get stakeholders involved, make sure you don't sour them on the project by making unreasonable demands on their time or putting them in situations where they can't contribute. Many nontechnical users have been subjected to stacks of detailed technical outputs that they can't productively review. Sooner or later, the user will wave the white flag in this situation and become unresponsive. You must (1) pick your stakeholders carefully and (2) make participation as focused and productive as possible.

[12]EIA-632 is the Electronics Industry Association Standard "Processes for Engineering a System".



The Requirements step is an important one that you shouldn't skimp on. Every ITS project should have a documented set of requirements that are approved and baselined. Of course, this doesn't mean that a new requirements specification must be written from scratch for every project. Projects that enhance or extend an existing system should start with the existing system requirements. This doesn't have to be a particularly large document for smaller ITS projects. The system requirements specification for a recent website development project was less than 20 pages.

4.4.2 Key Activities

There isn't one "right" approach for requirements development. Different organizations develop requirements in different ways. Even in the same organization, the requirements development process for a small ITS project can be much less formal than the process for the largest, most complex ITS projects. The differences are primarily in the details and in the level of formality. All requirements development processes should involve elicitation, analysis, documentation, validation, and management activities. Note that each of these activities is highly iterative. In the course of a day, a systems engineer may do a bit of each of the activities as a new requirement is identified, refined, and documented.

- **Elicit requirements –** Building on the stakeholders' needs and other inputs, such as the functional requirements from the regional ITS architecture and any relevant statutes, regulations, or policies, define a strawman set of system requirements and review and expand on them, working closely with the project stakeholders. There are many different elicitation techniques that can be used, including interviews, scenarios (see discussion under Concept of Operations in Section 4.3), prototypes, facilitated meetings, surveys, and observations. These techniques can be used in combination to discover the stakeholders' requirements.



Elicit and *elicitation* are words you may not run into every day. *Elicit* means to draw forth or to evoke a response. This is the perfect word to use in this case because you will have to do some work to draw out the requirements from the stakeholders and any existing documentation. More work is implied by "elicit requirements" than if we said "collect requirements" or even "identify requirements", and this is intended.



Make sure that you have the right stakeholders involved. This means not only the right organizations but also the right individuals within them. For example, it isn't enough to engage someone from the maintenance organization – it should be an electrical maintenance person who has experience with ITS equipment maintenance for ITS projects. Furthermore, as we move through the steps in the process and the products become more technical, different stakeholders may be involved. Managers may be more involved in the Concept of Operations, while technical staff will be more involved in review of the system requirements and high-level design. Finding individuals with the right combination of knowledge of current operations, vision of the future system, and time to invest in supporting requirements development is one of the key early challenges in any requirements development effort.



There are many techniques for working with stakeholders to get to the fundamental requirements of the system. The Florida SEMP[13] highlights one of the best and simplest techniques – the "Five Whys" – that was popularized by Toyota in the 1970s. Using the Five Whys technique, you look at an initially stated need and ask "Why?" repeatedly, not

[13]The Florida Systems Engineering Management Plan is available at http://www.floridaits.com/SEMP/Index.htm.

unlike a curious four-year-old, until you find the real underlying requirements. The dialog in Table 6 is an example that is based on an actual conversation.

Table 6: The "Five Whys" Technique in Action

Stakeholder	Systems Engineer
I need irrigation channels on my keyboard.	Why?
I occasionally spill coffee on the keyboard.	Why?
I need to have three or four manuals open to operate the system and the coffee just gets knocked over.	Why do you need to have three or four manuals open?
…	…
The dialog continues as the systems engineer discovers several different underlying needs that will drive environmental requirements, human factors/workspace requirements, and user interface requirements, all by pursuing the initial stated need for "irrigation channels".	

Of course, you sometimes need to direct the conversation by asking more than "why" to use this technique effectively. In the example, the conversation could easily have veered off to a discussion of the user's love for Starbucks coffee. Five iterations is a good rule of thumb, but it may take fewer or more iterations – the idea is to be persistent until you get to the core issues. Note also that the dialog can be internal – the stakeholder could have sat down and asked herself "Why", using the same technique to get at her underlying needs.



As you gather the requirements, be sure to look beyond the operational requirements for the system and cover the complete life cycle (system development, deployment, training, transition, operations and maintenance, upgrades, and retirement) as well as requirements such as security and safety. More than one ITS project has failed because the security requirements of public safety stakeholders were not captured and reflected in the ITS project requirements. A good system requirements template can be used as a checklist to help ensure that all types of requirements are considered.



The best way to start writing requirements is to use just two words: a verb and a noun. For example, the user requirement "monitor road weather conditions" would yield system requirements such as "shall detect ice", "shall monitor wind speed", and "shall monitor pavement temperature". Performance requirements would define the different kinds of ice conditions and the range of wind speeds and pavement temperatures.

- **Analyze requirements –** The requirements are analyzed in detail, and the stakeholders negotiate to prioritize them. This is where the requirements are cleaned up: conflicts are resolved, gaps are identified and addressed, ambiguity and redundancy are removed, and the requirements are organized and decomposed into more detailed requirements. Several levels of requirements are developed, providing sufficient granularity so that they can be allocated to individual subsystems and components in the next step, high-level design.



Requirements are normally defined in a requirements hierarchy in which the highest-level "parent" requirements are supported by more detailed "child" requirements. A hierarchy allows you to start with high-level requirements and work your way down to the details. The highest-level requirements should trace to stakeholder needs in the Concept of Operations. A hierarchy is a useful organizational structure that makes it easier to write and review requirements and to manage the requirements development activity. An example of a requirements hierarchy is given in Figure 17.

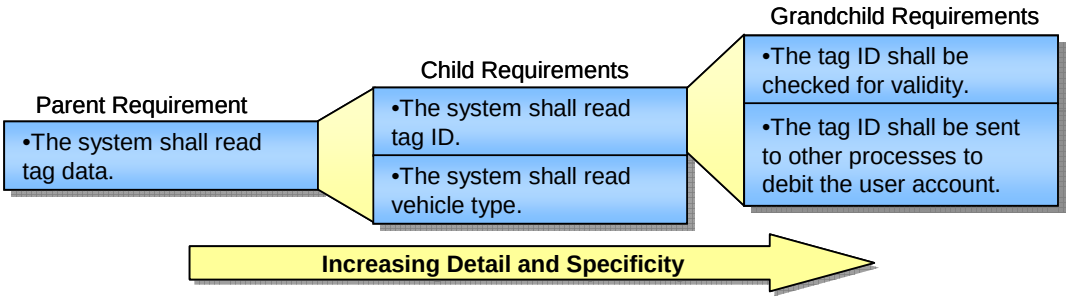


Figure 17: Example of Hierarchy of High-Level and Detailed Requirements



For larger systems, it can be very difficult to "get your arms around" all of the requirements. Requirements modeling tools provide a graphic way to define requirements so that they are easier to understand and analyze. These tools are particularly useful for more complex ITS projects. There are numerous requirements modeling tools and techniques available that can help you model the system as part of the analysis process. INCOSE maintains a data repository of available modeling tools that is available on its website[14].



A *model* is a representation of something else. There are physical models, like the scale model of a train, and more abstract models, like an architectural plan for a new building. Many different models of the system to be built can be created and used as part of the systems engineering process. During requirements analysis, logical models are used that describe what the system will do. Later, during system design, physical models are created that show how the system will be implemented.

Requirements modeling is an iterative process. Draft models can be developed early in the process based on the Concept of Operations and the regional ITS architecture. These models are refined as they are used to support requirements elicitation and walkthroughs, keeping bounds on the system and reducing requirements creep.

- **Document requirements –** The requirements are documented in a well-organized, approachable fashion so that the stakeholders and system development team can all easily understand and review them. Typically, a combination of plain language and diagrams are used to define the requirements.



The requirements documentation should include more than requirements. There are many different *attributes* that should be tracked for each requirement. A rich set of attributes is particularly important for large, complex projects. If you are developing such a project, consider specifying the following for each requirement: requirement number, source, author, creation date, change history, verification method, priority, and status. The historical and change-tracking attributes are particularly important since they allow management to measure and track requirements stability.

Traceability is another important aspect of requirements documentation. Each requirement should trace to a higher-level requirement, a stakeholder need, or other governing rules, standards, or constraints from which the requirement is derived. As the system is developed, each requirement will also be traced to the test case that will verify it, to more detailed "child" requirements that may be derived from it, and to design elements that will help to implement it. Establish and populate the Traceability Matrix at this stage, and continue to populate it during development. The Traceability Matrix is a

[14]See http://www.incose.org/ProductsPubs/products/toolsdatabase.aspx.

vital document that is maintained to the end of project development, allowing traceability from user needs to the system components, verification, and validation.

- **Validate requirements –** The documented requirements are carefully checked for consistency, accuracy, and completeness. This is a critical step that is intended to identify requirement defects as early in the process as possible, when correcting them is most economical. To support validation, requirements walkthroughs are held to review the requirements in a systematic way with the project stakeholders and project team.



You will see "validation" used in a few different contexts in systems engineering. Here in *requirements validation*, you make sure that the requirements are correct and complete. Later, in *system validation* (discussed in Section 4.9), you make sure that you have built the right system. In fact, the requirements validation that is performed here will ultimately help to make sure that the system validation is successful in the end.



A walkthrough is a technique in which a review team steps through a deliverable (e.g., requirements, design, or code) looking for problems. A walkthrough should be relatively informal and "blame free" to maximize the number of problems that are identified. A requirements walkthrough should be attended by the people that have a vested interest in the requirements. For a large project, this might include the requirements author, customer, user representative(s), implementers, and testers.

Table 7 identifies an oft-repeated list of attributes of good requirements. As part of the validation process, you do your best to make sure that the requirements have all of these desired attributes. Unfortunately, computers can do only a fraction of this validation and people have to do the rest. Techniques for validating a requirement against each of these quality attributes are also shown in Table 7. An attribute list like this can be converted into a checklist that prompts reviewers to ask themselves the right questions as they are reviewing the requirements.



Table 7: Validating Quality Attributes of Good Requirements

Quality Attribute	Validate by:
Necessary	Make sure that each requirement traces to either a stakeholder need in the ConOps or a parent requirement. A computer can check that the traceability is complete, but people have to verify that the identified traces are valid.
Clear	Some requirements management tools can help with this by looking for red-flag words and constructs in the requirements (e.g., "user friendly", "optimum", "real-time", pronouns, and complex sentences). Most of this aspect of validation relies on walkthroughs and other reviews to make sure the requirements aren't subject to different interpretations. The main culprit here is ambiguity in the English language.
Complete	Does every stakeholder or organizational need in the ConOps trace to at least one requirement? If you implement all of the requirements that trace to the need, will the need be fully met? A computer can answer the first question, but only stakeholder(s) can answer the second.
Correct	In general, it takes a walkthrough to verify that the requirements accurately describe the functionality and performance that must be delivered. The stakeholders must validate that the highest-level system requirements are correct. Traceability can assist in determining the correctness of lower-level requirements. If a child requirement is in conflict with a parent requirement, then either the parent or the child

Quality Attribute	Validate by:
	requirement is incorrect.
Feasible	Again, this must be determined by review and analysis of the requirements. A computer can help with the analysis and possibly even flag words like "instant" or "instantaneous" that may be found in infeasible requirements, but a person ultimately makes the judgment of whether the requirements are feasible. In this case, it is the developer who can provide a reality check and identify requirements that may be technically infeasible or key cost drivers early in the process. Since system performance is dependent on system design and technology choices, requirements feasibility will continue to be monitored and addressed as the system design is developed.
Verifiable	Does the requirement have a verification method assigned? (This is something a computer can check.) Is the requirement really stated in a way that is verifiable? (This much more difficult check can only be performed by people.) For example, ambiguous requirements are not verifiable.

- **Manage requirements –** Processes and tools are established to manage the requirements and associated information that is collected, track changes to the requirements, and provide facilities that support traceability, requirements retrieval and reporting, etc. (See Section 5.4 for more information on configuration management techniques that should be used on the requirements baseline.)



Every ITS project should have a tool that helps to manage the requirements baseline. More complex ITS projects will benefit from a tool specifically for requirements management such as DOORS or Requisite-Pro.[15] A professional requirements management tool is expensive, but it includes a long list of capabilities including change management, requirements attributes storage and reporting, impact analysis, requirements status tracking, requirements validation tools, access control, and more.



Like the other requirements engineering activities, the requirements management capabilities should be scaled based on the complexity and size of the ITS project. Requirements for smaller ITS projects can be managed easily and effectively by a single engineer using a general purpose tool like Microsoft Access or Excel.

- **Create a System Verification Plan –** As the requirements are documented, a plan for verifying the system based on the requirements is defined. This is extremely important because only verifiable requirements should find their way into the system requirements document. A verification method is identified for every requirement – normally, by one of four ways: Test, Demonstration, Inspection, or Analysis. The purpose of this early assignment of a method, long before the requirements will actually be verified, is to make sure that the requirements author thinks about how the requirement will be verified from the very start. (See Section 4.7 for more information on System Verification.)
- **Create a System Acceptance Plan –** A plan should be created that describes the functionality the new system must successfully display prior to acceptance by the customer; consensus by all parties on the contents of this plan should be reached early in the life cycle.

[15]INCOSE (www.incose.org) has a comprehensive list of requirements management tools in its tools database.

4.4.3 Outputs

No matter how you developed your requirements, you must document them in some consistent, accessible, and reviewable way. The requirements development process may result in several different levels of requirements over several steps in the "V" – stakeholder requirements, system requirements, subsystem requirements, etc. – that may be documented in several different outputs. For example, stakeholder requirements might be documented in a series of Use Cases; system requirements, in a System Requirements Specification; and subsystem requirements, in subsystem specifications. All of these requirements should be compiled in a single repository that can be used to manage and publish the requirements specifications at each stage of the project.



It is much easier to use a standard template for the requirements specifications than it is to come up with your own, and numerous standard templates are available. If your organization does not have a standard requirements template, you can start with a standard template like the one contained in IEEE Standard 830 (for software requirements specifications) or IEEE Standard 1233 (for system requirements specifications). Starting with a template saves time and ensures that the requirements specification is complete. Of course, the template can be modified as necessary to meet the needs of the project.

The system requirements specification should fully specify the system to be developed and should include the following information:

- System boundary with interfacing systems clearly identified
- General system description, including capabilities, modes, and users, as applicable
- External interface requirements for interfacing systems and people
- Functional requirements and associated performance requirements
- Environmental requirements
- Life-cycle process requirements supporting development, qualification (e.g., test, verification, validation, and acceptance), production, deployment, transition, operations and maintenance, change and upgrade, and retirement/replacement, as applicable
- Reliability and availability
- Expandability
- Staffing, human factors, safety, and security requirements; and
- Physical constraints (such as weight and form factors).

As you read through this list, you may recognize that some of this information has already been collected and documented in previous steps, and there is no need to recreate it here. Refer back to the Concept of Operations that already contains a description of the system boundary, the system itself, and other items in this list.

A System Verification Plan, describing the approach for verifying each and every system requirement, and a System Acceptance Plan, describing the capabilities that must function successfully for customer acceptance, should be created, reviewed, and approved.

4.4.4 Examples

Stakeholder Requirements

The Oregon DOT TripCheck project developed a User Functional Requirements Specification, which lists the user requirements for the redesigned TripCheck website. The excerpt from this document in

Table 8 shows several user requirements for the website autorouting function. As shown, every requirement is prioritized on a scale from 1 ("must have") to 4 ("don't implement") and is related to different types of end users – Commuters (C), Inter-City Travelers (ICT), Tourist Travelers (TT), ADA Travelers (ADA), and Commercial Truckers (CT). These prioritized user requirements were used by the contractor to support Use Case modeling and to define system requirements.

Table 8: ODOT TripCheck User Requirements (Excerpt)

REQ ID	ODOT PRIORITY	REQUIREMENT	AUDIENCE SEGMENTS					
			C	ICT	TT	ADA	CT	ALL
RR001	2	The system should allow the user to enter a multi-point route using a combination of the criteria specified in MP004c-f and h.	X	X	X	X		
RR0011	1	The system shall allow the user to select destination points by clicking on the map.	X	X	X	X		
		The system shall allow the user to specify the following when determining road routes (note: this functionality is for trip planning.):						
RR002a	2	- starting date AND/OR ending date if only one date is specified, the system calculates the other.			X	X		
RR002b	2	- starting time/ending time if only one time is specified, the system calculates the other.			X	X		
RR002c	2	- month of travel (instead of start/end)			X	X		
RR002d	4	- quickest route (by time)						X
RR002e	1	- shortest route (by miles)	X	X	X	X		
RR002f	2	- most scenic route (based on scenic byways within a user-specified mile radius of the direct (shortest) route			X	X		
RR002g	3	- routes most recommended by others			X	X		

Note that stakeholder requirements that are collected through the requirements elicitation process are likely to have a few imperfections. The key is to document the stakeholder requirements, make them as clear and succinct as possible, prioritize them, and then use them to develop more formally stated system requirements.

System Requirements

The Maryland CHART II system is a statewide traffic management system that has been operational since 2001. The CHART program maintains a website that provides all of the CHART documentation at http://www.chart.state.md.us, including a comprehensive system

requirements document. A few of the system requirements for the equipment inventory and report generation functions are shown in Table 9.

Table 9: CHART II System Requirements (Excerpt)

3.1.3 Equipment Inventory *The equipment inventory is a list of SHA equipment used in connection with CHART response to incidents. The system provides functions to maintain the inventory, equipment status, and to generate alerts for delinquent equipment.*
3.1.3.1 The system shall provide the capability to maintain the equipment inventory.
3.1.3.1.1 The system shall support the addition of new equipment entries to the inventory.
3.1.3.1.2 The system shall support the modification of existing equipment inventory entries.
3.1.3.1.3 The system shall support the deletion of equipment inventory entries.
3.1.3.1.4 The system shall support the allocation of equipment to events.
3.1.4 Report Generation *This section lists requirements for the generation of reports from the CHART system and archive data.*
3.1.4.1 The system shall provide the capability to generate reports from online and archived data.
3.1.4.2 The system shall support the generation of operational reports.
3.1.4.2.1 The system shall support the generation of a Center Situation report.
3.1.4.2.2 The system shall support the generation of a Disable Vehicle event report.
3.1.4.2.3 The system shall support the generation of an Incident event report.
3.1.4.2.4 The system shall support the generation of traffic volume reports.

Traceability Matrix

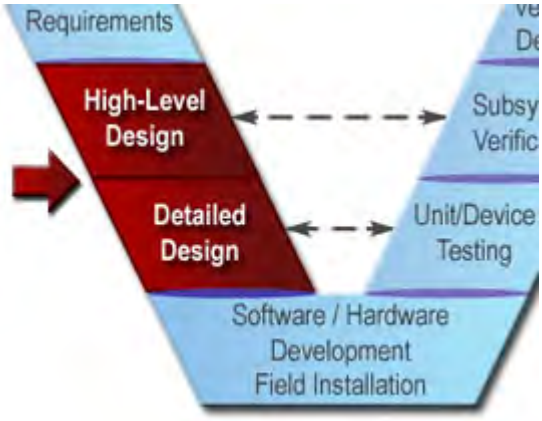
Table 10 is a typical traceability matrix that would be maintained and populated throughout the project development process. The matrix may be maintained directly in a database or spreadsheet for small projects or generated and maintained with a requirements management tool for more complex projects. Using either approach, the matrix provides backwards and forwards traceability between stakeholder needs (and other potential requirements sources), system requirements, design, implementation, and verification test cases. As shown, only the unique identifiers (e.g., UN1.1) are actually included in the traceability matrix so you don't have to keep many instances of the actual text up-to-date. Note also that the design and implementation columns would not actually be completed until later in the process.

Table 10: Sample Traceability Matrix

Requirement Source	System Requirement	High-Level Design Component	Code Unit	Test Case
UN1.1	R00220	7.2.3	SystemMonitor	UT 4.2
	R00330	7.3.1	CalcVolume	UT 5.5
	R00331	7.3.1	CalcCount	

4.5 System Design

In this step: A system design is created based on the system requirements including a high-level design that defines the overall framework for the system. Subsystems of the system are identified and decomposed further into components. Requirements are allocated to the system components, and interfaces are specified in detail. Detailed specifications are created for the hardware and software components to be developed, and final product selections are made for off-the-shelf components.



OBJECTIVES	▪ Produce a high-level design that meets the system requirements and defines key interfaces, and that facilitates development, integration, and future maintenance and upgrades ▪ Develop detailed design specifications that support hardware and software development and procurement of off-the-shelf equipment
INPUT ***Sources of Information***	▪ Concept of Operations ▪ System Requirements document ▪ Off-the-shelf products ▪ Existing system design documentation ▪ ITS standards ▪ Other industry standards
PROCESS ***Key Activities***	▪ Evaluate off-the-shelf components ▪ Develop and evaluate alternative high-level designs ▪ Analyze and allocate requirements ▪ Document interfaces and identify standards ▪ Create Integration Plan, Subsystem Verification Plans, and Subsystem Acceptance Plans ▪ Develop detailed component-level design specifications
OUTPUT ***Process Results***	▪ Off-the-shelf evaluation and alternatives summary reports ▪ High-level (architectural) design ▪ Detailed design specifications for hardware/software ▪ Integration Plans, Subsystem Verification Plans, Subsystem Acceptance Plans, and Unit/Device Test Plans
REVIEW ***Proceed only if you have:***	▪ Approved high-level design for the project ▪ Defined all system interfaces ▪ Traced the system design specifications to the requirements ▪ Approved detailed specifications for all hardware/software components

4.5.1 Overview

In the systems engineering approach, we define the problem before we define the solution. The previous steps in the "V" have all focused primarily on defining the problem to be solved. The system design step is the first step where we focus on the solution. This is an important transitional step that links the system requirements that were defined in the previous step with system implementation that will be performed in the next step, as shown in Figure 18.

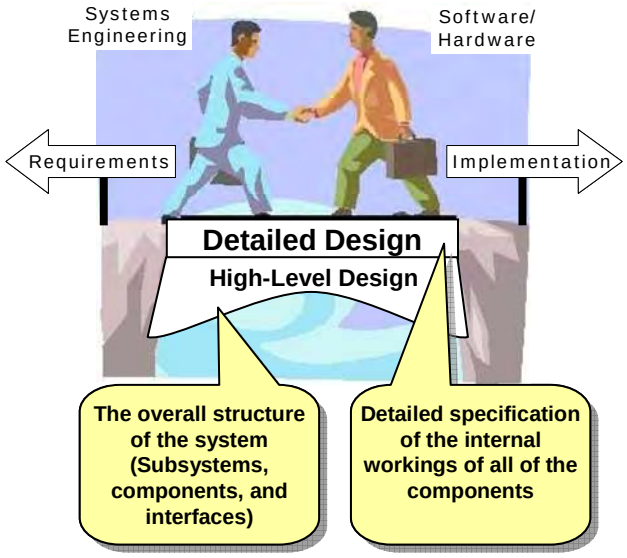


Figure 18: System Design is the Bridge from Requirements to Implementation

There are two levels of design that should be included in your project design activities:

High-level design is commonly referred to as *architectural design* in most systems engineering handbooks and process standards. Architectural design is used because an overall structure for the project is defined in this step. IEEE 610[16] defines architectural design as "*the process of defining a collection of hardware and software components and their interfaces to establish the framework for the development of a computer system*". Of course, ITS projects may include several computer systems, a communications network, distributed devices, facilities, and people. High-level design defines a framework for all of these project components.

Detailed design is the complete specification of the software, hardware, and communications components, defining *how* the components will be developed to meet the system requirements. The software specifications are described in enough detail that the software team can write the individual software modules. The hardware specifications are detailed enough that the hardware components can be fabricated or purchased.

Many consider design to be the most creative part of project development. Two different designs might both meet the system requirements, but one could be far superior in how efficiently it can be developed, integrated, maintained, and upgraded over time. Perhaps the most significant contributor to a successful design is previous design experience with similar systems. The latest car designs all build on 100 years of accumulated automotive design experience. Similarly, the design of a new transportation management system should build on existing successful transportation management system designs. In both cases, the system designer builds on knowledge of what worked before and, perhaps even more importantly, what did not.

It is extremely rare to find an ITS system that is truly "unprecedented", so many if not most system designs should be able to build on existing design information. This is particularly true for projects that are extending an existing system that already includes a well-documented design. In this case, the high-level design will change only to the degree that new functionality or interfaces are added. Similarly, much of the detailed design can be reused for projects that extend the coverage of an existing system.

[16]IEEE 610 is the *IEEE Standard Computer Dictionary.*

4.5.2 Key Activities

System design is a cooperative effort that is performed by systems engineers and the implementation experts who will actually build the system. The process works best when there is a close working relationship among the customer, the systems engineers (e.g., a consultant or in-house systems engineering staff), and the implementation team (e.g., a contractor or in-house team).

High-Level Design

High-level design is normally led by systems engineers with participation from the implementation experts to ensure that the design is implementable. Typical activities of high-level design are shown in Figure 19. Each of the activities are actually performed iteratively as high-level design alternatives are defined and evaluated.

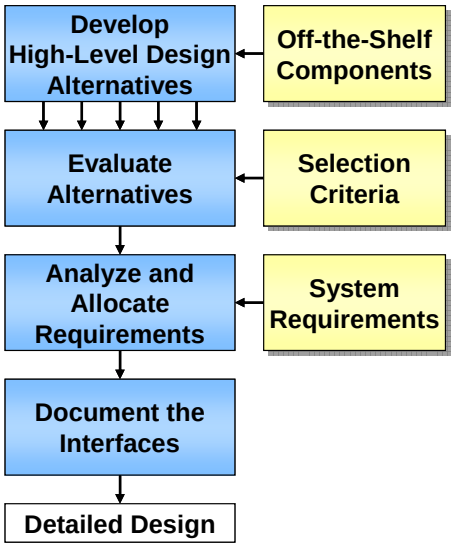


Figure 19: High-Level Design Activities

- **Evaluate off-the-shelf components –** One key aspect of high-level design is the identification of components that will be purchased, reused, or developed from scratch. The project may be required to use off-the-shelf hardware or software, or this may simply be the preferred solution. Specific design constraints may also require that a particular product be used. For example, a municipality that is expanding a signal control system that already includes 300 Type 170 controllers may constrain the design of the expansion to use the same controllers to facilitate operation and maintenance of the overall system. State DOTs and other large agencies often publish approved products lists that identify ITS-related products that meet agency specifications.

  When off-the-shelf components will be used, the high-level design must be consistent with the capabilities of the target products. The designer should have an eye on the available products as the high-level design is produced to avoid specifying a design that can be supported only by a custom solution. A particular product should not be specified in the high-level design unless it is truly required. When possible, the high-level design should be vendor and technology independent so that new products and technologies can be inserted over time.



  You should give off-the-shelf hardware and software serious consideration and use it where it makes sense. The potential benefits of off-the-shelf solutions – reduced acquisition time and cost, and increased reliability – should be weighed against the requirements that may not be satisfied by the off-the-shelf solution and potential loss of flexibility. If you have requirements that preclude off-the-shelf solutions, determine how important they are and what their real cost will be. This make/buy evaluation should be documented in a summary report that considers the costs and benefits of off-the-shelf and custom solution alternatives over the system life cycle. This report should be a key deliverable of the project.

  Also recognize that there is a large grey area between off-the-shelf and custom software for ITS applications. Every qualified software developer starts with an established code base when creating the next "custom solution", accruing some of the benefits of off-the-

shelf solutions. Many vendors of off-the-shelf solutions offer customization services, further blurring the distinction between off-the-shelf and custom software.

Resources

The FHWA report *The Road to Successful ITS Software Acquisition* includes a good discussion of software make/buy decision factors and a lot of other good information on software acquisition for ITS. The executive summary for the report is available at www.itsdocs.fhwa.dot.gov/jpodocs/repts_te/36s01!.pdf.

- **Develop and evaluate high-level design alternatives –** The system is partitioned into subsystems, and the subsystems are in turn partitioned into smaller assemblies. The process continues until system components – the elemental hardware and software configuration items – are identified. Figure 20 shows a partial decomposition of an electronic toll collection system that identifies all of the major subsystems and the components for the Video Enforcement subsystem.

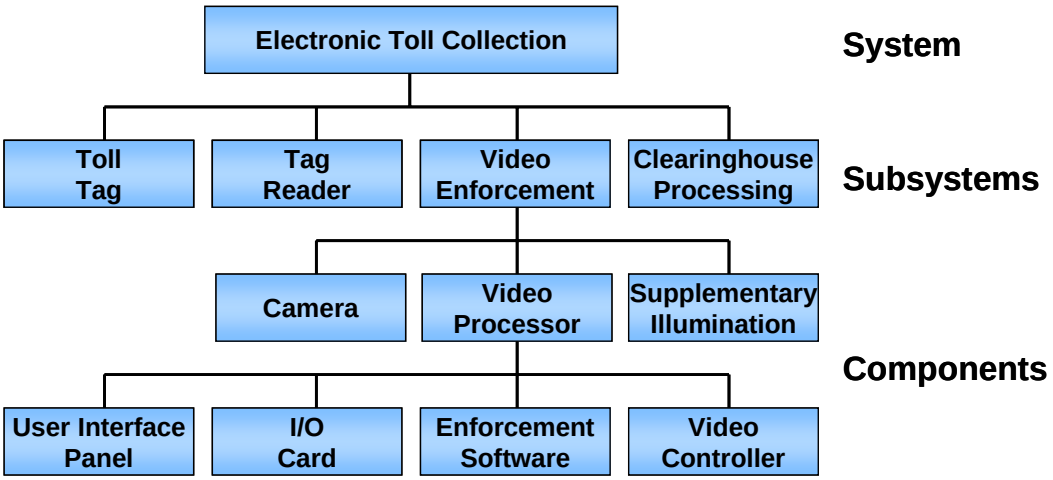


Figure 20: Electronic Toll Collection Subsystems and Components (Excerpt)

There are many different ways that a system can be partitioned into subsystems and components. In this Electronic Toll Collection example, we might consider whether the Clearinghouse Processing subsystem should be handled by a single centralized facility or distributed to several regional facilities. As another example, vehicle detectors could be included in the Video Enforcement subsystem or in the Tag Reader subsystem, or both.

Even a relatively simple traffic signal system has high-level design choices. For example, a traffic signal system high-level design can be two-level (central computer and local controllers), three-level (central computer, field masters, and local controllers), or a hybrid design that could support either two or three levels. High-level design alternatives like these can have a significant impact on the performance, reliability, and life-cycle costs of the system. Alternative high-level designs should be developed and compared with respect to defined selection criteria to identify the superior design.

The selection criteria that are used to compare the high-level design alternatives include consistency with existing physical and institutional boundaries; ease of development, integration, and upgrading; and management visibility and oversight requirements. One of the most important factors is to keep the interfaces as simple, standard, and foolproof as possible. The selection criteria should be documented along with the analysis that identifies the superior high-level design alternative that will be used. If there are several viable alternatives, they should be reviewed by the project sponsor and other stakeholders.



The Rule/Policy requires the systems engineering analysis for ITS projects to include an analysis of alternative system configurations.

- **Analyze and allocate requirements –** The requirements analysis described in Section 4.4.2 continues as the requirements are decomposed until there is enough granularity to allocate requirements to the system components identified in the high-level design.

  The detailed functional requirements and associated performance requirements are allocated to the system components. To support allocation, the relationships between the required system functions are analyzed in detail. Once you understand the relationships between functions, you can make sure that functions that have a lot of complex and/or time-constrained interactions are allocated to the same component as much as possible. Through this process, each component is made as independent of the other components as possible.



You would not want to develop a high-level design and requirements allocation for a complex ITS project without software tools. Fortunately, there are many good tools that support both requirements analysis and architectural design. The INCOSE tools database, available to nonmembers free of charge at www.incose.org, includes a broad range of systems engineering tools and a detailed survey of tools that support requirements management and system architecture.

- **Document the interfaces and identify standards –** Interfaces should be identified early, fully documented, and then managed throughout the project development. Interface specifications should be developed for external interfaces (i.e., interfaces between the current project and external systems) and internal interfaces (i.e., interfaces between project components). Interfaces between systems that are owned and operated by different agencies may require additional lead time to negotiate interface agreements.

  This is the place to identify ITS standards and any other industry standards that will be used in detail. There are a variety of standards that should be considered at this point. Take a look at all interfaces, both external and internal. Since your regional ITS architecture and/or project ITS architecture was based on the National ITS Architecture, many of the interfaces probably already have a set of ITS standards you should consider. You should also identify standards that are used in your region or state, and also in adjoining states if your project is a multistate deployment. A methodical assessment should be made for each interface to determine which standards are relevant, which standards should be deployed, and perhaps which standards should be phased in over time as part of a longer-range plan.

  Once you have taken a look at the relevant standards, beginning with your system's external interfaces, document the nature of the data, formats, ranges of values, and periodicity of the information exchanged on the interface. Then proceed to each of the internal interfaces and document the same information for those.



Agencies are encouraged to incorporate the ITS standards into new systems and upgrades of existing systems. The Rule/Policy requires the systems engineering analysis for ITS projects to include an identification of ITS standards. Consult the ITS Standards Program website at http://www.standards.its.dot.gov/ for more information and available resources supporting standards implementation.

- **Create Integration Plan, Subsystem Verification Plans, and Subsystem Acceptance Plans –** An Integration Plan, Subsystem Verification Plans, and Subsystem Acceptance Plans should be completed parallel with the high-level design. (See Section 4.7 for more information on integration and verification planning.)

Detailed Design

Hardware and software specialists create the detailed design for each component identified in the high-level design. Systems engineers play a supporting role, providing technical oversight on an ongoing basis. As you might expect, the detailed design activity will vary for off-the-shelf and custom components, as shown in Figure 21.

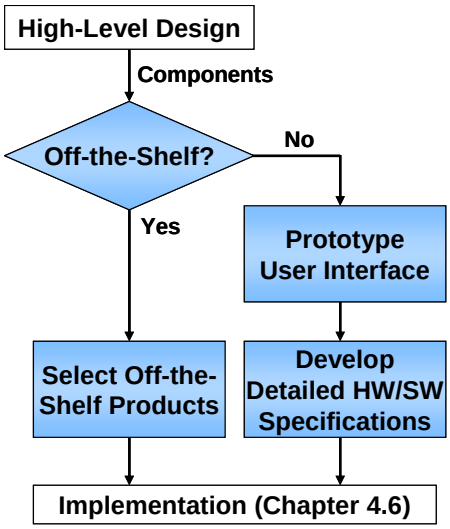


Figure 21: Detailed Design Activities

- **Prototype user interface –** If a user interface is to be developed, a simple user interface prototype is an efficient way to design it.



A prototype is a quick, easy-to-build approximation of a system or part of a system. A software prototype can be used to quickly implement almost any part of a system that you want to explore, but it is used most often to make a quick approximation of a user interface for a new system.



A user interface prototype should be employed to help the user and developer visualize the interface before significant resources are invested in software development. This is one area in particular where you can expect multiple iterations as the developers incrementally create and refine the user interface design based on user feedback. (You will find that it is often easier to get users to provide feedback on a prototype than on system requirements and design specifications, which can be tedious to review.)

While the user interface prototype is included here because it is an effective way to design the user interface, prototypes may actually be generated much earlier in the process, during system requirements development. The prototype can turn the requirements statements into something tangible that users can react to and comment on.

- **Develop detailed hardware and software component design specifications –** Detailed design specifications are created for each hardware and software component to be developed. In the high-level design, each component is defined in terms of its functionality and performance, with particular focus on its interfaces to external systems and other components. The level of detail in the detailed design specifications is greater than that in the high-level design in two important respects:
    - The detailed design will often include another layer of architectural design for complex components. Figure 22 shows another layer of decomposition that might be defined for the Enforcement Software component that was identified in the high-level design example for the Electronic Toll Collection system (in Figure 20). All hardware/software units and their interfaces are defined to provide a framework for development of the component.

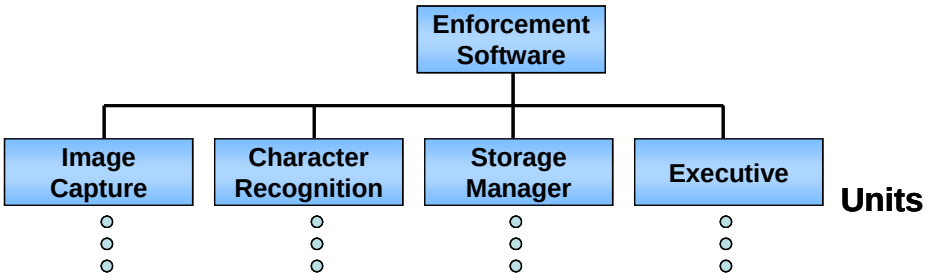


Figure 22: Architectural Design within a System Component

- The detailed design specifies exactly *how* the component will be implemented so that it meets the requirements. For hardware, schematic drawings and parts lists are defined. For software, this includes identification of algorithms, detailed data structures, and specification of third-party software packages that will be used. In the Electronic Toll Collection example, an off-the-shelf real-time executive would be selected and the image capture and character recognition algorithms would be defined.

The detailed design of each component should be reviewed to verify that it meets the allocated requirements and is fit for the intended purpose. Periodic or as-needed reviews can be held to monitor progress and resolve any design issues. For larger projects, coordination meetings should be held to ensure that concurrent design activities are coordinated to mitigate future integration risks. At the completion of the detailed design step, a broader stakeholder meeting is held to review and approve the detailed design before the implementation team begins to build the solution.

- **Select off-the-shelf (OTS) products –** One of the fundamental principles of systems engineering is to delay technology choices until you have a solid foundation for making the right choice. By waiting until this point in the process, the latest technologies and products can be selected, and these selections can be based on a thorough understanding of the requirements and the overall architecture of the system. The selections can also be made by specialists who are closest to the implementation and are therefore best equipped to make them.

  There are two fundamental ways that a product can be selected, depending on your procurement requirements and selected procurement strategy:

  - A trade study can be performed that compares the alternative products and selects the best product based on selection criteria that are in turn based on the specification.
  - A competitive procurement can be used that allows vendors to propose products that will best meet the specification.

  In either case, product selection should be driven by a good performance-based specification of the product.



  Specifications can be either *performance-based* or *prescriptive*. In a performance-based specification, you specify the functionality and the performance that are required rather than what equipment to use. In a prescriptive specification, you specify exactly the equipment that you want. A performance-based specification for a dynamic message sign would include statements like "The sign shall provide a display of 3 lines of 25 characters per line." A prescriptive specification would be "The Trantastic LED Model XYZ sign shall be used." Performance-based specifications tend to provide the best value because they allow the contractor or vendor maximum flexibility to propose the best solution that meets your needs.

  If a trade study is performed, then the functional and performance requirements that are allocated to the product should be used to define product selection criteria. An alternatives analysis document captures the alternatives that were considered and the selection criteria that were used to select the superior product. Existing trade studies, approved product lists, and other resources can be used to facilitate product selection.

  The evaluation of OTS products should be reviewed to verify that the evaluation criteria were properly defined and applied fairly and that an appropriate range of products was considered.

- **Create Unit/Device Test Plans –** Test plans should be created for each hardware and software component to test all requirements identified in the HW/SW design specifications.

4.5.3 Outputs

High-Level Design

There isn't a single "best way" to present the high-level design to stakeholders and developers since different users will have different needs and different viewpoints. Over the years, high-level designs have evolved to include several different interconnected "views" of the system. Each view focuses on a single aspect of the system, which makes the system easier to analyze and understand. The specific views that are presented will vary, but they will typically include a physical view that identifies the system components and their relationships; a functional view that describes the system's behavior; a technical view that identifies the interfaces in detail, including the standards to be used; and an informational view that describes the information that will be managed by the system. As shown in Figure 23, these views are just different ways of looking at the same system.

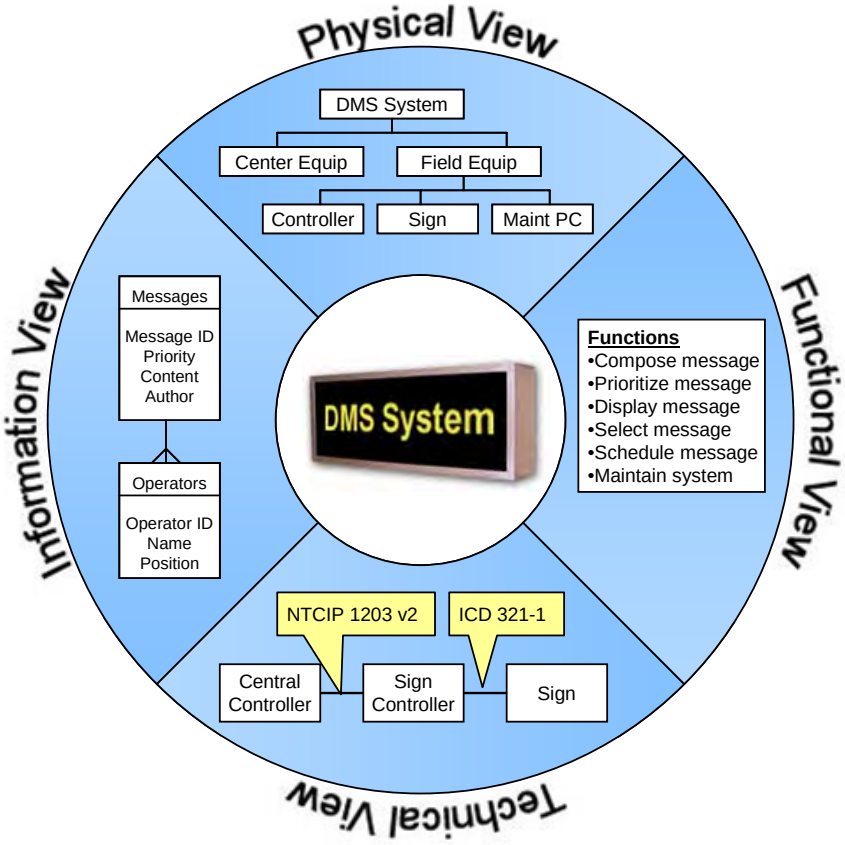


Figure 23: High-Level Design May Include Several Views

Other outputs of the high-level design process include Integration Plans, Subsystem Verification Plans, and Subsystem Acceptance Plans that will be used in the integration and verification of the system. (See Section 4.7 for further details.)

Detailed Design

This activity results in the design of hardware and software for all system components that will support hardware and software development and off-the-shelf product procurement. Other artifacts of the development process include unit/device verification plans. A record of the technical reviews that were conducted should also be included in the project documentation.

4.5.4 Examples

High-Level Design

The CHART II documentation includes a system architecture document that includes many different views of the CHART II system, such as entity relationship diagrams, Use Case diagrams, and network architecture diagrams. Table 11 is an excerpt from the document that shows the subsystems included in the CHART II software.

Table 11: CHART II Software Subsystems (Excerpt)

Software	
CI Name	**Subsystems**
CHART II	**Alert Management**
	Audio
	AVL
	Camera Control
	Communications Log Management
	Data Export Management
	Device Management
	Dictionary
	DMS Control
	HAR Control
	HAR Notification
	Message Library Management
	Notification Management
	Plan Management
	Resource Management
	Schedule Management
	SHAZAM Management
	Signals
	Simulation
	System Monitor
	Traffic Event Management
	Traffic Sensor System Management
	User Management
	Utility
	Video Monitor Management

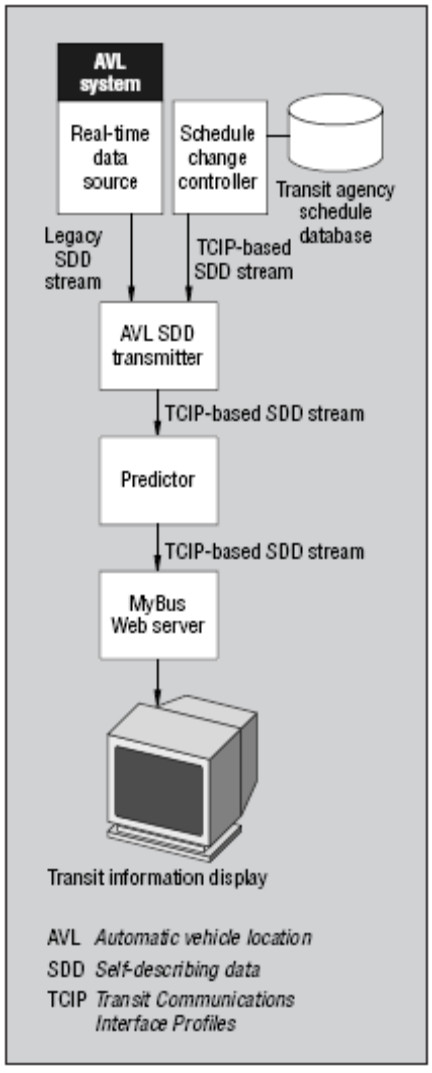


Figure 24: Metro Transit MyBus System Architecture

In contrast with the CHART II statewide system high-level design, many smaller ITS projects have relatively simple high-level designs, such as the system architecture for the MyBus system depicted in Figure 24. This figure identifies the subsystems and major interfaces in the MyBus system.

ITS projects that include significant user interface development should prototype the user interface to

help users visualize the software that will be developed before significant resources are committed. The objective is to develop a prototype that demonstrates the software look and feel with the least amount of work possible. The simplest prototypes are a series of static images in paper form. For example, when ODOT redesigned its TripCheck website, the implementation team developed a series of "wireframe" diagrams that showed the proposed interface design with enough detail to gather user feedback. One of the 40 wireframe diagrams that was included in the design package is shown in Figure 25.



Figure 25: User Interface Prototype Example: ODOT TripCheck Wireframe Diagram

Detailed Design

There are many ways to document software detailed design. Most commonly, it is portrayed using object-oriented techniques and the Unified Modeling Language[17], but any technique that the implementation team selects is fine as long as it is detailed enough to support software construction and clear enough to support peer reviews and walkthroughs.

Table 12 is an example of a detailed design for part of the Shadow software that works behind the scenes to keep the traffic information on the ODOT TripCheck website up to date. Note that the interface is defined and that loosely structured program design language (PDL) is used to define the algorithm that is used to process transactions. If much of this appears to be gibberish to you, you are not alone. This is why many agencies use software specialists to provide an independent review of the detailed software development artifacts for higher risk software projects on their behalf.

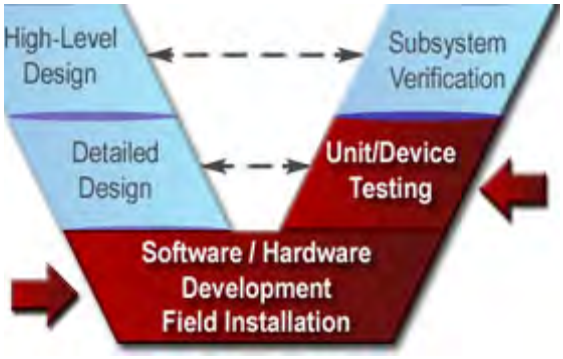
[17]There are many resources available if you want to learn more about UML; www.uml.org is a good place to start.

Table 12: Detailed Software Design Example: ODOT TripCheck Software Class Definition

Class Name:	clsShadow::ProcessTransactions
Type:	*Class Method*
Scope:	*Public*
Arguments:	*n/a*
Return Value:	*n/a*
Error Messages:	*Error reading shadow table*
Error Handling	*True*
Files Accessed:	*n/a*
Files Changed:	*n/a*
Methods Called:	*n/a*
Narrative:	*Processes any transactions waiting in the Shadow Table.*
Pseudocode(PDL):	*Open Connection to Shadow Table* *Retrieve all transactions* *Do While Not Rs.Eof* *Create a collection of clsTransaction objects* *Loop* *If we have events to process...* *Raise Event NewTransactions(clsTransactions)* *Clean Up*

4.6 Software/Hardware Development and Testing

In this step: Hardware and software solutions are created for the components identified in the system design. Part of the solution may require custom hardware and/or software development, and part may be implemented with off-the-shelf items, modified as needed to meet the design specifications. The components are tested and delivered ready for integration and installation.



OBJECTIVES	▪ Develop and/or purchase hardware and software components that meet the design specifications and requirements with minimum defects ▪ Identify any exceptions to the requirements or design specifications that are required
INPUT ***Sources of Information***	▪ System and subsystem requirements ▪ System design ▪ Off-the-shelf products ▪ Industry standards ▪ Unit/Device Test Plans
PROCESS ***Key Activities***	▪ Plan software/hardware development ▪ Establish development environment ▪ Procure off-the-shelf products ▪ Develop software and hardware ▪ Perform unit/device testing
OUTPUT ***Process Results***	▪ Software/hardware development plans ▪ Hardware and software components, tested and ready for integration ▪ Supporting documentation (e.g., training materials, user manuals, maintenance manuals, installation and test utilities)
REVIEW ***Proceed only if you have:***	▪ Conducted technical reviews of the hardware/software ▪ Performed configuration/quality checks on the hardware and software ▪ Received all supporting documentation ▪ Verified that unit/device testing has been successfully completed

4.6.1 Overview

Although hardware and software development may be the first task that comes to mind when thinking about an ITS project, the systems engineering approach focuses on the preceding requirements and design steps and on the integration, verification, and validation steps to follow.

This is where the investment in a clear set of requirements and a good system design should begin to pay dividends. The systems engineering process now provides technical oversight as an implementation team of specialists fabricates the hardware and writes the software. This is a highly iterative process, particularly for software, where key features may be incrementally implemented, tested, and incorporated into the baseline over time. Progress is monitored through a planned series of walkthroughs, inspections, and reviews, as shown in Figure 26.

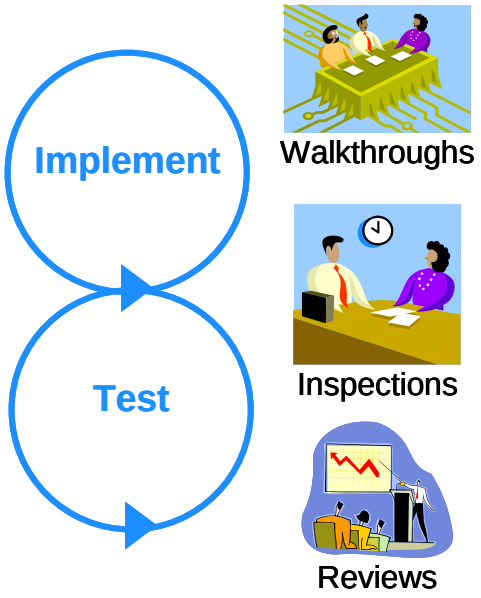


Figure 26: Monitoring Software/Hardware Development

Although the systems engineering approach does not specify the mechanics of hardware and software development (this is left to the implementation team), the development effort is obviously critical to project success. **This is the time to build quality into the hardware/software and to minimize defects.** A common refrain in the software industry is that you can't test quality into the software – you must build it in from the beginning. The systems engineering activities that are suggested in this chapter are intended to ensure that the implementation team builds quality into their products.



In practice, most of the hardware that is used for ITS projects is purchased off the shelf. Software development is more prevalent, but many ITS projects include little or no software development. ITS projects that do not include custom hardware or software development acquire the necessary off-the-shelf hardware and software components at this step. Detailed specifications created as part of the detailed design step described in Section 4.5 are used to support the acquisition. The system components are acquired, and bench testing is performed to verify that they meet their specifications. In such cases, the detailed hardware/software development and unit testing described in this chapter are not required.

Custom software development for ITS projects has proven to be a relatively risky endeavor. This is why software development receives more attention than hardware development in this chapter. It is beyond the scope of this document to discuss specific software development techniques, but there are several clear factors that contribute to software development success:



- No matter how clear and unambiguous the requirements appear, it is almost certain that the software customer and the software implementation team will interpret some of the requirements differently. Requirements walkthroughs that are described in Section 4.4.2 help to mitigate this risk, but ultimately the customer/stakeholders will have to monitor the software as it is being developed to ensure that the development is proceeding in the right direction. Expect and plan for course corrections and requirements changes along the

way, at least until we discover the way to build the "perfect specification". Ensure that the contract is flexible enough to have a couple of reviews and that it allows some visits or informal reviews with the developers to see how they are doing. This might be one of the project risks to include in your risk management plan. (See Section 5.3 for more information on risk management.)

> Consider the following requirement:
>
> "The system shall turn off the alarm when the user presses the 'F6' key."
>
> Even this seemingly clear, very specific requirement was subject to two interpretations. The customer assumed that a currently sounding alarm is turned off when the button is pressed, and the implementer assumed that the capability to sound an alarm is turned off. Even "good" specifications are subject to potential pitfalls like this.



- All documentation should be reviewed and approved. One of the biggest problems faced by system implementers is the customer's failure to review documentation, which leads to a system at the end of the project that does not meet the customer's expectations. If the documentation that is generated is not reviewed, then much of the benefit of systems engineering will not be realized. Depending on your background, you may need to find experts who can review more technical documentation on your behalf.



- Perhaps the best way to reduce software development risk is to proceed in small steps and build incremental software releases in short, successive time periods. Unlike a typical roadway project that can be fully specified and implemented all at once, complex software should be implemented incrementally, with months or even weeks between releases. Incremental, iterative development with frequent coordination and feedback is the best way to keep software development on track, particularly for projects where the requirements are not completely understood at the outset.

4.6.2 Key Activities

The hardware and software specialists implement and test each system component. Systems engineers play a supporting role, providing technical oversight on an ongoing basis to identify minor issues early, before they grow into large problems. The process works best when there is a close working relationship among the customer, the systems engineers (e.g., a consultant or in-house systems engineering staff), and the implementation team (e.g., a contractor or an in-house team). Each of the activity descriptions is followed by a discussion of the technical review and monitoring of that activity.

- **Plan software/hardware development –** The implementation team documents its development process, best practices, and conventions that will be used. The Software/Hardware Development plan should address development methods, documentation requirements, delivery stages, configuration control procedures, technical tracking and control processes, and the review process. The plan(s) should be reviewed by the customer and the broader project team.



The Software/Hardware Development plan should be reviewed and approved before development begins. Well-qualified implementation teams will already have proven processes in place that can be tailored for the specific project, so this shouldn't be viewed as a burdensome activity. The intent is not to mandate a particular implementation process but to ensure that the implementation team has an established process that they will follow. An implementation team that doesn't have a documented process is a red flag.

- **Establish development environment –** The tools that are used to develop and test the software are selected, procured, and installed, including development tools, source control tools, third-party application libraries, and test simulators. Every tool that is used to support software development should be documented specifically enough so that the development environment can be replicated if necessary.



Although it is sometimes overlooked, the development environment is just as critical to future software maintenance as the actual detailed design documentation and source code. Every tool that is used to develop and test the software should be documented, including version information and complete documentation of any customization or extensions. If this is a custom development and you have paid for the tools, include the development environment as a project deliverable.

A peer review or inspection can be used to verify that the development environment is adequate and accurately documented. Once established, the development environment should be placed under configuration management (discussed in Section 5.4) so that changes to the environment are tracked. Seemingly minor changes like application library upgrades or operating system service pack upgrades can cause problems later if they are not controlled and tracked.

- **Procure off-the-shelf products –** Off-the-shelf products are procured based on the product specifications developed in the detailed design step (see Section 4.5).



Delay procurement until the products are actually required to support the implementation. Too much lead time can result in hardware or software that becomes outdated before it can be integrated into the project. Too little lead time could cause procurement delays that impact the project schedule.

- **Develop software and hardware –** The software is written and the hardware is built based on the detailed design. The current state of the practice is to develop the software incrementally and release it in stages. The initial releases implement a few core features, and subsequent releases add more features until all requirements are satisfied. For example, a TMC project might first implement a basic dynamic message sign capability and demonstrate its ability to post messages to the sign and to monitor sign status. Then, more advanced message scheduling and message library management functions could be implemented. This incremental approach enables early and ongoing feedback between the customer and the implementation team. If this approach is used, then a staged delivery plan, which defines the order in which the software will be developed and the staged release process, should be included in the Software Development Plan.

  Releases will be developed, tested, and made available to selected users for feedback. Providing feedback on interim releases is only part of the technical oversight that should be performed. Code inspections and code walkthroughs should also be used to check the software quality; these are the only ways to ensure that the software is well structured, well documented, and consistently follows the coding standards and conventions. Independent reviewers with software expertise should be used to help verify software quality on the customer's behalf if the customer agency does not have the right expertise.



Most project managers who have managed software development efforts are familiar with the "90% complete" syndrome, in which software developers quickly reach "90% complete" status but the development effort then languishes as the final 10% takes much more work than anticipated. Project tracking should be based on discrete, measurable milestones instead of arbitrary "% complete" estimates from the software developers. For example, instead of tracking the developer's estimated "% complete", set up a monitoring

system that gives credit for completed software only when the piece of code has been successfully tested and integrated into the next release.

- **Develop supporting products –** Enabling products, such as training materials, user and maintenance manuals, online help, and installation and conversion software, are developed. It is natural to focus on the hardware and software in the "end product", but you also must develop and account for all ancillary products that are needed in a working system.

  Like the end-product hardware and software components, the supporting products can also be developed in stages and released incrementally to encourage early customer feedback.

- **Perform unit/device testing –** The software and hardware components are thoroughly tested to identify as many defects as possible. The first line of defense is the software developer, who should step through and test every line of code, including all exception and error cases. Additionally, a series of test cases are devised that will exercise the hardware/software component; these test cases are documented in a unit verification plan. After the software is complete and thoroughly debugged by the developer, the test cases are used to test the hardware/software and the results are documented. Identified defects are analyzed and corrected, and testing is repeated until all known defects are either fixed or otherwise resolved. Defect correction may be relatively simple or may include redesign of sections of code that are determined to be error-prone.

  While the developers will conduct their own tests to identify and fix as many defects as possible, experience shows that the test cases and formal tests should be conducted by an independent party, either within the implementation team or from another organization. The reason for this independence is obvious if you look at the objectives of the software developer and the software tester. The primary objective for the tester is to break the software while the primary objective of the developer is the exact opposite – to make the software work. Few individuals can effectively wear both of these hats. The degree of independence between the developer and the tester (i.e., different people in the same department, different departments, or different companies) and the level of formality in unit testing should be commensurate with the criticality of the software and the size of the project.

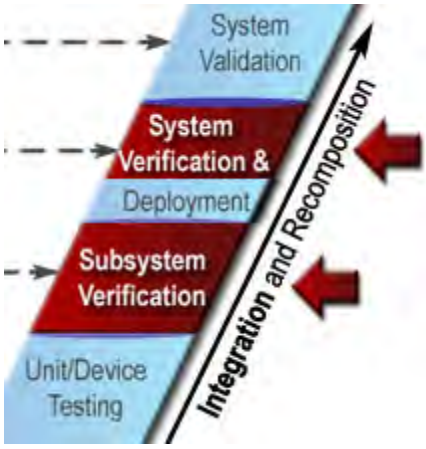
  The unit verification plan should be reviewed to confirm that it will thoroughly test the hardware/software unit. The traceability matrix should be updated to identify the components, test cases, and test status. The testing should be tracked as it progresses to verify that defects are being identified and addressed properly. A testing process that identifies few defects could indicate excellent software or an incomplete or faulty testing process. Use scheduled technical reviews to understand the real project status. You can monitor the rate at which defects are being discovered to estimate the number of remaining defects and make an educated decision about when the hardware/software will be ready for release.

4.6.3 Outputs

This step results in hardware and software components that are tested and ready for integration and verification. Artifacts of the development process are also delivered, including the Software/Hardware Development Plans, development environment documentation, unit test results, change control records, and supporting products and documentation. A record of the technical reviews that were conducted should also be included in the project documentation.

4.7 Integration and Verification

In this step: The software and hardware components are individually verified and then integrated to produce higher-level assemblies or subsystems. These assemblies are also individually verified before being integrated with others to produce yet larger assemblies, until the complete system has been integrated and verified.



.

OBJECTIVES	▪ Integrate and verify the system in accordance with the high-level design, requirements, and verification plans and procedures ▪ Confirm that all interfaces have been correctly implemented ▪ Confirm that all requirements and constraints have been satisfied
INPUT ***Sources of Information***	▪ System Requirements document ▪ High-level design specifications ▪ Detailed design specifications ▪ Hardware and software components ▪ Integration plan ▪ System and Subsystem Verification Plans ▪ Subsystem Acceptance Plans
PROCESS ***Key Activities***	▪ Add detail to integration and verification plans ▪ Establish integration and verification environment ▪ Perform integration ▪ Perform verification
OUTPUT ***Process Results***	▪ Integration plan (updated) ▪ Verification plan (updated) ▪ Integration test and analysis results ▪ Verification results, including corrective actions taken
REVIEW ***Proceed only if you have:***	▪ Documented evidence that the components, subsystems, and system meet the allocated requirements ▪ Documented evidence that the external and internal interfaces are working and consistent with the interface specifications

4.7.1 Overview

In this step, we assemble the system components into a working system and verify that it fulfills all of its requirements. Assembling a puzzle is a nice, simple analogy for this step, but the challenge in an ITS project "puzzle" is that you may find that not all of the pieces are available at the same time, some won't fit together particularly well at first, and there will be pressure to change some of the pieces after you have already assembled them. The systems engineering approach provides a systematic process for integration and verification that addresses the challenges and complexity of assembling an ITS system.

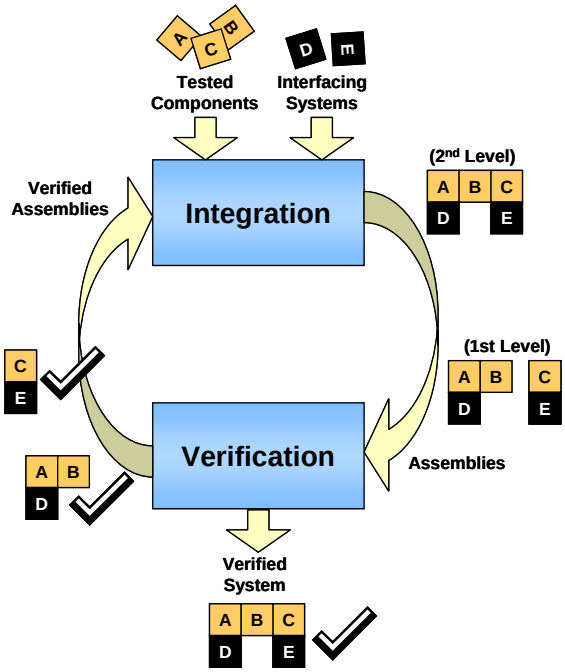


Figure 27: Iterative Integration and Verification

Integration and verification are iterative processes in which the software and hardware components that make up the system are progressively combined into subsystems and verified against the requirements, as shown in Figure 27. This process continues until the entire system is integrated and verified against all of its requirements. This is the opposite of the decomposition that was performed during the Requirements and Design steps, which is reflected in the symmetry between the left and right sides of the "V". Components that are identified and defined on the left side of the "V" are integrated and verified on the right.



In systems engineering, we draw a distinction between verification and validation. *Verification* confirms that a product meets its specified requirements. *Validation* confirms that the product fulfills its intended use. In other words, verification ensures that you "built the product right", whereas validation ensures that you "built the right product". This is an important distinction because there are lots of examples of well-engineered products that met all of their requirements but ultimately failed to serve their intended purpose. For example, a bus rapid transit system might implement a signal priority capability that satisfies all of its requirements. This system might not serve its intended purpose if the traffic network is chronically congested and the buses are never actually granted priority by the signal control system when they need it most. Verification is discussed in this section; system validation is described in Section 4.9.

Integrating and verifying the system are key systems engineering activities. The software and hardware specialists who led the previous step are also involved and provide technical support as their components are integrated into the broader system. Stakeholders should also be materially involved in verification, particularly in the system verification activities. As the verification proceeds from detailed component verification to end-to-end system verification, the implementation team becomes less involved and the stakeholders become more involved. The systems engineering activity provides continuity to the process.

4.7.2 Key Activities

Integrating and verifying the system include basic planning, preparation, and execution steps, described as follows:

- **Add detail to the integration and verification plans –** Recall that integration and verification planning actually began on the left side of the "V". A technique for verifying every requirement was identified as the requirements were specified, and a plan for verifying each requirement was documented. As the system design was defined, the plan for integrating the system components was developed. Detail was added to the general plan when the system was implemented, and the order in which project components and other required resources would be available was defined. The connections between the requirements, system components, and verification techniques were documented in a traceability matrix that was updated as the project development progressed.

  The integration plan defines the order in which the project components are integrated with each other and with other systems. Each integration step includes tests that verify the functionality of the integrated assembly, with particular focus on the interfaces. For less complex projects, the integration plan can be informal. For complex projects, there will have to be careful planning so that the system is integrated in efficient, useful increments consistent with the master schedule.

  The verification plan is expanded into procedures that define the step-by-step process that will be used to verify each component, subsystem, and system against its requirements. For efficiency, test cases are identified that can be used to verify multiple requirements. Each test case includes a series of steps that will be performed, the expected outputs, and the requirements that will be verified by each step in the test case.



The systems engineering analysis requirements identified in FHWA Rule 940.11/FTA Policy Section VI include "identification of … testing procedures", which are the same as the verification procedures that are described here.



Every round of verification that is performed as the system is integrated should be thorough so that defects are identified as early and at as low a level as possible. It is much easier to isolate a defect during component-level verification than it is during system verification, when the entire system is assembled and many different components could be contributing to the problem. To put it in plain language, it is much easier to find the needle before you have assembled a haystack around it.

- **Establish the integration and verification environment –** The tools that will be used to support integration and verification are defined, procured, and/or developed. For complex systems, this could include simulators that are used to mimic operational interfaces, test equipment that is used to inject failures and monitor system responses, etc. The verification environment simulates the operational environment as faithfully as possible and allows portions of the system to be tested before all components are completed.



If test and simulation tools are used to support system verification, then these tools should first be verified with the same care as the system. Verifying a system using a simulator that has not been verified could result in invalid results or compensating errors in which a defect in the end product is masked by a defect in the verification tool.

- **Perform integration –** The system is progressively integrated based on the high-level design and the integration plan. The system components are integrated with each other and with other interfacing systems. Integration tests are used to verify that the components and higher-level assemblies work together properly and do not interfere with one another. Integration tests are used to exercise the interfaces and verify that all interfaces are implemented according to the documentation. Proposed changes to the baseline high-level design, including any required changes to the interface documentation, are identified.

- **Perform verification –** Every requirement is verified using the test cases defined in the verification procedures. System requirements and the related subsystem- and component-level requirements may be verified several times as verification progresses bottoms-up from component to subsystem to system-level verification. For example, a requirement that the system "shall blank a selected dynamic message sign on user command" might be verified at several different levels. The capability of the sign to blank itself would be verified at the dynamic message sign (DMS) component level. The capability of the user interface to accept and relay a "blank sign command" might be tested at the subsystem level, and finally an end-to-end system test would be used to verify that the sign actually blanks on user command. The fully integrated system should be verified at the integrator's facilities before it is installed at the customer's site.

  There are four basic techniques that are used to verify each requirement:

  - *Test*: Direct measurement of system operation. Defined inputs are provided and outputs are measured to verify that the requirements have been met. Typically, a test includes some level of instrumentation. Tests are more prevalent during early verification, when component-level capabilities are being exercised and verified.
  - *Demonstration*: Witnessing system operation in the expected or simulated environment without need for measurement data. For example, a requirement that an alarm is issued under certain conditions could be verified through demonstration. Demonstrations are more prevalent in system-level verification when the complete system is available to demonstrate end-to-end operational capabilities.
  - *Inspection*: Direct observation of requirements such as construction features, workmanship, dimensions and other physical characteristics, and software language.
  - *Analysis*: Verification using logical, mathematical, and/or graphical techniques. Analysis is frequently used when verification by test would not be feasible or would be prohibitively expensive. For example, a requirement that a website support up to 1,000 simultaneous users would normally be verified through analysis.

  As each test case is performed, all actions and system responses are recorded. Unexpected responses are documented and analyzed to determine the cause and to define a plan of action, which might involve repeating the test, revising the test case, fixing the system, or even changing the requirement. Any changes to the test cases, the requirements, or the system are managed through the configuration management process.



It is important to keep strict configuration control over the system components and documentation as you proceed through verification. The configuration of each component and the test-case version should be verified and duly noted as part of the verification results. It is human nature to want to find and fix a problem "on the spot", but it is very easy to lose configuration control when you jump in to make a quick fix. (See Section 5.4 for more information about configuration management.)



As verification proceeds, you normally will have to retest each portion of the system more than once. For example, a new software release that adds new capabilities or fixes previously identified defects may be produced. It is important not only to verify the new features or bug fixes when verifying the new release but also to do *regression testing* to verify that the portion of the software that used to work still does. Regression tests are important because experience shows that old defects may reappear in later releases or that a fix to one part of the software may break another part. For large projects, automated testing tools can be used to automatically run a suite of regression tests to fully test each new software release.



Resist the temptation to scale back verification activities due to budget or schedule constraints. This would be false economizing because defects that slip through will be even more expensive to fix later in the system life cycle. As previously noted, it is most efficient to identify defects early in the verification process. This approach also minimizes the number of issues that will be identified during system verification, which is the most formal and most scrutinized verification step. Issues that occur during a formal system verification that is witnessed by stakeholders can undermine confidence in the system. Be sure to run the system verification test cases beforehand to the extent possible to reduce the risk of unexpected issues during formal system verification.

4.7.3 Outputs

Integration and verification result in a documentation trail showing the activities that were performed and their results. The outputs include:

- **Integration plan (updated) –** This plan defines the sequence of steps that were performed to integrate the system. It also defines the integration tests that were performed to test the interfaces in detail and generally test the functionality of the assembly.
- **Verification plan (updated) and procedures –** This plan documents the approach that was used to verify each of the system and subsystem requirements. The plan identifies test cases that were used to verify each requirement and general processes that were used to conduct the test cases and deal with verification issues. Verification procedures elaborate each test case and specify the step-by-step actions and expected responses. The traceability matrix ties the requirements to the design components and the test cases.
- **Integration test and analysis results –** This is a record of the integration tests that were actually conducted, including analysis and disposition of any identified anomalies.
- **Verification results** – This is a summary of the verification results. It should provide evidence that the system/subsystem/component meets the requirements and identify any corrective actions that were recommended or taken as a result of the verification process.

4.7.4 Examples

Many verification plans that have been developed for ITS projects are available on the Internet. Although they have many different titles – integration test plans, functional test plans, verification plans – they have similar content. For example, Table 13 is an excerpt from a functional test plan that was used to test the Oregon DOT TripCheck website. The script in the table lists each action that the tester should take and the expected result from the system in a step-by-step procedure that tests links in a website navigation panel.

Table 13: Verification Procedure Example: ODOT TripCheck Functional Test Plan (Excerpt)

STEP	INPUT	SCRIPT	EXPECTED RESULT
1	None	Test winter travel links	
1.a		Select Chain Laws	Opens: Pages/RCMap.asp?curRegion=ChainLaws
1.b		Select Traction Tires	Opens: Pages/RCMap.asp?curRegion=TractionTires
1.c		Select Minimum Chain Requirements	Opens: Pages/RCMap.asp?curRegion=MinChainReqs
2	None	Test related links	Each link opens a browser window with an external URL

Table 14 is a verification procedure from a Maryland Chart II Integration Test Plan that includes a bit more background for each test case in a slightly different format.

Table 14: CHART II Integration Test Plan (Excerpt)

Test ID: General 1				
Purpose: To show that a valid username/password is accepted for logging in to CHART II within 15 seconds, and that an invalid combination is rejected. In addition, this test case also demonstrates that the system returns control to the user and the user is not prevented from performing activities in other windows on the desktop. CHART-27, CHART-10, CHART-21, CHART-275, CHART-276, CHART-29, CHART-26			Test Start Date:	
Test Pre-Conditions: This test assumes a valid username and password of a user in the CHART2 system is known.			Test End Date:	
Test Step No.	Test Steps	Expected Behavior	Results As Expected (Y/N)	Comments
1	Click on the Login button on the GUI toolbar.	An hourglass should display immediately, within 5 seconds, till the login window is displayed. Then, you should be prompted for a UserID and password.		
2	Attempt to login with an invalid username or password.	The system should popup an error message indicating that an invalid user ID or password was specified.		
3	Attempt to login with the valid UserID and password.	The system should indicate that the user is logged in by showing Operations Center:Username on the GUI toolbar window.		
4	Click on Navigator	Navigator window is opened.		
5	Click on DMS node	List of DMSs is displayed on the right hand side of the Navigator.		

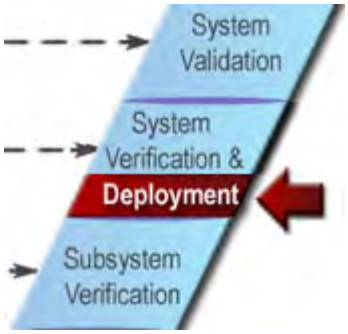
Reports are generated that document the actual results of the verification tests that were performed. Table 15 is a brief excerpt from a test result report for the desktop application that is used by ODOT to update data on the TripCheck website. Each row in the table summarizes the results for each test case. This excerpt was selected because it includes one of the few test cases in this report in which the actual results did not match the expected results. Note that in Test 2, an error occurred that exposed a software defect that had to be fixed. Identification of defects like this before the system is operational is one of the key benefits of a thorough verification process.

Table 15: ODOT TripCheck 2.0 System Test Results (Excerpt)

DESCRIPTION OF TEST	INPUT DATA	EXPECTED RESULTS	ACTUAL RESULTS
1 Enter an incident of type Herbicide Application.	An incident of type Herbicide Application.	Does not appear in TripCheck.	As expected, incident did not go into the transaction table.
2 Enter an incident that is then put on hold.	An incident that is on hold.	Does not appear in TripCheck.	When incident is put on hold a delete transaction is entered in the shadow table. An error occurred with this delete transaction and the incident remained on TripCheck.
3 Put the incident from step 2 back into active status in HTCRS.		Incident is on TripCheck.	As expected.

4.8 Initial Deployment

In this step: The system is installed in the operational environment and transferred from the project development team to the organization that will own and operate it. The transfer also includes support equipment, documentation, operator training, and other enabling products that support ongoing system operation and maintenance. Acceptance tests are conducted to confirm that the system performs as intended in the operational environment. A transition period and warranty ease the transition to full system operation.



OBJECTIVES	▪ Uneventful transition to the new system
INPUT ***Sources of Information***	▪ Integrated and verified system, ready for installation ▪ System Acceptance Plan
PROCESS ***Key Activities***	▪ Plan for system installation and transition ▪ Deliver the system ▪ Prepare the facility ▪ Install the system ▪ Perform acceptance tests ▪ Transition to operation
OUTPUT ***Process Results***	▪ Hardware and software inventory ▪ Final documentation and training materials ▪ Delivery and installation plan, including shipping notices ▪ Transition Plan with checklists ▪ Test issues and resolutions ▪ Operations and maintenance plan and procedures
REVIEW ***Proceed only if you have:***	▪ Formally accepted the system ▪ Documented acceptance test results, anomalies, and recommendations

4.8.1 Overview

Up to this point, the system has been tested primarily in a lab environment. The next step is to ship the system to the actual deployment site(s), install and check it out, and make sure the system and personnel are ready to transition to system operations and maintenance (O&M), as shown in Figure 28.

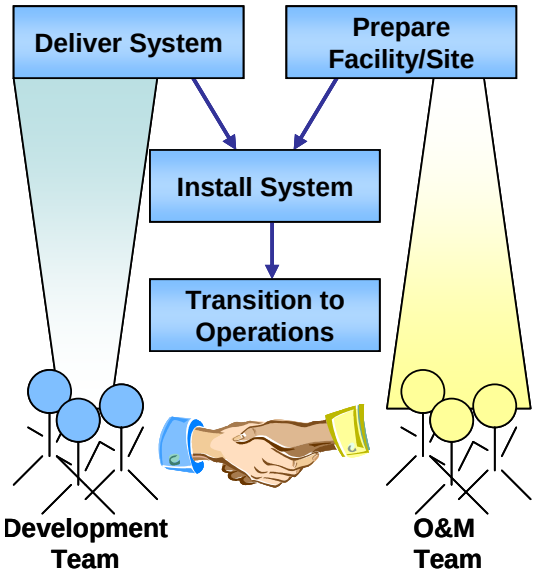


Figure 28: Transition from Development Team to Operations and Maintenance Team

Larger systems may be installed in stages. For example, a closed-circuit television (CCTV) camera network may be built out incrementally over the course of several years and several projects. This may be done to spread the costs across several fiscal years or to synchronize with other construction projects in the region. In other cases, phased deployment may be performed to mitigate risk by deploying the essential core of the system and then adding features over time. If it is necessary to deploy the system in stages, whether due to funding constraints, to mitigate risk, or to synchronize with other projects, it is important to understand the dependencies between successive deployments and to prioritize the projects accordingly.

4.8.2 Key Activities

The following tasks are cooperatively performed to deliver, install, and transition the system to full operational status:

- **Plan for system installation and transition –** This step represents the handoff of the tested system from the project team to the O&M team in the field. The deployment sites must be prepared, the system must be delivered and installed at each site and tested, and O&M staff must be trained. All of this is documented in a System Delivery and Installation Plan. If the new system is replacing an existing system, a smooth transition will be planned and documented in a Transition Plan, including a backup strategy to revert to the existing system just in case the new system does not operate as intended. Each of these plans is further detailed below.



The deployment strategy should take into consideration the complexity of the system, whether it will be deployed at multiple sites, and, if so, the order of the deployments. It might be a good idea to bring up a minimal configuration or a single installation at first and to add further functionality and other sites once the initial installation is operational.

- **Deliver the system –** The system must be physically moved from the development and test labs to the actual deployment site(s). In preparation for this, a complete set of documentation will be developed by the engineering team and coordinated with the site O&M team. This documentation will include all the logistical details for transporting the hardware and software, any facility modifications that may be necessary, personnel assignments for installation, and installation instructions. You should even include shipping details such as the mode of transportation, shipping schedule, and shipping notices. Also include instructions regarding how the system should be handled after

delivery to the operational site. Perhaps it will be moved to a storage area if the site is not yet available, to a staging area, or to the final installation location(s). Key to the systems engineering process is advance planning, and this is especially true for delivery and installation since the system may actually change hands from the engineering team to the system owner.

Until delivery, the system's components – the hardware and software – have been inventoried and under version control by the engineering team. Once delivered, however, ownership may change hands to the agency that will operate and maintain the system. The engineering and operating agencies should come to agreement ahead of time regarding who will maintain the inventory, the version of the software and hardware, any vendor maintenance agreements, and maintenance records to facilitate system delivery.

When the system is delivered, the O&M team should perform an initial inspection and preliminarily accept the system. This might be a formal review of the hardware/software inventory, a check of the documentation, or perhaps a start-up test. More extensive formal acceptance tests will be conducted once the system is fully installed.

- **Prepare the facility –** There are many war stories about the delivery of a system that didn't quite fit the installation site – for example, server racks that wouldn't fit through the equipment room door or CCTV cameras installed on 30-foot poles when DOT bucket trucks could reach no higher than 24 feet. For this reason, part of the planning process is to perform a site survey (including physical, electrical, communications, and lighting components) and prepare a site survey report and site installation plan. There might be some modifications required to the site or facility in order to accommodate the system, or something as simple as additional seating for personnel to operate the system. You should document any necessary site modifications in a site plan, execute the plan, and make sure the facility is ready to receive the system.
- **Install the system –** Following delivery of the system to a site that has been properly prepared and modified as necessary, the system will be installed. Sometimes, problems occur during system installation; make sure you've included a procedure for backing out all or part of the installed system in your installation plan. Following installation, verify that the system was installed correctly using documented verification procedures, also included in the installation plan. You could consider including the system operators in the installation tests since they'll be objective and this will give them a chance to learn more about the system.
- **Perform acceptance tests –** Formal acceptance tests as identified in the System Acceptance Plan are performed by the customer agency following installation. Even if the development is done in-house, there should be a formal decision that the system is ready (i.e., accepted) to go operational.
- **Transition to operation –** After the system has been installed successfully at the final deployment site, the next step is to transition to full operation. For a new, standalone system, this can be a relatively uncomplicated effort. However, if the system must interoperate with other systems, as is the case when installing new AVL software on an existing computer-aided dispatch system, additional integration and testing may be necessary. Or perhaps the new system is replacing an existing system (e.g., an older signal control system). In this case, careful transition planning must take place to minimize the disruption to ongoing signal operations.

  The first step is to create the Transition Plan, which clearly defines how the system will be transitioned to operational status. This plan should include the validation criteria; that is,

how are you going to know that the system is performing correctly once it is operational? It is a good idea to include a series of checklists in the Transition Plan that identify all key pieces that must be in place and working prior to switching over to full operation. If there are still open issues found during system testing (and there likely will be), evaluate each of them to determine whether or not they should be fixed or a work-around created prior to placing the system into full operation. A formal review of the Transition Plan should be held with the implementation team, the operations team, and other key personnel.



When transitioning to operation, especially when replacing an existing system, a contingency back out plan should be included as part of the Transition Plan so that, in the event that the new system does not operate correctly, you can revert to the older system until the issues have been sorted out.

All operations and maintenance staff should be in place and properly trained. The maintenance plans for the system should be reviewed by the O&M team; check to make sure that all maintenance procedures and hardware/software maintenance records are in place and adequate to properly maintain the system.

The operational procedures and any special equipment needed to operate or monitor the system should be ready, tested, and operating correctly. It's a good idea to take some performance measurements on the system at this stage so that you can estimate performance following transition to full operational status. Establish user accounts, initialize databases or files as identified in the Transition Plan, and make sure that all test data has been removed or erased. The system should be set to begin operations.



Some transitions to full operation can be complex, especially when an existing system that many people use is being replaced. Just as we get annoyed when we can't access the Internet for a few hours, users may also become irritated if the system is down for any period of time. You might want to consider planning the transition on a weekend or in the evening if possible to cause the least disruption to system users. Also consider holding a "dry run" so that everyone knows their role during the transition period and performs their assigned task to make the transition as smooth as possible.

Finally, a transition readiness review meeting should be held with the O&M team, the support personnel who are on hand to address last-minute issues, representatives from other interfacing systems, the project sponsor, and other key personnel. Use the checklist in the transition plan to assess system readiness. Only after all checklist items have been declared as ready should the go-ahead be given for the system to transition to full operational status.

Following transition, the team will quickly ramp down to include only the O&M personnel. It might be advisable to keep a few system support personnel around through the validation period so that any issues that arise in the early stages are resolved quickly.

4.8.3 Outputs

The primary output of this step is a fully installed system (in a facility or site modified to meet the system requirements) that has been transitioned to operational status. To support this effort, the following outputs should be generated:

- A hardware and software inventory, under configuration control, that includes versioning information, maintenance records and plans, and other property management information
- Final documentation and training materials
- Delivery and installation plan, including shipping notices

- Updated test plan and procedures
- Transition Plan with checklists
- Test issues and resolutions, and
- Operations and Maintenance Plan and procedures.

4.8.4 Examples

Deployment plans and installation plans can be complex documents for ITS projects that involve significant center and/or field equipment installation. Planning for deployment and installation must begin early in the project for such systems. For example, the Sunol Smart Carpool Lane Joint Powers Agency (JPA) developed a deployment plan as part of its Systems Engineering Management Plan during initial planning for the I-680 Smart Lane Project. This plan defines deployment activities (see Figure 29), roles and responsibilities, deployment personnel by position, installation equipment and tools, system documentation, and installation considerations such as safety, code and industry standards, planning requirements, weather accommodations, and shop drawing submittals. More detailed installation plans will be prepared by the system integrator based on this deployment plan.

- **Pre-installation Activities as follows:**
  - Verify civil and conduit work.
  - Work with the JPA to finalize the Installation Plan, Installation Schedule, and other deployment documents.
  - Ensure that all safety procedures are in place.
  - Secure Caltrans Encroachment Permit.
- **Roadside Equipment Installation as follows:**
  - FasTrak Antennas and Readers.
  - Tolling Zone Lane Controllers.
  - Enforcement Beacons.
  - Vehicle Detection System (VDS) Equipment.
  - Closed Circuit TV (CCTV) Equipment.
  - Communications Network Equipment.
  - Other equipment as identified in the RFP.
- **TDC Equipment Installation as follows:**
  - Trip Processor Hardware and Software.
  - Customer Service Representative (CSR) Workstations.
  - JPA Smart Lane website.
  - Interface to the Bay Area Toll Authority (BATA) Regional Customer Service Center (RCSC).
  - Interface to the Caltrans TMC.
  - Interface to the CHP Enforcement Equipment.
  - Other equipment as identified in the RFP.
- **Post-installation Activities as follows:**
  - Verify that all of the equipment and software is installed properly
  - Verify that each internal subsystem communicates properly to each other.
  - Verify that all installed equipment and software operates properly.

Figure 29: I-680 Smart Lane Project Deployment Activities Overview

4.9 System Validation

In this step: After the ITS system has passed system verification and is installed in the operational environment, the system owner/operator, whether the state DOT, a regional agency, or another entity, runs its own set of tests to make sure that the deployed system meets the original needs identified in the Concept of Operations.



OBJECTIVES	▪ Confirm that the installed system meets the user's needs and is effective in meeting its intended purpose
INPUT ***Sources of Information***	▪ Concept of Operations ▪ Verified, installed, and operational system ▪ System Validation Plan
PROCESS ***Key Activities***	▪ Update Validation Plan as necessary and develop procedures ▪ Validate system ▪ Document validation results, including any recommendations or corrective actions
OUTPUT ***Process Results***	▪ System Validation Plan (update) and procedures ▪ Validation results
REVIEW ***Proceed only if you have:***	▪ Validated that the system is effectively meeting its intended purpose ▪ Documented issues/shortcomings ▪ Established ongoing mechanisms for monitoring performance and collecting recommendations for improvement ▪ Made modifications to the Concept of Operations to reflect how the system is actually being used

4.9.1 Overview

A few readers may be surprised to see that there is another step in the "V" between initial deployment and operations and maintenance. After all, in the last few chapters we have already verified that the system meets all of its requirements, installed the system and trained the users, and the customer has successfully conducted acceptance tests and formally accepted the system. Aren't we done?

The answer is: yes and no. Yes, the system has been put into operation and is beginning to be used for its intended purpose. No, we aren't done. Now that the system is beginning to be used in the operational environment, we have our first good opportunity to measure just how effective the system is in that environment (i.e., system validation).

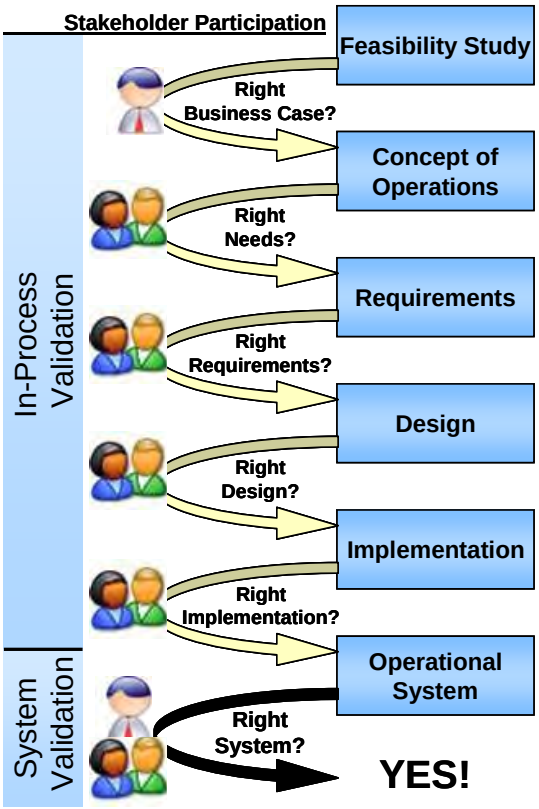


Figure 30: Validation Occurs Throughout the Systems Engineering Process



In systems engineering, we draw a distinction between *verification* and *validation*. Verification confirms that a product meets its specified requirements. Validation confirms that the product fulfills its intended use. The majority of system verification can be performed before the system is deployed. Validation really can't be completed until the system is in its operational environment and is being used by the real users. For example, validation of a new signal control system can't really be completed until the new system is in place and we can see how effectively it controls traffic.

Of course, the last thing we want to find is that we've built the wrong system just as it is becoming operational. This is why the systems engineering approach seeks to validate the products that lead up to the final operational system to maximize the chances of a successful system validation at the end of the project. This approach is called *in-process validation* and is shown in Figure 30. As depicted in the figure, validation was performed on an ongoing basis throughout the process:

- The business case for the project was documented and validated by senior decision makers during the initial feasibility study.
- User needs were documented and validated by the stakeholders (i.e., "Are these the right needs?") during the Concept of Operations development.
- Stakeholder and system requirements were developed and validated by the stakeholders (i.e., "Do these requirements accurately reflect your needs?").
- As the system was designed and the software was created, key aspects of the implementation were validated by the users. Particular emphasis was placed on validating the user interface design since it has a strong influence on user satisfaction.

Since validation was performed along the way, there should be fewer surprises during the final system validation that is discussed in this step. The system will have already been designed to meet the user's expectations, and the user's expectations will have been set to match the delivered system.

4.9.2 Key Activities

The system validation is the responsibility of the system owner and will typically be performed by the system users.

- **Update the Validation Plan and develop procedures –** An initial Validation Plan was created at the same time as the Concept of Operations earlier in the life cycle (see Section 4.3). The performance measures identified in the Concept of Operations forced early consideration and agreement on how system performance and project success would be measured. A Validation Plan was prepared that defined the consensus validation approach and the outcomes that should be measured.



It is important to think about the desired outcomes and how they will be measured early in the process because some measures may require data collection before the system is operational to support "before and after" studies. For example, if the desired outcome of the project is an improvement in incident response times, then data must be collected before the system is installed to measure existing response times. This "before" data is then compared with data collected after the system is operational to estimate the impact of the new system. Even with "before" data, determining how much of the difference between "before" and "after" data is actually attributable to the new system is a significant challenge because there are many other factors involved. Without "before" data, validation of these types of performance improvements is impossible.

In addition to objective performance measures, the system validation may also measure how satisfied the users are with the system. This can be assessed directly using surveys, interviews, in-process reviews, and direct observation. Other metrics that are related to system performance and user satisfaction can also be monitored, including defect rates, requests for help, and system reliability. Don't forget the maintenance aspects of the system during validation – it may be helpful to validate that the maintenance group's needs are being met as they maintain the system.

Detailed validation procedures may also be developed that provide step-by-step instructions on how support for specific user needs will be validated. At the other end of the spectrum, the system validation could be a set time period when data collection is performed during normal operations. This is really the system owner's decision – the system validation can be as formal and as structured as desired. The benefit of detailed validation procedures is that the validation will be repeatable and well documented. The drawback is that a carefully scripted sequence may not accurately reflect "intended use" of the system.

- **Validate the system –** The system is validated according to the Validation Plan. The system owner and system users actually conduct the system validation. The validation activities are documented and the resulting data, including system performance measures, are collected. If validation procedures are used, then the as-run procedures should also be documented.



The measurement of system performance should not stop after the validation period. Continuing performance measurement will enable you to determine when the system becomes less effective. The desired performance measures should be reflected in the system requirements so that these measures are collected as a part of normal system

operation as much as possible. Similarly, the mechanisms that are used to gauge user satisfaction with the system (e.g., surveys) should be used periodically to monitor user satisfaction as familiarity with the system increases and expectations change.

Frequently, the way in which the system is used will evolve during initial system operation. Significant departures from anticipated procedures should also be noted and documented in the Concept of Operations. For example, consider an HOV reversible lane facility that uses system detectors to verify that all vehicles have exited the facility. During system operation, the agency may find that the reliability of system detectors is not as high as anticipated. To compensate, the agency adjusts its operating procedures to perform a physical tour of the facility prior to opening it up in the opposite direction. The agency should amend its ConOps to reflect this new way of operating the HOV facility.

- **Document validation results –** The data resulting from the system validation is analyzed, and a validation report is prepared that indicates where needs were met and where deficiencies were identified. Deficiencies can result in recommended enhancements or changes to the existing system that can be implemented in a future upgrade or maintenance release. If an evolutionary development approach is used, the validation results can be a key driver for the next release of the product. (See Section 6.2.2 for more information on development strategies.)



Deficiencies of the project development process should also be reviewed to determine where the process may have fallen down, so that an improved process can be used on the next project. Without worrying about attribution to individuals, determine how a significant deficiency slipped through the process. Were the needs not properly specified? Were requirements incorrectly specified based on the needs? If so, were there opportunities for the stakeholders to walk through the requirements and identify the problem? A "lessons learned" review of the project development process at the conclusion of the system validation can be very valuable.

4.9.3 Outputs

System validation should result in a document trail that includes an up-to-date Validation Plan; validation procedures (if written); and validation results, including disposition of identified deficiencies. There are several industry and government standard outlines for validation plans, including IEEE Standard 1012[18], which is intended for software verification and validation but is also applicable to broader system verification and validation. Note that this standard covers both verification and validation plans with a single outline.

4.9.4 Examples

There are few good examples of system validations that have been performed for ITS projects. Some of the best examples are evaluations that have been performed for field operational tests (FOTs), and other evaluations that have looked in detail at the benefits of ITS. For example, the evaluation of the ORANGES Electronic Payment Systems FOT initially identified system goals and then related them to quantitative and qualitative performance measures, as shown in Table 16. Each of the performance measures was then evaluated, in many cases using before-and-after study techniques, to determine whether the system goals were achieved. Figure 31 shows results supporting the transponder market penetration goal (Goal 2). This evaluation report is a good example of many validation

[18]IEEE 1012-2004: IEEE Standard for Software Verification and Validation.

techniques, including the collection of baseline data, before-and-after studies, statistical analysis, evaluation of other causal factors, and interview and survey activities.

Table 16: ORANGES Evaluation Goals and Performance Measures

FOT Evaluation Goal	Measure
1. Increase parking revenue	• Revenue received
2. Increase transponder market penetration	• Number of smart card users that newly acquire a transponder
3. Reduce transaction times	• Average transaction times
4. Increase prepaid revenue share	• % revenue prepaid
5. Reduce monthly pass distribution costs	• Procurement, inventory, delivery, commissions for any conventional passes made available on smart cards
6. Increase automated payment equipment uptime	• % equipment availability
7. Cardholders use the joint account	• Card use profiles • Average prepaid balance • Modal use profile
8. Understand customer perceptions • General benefits • Ease of use • Convenience of revaluing	• Customer feedback
9. Understand operations/maintenance staff perceptions, including: • General benefits • Reduced payment disputes • Reduced transfer abuse • Ease of customer use • Maintenance	• Operations/maintenance staff feedback
10. Understand planning/management staff perceptions, including: • General benefits • More comprehensive data collection	• Planning/management staff feedback
11. Understand interagency perceptions, including: • General institutional issues • Interagency collaboration	• Partnership feedback

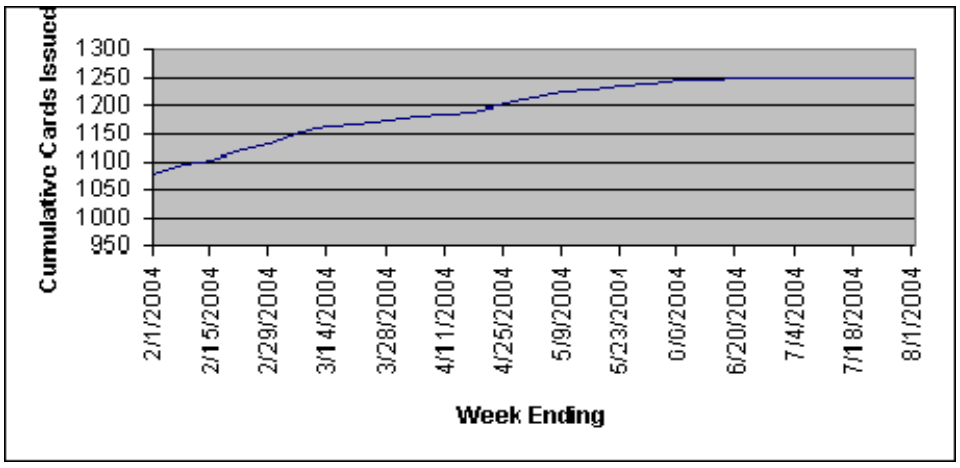


Figure 31: ORANGES Evaluation – Cumulative Transponders Issued

4.10 Operations and Maintenance

In this step: Once the customer has accepted the ITS system, the system operates in its typical steady state. System maintenance is routinely performed and performance measures are monitored. As issues, suggested improvements, and technology upgrades are identified, they are documented, considered for addition to the system baseline, and incorporated as funds become available. An abbreviated version of the systems engineering process is used to evaluate and implement each change. This occurs for each change or upgrade until the ITS system reaches the end of its operational life.



OBJECTIVES	▪ Use and maintain the system over the course of its operational life
INPUT ***Sources of Information***	▪ System requirements (operations/maintenance requirements) ▪ Operations and Maintenance Plan and procedures ▪ Training materials ▪ Performance data ▪ Evolving stakeholder needs
PROCESS ***Key Activities***	▪ Conduct Operations and Maintenance Plan reviews ▪ Establish and maintain all operations and maintenance procedures ▪ Provide user support ▪ Collect system operational data ▪ Change or upgrade the system ▪ Maintain configuration control of the system ▪ Provide maintenance activity support
OUTPUT ***Process Results***	▪ System performance reports ▪ Operations logs ▪ Maintenance records ▪ Updated operations and maintenance procedures ▪ Identified defects and recommended enhancements ▪ Record of changes and upgrades ▪ Budget projections and requests
REVIEW ***Proceed only if you have:***	▪ Demonstrated that the system has reached the end of its useful life

4.10.1 Overview

Now that the ITS system is up and running, it enters a "steady state" period that lasts until the system is retired or replaced. During this period, operators, maintainers, and users of the system may identify issues, suggest enhancements, or identify potential efficiencies. New releases of hardware and software will be installed and routine maintenance will be performed. Approved changes and upgrades are incorporated into the system baseline using the systems engineering process, as shown in Figure 32. O&M personnel might also identify process changes that may streamline O&M activities. All changes to the processes should be documented.

Successful operations and maintenance of the system will lead to customer and user satisfaction; for example, the CCTVs will be online and fully functional at all times; rush-hour drivers will be able to obtain accurate, up-to-the-minute speed, accident, and construction reports before they head out the door; and transit vehicles will arrive on time. This is when the system benefits are realized.

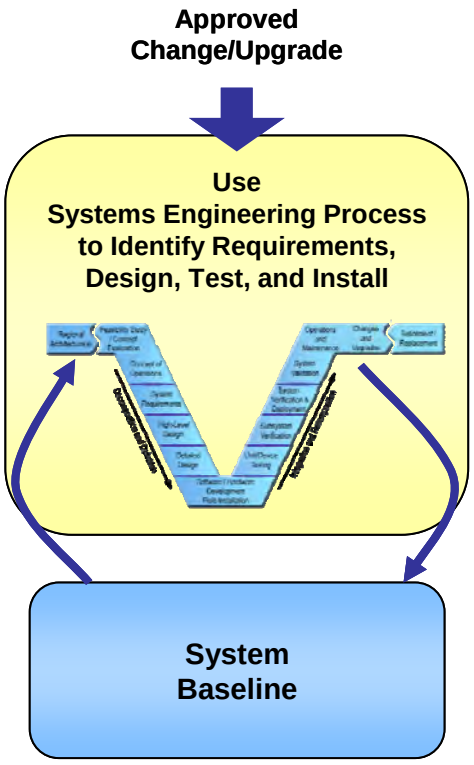


Figure 32: Changes/Upgrades Performed Using Systems Engineering

4.10.2 Key Activities

In most systems, operations and maintenance is where the lion's share of life-cycle costs are incurred. The key activities are performed periodically unless a change is considered severe and affects system performance dramatically.

- **Conduct Operations and Maintenance Plan reviews** – Operations and maintenance roles and required resources are defined in the Concept of Operations (see Section 4.3) and are refined as the system is developed. At this point, operations and maintenance personnel and the system sponsor should all be in agreement on the level of support to be provided with regard to staffing, frequency of technology refreshes (e.g., how often the software or hardware is upgraded to a new release), performance monitoring and reporting, processes for handling identified issues, and level of support provided to the end user.
- **Establish and maintain operations and maintenance procedures** – Although the processes to be used for identifying, tracking, resolving, and recording all system issues will have been established during the initial deployment step, specific detailed procedures will be further developed and maintained as efficiencies are identified. All personnel will be trained in the procedures and are responsible for their use.
- **Provide user support** – End users of your system, whether they are traffic management center operators or a person whose farecard is not working in the new farecard reader, need to be able to contact someone for user support. This support could be handled by a formal call center or perhaps only a person who performs the task during spare time via e-mail, depending on the type and complexity of the system to be supported. Either way, the user support personnel should be properly trained, should document all calls from

initiation through final resolution, and should have access to system experts if needed. These user support personnel should also provide periodic updates on user inquiries and resolutions.



A database that holds information about all user support inquiries can help you to review the types of calls that were received and to notice trends. If there seems to be a recurring problem or confusion about some aspect of the system, it could mean that a system modification should be considered.

- **Collect system operational data –** During earlier phases in the system life cycle, you will have determined how to collect system performance metrics and will have used the performance data to validate the system (see Section 4.9.2). During operations and maintenance, you should collect sufficient performance data to help you determine how well the system is operating over time. For example, in a transit management center, the on-time arrival performance data might be collected from the AVL software. If you are providing a website that displays incident and speed information, a positive response from a user who is asked whether the information was "helpful and accurate" could be collected. Feedback from operators and travelers will provide a measure of customer satisfaction. In-process reviews can be held periodically to review collected metrics, assess system performance, and identify potential system improvements.
- **Change or upgrade the system –** Like any computer system, planning for change and upgrade of your ITS system may start the day that the system is turned on. The system will evolve over its lifetime as stakeholder priorities change and technology advances. Changes can also result from user-reported issues and recommendations and from system improvements identified from the review of operational data. If you decided to deploy only part of the system during the initial deployment step, this is when you'll incrementally add the rest of the system – whether it's additional functionality or equipment at additional sites (e.g., additional CCTV deployment). (See Section 6.2.2 for more information on incremental development.)

  All proposed changes should be prioritized and will require careful cost estimates, schedules, planning, testing, and coordination with operations and maintenance prior to installation. Each approved change will require a new system release level and should be coordinated between the O&M and development teams.



Each potential change to the system should be assessed by the affected stakeholders and the project sponsor to determine whether or not it should be incorporated. Before approving the change, you should clearly understand and document the effect that it will have on other parts of the system, on the operation of the system as a whole, and on the maintenance of the system. If you make this assessment early on by following the systems engineering process, you won't discover a problem months later in the lab when the impact on the schedule and budget will be significantly higher.

Changes are approved and managed using the configuration management process defined in Section 5.4. You should use the systems engineering process, from Concept of Operations through design, verification, and installation, to add any approved change to the system. Basically, each change requires another, possibly abbreviated, pass through the "V". Approved changes are typically aggregated into builds or releases, although you may want to introduce particularly complex changes individually.



Each build or release should be subjected to thorough verification testing prior to installation. There are many stories of "changes that affected only a few lines of code" that ultimately resulted in operational failure. It is important to run regression tests that

verify that a seemingly minor change in one part of the system didn't have an unexpected effect on another part of the system. Statements like "I didn't change that area so there is no need to test it" should be a red flag.



In many cases, the development and test lab that was available during the initial system development may not be available once the system has been deployed. (It might even be the system that was deployed!) Therefore, it's common to establish a test environment to test software product upgrades or minor fixes without interfering with the current operational system.

- **Maintain configuration control of the system –** The deployed system is under configuration control, so every time the system changes, even if only a minor software patch was added, the system baseline must be updated. This means that all documentation, databases, and any other operational data must also be updated. A project library should be established that includes the latest baseline versions of all project documentation. (Section 5.4 includes more information on configuration management.)



This is one area where state of the practice lags a bit in ITS. It is common for agencies to require good configuration management practices during system development but to lose configuration control after the system is delivered. For example, if you want to know the configuration of a field controller at a particular location, you will have to take a trip to the field and have a look inside the cabinet at many agencies.

- **Provide maintenance activity support –** A fully functional system should be available for use at all times except for minimal prescheduled maintenance periods during off-hours. Maintenance records on all equipment should be documented. Sufficient equipment, materials, supplies, and spares should be in place, inventoried, and working properly. The suggested quantities for each of these items should be included in the maintenance plan prior to transitioning to full operational status.



Consider using a database tool or a similar property management application to help you keep track of all equipment, together with maintenance records, maintenance schedules, and so forth. Check it weekly and schedule the maintenance required.

4.10.3 Outputs

The current system configuration, including hardware, software, and operational information, must be documented and maintained. A complete record of all system changes should also be documented and readily available. This is especially helpful when trying to duplicate an anomaly identified by a user or operator.

System performance reports should be generated, both from any installed automated performance monitors and from user-support calls received. Trend analysis reports can be generated and reviewed to identify system deficiencies.

- Document Maintenance and Operations Activities
- Develop and Maintain a Cost Database for Maintenance and Operations
- Analyze Maintenance and Operations Requirements
- Analyze Staffing Requirements for Maintenance and Operations
- Develop a Training Program for Maintenance and Operations Personnel
- Prioritize Maintenance Needs
- Develop and Maintain a Spare Parts Inventory
- Develop a Maintenance Plan
- Develop an Operations Manual

Figure 33: Kentucky ITS M&O Plan Best Practices

4.10.4 Examples

Operations and Maintenance Plans

The Kentucky Transportation Center developed a *Maintenance and Operations Plan for ITS in Kentucky* that provides recommendations for supporting and coordinating ITS maintenance and operations activities throughout the Kentucky Transportation Cabinet. It inventories ITS equipment and systems, identifies national best practices for operations and maintenance (see Figure 33), assesses current maintenance and operations practices in Kentucky, and makes recommendations. Many of the recommendations and best practices identified in the report will be relevant to other agencies. This broad agency-wide plan complements the detailed procedures that are used to operate and maintain individual systems.

Operations and Maintenance Procedures

Operations and maintenance procedures are detailed and don't make particularly good reading unless you actually operate and maintain one of these systems, in which case they are indispensable. These manuals will be subject to relatively frequent changes as personnel will find errors and new and better ways to operate and maintain the system. A short excerpt from the CHART II O&M Procedures is shown in Figure 34.

A.1.5 Dialogic board installation/config

A.1.5.1 Setting the board identification number

- If more then one board is to be used, each board must have a unique identification number. Turn the rotary switch (SW100) to select one of the 16 board ID settings.

A.1.5.2 Attaching the PEB Terminator (XTERM) (PEB MODE ONLY)

- Attaching the PEB terminator to the XTERM socket. To terminate the voice resource board, use the resource module position. Insert the terminator in the resource module position, make sure that Pin 1 as indicated by black dot is positioned in the upper right corner in the XTERM socket.

A.1.5.3 Installing Dialogic Adapter

- Insert the Dialogic adapter in system ISA slot

Figure 34: CHART II O&M Procedures

Change and Upgrade Plans

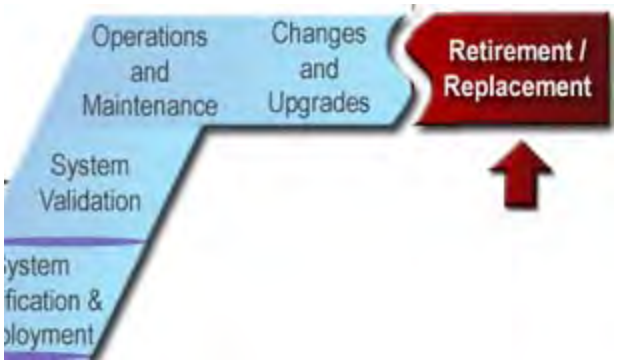
Metro Transit in Seattle, Washington, upgraded its existing Transit AVL system to support transit traveler information systems as part of the Smart Trek program. To support this upgrade, detailed cost estimates were made based on systems engineering analysis of the AVL enhancements that would be required to support the traveler information objectives of the Smart Trek project. The estimate is shown in Table 17.

Table 17: Metro Transit AVL System Upgrade

Equipment Description	Non-Recurring Costs	Recurring Costs
ARI CPU Boards (Quantity:1360)	$ 442,570	
Modem Boards (Quantity: 1360)	$ 247,410	
Termination Boards (Quantity:1360)	$ 26,206	
Labor to Retrofit MDU Units (Quantity: 1360)	$ 34,284	
Delivery and Pickup of MDU and Cases (Quantity: 1360)	$ 3,834	
Sales Tax on Above	$ 70,000	
AVL Software	$ 250,000	
MDU Test Tool (Software and Hardware)	$ 55,200	
Contract Management Labor	$ 40,660	
Basic System Maintenance (Hardware)		$ 10,000
Basic System Maintenance (Labor - 1 FTE)		$ 125,000
ISP Costs (3 lines)		$ 2,700
Total	**$ 1,170,164**	**$ 137,700**

4.11 Retirement/Replacement

In this step: Operation of the ITS system is periodically assessed to determine its efficiency. If the cost to operate and maintain the system exceeds the cost to develop a new ITS system, the existing system becomes a candidate for replacement. A system retirement plan will be generated to retire the existing system gracefully.



OBJECTIVES	▪ Remove the system from operation, gracefully terminating or transitioning its service ▪ Dispose of the retired system properly
INPUT ***Sources of Information***	▪ System requirements (retirement/disposal requirements) ▪ Service life of the system and components ▪ System performance measures and maintenance records
PROCESS ***Key Activities***	▪ Plan system retirement ▪ Deactivate system ▪ Remove system ▪ Dispose of system
OUTPUT ***Process Results***	▪ System retirement plan ▪ Archival documentation
REVIEW ***Proceed only if you have:***	▪ Planned the system retirement ▪ Documented lessons learned ▪ Disposed of the retired system properly

4.11.1 Overview

Systems are retired from service for a variety of reasons. Perhaps the system is being replaced by a newer system, or maybe the Concept of Operations has changed such that stakeholder needs are going to be met in an alternative manner that will no longer require use of the system. For example, the emergency call boxes that currently dot many of the nation's highways are beginning to be retired because their usage has decreased dramatically due to widespread use of cell phones. Many of the first-generation ITS systems are twenty years old and approaching the end of their useful life. Regardless of the reason for the retirement of the system, you should make sure that everything is wrapped up (e.g., hardware and software inventory identified for disposal is audited, final software images are captured, and documentation is archived), the contract is closed properly, and the disposal of the system is planned and executed.

4.11.2 Key Activities

This step represents the end of the system life cycle – the retirement and disposal of the ITS system. An important characteristic of the systems engineering process is the planning of all events; the retirement of the system should be planned as well.

The retirement plan should include a complete inventory of all software and hardware, final system and documentation configurations, and other information that captures the final operational status of the system. This should include identification of ownership so that owners can be given the option to keep their equipment and use it elsewhere. It should also include how the system and documentation will be disposed of, including an assessment and plan if special security measures should be in place or if there are environmental concerns that might dictate the site of disposal. You should also plan to erase the content of all storage devices to protect any personal data that might pose privacy concerns. The retirement plan should be reviewed and approved by all parties, including the agency or contractor providing O&M, the owner of the system (if different), and other key personnel.

If the system to be retired is not documented as well as it should be, steps are taken to capture all necessary data and reverse engineer interfaces and any system configuration information that is needed to support a replacement system. Existing databases may need to be exported and translated into a format suitable for the replacement system.

The next activity is to execute the retirement plan and record the results. It's also a good idea to hold a "lessons learned" meeting that includes suggested system improvements. All recommendations should be archived for reference in future system disposals. The O&M contract should be officially closed out if one exists.

4.11.3 Outputs

A system retirement plan will be generated that describes the strategy for removing the system from operation and disposing of it. Its execution will result in the retirement of the ITS system. The final system configuration, including hardware, software, and operational information, will be documented and archived, together with a list of "lessons learned".

5 ITS PROJECT MANAGEMENT PROCESSES

In addition to the process steps identified in the "V", there are several project management and control activities that are essential in order for a project to be successful. The project planning, project monitoring and control, risk management, and configuration management processes shown in Figure 35 all support systems engineering. These activities are discussed briefly in this chapter; a list of additional resources may be found in Chapter 7.

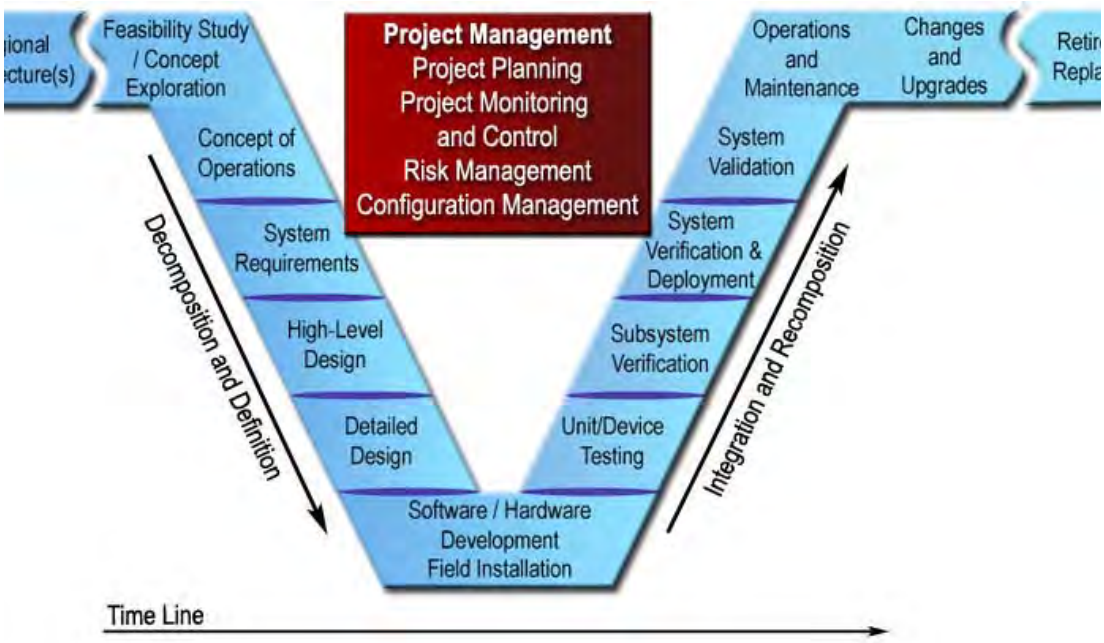


Figure 35: Project Management Activities Cut Across All Steps of the "V"

5.1 Project Planning

Project planning lays out the activities, resources, budget, and timeline for the project. This effort, which begins early in the project life cycle, results in the creation of two major plans, the Project Plan (PP) and the Systems Engineering Management Plan (SEMP). Both of these documents should be written in such a way that a newcomer to the project team can understand the type and scope of the project, the responsibilities of the major players, the staffing, the schedule and budget, and the processes that will govern the project. There are typically several additional plans (e.g., Risk Management Plan and Configuration Management Plan) that will either become appendices to the PP or SEMP or will stand on their own, depending on the size and complexity of the project.

5.1.1 Project Plan

The Project Plan (PP) documents how the project will be managed and controlled from a programmatic standpoint. It identifies the detailed work plans for both administrative and technical tasks. For each project task, the PP documents what is to be done, by whom, with what funds, when, how (processes to be used), and dependencies.

When contracting is involved, the PP will either be created by the agency prior to contracting for the project or will become the first output of the effort, created by the contractor immediately after beginning the project.

The Project Plan should include the purpose and overview of the project, task descriptions, resources and budget allocated to each task, deliverables, and project schedule. It should also include a budget plan that estimates annual/monthly costs and identifies where funds will come from, a project organization, as well as roles and responsibilities relative to project execution. If there are any Integrated Product Teams (IPTs) that will be utilized on the project, their mission and membership should be described. The PP should include a list of all documents to be generated, key milestones, and formal meetings. Process descriptions or flowcharts that will govern how the project is controlled should be appended. It's helpful to create a table that identifies the owner or lead for each process and document as well as those organizations that provide a supporting role. All tools to be used to manage the project should be listed, along with key project performance measures that will be tracked to monitor schedule and budget performance. In general, the PP is the "how to" manual for managing the project's implementation, and as such it should be formally reviewed and approved by all major stakeholders prior to the start of the project.

5.1.2 Systems Engineering Management Plan

The Systems Engineering Management Plan (SEMP) is the top-level plan for managing the systems engineering effort to produce a final operational system from initial requirements. Just as the PP defines how the overall project will be executed, the SEMP defines how the engineering portion of the project will be executed and controlled. It describes how the efforts of system designers, test engineers, and other engineering and technical disciplines will be integrated, monitored, and controlled during the complete life cycle. For a small project, the SEMP might be included as part of the PP document, but for any project of greater size or complexity a separate document is recommended.

The information contained within a SEMP can be organized in different ways, but in general it should include an introductory section (including system description, top-level schedule, and relevant documents), technical planning and control, systems engineering processes tailored specifically for the project, and plans for coordinating the efforts of multiple engineering disciplines to accomplish the project tasks. Make sure that the SEMP and the PP are consistent – it's fine to reference the PP in the SEMP and vice versa.

Technical Planning and Control – This section describes how the project will be controlled from a systems engineering point of view. It includes the engineering organization and responsibilities, identification of technical and performance monitoring reviews to be held during the project life cycle, the system test strategy, technical performance measurements to be monitored, the configuration and data management strategy (see Section 5.4 for further details), the risk management strategy (see Section 5.3 for further details), and identification of any critical items that may require special risk management.

In addition, there are a host of other plans that should be created near the beginning of the project life cycle. Depending on the size and complexity of the project, plans may be small and included as part of the SEMP or they may be referenced by the SEMP as standalone documents. Minimally, the SEMP should identify all of the relevant project documents. Plans to be described or referenced in the SEMP include:

- Interface Control Plan, describing the nature of external interfaces and responsibilities of organizations on each side of the interface.

- System Integration Plan, describing the strategy for how the software and hardware that comprise each subsystem will be integrated with other subsystems to form the overall system and including the dependencies and operational capabilities at each stage in the integration.

- System and Subsystem Verification Plan, describing how requirements will be verified for the system and each subsystem. This plan may also include the test lab environment(s), tools required, and dependencies.
- System Validation Plan, describing the approach that will be used to validate the project delivery.
- Software and Hardware Development Plans, describing the facilities, tools, and processes to be used to produce the project's software and hardware including development of custom software/hardware and procurement of commercial software/hardware products.
- Installation Plan, describing logistics for system deployment and installation procedures.
- Operations and Maintenance Plan, describing the organization, staffing, and processes for operating the deployed system, including maintenance, technical refresh plans, enhancement process, and procedures.
- Other plans, such as a Training Plan, a Safety Plan, or a Security Plan, may also be needed to address special issues of the project.

Systems Engineering Processes – This section of the SEMP describes the processes to be used for execution of the various systems engineering steps covered in Chapter 4, as tailored for your project. This is a good place to include a discussion of the project's approach to meeting the requirements of FHWA Rule 940.11/FTA Policy Section VI.

This section should include a definition of all high-risk areas, including critical technologies that might pose some challenge for your system. The SEMP will include a list of the tools that will be employed during the development (e.g., a requirements traceability tool).

Coordination of Engineering Disciplines – This section describes how the various inputs into the systems engineering effort will be integrated and how appropriate disciplines will be coordinated with that effort. In a complex project, there will be multiple engineering disciplines contributing to the success of the project. For example, for projects that have a user interface, operability/human engineering will provide input during the development cycle to ensure that the design is user-friendly and intuitive. If system reliability is a major issue, specialists should assess the design to make sure that it will meet performance requirements. In the SEMP, the dependencies between these various engineering disciplines and the project life cycle will be documented. This will help the systems engineer to make sure that input is solicited from each engineering discipline at the appropriate time and that the right people are at the various technical reviews.

5.2 Project Monitoring and Control

The plans discussed in the PP and in the SEMP include the steps that will be taken to monitor and control the project from a systems engineering standpoint. Two aspects of this monitoring and control, project tracking and project technical reviews, are discussed next.

5.2.1 Project Tracking

The PP and the SEMP define the tasks and schedule for the project and the processes that will be followed to produce the deliverables. Once the project is underway, how can you track progress against the plan? When should you start to worry that the project is veering off track? Is the project on track as long as cost and schedule are meeting the plan?

It's tough to answer any of these questions without creating some means of measuring progress. Metrics can help you to

If you can't measure it, then you can't manage it.

Peter Drucker

track progress and more importantly track problems on the project. Performance measures, which are formed by combining metrics, may be used to indicate progress or achievement and may be programmatic or technical. A few examples of performance measures are shown in Table 18.

Table 18: Example Performance Measures

Performance Measures		
Technical		Programmatic
Development Progress	System Performance	
# of requirements defined / # of requirements predicted	Transit vehicle maintenance database usage / # disk space allocated	# of tasks performed / # of planned tasks scheduled
# of SW modules completed / total # of planned installations	# of times traffic signal equipment reports faults / Total # traffic signal equipment faults	Cost as of today / Budget as of today
# of field sites installed / Total # of planned installations	Failure rate of DMS equipment / Predicted failure rate	
# of acceptance tests passed / Total # of acceptance tests		

Programmatic performance measures are primarily concerned with spending and schedule progress and are documented in the PP. *Earned value measures* are one of the best ways to accurately measure cost and schedule performance. Earned value provides a measurement of work accomplishment compared with resource expenditure (cost or effort). A detailed discussion of this technique can be found in many project management resources, including the *Project Management Book of Knowledge* (PMBOK) and the NHI Project Management Course. (Consult Chapter 7 for resources.)

Technical performance measures are documented in the SEMP and fall into two general categories:

- Outputs of the systems engineering process steps (e.g., the number of requirements changes after the requirements have been baselined), or
- Performance or effectiveness of the system being developed (e.g., incident response time for an incident management system)

Metrics and measures should be defined early in the project and tracked either periodically (e.g., monthly) or at defined milestones. Monitoring the performance measures on a regular basis will help you to notice trends and to predict and head off potential issues before they grow into large problems. By using programmatic measures, you will be better able to adjust the task schedule and move resources as needed to minimize the impact to other tasks. By monitoring technical measures, you will notice trends that will help point to inefficiencies in the system design. Both programmatic and technical measures are also useful in identifying points in your processes that could be improved.

5.2.2 Project Reviews

Project reviews provide a structured and organized approach to reviewing project products to determine if they are fit for their intended use. These reviews are a primary method of communicating progress, monitoring risk, and transferring products and knowledge between project team members. The reviews often occur at the completion of a "V" process step and

represent *decision points* that must be passed successfully before moving to the next step in the process.

Note that there are programmatic project reviews that are focused on budget, schedule, resourcing, and other program control topics. Technical reviews center more on the project development aspects of the program, and these are the focus of the following discussion.

Project reviews should be done in partnership with the system developer and should not be treated as an audit to discover contract noncompliance. The reviews should be collaborative with no fingerpointing. Discuss ahead of time what should be done if an impasse is reached during a project review. "What if" planning in a risk management plan or a review-specific plan before an impasse is reached can help to keep the project moving forward productively.



Sometimes it seems that the focus at major project reviews is on impressive presentations that put the best face on the project. Remember that the review is not convened to assess the quality of the presentations. The real intent is to evaluate objectively the output of the current step and to assess honestly whether the team is ready to progress to the next step.



Make sure that the right people are in the room when you hold the project review. For example, if requirements are being reviewed, the systems engineers, design engineers, test engineers, O&M team, and other relevant parties should all carefully review the material and provide constructive feedback. A list containing the names of key reviewers should be made prior to the review. Unless these reviewers provide written comments in advance or are present at the project review meeting, the item under review should not be signed off as complete.



You should go into a major project review with the perspective that delaying the transition to the next step can be the best choice depending on project status. Too often, ITS projects are allowed to progress to the next step even if the previous step has not been completed. The common sentiment is that the project should maintain its schedule and catch up technically in the next process step, but this rarely works. For example, a project that progresses to high-level design before requirements are baselined is at risk of misunderstandings concerning what is to be designed, developed, tested, operated, and maintained.

Every major product (e.g., specifications and test results) created in the life cycle should be reviewed. In Chapter 4, we identified the various decision-point reviews that occur to assess readiness for progressing to the next step in the "V". Each of these reviews could be as simple as two or three team members walking through the product, or it could involve the whole team and, in many cases, the contracting agency.

Some of the formal technical reviews that may be planned for an ITS project include:

- Project Planning Review (e.g., SEMP, PP, Risk Management Plan).
- Concept of Operations review to ensure that the operation of the system has been defined to meet the needs of the stakeholders.
- Requirements review to make sure that requirements are appropriate and traceable to user needs and verification tests and that all parties have a common understanding of the meaning of each requirement.
- High-Level Design review to present the project architecture, and the system analysis performed to arrive at the high-level design, sometimes referred to as a Preliminary Design Review (PDR).
- Detailed Design review to ensure that the detailed design is ready for implementation, sometimes referred to as a Critical Design Review (CDR).

- Implementation reviews, including reviews of prototypes and hardware/software products as necessary.
- Test Readiness review to identify whether the components, subsystems, or system are ready for the verification steps.
- Operational Readiness review to obtain agreement from all parties that the system is ready for full operation and maintenance.

In addition to the formal decision-point reviews that are shown in the "V", many less formal reviews may be conducted; these include walkthroughs, interim progress reviews, and other ad hoc reviews that may be scheduled to address a particular risk or development challenge.

5.3 Risk Management

Risk management is the identification and control of risks during all phases of the project life cycle. Murphy's Law is alive and well during most projects, so it's essential that you anticipate the risks and put plans in place for addressing them. The goal of risk management is to identify potential problems before they occur, plan for their occurrence, and monitor the system development so that early action can be taken if the risk occurs.

Risk management is composed of the following general steps:

- Risk identification
- Risk analysis and prioritization
- Risk mitigation
- Risk monitoring

If you don't actively attack the risks, they will actively attack you.

Barry Boehm

5.3.1 Risk Identification

The objective of the risk identification step is to identify the key risks to project success *at the beginning of the project.* This will require that project managers, stakeholders, and possibly outside experts brainstorm about where the risks may lie. They should take a look at all potential risks, from initial development all the way out through operations and maintenance and eventual retirement of the system.

There are many areas of risk that might affect your project:

- Technical (e.g., Is the project using any technologies that have not been widely deployed or that the project team is unfamiliar with? Are the requirements well defined? Are the development or test facilities inadequate? Is all technical documentation receiving adequate review?)
- Institutional (e.g., Does the project require agreements related to agency data sharing that haven't yet been created? Are there regulations or agency hurdles that must be overcome for the project to succeed?)
- Schedule (e.g., Is the schedule too aggressive? Are there particular tasks for which small schedule slips will have a major impact on the final deliverable? Is the schedule dependent on timely, government-promised equipment, information, or review?)
- Funding (e.g., Is the funding for the project secure, or is only part of it in place? Are there pending agency budget cuts that might impact development or operations?)

- Personnel (e.g., What will happen if there is a loss of key agency or contractor personnel? What will be the impact if key personnel do not have adequate experience?)
- Environmental (e.g., Does the deployment schedule call for installations at a typically rainy time of year? Are there environmental restrictions that might impact system deployment?)
- Commercial (e.g., Is sufficient schedule time allocated to allow for dependencies on commercial off-the-shelf [COTS] product deliveries?)

Risks should be expressed as "If <situation>, then <consequence>" statements. For example: "*If* an agreement cannot be made with Agency ABC to obtain incident information, *then* the dispatching software will not be able to take incident information into account when calculating the best route."



During this first step, it is important to obtain a broad sample of potential risks. However, try to keep reality in check. You're not trying to capture highly improbable events but rather those that may well occur and are likely to impact the project the most from a schedule, cost, or technical standpoint.



It is also important to recognize the opportunities that go along with the project risks. There is a risk that you will fall behind an aggressive schedule, but the shorter schedule may provide some additional benefit or opportunity. It is common to brainstorm project opportunities along with project risks, since risks are almost always incurred when attempting to capitalize on some opportunity. As you identify the risks, consider the aspects of the program that, if performed a certain way, might lead to potential cost savings, schedule improvements, or improved quality in the technical approach. The following steps in the risk management process are equally relevant to opportunity capture.

5.3.2 Risk Analysis and Prioritization

Once risks have been identified, the next step in the process is to analyze and prioritize them. In order to do this, we need to determine the impact should the risk occur, and the probability of its occurrence.

How severe will the impact be if the risk occurs?

For each risk identified, you should make an assessment of what will be impacted if the risk occurs. Risks typically fall into one or more of the following areas:

- Technical (risks affecting the quality of the resulting system)
- Schedule (risks that cause schedule slippage)
- Cost (risks that cause cost to exceed budget)

Depending on the nature of the project and the nature of the risks, this assessment of severity can be qualitative (e.g., high, medium, or low) or quantitative (e.g., weeks of schedule slippage or amount of cost overrun).



When determining risk severity, start with the qualitative approach (i.e., high, medium, low), but create some quantifiable criteria for each level. For example, a high-severity risk might cause a schedule slippage of more than six months. Such criteria will give you a way to measure the impact you expect from any particular risk.

What is the probability that the risk will occur?

For each risk identified, assign a probability that the risk will occur (e.g., high, medium, or low). It's a good idea to define each of these probabilities quantitatively to make sure that everyone is analyzing the risks the same way (e.g., high = greater than 30% probability that the risk will occur).

Once each risk has been analyzed, the next step is to prioritize the risks according to the severity of the impact and the probability of its occurrence, as shown in Table 19. Any risk that falls into the upper left-hand corner group lettered A, B, and D is important. These risks have a higher probability of occurrence and a greater impact. Mitigating these likely risks will give you the best cost, schedule, and/or technical savings. Depending on available resources, try also to consider the risks that fall into cells E, C, and F, in that order.

Table 19: Risk Prioritization Matrix

		Probability of Occurrence		
		High	**Medium**	**Low**
Severity of Impact	**High**	A	B	C
	Medium	D	E	F
	Low	G	H	I

5.3.3 Risk Mitigation

The objective of risk mitigation is to identify and evaluate alternatives for handling the risks identified above. From a project management standpoint, there are several ways to address risks:

- Avoid the risk altogether (e.g., change in requirements or design)
- Take actions to reduce the likelihood or severity of the risk (e.g., prototype a new technology or develop and deliver software incrementally)
- Accept the risk and do nothing, which is often the approach for risks with low impact and low probability of occurrence

A risk mitigation strategy describing the steps to be taken to lessen the severity of the risk and the probability of its occurrence should be created for each risk. The strategy should identify the risk, an assigned owner, and the schedule and budget for implementation of the mitigation steps. The contingency schedule and budget should be allocated up front in order to have the time and funds to address each risk adequately. It's not enough just to create mitigation plans – you should begin to execute them according to the schedule and documented approach. The goal is to reach an acceptable risk mitigation solution between the customer and the contractor so that the project remains technically viable, on schedule, and on budget to the extent possible.

The risk mitigation strategy can take the form of a standalone risk management plan or it can be a section in the SEMP, depending on the size and complexity of the project.



As we discussed earlier, opportunities for potential cost savings, schedule improvements, or improved quality should be considered along with risks. During this step, you should put a plan in place to exploit each opportunity you've identified and implement the plan.

5.3.4 Risk Monitoring

Risks should be monitored throughout the life cycle to determine whether the mitigation steps are actually lessening the severity or probability of each risk. It's also possible that the nature of the risk has changed (e.g., the due date for delivery of the software code was extended because another project was delayed).

One way to monitor risks is to develop metrics that will give an indication that a risk is occurring. These metrics (e.g., cost versus schedule to identify if cost overruns are beginning to occur) should be easy to track and should provide some signal of a potential problem. Risk status should be reviewed periodically during progress meetings and other reviews.

5.4 Configuration Management



Configuration management (CM) can be defined as "*A management process for establishing and maintaining consistency of a product's performance, functional, and physical attributes with its requirements, design and operational information throughout its life.*" (From ANSI/EIA 649-1998)

Establishing the system baseline, or configuration, and managing change to that baseline, are key processes for ensuring that system integrity is maintained throughout the life of the system. Consider it this way – if you had to recreate the system at a certain state in its life cycle or duplicate the deployed system in the test lab to check out a fault, would you have all of the configuration data and documentation version information you would need to do so? Following a strict configuration management process will ensure that you do.

The configuration management process consists of five major activities:

- Configuration management planning – Planning for what needs to be controlled to completely define the configuration of the system, how you change a controlled configuration, how you keep track of those changes, and how you verify that the CM processes are working
- Configuration identification – Identifying the functional and physical characteristics of a configuration item
- Configuration change management – Controlling change to those characteristics
- Configuration status accounting – Keeping track of the status of changes to the configuration items (e.g., proposed, approved, or implemented)
- Configuration auditing – Verifying that CM procedures are being followed as well as the consistency of documentation against the configuration item



This discussion of configuration management provides just a basic overview of what is a major discipline within systems engineering. There are resources that provide more detail and specific tools and techniques for the implementation of configuration management. These resources may provide additional information for adapting the information presented here to address specific project needs. Such resources include:

- TMC Pooled-Fund Study Configuration Management for Transportation Management Systems – Final Report September 2003; available at http://tmcpfs.ops.fhwa.dot.gov/cfprojects/new_detail.cfm?id=24&new=2
- A Guide to Configuration Management for Intelligent Transportation Systems – April 2002; available at http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_TE/13622.html

5.4.1 Configuration Management Planning

The processes and procedures to be used to manage the configuration of the system and changes to that system are documented in a Configuration Management (CM) Plan. The CM Plan may be a separate document (if the project is of sufficient size or complexity) or it may be part of another project planning document (e.g., PP or SEMP). The CM Plan is created at the beginning of the project life cycle. Once approved, the CM processes and procedures described in the plan are used throughout the remainder of the life cycle through retirement or replacement of the ITS system.

During the CM planning phase, you should select your CM tool. This tool will capture the configuration definition and will be used to establish and maintain the system baselines (e.g., hardware or software). It could be as modest as a spreadsheet if your project is small or an industry-standard CM tool if the project is more complex.

It is also during this early planning phase that the configuration control board (CCB) is established. The purpose of the CCB is to control the baseline of the system and all changes that are proposed and implemented on it. Its membership and process should be documented in the SEMP or the CM Plan. Membership includes representation from both engineering and program management and from both the contractor and the contracting agency. For small projects, this may be only two or three people. The CCB reviews every change, including its technical and programmatic justification, implementation schedule, potential effects on other parts of the system and project cost/schedule, and the risks involved with deploying the change.

5.4.2 Configuration Identification

Configuration identification is the selection of the software, hardware, and documentation that will be tracked. These configuration items collectively represent the system baseline and typically include:

- Hardware items
- Software modules
- Communications interfaces
- Project documentation (e.g., Concept of Operations, requirements, and design documents)
- Support tools



Each configuration item must have a unique identifier, clearly marked on it in some fashion, so that the item can be identified and tracked. For continuity, many projects use identifiers that are consistent with the nomenclature used to identify items in the project contract.

5.4.3 Configuration Change Management

Once the configuration items have been identified, any changes to them must be handled in a controlled fashion. All changes must be clearly described and presented to the CCB to assess the technical, cost, and schedule impacts. Only after the CCB has approved the change should it be implemented and the baseline changed. Once the change has been approved and implemented, it is formally documented, the baseline is updated, and the control number is updated. You should define the format of the control number – a revision number or version number – in the CM Plan.



Your Traceability Matrix can be a useful tool to help assess the impact of a proposed change since user needs are traced to requirements, which in turn are traced to system components and verification tests.

5.4.4 Configuration Status Accounting

At any time during the system life cycle, you should always know the configuration of every item. From the time that a change is proposed and all the way through its approval cycle and final implementation in the deployed system, the change should be tracked. When it has been superseded by another change, the initial change should be archived. A complete history of all changes to all configuration items should be maintained throughout the life of the system and eventually archived.

It's a good idea to follow the same process for any test equipment used to debug the system. For example, if there are multiple dynamic message signs that will be tested, it's important to make sure that all tests were run using test equipment configured the same way.

5.4.5 Configuration Auditing

How do you know that your project team members are following the documented CM processes to establish the baseline and control changes to it? You should periodically audit the processes and procedures that they're using against those in your CM Plan and also assess whether or not the CM processes are working effectively.

An auditing exercise should also verify that the state of each configuration item and its associated specifications, interface control documents, and other data are indeed as recorded in the CM tool. Check that a rabbit trail that tracks the history of changes to each item is complete.

6 APPLYING SYSTEMS ENGINEERING

6.1 The Traditional Project Life Cycle and Systems Engineering

The systems engineering approach discussed in previous chapters may be viewed as an extension to the traditional project development process that is already established in transportation agencies. As transportation organizations gain experience with ITS projects and the systems engineering approach, they typically find that they can weave the systems engineering processes and best practices into their overall project development process.

6.1.1 Traditional Transportation Project Development

Transportation projects are identified and funded through transportation planning and programming/budgeting phases. Funded projects are then implemented using a process similar to the traditional capital project development process shown in Figure 36, but the exact process used for ITS projects will vary with the type of project. For example, ITS projects that install only field equipment (e.g., variable message signs) would use a process that is very close to the traditional process shown in Figure 36. ITS projects that involve hardware and software development and integration would require additional systems engineering analyses that would be significant extensions to the traditional process.



Figure 36: The Traditional Transportation Project Development Process

While project development processes vary from state to state and from organization to organization in each state, the transportation project development process tends to have the same major steps.

- **Project initiation –** In this step, the project manager is identified, the project team is assembled, and the project development is planned. A high-level definition of the project is developed, costs are estimated, and the required forms and checklists are completed to garner approval for the project from the sponsoring and funding agency(ies). For FHWA and FTA, this is a critical point in the process where approval to proceed is given and federal funds are obligated.
- **Preliminary engineering –** In the traditional capital project development process, environmental, right-of-way, and other studies are performed depending on the type of project. These studies result in better understanding of the project requirements and constraints. ITS projects that include a construction component will require these same studies as well as additional engineering analyses to fully specify the project requirements for the ITS portion of the project. Note that from a federal aid perspective, preliminary engineering also includes plans, specifications, and estimates (PS&E). PS&E is split out separately here to differentiate between requirements-oriented and design-oriented steps in the traditional project development process.
- **Plans, specifications, and estimates (PS&E) –** The detailed design for the project, including detailed project specifications, estimates of material needs, and associated costs,

is documented. In a traditional construction project, this step provides companies with all the information they need to develop an accurate bid. Construction elements in an ITS project will also require traditional design documentation (e.g., layout sheets, plan and elevation views, and cross-section details). Design documentation is required for the hardware and software components in an ITS project, but it takes the form of high-level design, interface specification, and detailed hardware and software specifications.

- **Construction –** The project is built. In a traditional transportation project, this is construction of the actual physical improvement. In an ITS project, this includes the procurement and implementation of the hardware, software, and enabling products (e.g., manuals, operating procedures, and training). This step also includes both the inspection of the physical improvement and integration and the testing of the implemented system.
- **Project closeout –** After final inspection, the completed project is accepted, as-built plans are created, a project history file is completed, and final project documentation is submitted for audit prior to final payment.

6.1.2 Mapping Systems Engineering into the Project Life Cycle

As it has evolved through a century of building roads and public transit systems, the transportation project delivery process used by most agencies today already includes many important features of the systems engineering process. In both processes, the system is specified in increasing detail, beginning with needs, moving to requirements, and then into design. Multidisciplinary project teams and systematic stakeholder outreach and communications are hallmarks of a good transportation project development process and sound systems engineering practice. By taking advantage of this similarity in concepts and processes, the systems engineering process can be integrated as an extension to the agency's existing project development process. This alignment of the traditional transportation project development process with the systems engineering process is shown in Figure 37.

Making these types of linkages and mainstreaming ITS development into the agencies' project development process makes it easier to incorporate systems engineering into each agency's process.

Although there are similarities, there are also key differences between the traditional process and the systems engineering approach that should be considered when planning your next ITS project. For example, in the traditional transportation project development process, there is clear contractual separation between the consultant that prepares the PS&E and the contractor that builds the project. This is a risky approach for many ITS projects, in which it is important to have more continuity across the project development life cycle so that the contractor who ultimately implements the ITS system clearly understands the underlying user needs and requirements and has the latitude to implement the most cost-effective solution. For example, the contractor that implements custom software for an ITS project should also participate in the detailed software design. You would not want to impose a contractual barrier between the software designer and the software implementer. Differences like these have led to use of innovative procurement practices for ITS projects that are discussed in the next section.

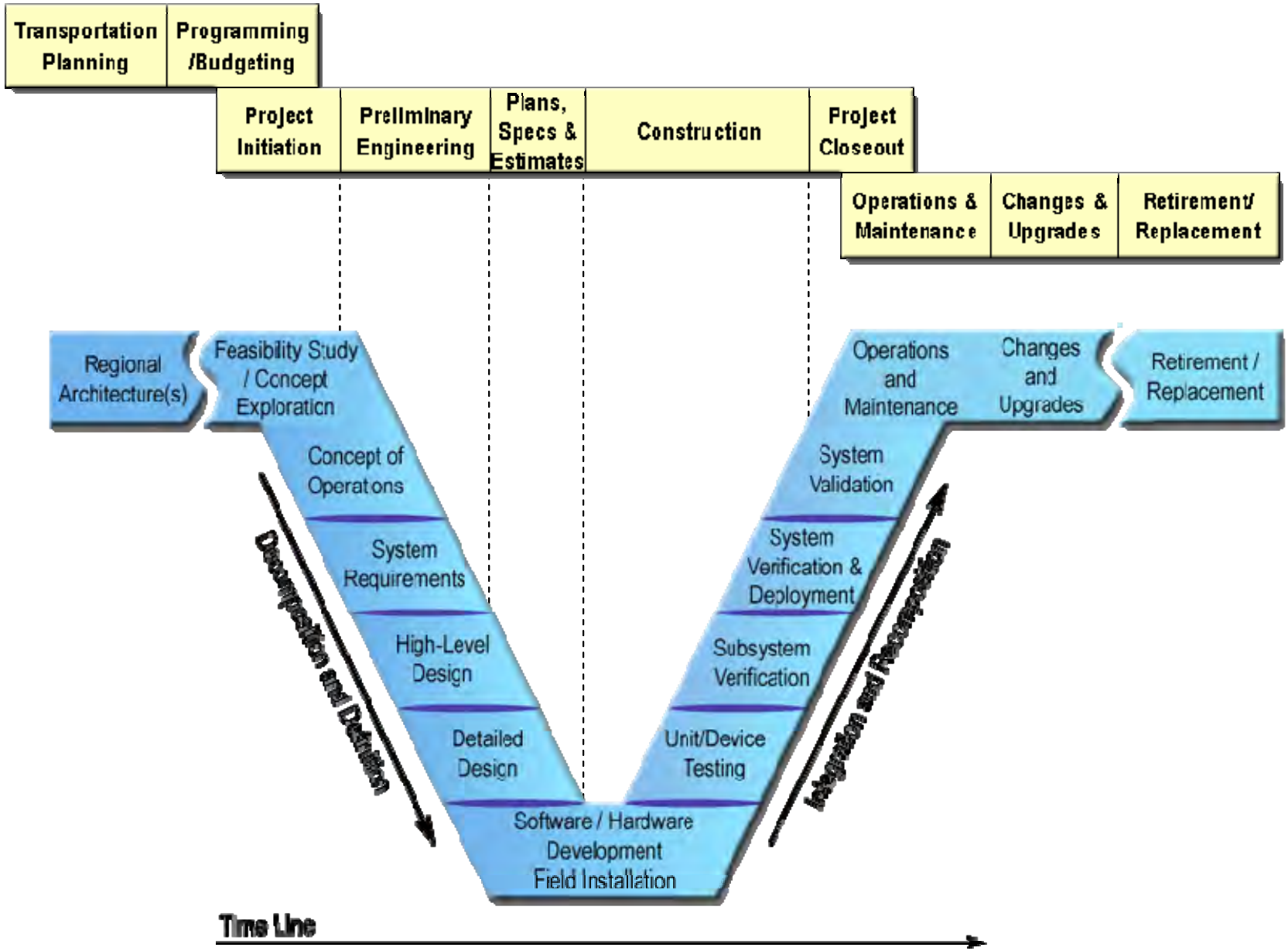


Figure 37: Systems Engineering as an Extension of the Traditional Project Life Cycle

6.2 Applying Systems Engineering in Your Project

6.2.1 Procurement and Systems Engineering

The project development process is strongly influenced by the selected procurement strategy. ITS projects have been procured through traditional low-id, systems manager, design-build, and other innovative procurement approaches. The procurement strategy will influence who (i.e. agency, consultant, or contractor) takes the lead for each process step, but the fundamental systems engineering process steps (Concept of Operations, Requirements, Design) should still be accomplished for all types of ITS system development projects. An important thing to remember is that the agency is never completely off the hook, regardless of the procurement approach. With any approach, there is always a need for the agency to be involved in the process.



The systems engineering analysis requirements identified in FHWA Rule 940.11/FTA Policy Section VI include a requirement for analysis of procurement options.

A poorly chosen procurement strategy can adversely impact a project just as much as the lack of a sound systems engineering approach. It is important to tailor the procurement strategy based on the type of ITS project and not to assume that it always has to be done the same way. The traditional approach of putting a specification on the street and awarding the implementation to the low-bid contractor may work well for projects with extremely well-understood requirements. However, the complications of inexperienced personnel, new requirements and technologies, changing environments, and shifting priorities lead to the need for newer approaches for many ITS system acquisitions. This is particularly true when a project includes custom software development.

Table 20 identifies some of the procurement approaches that have been used for ITS projects and highlights a few of the considerations for their use in your next project.

Table 20: Procurement Approaches for ITS Projects

Approach	Key Considerations	Comments
Commodity Supplier	Low-bid selection of prequalified packages; fixed-price contract	Applicable only for unmodified off-the-shelf software or hardware
Low-Bid Contractor with Consultant Design	Consultant performs 100% of design; may provide additional services during implementation Low-bid selection of contractor; fixed-price contract No collaboration on design between agency and contractor	Conventional way to procure construction projects Only applicable to extremely well-defined ITS projects Not applicable to ITS projects with significant software development
Systems Manager	Single contractor responsible for planning, design, implementation, and testing Negotiated (qualifications-based) award precludes contractor from providing construction/equipment Separate low-bid procurements	The selected systems manager has overall responsibility for delivering an operational system Additional contracting burden on agency Accommodates iterative

Approach	Key Considerations	Comments
	managed by the agency for construction and equipment	development and collaboration between agency and contractor Preferred for projects with significant software development
Design-Build Contractor with Design Consultant	Requirements/high-level design may be prepared by a consultant prior to contractor selection Best-value contractor selected based on price and qualifications Single contractor responsible for design, implementation, and testing Contractor can provide construction services/equipment	Some agencies do not allow design-build contracting Loss of continuity/flexibility if contractor does not participate in requirements/initial design Do not use a low-bid process to select a design-build contractor Preferred for major projects with significant construction
Consultant	Negotiated (qualifications-based) award limits consultant work to personal services Consultant services used for system requirements, design, and agency support during system implementation (define test plans, etc.)	Used to support initial consultant/system manager selection in previous approaches Can also be used to supplement in-house capabilities, support systems engineering process improvement, etc.
Outsourcing	Used to support acquisition of a capability/function rather than a specific system Best-value (qualifications-based) or low-bid (cost/rates-based) selection	Outsourced functions may include traveler information, toll collection; may involve a public-private partnership

A hybrid approach may be preferable for some ITS projects. For example, systems that include significant software development and significant construction may best be implemented with a hybrid approach that includes separate contracts for each of these activities.



Obviously, selecting the "best" procurement approach for your ITS project and your agency is not a trivial matter. Fortunately, there is help. *The Guide to Contracting ITS Projects* and its companion web-based tool, available at http://www.citeconsortium.org/Model/index.htm, have been developed through the National Cooperative Highway Research Program (NCHRP). The documentation provides insights into the procurement processes for ITS and advises on how to make the right choices based on the particular circumstances of a project and the procuring agency. The web-based tool walks you through an eight-step decision model, beginning with initial decisions about the type of project and finishing with recommendations on how to build the contractual terms and conditions.

The contracting model includes decisions about work allocation, method of award, and contract form and type. Each step in the model consists of a series of questions to elicit the

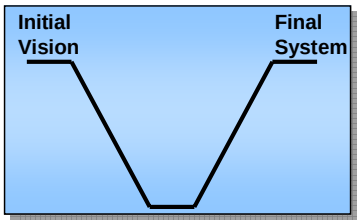
many possible dimensions, including project size and complexity, staff experience, and agency policies.

In a recent Talking Technology and Transportation (T3) webinar, *Successful ITS Procurement*, Mac Lister of the FHWA Resource Center and Phil Tarnoff of the University of Maryland concluded that "The right procurement approach may not guarantee success, but the wrong approach will guarantee failure." The key is to keep asking "What are we buying?" The answer to that question, along with any uncertainty you may have in answering it, should guide you in selecting the right approach for you and your project.

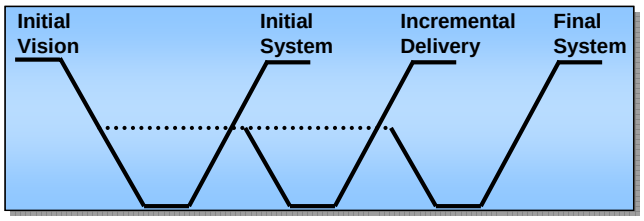
6.2.2 Selecting a Development Strategy

There are several different ways that a system can be developed and delivered using the "V" systems engineering model. The best development strategy depends on how much you know about the system that you want to implement, whether you have all the funds that you need to implement the system in one fell swoop, your agency and contractor capabilities, and your assessment of the project risks. Three basic development strategies can be used:

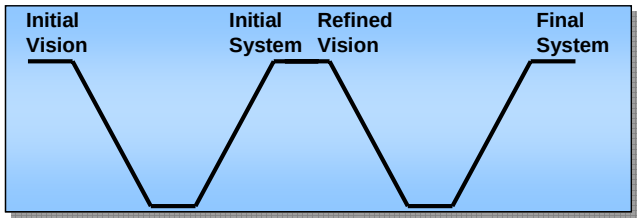
- **Once-through –** Plan, specify, and implement the complete system in one pass through the "V". This approach, also sometimes called the "waterfall" approach, works well if the vision is clear, the requirements are well understood and stable, and there is sufficient funding. The problem is that there isn't a lot of flexibility or opportunity for recovery if your vision or the requirements change substantially.



- **Incremental –** Plan and specify the system and then implement it in a series of well-defined increments that each deliver a portion of the system. In this case, you are making one pass through the first part of the "V" and then iterating through the latter part for each phased increment. This is a common strategy for field equipment deployment where system requirements and design can be incrementally implemented and deployed across a metropolitan area in several phases and several projects.



- **Evolutionary –** Plan, specify, and implement an initial system capability. Gain experience with the initial system and define the next iteration to fix problems and extend capabilities. Refine the Concept of Operations, add and change system requirements, and revise the design as necessary. Continue with successive iterative refinements until the system is complete. This strategy can be shown as a series of "Vs" that are placed end to end since system operation on the right side of the "V" influences the next iteration. This strategy provides the most flexibility but also requires project management expertise and vigilance to make sure the development stays on track. It also requires a measure of patience on the part of your stakeholders since they need to stay with you and continue to support the overall program even though their



favorite feature may not be ready as soon as they had hoped. For particularly complex projects, a *spiral model* may be used, which is an evolutionary approach that is driven by risk management and extensive planning in each iteration. In the spiral model, the initial iterations include prototyping, analyses, and studies that are intended to reduce risk prior to implementation of an operational capability. The products in each iteration are defined to reduce risk as the system's degree of definition and implementation is increased incrementally. In any evolutionary deployment strategy, each iteration should include stakeholder involvement and decision points to ensure consensus on direction and commitment to proceed as the system is incrementally implemented.

There are many variations and hybrid combinations of these three basic strategies. Table 21 summarizes the distinctions among them.

Table 21: Development Strategy Comparison[19]

Development Strategy	Define All Requirements First?	Multiple Development Cycles?	Deliver Interim Releases?
Once-Through	Yes	No	No
Incremental	Yes	Yes	Optional
Evolutionary	No	Yes	Yes

Table 22 identifies some of the reasons to pick one strategy over another. In general, the once-through strategy is well suited for low-risk projects and the evolutionary strategy is more adaptable and well suited for higher-risk projects where there are significant unknowns.

Table 22: Development Strategy Opportunities and Risks[20]

Development Strategy	Opportunities (Reasons to Use)	Risks (Reasons to Avoid)
Once-Through	▪ All capabilities needed/desired at first delivery ▪ Must phase out old system all at once ▪ Efficient – IF you know exactly what you want	▪ Requirements are not well understood ▪ Rapid changes to requirements possible ▪ Large system with many unknowns ▪ Limited staff or budget available now
Incremental	▪ Early capability is needed ▪ System breaks naturally into increments ▪ Funding/staffing will be incremental	▪ Requirements are not well understood ▪ All capabilities needed/desired at first delivery ▪ Must phase out old system all at once

[19]From "The Spiral Model as a Tool for Evolutionary Acquisition", Boehm, Barry and Hansen, Wilfred.

[20]Ibid.

Evolutionary	▪ User feedback is needed to understand full requirements ▪ Early capability is needed ▪ System breaks naturally into increments ▪ Funding/staffing will be incremental	▪ All capabilities needed/desired at first delivery ▪ Must phase out old system all at once

6.2.3 Tailoring Systems Engineering for Your Project

Chapters 4 and 5 described the systems engineering process steps in some detail. On some projects, a given step may be performed very informally (e.g., on the back of an envelope, or in an engineer's notebook); on other projects, the activity may be performed very formally, with interim products under formal configuration control. This document is not intended to advocate any level of formality as necessary or appropriate in all situations.



The systems engineering analysis requirements identified in FHWA Rule 940.11/FTA Policy Section VI allow the systems engineering analysis effort to be tailored so that it is on a scale commensurate with project scope.

INCOSE also stresses variation in the systems engineering process:

> Like all processes, the Systems Engineering process at any company should be documented, measurable, stable, of low variability, used the same way by all, adaptive, and tailorable! This may seem like a contradiction. And perhaps it is. But one size does not fit all.[21]

This message is particularly important for ITS projects because so many of our projects are smaller, less complex, less risky projects like signal system upgrades. Even for small projects, you still should have documented requirements, design, and verification procedures. Tailoring isn't an invitation to skip steps. Tailoring allows you to adjust the amount of formal documentation and reviews and to focus the process on those steps that are most critical to your project's success.

In order to decide on the process that is appropriate for your project, you should perform a risk assessment to understand the complexities involved and how many unknowns there are. Some ITS projects are much larger and more complex than others, which makes them a greater risk and thus candidates for more rigorous processes, as shown in Figure 38. Ultimately, you want to define a process that will address the project's risks, no more and no less, so a preliminary risk analysis is a good way to determine how much process is appropriate.

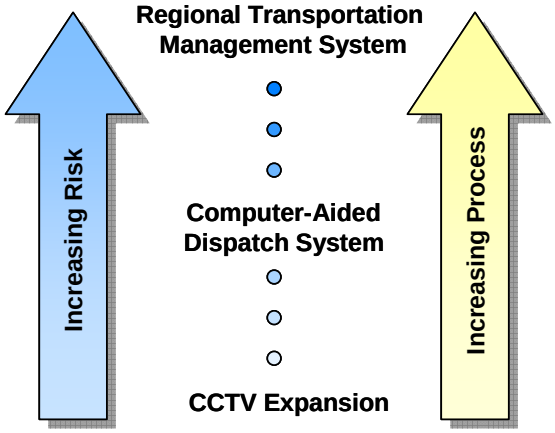


Figure 38: Tailoring Process Based on Risk

To get you started, Table 23 lists some of the project characteristics that affect project risk. The table shows, for example, that the number of stakeholders involved in a project is an indicator of project complexity and risk.

[21]From "A Consensus of the INCOSE Fellows" available at http://www.incose.org/practice/fellowsconsensus.aspx.

A project that involves only a single agency/department will tend to be lower risk and require less effort to develop a Concept of Operations and user requirements than a project that involves multiple agencies. There are a couple of disclaimers that should be made about the table. It includes rules of thumb that may not apply to your project. For example, user requirements can still be a challenge even for a single agency/department project if there is no consensus within the department. Also, your project will likely fall between the two "lower risk" and "higher risk" extremes in many areas.

As an example of how the systems engineering approach might be tailored for different types of projects, the *California Systems Engineering Guidebook for ITS*[22] uses three typical projects:

- **Project Example 1:** This project adds dynamic message signs (DMS) to an existing system. Fortunately, the systems engineering documentation for the current system exists and can be used as a basis for this incremental project's systems engineering effort.
- **Project Example 2:** This project is like Example 1, but it will add the capability to share control of the signs with another agency, which introduces risk. Both agencies need to come to terms on the Concept of Operations and requirements. The existing software must be upgraded to support the new interagency interface.
- **Project Example 3:** This project upgrades an existing signal system using off-the-shelf hardware and software. It illustrates the application of systems engineering to ITS projects that include no custom development.

Table 24 summarizes the tailoring information that is included in the *California Guidebook* for the three ITS projects. (Refer to the *California Guidebook* for a more comprehensive analysis of the three example projects.)

Of course, your project won't exactly match any of the three examples, and even if it did, you would want to take into account your own environment, process requirements, and staff experience when you tailor the process for your own project. The best approach is to think about the risks of your particular project and determine how best to mitigate them with a tailored systems engineering process. Think about the process ahead of time and write down what you are going to do so that everyone on your team and your stakeholders understand and agree on the right steps to follow and the level of detail that is needed. Whether you call it a project plan, a systems engineering management plan, or something else, it's critical to put your process and your plan in writing.

[22] *Systems Engineering Guidebook for ITS*, FHWA California Division and Caltrans.

Table 23: Tailoring the Process Based on Project Risk

Risk Factor	Lower Risk		Higher Risk	
	Project is/includes:	**Process Tailoring**	**Project is/includes:**	**Process Tailoring**
Project Type	Expansion/ enhancement	Review/use/modify existing SE documentation.	New system development	Create new SE documentation.
Project Size	Small (e.g., <$300K)	Use less formal project controls. You still need to plan the work, manage changes, and monitor and control risk, but the number of formal plans can be consolidated or significantly reduced to fit the budget.	Large (e.g., >$5M)	Use more formal project controls (planning, monitoring and control, risk management, configuration management) with documented formal plans for each aspect.
Project Complexity ▪ **No. of stakeholders**	One agency/department	Less formal reviews/walkthroughs, but buy-in is still important. Basic ConOps considers operations and maintenance, roles and responsibilities.	Multiple agencies	Emphasize reviews and walkthroughs. More focus on ConOps, including specific roles and responsibilities, operational scenarios, etc. More time specifying/ reconciling/prioritizing user requirements.
▪ **No. of interfaces**	Isolated system	Less formal high-level design – just make sure you understand the parts of your system and internal interfaces.	Regional integration	Focus on architectural design and interagency interface definitions and agreements.
▪ **Technology**	Proven technology	Adapt available, proven, performance-based design specifications.	State-of-the-art technology	Increase focus on feasibility studies, prototyping, trade studies/alternatives analysis. Perform studies prior to development contract.
▪ **Custom development**	Off-the-shelf procurement	Use higher-level performance-based design specifications.	Custom hardware/ software development	More focus on requirements analysis and modeling, architectural design, detailed design, and implementation process.
▪ **Criticality**	Downtime acceptable; neither safety nor security critical	Little/no specialty engineering required.	High availability required; safety and/or security critical	Add specialists to the team. Additional focus on process and quality assurance throughout development cycle.
Project Understanding	Good understanding of needs/requirements	Single iteration through the process to deliver complete system may be most efficient.	Needs/requirements unknown	Evolutionary, incremental approaches work best. Deploy a little, learn a little, and repeat.
Staff Experience	Staff experienced with similar projects	Use established processes. Use in-house systems engineering if appropriate.	Staff has no experience with similar projects	Use systems manager/consulting support. Additional oversight, staff development.

Table 24: Systems Engineering Application Examples[23]

Process Step	Example 1: Add DMS to Existing System		Example 2: Add Shared DMS Control		Example 3: Upgrade Existing Signal System	
	Effort	Notes	Effort	Notes	Effort	Notes
Regional Architecture	None	Existing architecture mapping applies	Low	Add new interface to existing mapping	Low	New mapping
Feasibility Study	None	Original feasibility study applies	Medium	Assess feasibility of adding new interface to existing system	Medium	Survey existing system and alternatives
Concept of Operations	None	Existing ConOps should apply	Medium	Focus on O&M responsibilities shared between agencies	Low	Define how system will operate and performance measures
System Requirements	None	Existing SRS applies – verify capacity	Medium	Define requirements for shared control, secure remote access	Low-medium	Short requirements document and verification plan
High-Level Design	None	OTS products; existing specs apply	Medium	Define architecture for shared control and define interfaces	Low	Identify legacy components, new components, and interfaces
Detailed Design	None	OTS products; existing specs apply	Medium	Specify SW design	Low-medium	Performance-based controller specs, central computer specs to support OTS procurement
Software/Hardware Development	None	Verify no update to SW necessary	Defined by SEMP/Plan	Custom SW; purchase COTS SW, servers, and comm HW	None	All components OTS
Unit/Device Testing	None	Verify factory tests performed	Defined by SEMP/Plan	Unit test custom SW; check out purchased HW and COTS SW	Defined by SEMP/Plan	Central computer tested; bench tests on controllers/firmware
Subsystem Verification	Low	Verify controller, signs, and comm working	Defined by SEMP/Plan	Host/integrate custom SW on HW	Defined by SEMP/Plan	Integrate/verify central computer to controller interface and verify functionality
System Verification	Medium	Reuse original procedures	Defined by SEMP/Plan	New procedures for new capabilities; all documentation ready	Defined by SEMP/Plan	Perform system-level acceptance tests; all documentation ready
Initial Deployment	Medium	Normal construction issues	Defined by SEMP/Plan	Staff trained; system installed and configured	Defined by SEMP/Plan	Deployment already occurred; support cutover/fallback
System Validation	None	System validation already performed	Defined by SEMP/Plan	Assess effectiveness; before-and-after study	Defined by SEMP/Plan	Validate performance, user, and maintainer satisfaction

[23]Summary of ITS project examples in the *Systems Engineering Guidebook for ITS*, FHWA California Division and Caltrans (URL).

6.3 Applying Systems Engineering in Your Organization



Figure 39: Quality Leverage Points

The three-legged stool shown in Figure 39 is a well-known metaphor for the three key leverage points that an organization has to improve its capability and efficiency in any area. The three legs that are shown are the major determinants of cost, schedule, and quality: the people in the organization, the technologies/tools that they use, and the processes and practices that are established. This metaphor is useful here as we consider the ways that an organization can improve its systems engineering capability.

The stool metaphor is a good one since there has to be balance across each of these leverage points in the same way that all three legs of the stool have to be the same length. For example, if you add technology and begin to use a sophisticated systems engineering tool but have not trained the people that will use the tool or established some best practices for its use, then it is likely that the organizational capability and efficiency will actually decrease as users struggle with the tool and spend less time performing productive tasks. The following three sections briefly discuss each of the three leverage points for improving the systems engineering capability in your organization; keep in mind that there must be a systematic plan for increasing the organization's systems engineering capability over time that balances all three of the leverage points.

6.3.1 People

> **There are no shortcuts around quality, and quality starts with people.**
>
> Steve Jobs

People represent a collection of skills, and a wide variety of skills are needed to successfully employ the systems engineering process in your organization. Every ITS project should have access to systems engineers who are familiar with the agency's processes and can tailor them to reflect the project size and level of complexity. The systems engineer will work with stakeholders to define the needs of the system, Concept of Operations, and system acceptance criteria. They will establish the requirements and specify and test the system. Whether this set of skills is in-house or contracted out, you should have a reasonable understanding of the systems engineering process and what can and should be expected during the project life cycle.

One good way to build competency into systems engineering is to identify one or more systems engineering specialists within your organization. These specialists would be a shared resource that could begin to make the application of systems engineering more consistent across projects. Depending on the size of your organization and the number of ITS projects, this could be a part-time job, a full-time job, or the responsibility of a small group. Many agencies have used their Information Technology group as a source for systems engineering and information technology skills.

In addition to identifying a few specialists, the organization should make a more general commitment to improve skills in project management and systems engineering for ITS

projects. Many organizations have encountered the pitfall of using a project manager who is skilled at traditional transportation projects but is ill prepared to manage a high-technology ITS project. Even if much of the systems engineering work is contracted out, all members of the project team should be trained so they can be effective participants in the systems engineering process. One of the recurring themes in this document is that broad stakeholder participation in the systems engineering process is essential.

Short courses in systems engineering are available through the National Highway Institute (NHI) and the Consortium for ITS Training and Education (CITE). (See Section 7.4 for more information.) A few larger agencies, including Caltrans and Florida DOT, have begun to implement systems engineering training that is more tailored to their specific processes. One benefit of implementing a common systems engineering process within your organization, as described in Section 6.3.2, is that it allows you to use a common training program that will be applicable to all agency ITS projects.

Note that the latest transportation legislation allows 100% use of federal funds for training and education. Specifically, SAFETEA-LU Section 5204(e), "Surface Transportation Workforce Development, Training, and Education", allows states to use 100% federal funding from the five core program areas for professional development activities. For example, this would allow you to use part of the funds from an ITS project to send agency project managers to systems engineering training or to host a commercially available systems engineering course at your facilities. For more detail on this opportunity, contact your FHWA Division Office Specialist.

6.3.2 Process

The quality of a product is largely determined by the quality of the process that is used to develop and maintain it.

Shewart, Juran, Deming, and Humphrey

One key to systems engineering is the use of a repeatable process or set of processes. As your organization employs systems engineering practices more and more, you should sit down with your colleagues at the conclusion of each project and determine what worked well and what should be done differently the next time. Start to document the processes you used during the project life cycle, and modify them based on your lessons learned. You'll want to pay extra attention to any project reviews you held to measure their quality. After you've developed a good set of processes that have been used on several projects, obtain agreement from your organization to establish processes for your organization. This will require buy-in from senior management, who should establish a policy that will support the processes and guidelines for their use.



Be sure to look at existing processes that are already defined in your organization. You may find that the Information Technology group has already implemented a good set of processes, many of which can be applied to ITS projects. The processes that are used for traditional capital development projects may also be helpful. For example, many agencies already have good, established project management processes such as risk management, establishment of integrated project teams, and value engineering processes, any of which may be equally applicable to ITS projects. When processes apply to many types of projects, it makes sense to define a single organizational process that can be applied to ITS projects and other types of projects.

There are many excellent resources that can help you to build systems engineering processes into your organization's standard business practices. The best-known resource is the

Software Engineering Institute's (SEI's) Capability Maturity Model Integrated (CMMI). CMMI is a good place to start since it reflects process improvement experience and lessons learned from broader industry and includes a wealth of processes and best practices for systems engineering, software engineering, and acquisition, all in a single unified framework. The staged representation of CMMI, shown in Figure 40, is instructive because it shows a proven approach to process improvement. You start with the right people trying to do the right things at Level 1, move to documenting the process on a project-by-project basis at Level 2, and then implement these tested processes for the organization at Level 3. This is a natural progression that results in good processes that support the organization's business needs and are supported by upper management and organizational policy. Each CMMI maturity level provides a foundation for the level above it.

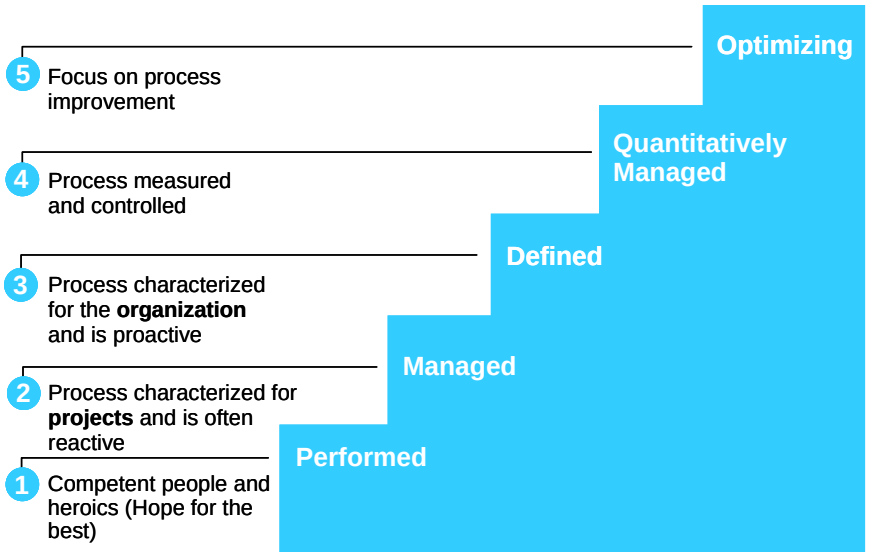


Figure 40: CMMI Maturity Levels

Once you have defined processes for the organization, the process that is used on a particular project will be based on the organizational process and tailored in a systems engineering management plan (SEMP) or similar document. Once all projects use tailored versions of the common process, the organization can begin to compare results, share lessons learned, and transfer people more easily between projects. Consistent historical data can be collected and used to improve estimates and consistency. A commitment on the part of the whole organization to use these processes, eliminate perceived shortcuts, and continuously improve the process will result in better-quality systems.

Documentation standards go hand in hand with organizational process standards. Document templates and formatting standards will save time and result in more complete and consistent documentation that can be shared more easily between projects. Documentation templates define the scope, content, and structure of each deliverable document. Like organizational process standards, standardized document templates can be tailored for each project. If your organization does not already have a library of such standards, they can be created based on industry standards and existing guidance. For example, the California Systems Engineering Guide and the Florida Systems Engineering Management Plan both include useful systems engineering documentation templates. (See Chapter 7 for potential resources.)

6.3.3 Technology

> **Technology applied to an efficient operation will magnify the efficiency.**
> **Technology applied to an inefficient operation will magnify the inefficiency.**
>
> Bill Gates

Like the systems engineering process itself, the use of systems engineering tools should be scaled to meet the needs of the project. The right suite of tools for a Transportation Management Center project would be overkill for a website upgrade. Systems engineering for small ITS projects is routinely done with standard desktop applications – a word processor for documents, a small database or spreadsheet for requirements management, and a drawing tool such as Microsoft Visio to generate the graphics and diagrams. For larger projects, more specialized systems and software engineering tools will allow you to do a better job of managing the larger set of requirements and more complex design artifacts that may be worked on in parallel by several engineers. Similarly, project planning, monitoring, and control can be handled with a tool like Microsoft Project for small-to-medium-sized projects. More sophisticated project tracking and control tools, document management, and configuration management tools will help you to better manage larger ITS projects.

Defining a standard suite of tools for your organization can facilitate sharing of information and people between projects. Of course, when the systems engineering effort is contracted out, the consultant/contractor may have their own preferred tool suite. Larger agencies have started to standardize on tools such as requirements management tools and to require that contractors use them so that the agency staff does not have to be fluent in the range of tools that contractors might otherwise select. If such a standard suite is defined for your agency, there should be access to training for the tools and guidance for applying them to an ITS project.



Although many good tools are readily available, you should weigh the introduction of a new tool and its resultant learning curve against its potential efficiencies. One agency recently experienced more than a year of delay as a sophisticated project management tool was procured, installed, and then found to require extensive customization to support the agency's business practices. Any major tool acquisition should itself be supported by a systems engineering analysis. Make sure you understand the needs, validate the requirements for the tool with prospective users, and then do a trade study of the alternatives. After acquisition, the new tool should be used on a pilot project or two before it is used more broadly within the agency.

7 RESOURCES

This guide borrows liberally from many excellent resources, including general systems engineering references and ITS-specific handbooks, guides, and white papers. The following resources were used in the construction of this introductory guide.

7.1 ITS-Specific Publications

FHWA Rule 940/FTA Policy, http://www.ops.fhwa.dot.gov/its_arch_imp/policy.htm

Guidance from Federal Transit Administration (FTA) on its policy, http://www.fta.dot.gov/16866_1044_ENG_HTML.htm

California Systems Engineering Guidebook for ITS, Federal Highway Administration, California Division and Caltrans

Systems Engineering Review Form (SERF), Caltrans Local Assistance Procedures Manual, http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm

Florida Systems Engineering Management Plan, Florida DOT, http://www.floridaits.com/SEMP/Index.htm

Systems Engineering and Architecture Compliance (Rule 940) Checklist for Use in Northern Virginia, http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/msword/p07forms.doc

The Guide to Contracting ITS Projects, National Cooperative Highway Research Program (NCHRP), http://www.citeconsortium.org/Model/index.htm

Developing and Using a Concept of Operations in Transportation Management Systems, TMC Pooled-Fund Study, http://tmcpfs.ops.fhwa.dot.gov/cfprojects/new_detail.cfm?id=38&new=0

ITS Software: Effective Acquisition Practices, National Cooperative Highway Research Program (NCHRP). AASHTO, 2000

The Road to Successful ITS Software Acquisition, Federal Highway Administration

- Executive Summary: http://www.itsdocs.fhwa.dot.gov/jpodocs/repts_te/36s01!.pdf, EDL #4132
- Volume I: Overview and Themes (FHWA-JPO-98-035): http://www.itsdocs.fhwa.dot.gov/jpodocs/repts_te/36q01!.pdf, EDL #4130
- Volume II: Software Acquisition Process Reference Guide (FHWA-RD-98-036): http://www.itsdocs.fhwa.dot.gov/jpodocs/repts_te/36r01!.pdf, EDL #4131

7.2 General Systems Engineering References

INCOSE Systems Engineering Handbook, International Council on Systems Engineering, http://www.incose.org

NASA Systems Engineering Handbook, National Aeronautics and Space Administration, http://ldcm.nasa.gov/library/Systems_Engineering_Handbook.pdf

Department of Defense (DOD) Systems Engineering Plan (SEP) Preparation Guide: http://www.acq.osd.mil/ds/se/publications/pig/sep_prepguide_v1_2.pdf

Buede, D.M., *The Engineering Design of Systems: Models and Methods*, Wiley Inter-Science, 2000

Hooks, Ivy, *Writing Good Requirements*. Paper written for the Third INCOSE Symposium and published in the Proceedings of the Third International Symposium of INCOSE – Volume 2, 1993, http://www.complianceautomation.com/papers/writingreqs.htm

McConnell, Steve, *Software Project Survival Guide*, Microsoft Press, 1998

Young, R.R., *Effective Requirements Practices*, Addison-Wesley, March 2001, http://www.ralphyoung.net/

7.3 Selected Systems Engineering Standards

AIAA G-043-1992, *Guide for the Preparation of Operational Concepts Document*

ANSI/EIA-632, *Processes for Engineering a System*

CMMI SWE/SE/IPPD/SS, *Capability Maturity Model–Integration for Software Engineering, Systems Engineering, Integrated Product and Process Development and Supplier Sourcing*

EIA-649, *National Consensus Standard for Configuration Management*

IEEE 830, *Recommended Practice for Software Requirements Specifications*

IEEE 1012, *IEEE Standard for Software Verification and Validation Plans*

IEEE 1220, *Application and Management of the Systems Engineering Process*

IEEE 1233 – *Guide for Developing System Requirements Specifications*

IEEE 1362, *Guide for Information Technology – System Definition – Concept of Operations Document*

ISO/IEC 15288, *Systems Engineering – System Life Cycle Processes*

7.4 Systems Engineering Training

The SAFETEA-LU reauthorization allows states to use 100% federal funding for professional development, covering the systems engineering training courses listed here and any other public or privately offered courses in your region. Check with your FHWA Division Office for more information. A broad range of courses for ITS practitioners, including courses related to systems engineering and project management, are available through the National Highway Institute (NHI) and the Consortium for ITS Training and Education (CITE). Current course offerings are listed on these websites:

- ITS Professional Capability Building Program: http://www.pcb.its.dot.gov/
- Consortium for ITS Training and Education (CITE): http://www.citeconsortium.org

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16. Abstract

The System Engineering for Intelligent Transportation System guide is intended to introduce you to systems engineering and provide a basic understanding of how it can be applied to planning, designing, and implementing intelligent transportation systems (ITS) projects. The guide leads you step by step through the project life cycle and describes the systems engineering approach at each step. It describes how to begin implementing the systems engineering approach on your next ITS project and incorporate it more broadly into your organization's business processes and practices.

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