DEIS Reasonable Alternatives Traffic Noise Analysis Technical Report

SH 68 from I-2/US 83 to I-69C/US 281
CSJs: 3629-01-001, -002, -003
Hidalgo County, Texas

Texas Department of Transportation - Pharr District

February 2018

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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1.0 INTRODUCTION

1.1 Overview

The Pharr District of the Texas Department of Transportation (TxDOT) proposes to construct State Highway (SH) 68, a new highway facility from Interstate (I)-2/U.S. Highway (US) 83 to I-69C/US 281, located in eastern Hidalgo County. The new highway facility corridor would begin at I-2/US 83 and travel north then west to connect to I-69C/US 281. The total length of the new highway facility is approximately 22 miles.

The purpose of this technical report is to describe noise characteristics and assess potential impacts for the three reasonable alternatives and the No Build Alternative. This document would serve as support for *Section 4: Affected Environment and Environmental Consequences* of the *SH 68 Draft Environmental Impact Statement* (DEIS).

1.2 Project Description

SH 68, as currently described in the Metropolitan Transportation Plan (MTP) and the Statewide Transportation Improvement Program (STIP), is a proposed four-lane divided rural highway facility with future mainlanes and overpasses.

SH 68 would be constructed in several phases, as funding becomes available. Funding has been secured for Phase I. Funding for future phases has not yet been determined.

Phase I would construct a new four-lane divided rural highway facility from I-2/US 83 to Farm-to-Market (FM) 1925, which is also known as Monte Cristo Road. The four-lane divided facility would serve as frontage roads for the ultimate facility and consist of two lanes in each direction with shoulders, separated by a grassy median. Future phases would extend the four-lane divided rural highway from FM 1925 to I-69C/US 281, and eventually would complete the ultimate facility by constructing the mainlanes and overpasses. The new highway facility is being developed as a non-tolled facility.

The ultimate, controlled-access facility would be contained within a 350-foot typical right-of-way (ROW) width, with up to 400 feet of ROW needed at proposed grade separations. The proposed frontage roads would consist of two 12-foot wide lanes in each direction, with 4-foot wide inside shoulders and 8-foot wide outside shoulders. The frontage roads would include curb and gutter to accommodate drainage requirements. The proposed mainlanes would consist of two 12-foot wide lanes in each direction, with 4-foot wide inside shoulders and 10-foot wide outside shoulders. Mainlanes would be separated by a grassy median. Mainlane overpasses would be provided at major roadway crossings. Proposed future entrance and exit ramps would consist of 14-foot wide lanes, with 2-foot wide inside shoulders and 8-foot wide

outside shoulders. The termini at I-2/US 83 and I-69C/US 281 would include proposed connections to existing frontage roads and proposed direct connector ramps to and from existing mainlanes.

As part of the alternatives analysis and public involvement process for SH 68, study corridors and alternatives were developed within the approximately 179 square-mile study area for the new highway facility. The alternatives were analyzed and evaluated to identify three reasonable alternatives. The three reasonable alternatives, as well as the No Build Alternative, are being advanced for more detailed analysis in order to identify a recommended preferred alternative. For more information about the development of the reasonable alternatives and alternatives analysis methodology, refer to the **SH 68 Alternatives Analysis Technical Report**.

The three reasonable alternatives are shown in **Exhibits 1** and **2** in **Attachment A**, which are described below along with the No Build Alternative. The alternatives are presented in order geographically, from west to east. All alternatives would have the same ultimate typical section, as described above.

1.2.1 2014 Modified 2 Alternative

The 2014 Modified 2 Alternative (light purple route in **Exhibits 1** and **2** in **Attachment A**) is approximately 21.7 miles in length and would require an estimated 1,057 acres of ROW. The 2014 Modified 2 Alternative is almost entirely on new location.

This alternative connects to I-2/US 83 approximately 7 miles east of I-69C/US 281, between the FM 1423 (Val Verde Road) overpass and the North Hutto Road overpass, near the existing intersection of the I-2/US 83 westbound frontage road and Valley View Road. From I-2/US 83, the 2014 Modified 2 Alternative would travel northwest on new location for approximately 3 miles to near Minnesota Road before turning generally northward for approximately 7 miles through the communities of Muniz and San Carlos, continuing north of SH 107.

Approximately 1 mile north of SH 107, near Mile 17 ½ Road, the 2014 Modified 2 Alternative would curve to the west for approximately 2 miles, crossing FM 1925 (Monte Cristo Road) and Davis Road. North of Davis Road, the 2014 Modified 2 route would run parallel to the west side of Brushline Road for approximately 5 miles. This alternative would then curve to the northwest for approximately 2 miles before running along the north side of the existing FM 490 for approximately 3 miles and connect to I-69C/US 281 near the South Texas International Airport at Edinburg.

Future mainlane overpasses would be provided at Ferguson Road, Sioux Road, East Nolana Loop/Earling Road, Owassa Road, Alberta Road, Trenton Road, Wisconsin Road, Canton Road, SH 107, FM 1925, FM 2812, Brushline Road, and Air Cargo Drive.

1.2.2 2014 PSM Alternative

Like the 2014 Modified 2 Alternative, the 2014 Public Scoping Meeting (PSM) Alternative (orange route in **Exhibits 1** and **2** in **Attachment A**) is almost entirely on new location. The 2014 PSM Alternative is approximately 22.4 miles in length and would require an estimated 1,076 acres of ROW. The 2014 PSM Alternative follows the same new location route as the 2014 Modified 2 Alternative from its intersection with I-2/US 83 to SH 107, a distance of approximately 8 miles, and continues generally northward for another 2 miles to cross FM 1925.

North of FM 1925, the 2014 PSM Alternative would curve to the east for approximately 1 mile, approaching Mile 19 N Road, where it would then run parallel to the west side of Val Verde Road for approximately 4 miles. The corridor would then curve to the northwest for approximately 4 miles before running along the north side of the existing FM 490 for approximately 3 miles and connect to I-69C/US 281 near the South Texas International Airport at Edinburg.

This alternative would also pass through the communities of Muniz and San Carlos. Future mainlane overpasses would be provided at Ferguson Road, Sioux Road, East Nolana Loop/Earling Road, Owassa Road, Alberta Road, Trenton Road, Wisconsin Road, Canton Road, SH 107, FM 1925, FM 2812, Brushline Road, and Air Cargo Drive.

1.2.3 FM 1423 PSM Alternative

The FM 1423 PSM Alternative (dark pink route in **Exhibits 1** and **2** in **Attachment A**) is approximately 21.6 miles in length and would require an estimated 1,061 acres of ROW. This alternative would connect to I-2/US 83 approximately 6 miles east of I-69C/US 281.

This alternative would generally follow FM 1423 (also known as Val Verde Road) northward for approximately 7.5 miles from the intersection with I-2/US 83 to SH 107 in the community of San Carlos. From SH 107, the alternative would continue northward along Val Verde Road approximately 2 miles to FM 1925 (Monte Christo Road). Approximately 1.5 miles north of FM 1925, between Mile 19 N Road and Davis Road, the route would then follow the 2014 PSM Alternative route for approximately 11 miles north and west to I-69C/US 281 near the South Texas International Airport at Edinburg.

This alternative would pass through the City of Donna and the community of San Carlos. Future mainlane overpasses would be provided at FM 495 (Kansas Road), Sioux Road, East Nolana Loop/Earling Road, Roosevelt Road, Alberta Road, Trenton Road, Wisconsin Road, Canton Road, SH 107, FM 1925, FM 2812, Brushline Road, and Air Cargo Drive.

1.2.4 No Build Alternative

The No Build Alternative means that the proposed improvements associated with the SH 68 project would not occur. Under this alternative, the existing facilities would operate as they currently do and there would be no new roadway called SH 68 constructed. There would be no relocations or conversion of land to transportation uses, and no adverse environmental or economic impacts with this alternative would occur. However, the No Build Alternative would not address the purpose and need because it would not improve north-south mobility, increase travel capacity for local and regional traffic, or provide an alternate north-south evacuation route during emergency events.

2.0 METHODOLOGY

A traffic noise analysis is required for transportation infrastructure projects where there is construction of a highway on new location, or where there is physical alteration of an existing highway that involves the addition of a through-traffic lane. The traffic noise analysis process typically includes the following elements:

- Identification of land use activity areas that might be impacted by traffic noise;
- Determination of existing noise levels;
- Prediction of future noise levels;
- Identification of possible noise impacts; and
- Consideration and evaluation of measures to reduce noise impacts.

For each of the three reasonable alternatives, a traffic noise analysis was prepared in accordance with TxDOT's (and FHWA-approved) *Guidelines for Analysis and Abatement of Roadway Traffic Noise* (2011).

2.1 Characteristics of Noise

Sound is defined as mechanical energy produced by the movement of compressed air waves radiating spherically from a source that can be sensed by the human ear. Although sounds are perceived differently from one person to another, they can be precisely measured. The strength of sound is commonly measured on a relative scale of sound pressure levels expressed in decibels (dB). Noise is commonly defined as "unwanted" sound. Loudness is a term used to describe the "manner in which people perceive the intensity of sound, and is considered to be subjective" as it varies from person to person. In general, sound becomes unwanted when it either interferes with normal activities, such as sleeping or conversation, or when it disrupts or diminishes a person's quality of life.

Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear. Therefore, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting (dB(A)).

Roadway noise is dependent on traffic volumes, vehicle types, speed, roadway geometry and grade (e.g., cuts, fills, and natural berms), surrounding terrain features (e.g., hills, valleys, and lakes), and distance between the roadway and the noise receiver. Sound from roadway traffic is generated primarily from a vehicle's tires, engine, and exhaust. Also, because traffic sound levels are never constant because of the changing number, type, and speed of vehicles, a single value is used to represent the average or equivalent sound level (Leq).

2.2 Approach

A traffic noise analysis was conducted for the three reasonable alternatives for compliance with NEPA regulations requiring the avoidance and mitigation of traffic noise impacts, and FHWA's *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (23 CFR 772), mandated under the Federal Highway Aid Act. Compliance with FHWA procedures is a prerequisite for receiving federal-aid highway funds or FHWA approvals for construction or reconstruction of a roadway. Under the MOU executed between FHWA and TxDOT, TxDOT has assumed FHWA's NEPA responsibilities, including compliance with the abatement/noise reduction procedures.

Per 23 CFR 772, FHWA regulations for the mitigation of highway traffic noise during the planning and design of federally-aided highway projects include:

- Identification of traffic noise impacts and examination of potential mitigation measures;
- Incorporation of reasonable and feasible noise mitigation measures for the highway project; and
- Coordination with local officials to provide helpful information on compatible land-use planning and controls.

Since the current stage of the engineering design is in the preliminary phase, the noise analysis performed for the three reasonable alternatives was limited to the first item above by identifying potentially impacted noise receivers and examining potential mitigation measures to reduce those impacts for each of the three reasonable alternatives. For the preferred alternative, a more comprehensive noise analysis would be performed utilizing additional design details, including more refined and detailed horizontal and vertical alignments. As a result, the higher-level noise analysis performed for the preferred alternative could potentially change the impacts and mitigation measures identified in this technical

report. The detailed noise analysis documented in this technical report was prepared to compare potential impacts among the three reasonable alternatives, with the results summarized in the SH 68 DEIS.

FHWA has established Noise Abatement Criteria (NAC) (see **Table 2-1**) for various land use activity areas that are used as one of two means to determine when a traffic noise impact could occur. A noise impact occurs when either the absolute or relative criterion is met.

- **Absolute Criterion**: The predicted noise level at the receiver approaches, equals, or exceeds the FHWA NAC (**Table 2-1**). "Approach" is defined as one dB(A) below the NAC (TxDOT 2011). For example, a noise impact would occur at a Category B residence if the noise level is predicted to be 66 dB(A) or above.
- **Relative Criterion**: The predicted noise level substantially exceeds the existing noise level at a receiver, even though the predicted noise level does not approach, equal, or exceed the FHWA NAC (**Table 2-1**). "Substantially exceeds" is defined as an increase in noise of more than 10 dB(A) above the existing level (TxDOT 2011). For example, a noise impact would occur at a Category B residence if the existing level is 54 dB(A) and the predicted level is 65 dB(A).

Table 2-1. FHWA Noise Abatement Criteria

Activity Category	dB(A) Leq	Description of Land Use Activity Area
A	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	Residential.
C	67 (exterior)	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	--	Agricultural, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, ship yards, utilities (e.g., water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted.

Source: FHWA, 2011
Abbreviations: dB(A), A-weighted decibel; Leq, average/equivalent sound level

When a traffic noise impact occurs, noise abatement measures must be considered. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area and/or receiver. Before any noise abatement measure can be proposed for incorporation, it must be both feasible and reasonable, per TxDOT's 2011 *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In order to be "feasible," the abatement measure must be able to reduce the noise level for more than 50 percent of the impacted, first row receivers by at least 5 dB(A); and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least 7 dB(A). For an abatement measure to be "reasonable," it must not exceed the TxDOT cost-effectiveness criterion of $25,000 for each receiver that would benefit by a reduction of at least 5 dB(A). A construction cost of $18 per square foot is used per TxDOT guidelines. The following noise abatement measures were considered:

- Traffic management: Control devices could be used to reduce the speed of the traffic. However, the minor benefit of 1 dB(A) per five miles/hour reduction in speed does not outweigh the associated increase in congestion and air pollution. Other measures such as time or use restrictions for certain vehicles are prohibited on state highways.
- Alteration of Horizontal and/or Vertical Alignments: Any alteration of the existing alignment would displace existing businesses and residences, require additional ROW, and not be cost effective/reasonable.
- Buffer Zone: The acquisition of undeveloped property to act as a buffer zone is designed to avoid rather than abate traffic noise impacts and, therefore, is not feasible.
- Traffic Noise Barriers: This is the most commonly used noise abatement measure. Traffic noise barriers were evaluated for each impacted receiver location.

This traffic noise analysis was performed using existing ambient noise level measurements and the latest available FHWA-approved Traffic Noise Model (TNM) version 2.5. Existing ambient noise levels were collected in the field to establish the noise profile for the study area. Because of right-of-entry restrictions, ambient noise levels could not be collected at each receiver location analyzed in this report. Therefore, ambient noise level measurements collected in close proximity to a receiver location were used to extrapolate the existing noise level for that receiver. As a general rule, sound from a point source, such as a single vehicle on a low-volume roadway, spreads uniformly (spherical spreading) and the sound level drops off at the rate of 6 dB(A) for each doubling of distance. This is referred to in acoustics as the "inverse square law". The inverse square law, in conjunction with TNM, were used to calculate the existing year noise level for each receiver location in the study area.

Receiver locations were based on the NAC land use activity areas, described in **Table 2-1**, adjacent to the proposed ROW. Receiver locations are generally identified as outdoor areas that experience frequent human activity and might be impacted by traffic noise. If no outdoor

activity area could be identified for Category D land uses, an interior location was used. Receivers were placed closest to the proposed ROW for locations having more than one area of frequent human activity. NAC category receivers based on interior noise levels were placed in a location closest to the proposed ROW, while still within the structural footprint. First row receivers are those receivers that are located on the properties directly adjacent to the proposed ROW. Second row receivers are those located on properties not considered directly adjacent to the proposed ROW, but because of potential acquisition of ROW could result in the property becoming an adjacent first row property.

Projected traffic volumes for the design year 2035 were obtained from the two sources. First, the *Traffic Data CSJ: 3629-01-001 SH 68 Proposed: From US 83 to FM 1925 Hidalgo County Memo* (TxDOT 2013) (see **Attachment B**). This technical memo identified the projected traffic data for a single corridor extending from I-2/US 83 between the Cities of Donna and Alamo to FM 1925. Second, the *SH 68 Traffic Forecasting Technical Memo* (TxDOT 2015) (see **Attachment C**). This technical memo identified the projected traffic data for a single corridor extending from I-2/US 83 between the Cities of Donna and Alamo to I-69C/US 281 at FM 490, which is presented in **Table 2-2**. Since the *SH 68 Traffic Forecasting Technical Memo* only provided traffic data for a single corridor, and not the three reasonable alternatives, the single corridor traffic data was used to model the predicted future noise levels for all three reasonable alternatives. Projected traffic volumes were distributed between northbound and southbound lanes of traffic in accordance with the directional distribution percentages described in **Table 2-2**. Directional distribution is the split of traffic during the design hour commonly expressed as percent in the peak and off-peak flow directions. The data assumptions and calculations used to determine the traffic data parameters displayed in **Table 2-2** are documented in *SH 68 DEIS Traffic Data Parameters for Noise Analysis Memo* (Halff 2017) (see **Attachment D**). Receivers were analyzed with the peak flow or higher percentage of traffic modeled on the roadways closest to the receiver. The alternatives were modeled at a zero elevation because the vertical alignment of the three reasonable alternatives is still under development. The traffic noise analysis in the Final Environmental Impact Statement (FEIS) is anticipated to include a more detailed analysis of noise impacts after the recommended preferred alternative is selected at a later date, and more detailed horizontal and vertical alignments are available. Note the *SH 68 Traffic Forecasting Technical Memo* assumed four mainlanes and four frontage road lanes.

Table 2-2. 2035 SH 68 Highway Design Forecast Data

Corridor Segment	Average Annual Daily Traffic[1]	Design Hour Volume (K-Factor)[2]	Directional Distribution[3]	Roadway Traffic Distribution: Mainlanes/ Frontage Roads	Vehicle Distribution: Light Car/ Medium Car/ Heavy Car	Vehicle Speed: Mainlanes/ Frontage Roads
I-2/US 83 to SH 107	48,700	0.13	57% 43%	45% 55%	85.0% 9.4% 5.6%	70 mph 55 mph
SH 107 to FM 1925	30,100	0.11	55% 45%	55% 45%	81.0% 11.6% 7.4%	70 mph 55 mph
FM 1925 to I-69C/US 281	20,400	0.10	50% 50%	30% 70%	75.5% 15.0% 9.5%	70 mph 55 mph

Source: TxDOT 2015, Halff 2017

Notes:

(1) Average annual daily traffic is the total volume of vehicle traffic of a highway or road for a year divided by 365 days, which is a used to measure how busy the road is.

(2) Design hour volume is the proportion of annual average daily traffic occurring in an hour. This factor is used for designing and analyzing the flow of traffic on highways and for weighting average annual daily traffic.

(3) Directional distribution is the split of traffic during the design hour commonly expressed as percent in the peak and off-peak flow directions.

Abbreviation: mph, miles per hour

3.0 RESOURCES IN STUDY AREA

Within the approximately 179 square-mile study area for the three reasonable alternatives, the following FHWA land use activity categories were identified:

- Residential (NAC B)
- Schools (NAC C)
- Places of Worship (NAC C)
- Cemeteries (NAC C)
- Parks (NAC C)
- Active Sports Areas (NAC C)
- Day Care Centers (NAC C)
- Offices (NAC E)
- Hotels (NAC E)
- Motels (NAC E)
- Public and Nonprofit Institutional Structures (NAC C)
- Restaurants (NAC E)
- Agricultural (NAC F)
- Airports (NAC F)
- Emergency Services (NAC F)
- Industrial (NAC F)
- Maintenance Facilities (NAC F)
- Manufacturing (NAC F)
- Retail Facilities (NAC F)
- Utilities (NAC F)
- Warehousing (NAC F)
- Undeveloped/Vacant Lands (NAC G)

FHWA established that land use activities within NAC activity categories "F" and "G" are not sensitive to highway traffic noise (FHWA 2011). Based on the existing land uses, the study area can be categorized mostly under NAC Activity Categories "B," "F," and "G." The primary land uses in Hidalgo County consist of ranching, agriculture, residential, and commercial uses. The county contains several notable cities such as McAllen and Edinburg, as well as the other smaller communities. While residential development is located throughout the study area, it is primarily concentrated between FM 2812 and I-2/US 83. Commercial and retail development is primarily concentrated along the I-69C/US 281 and I-2/US 83 corridors.

The existing noise environment within the study area is dominated by high speed traffic along I-2/US 83 and I-69C/US 281, as well as other major roadways, including FM 1925, SH 107, SH 495, Veterans Boulevard, FM 1426, FM 907, FM 1423, and FM 493. Other significant noise generators within the study area include the South Texas International Airport at Edinburg, Edinburg Motorsports Park, urban activity within the Edinburg central business district, Edinburg Landfill, Rio Grande Valley Landfill, Hidalgo County Brush Collection Site, and various industrial and manufacturing facilities. A large portion of the study area, consisting of agricultural and undeveloped/vacant lands, contains no known noise generators other than the intermittent sounds created by typical farm and ranch activities and livestock. No active railroads exist within the study area.

A first site visit was conducted in October 2016 to collect existing ambient noise levels within the approximately 179 square-mile study area. The ambient noise monitoring sites were chosen to be geographically distributed and characteristic of the existing ambient noise levels in the vicinity. Noise level measurements for the 60 sites were collected using an Extech RS-232 Sound Level Meter. After the number of alternatives was narrowed down to the three reasonable alternatives, a second site visit was conducted in February 2017 to supplement the 60 ambient noise level measurements at 69 additional sites. The 69 additional noise measurements focused on locations in close proximity of the three reasonable alternatives and potentially impacted receivers. Noise level measurements for the 69 additional sites were also collected using an Extech RS-232 Sound Level Meter.

Out of the 129 total ambient noise measurement sites, only 81 sites in close proximity to the three reasonable alternatives were used in the determination of the representative receivers existing noise levels. The remaining 48 sites were determined to be too far away from the three reasonable alternatives to meaningfully contribute to the analysis. The location of the 81 ambient noise measurement sites are shown in **Exhibits 3, 3-1, 3-2** and **3.3** in **Attachment A** and the corresponding measured noise levels are provided in **Table 3-1**. See **Attachment E** for additional detail regarding the field collection of ambient noise levels. Note bold site numbers indicate exceedance of NAC. A subsection of the ambient noise levels measurements captured by existing roadways were compared against TNM's predicted

existing noise levels to verify the accuracy of the computer model and ambient noise readings. The predicted and measured levels were within 3 dBA (above or below) of one another, this indicated the model and noise readings were operating within the accepted level of accuracy.

Table 3-1. Existing Ambient Noise Levels

Site Number	Land Use Site Description	NAC Category	NAC Level	Existing dB(A) Leq
2	Residential	B	67	58
6	Residential	B	67	41
12	Residential	B	67	54
16	Residential	B	67	54
17	Residential	B	67	45
22	Residential	B	67	55
26	Residential	B	67	51
27	**Residential**	**B**	**67**	**72**
32	Residential	B	67	46
40	**Church**	**C**	**67**	**66**
41	**School**	**C**	**67**	**74**
49	**Cemetery**	**C**	**67**	**66**
61	Residential	B	67	55
62	Residential	B	67	58
63	Residential	B	67	50
64	Residential	B	67	54
65	Residential	B	67	46
66	Residential	B	67	51
67	Residential	B	67	60
68	Residential	B	67	63
69	Residential	B	67	52
70	Residential	B	67	56
71	Residential	B	67	48
72	Residential	B	67	53
73	Residential	B	67	51
74	Residential	B	67	55
75	Residential	B	67	55
76	Residential	B	67	50
77	Residential	B	67	50
78	Residential	B	67	52
79	Residential	B	67	51
80	Residential	B	67	55
81	**Residential**	**B**	**67**	**66**
82	Residential	B	67	64

Table 3-1. Existing Ambient Noise Levels

Site Number	Land Use Site Description	NAC Category	NAC Level	Existing dB(A) Leq
83	**Residential**	**B**	**67**	**68**
84	Residential	B	67	65
85	Residential	B	67	54
86	Residential	B	67	56
87	Church	C	67	56
88	Residential	B	67	60
89	Residential	B	67	53
90	Residential	B	67	52
91	Residential	B	67	53
92	Residential	B	67	53
93	Residential	B	67	51
94	Residential	B	67	55
95	Residential	B	67	52
96	Residential	B	67	51
97	Residential	B	67	50
98	Residential	B	67	55
99	Residential	B	67	54
100	Residential	B	67	50
101	Residential	B	67	60
102	Residential	B	67	55
103	Residential	B	67	44
104	Residential	B	67	52
105	Residential	B	67	56
106	Residential	B	67	58
107	Residential	B	67	60
108	Residential	B	67	46
109	Residential	B	67	50
110	Residential	B	67	46
111	Residential	B	67	51
112	Residential	B	67	49
113	Residential	B	67	58
114	Residential	B	67	61
115	Residential	B	67	53
116	School	C	67	60
117	Residential	B	67	52
118	Residential	B	67	53
119	Residential	B	67	52
120	School	C	67	52

Table 3-1. Existing Ambient Noise Levels

Site Number	Land Use Site Description	NAC Category	NAC Level	Existing dB(A) Leq
121	Residential	B	67	52
122	Residential	B	67	55
123	Residential	B	67	60
124	**Residential**	**B**	**67**	**71**
125	Residential	B	67	57
126	Residential	B	67	64
127	Residential	B	67	65
128	Residential	B	67	56
129	Residential	B	67	61

Notes:
(1) Bold site numbers indicate exceedance of NAC.
(2) Existing ambient noise data has been collected at site number 1, 3, 4, 5, 7, 8, 9, 10, 11, 13, 14, 15, 18, 19, 20, 21, 23, 24, 25, 28, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 42, 43, 44, 45, 46, 47, 48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, and 60. These 48 sites were determined to be far away from the three reasonable alternatives to meaningfully contribute to the analysis.
Abbreviations: NAC, Noise Abatement Criteria; dB(A), A-weighted decibel; Leq, average/equivalent sound level

The lowest ambient noise reading (41 dB(A)) was located on North Brushline Road near a gated residential neighborhood, away from dominant noise sources in the north-central part of the study area (site number 6). The highest ambient noise reading (74 dB(A)) was located at Daniel Singleterry Elementary School along the southbound side of FM 1423 (also known as Val Verde Road), in the southeast part of the study area (site number 41). Ambient noise readings at seven sites in close proximity of the three reasonable alternatives exceeded the NAC. The seven sites are dispersed in the southern portion of the study area in close proximity of the three reasonable alternatives and indicate a wide variety of existing ambient noise levels.

4.0 ASSESSMENT OF ALTERNATIVES

Predicted year 2035 noise levels were modeled for 511 first and second row receiver locations using TNM 2.5 for the three reasonable alternatives. After all modeled noise receiver locations were analyzed, the number of receivers was pared down to 152 representative receivers for mapping and reporting purposes. Data for all 152 representative receivers is presented in one table for ease of comparison between the three reasonable alternatives. TNM 2.5 predicted traffic noise levels at receivers were calculated based on the three reasonable alternatives being analyzed only, with no other traffic noise sources modeled. Because of the distance between the three reasonable alternatives, approximately 60 percent of the representative receivers analyzed for each alternative are greater than 500 feet from the alternative being analyzed. Receivers located greater than 500 feet from the analyzed alternative could result in lower predicted noise levels than could be expected.

The identified noise impacts and mitigative measures presented below are based on the best currently available traffic data and project design details presented in this technical report. For the preferred alternative, additional modeling and analysis would be performed, which may incorporate updated traffic data and additional project design details with the potential to change the impacts and mitigative measures identified below. Results of the traffic noise modeling and analysis performed for the preferred alternative, and proposed mitigation measures, would be presented in the FEIS.

4.1 2014 Modified 2 Alternative

4.1.1 Noise Impacts

Predicted noise readings at 42 of the 152 representative receivers resulted in potential traffic noise impacts for the 2014 Modified 2 Alternative. The 42 representative receivers (approximately 28 percent) with potential traffic noise impacts include: three absolute criterion impacts, eight relative criterion impacts, and 31 impacts that met both the relative and absolute criteria. **Table 4-1** lists the existing and predicted traffic noise levels for the 42 receivers, while **Exhibits 4, 4.1** through **4.13** in **Attachment A** shows their location. Note bold receiver number indicates an absolute or relative criterion potential noise impact.

Table 4-1. Existing and Predicted Traffic Noise Levels at Receivers

Receiver Number -Type	NAC Category	NAC Level	Existing (2017) dB(A) Leq	2014 Modified 2 Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	2014 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	FM 1423 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact
R1 - Residential	**B**	**67**	**42**	58	+16	**Yes**	**58**	**+16**	**Yes**	**58**	**+16**	**Yes**
R2 - Residential	B	67	36	45	+9	No	45	+9	No	45	+9	No
R3 - Residential	B	67	36	44	+8	No	44	+8	No	44	+8	No
R4 - Residential	B	67	33	41	+8	No	41	+8	No	41	+8	No
R5 - Residential	**B**	**67**	**49**	**61**	**+12**	**Yes**	49*	0	No	49*	0	No
R6 - Residential	**B**	**67**	**51**	**68**	**+17**	**Yes**	51*	0	No	51*	0	No
R7 - Residential	**B**	**67**	**51**	**66**	**+15**	**Yes**	51*	0	No	51*	0	No
R8 - Residential	**B**	**67**	**52**	**68**	**+16**	**Yes**	52*	0	No	52*	0	No
R9 - Residential	**B**	**67**	**51**	**63**	**+12**	**Yes**	51*	0	No	51*	0	No
R10 - Residential	B	67	55	55*	0	No	55*	0	No	55*	0	No
R11 - Residential	B	67	47	55	+8	No	47*	0	No	47*	0	No
R12 - Residential	B	67	55	55*	0	No	55*	0	No	55*	0	No
R13 - Residential	B	67	49	56	+7	No	49*	0	No	49*	0	No
R14 - Residential	B	67	54	63	+9	No	54*	0	No	54*	0	No
R15 - Residential	B	67	62	63	+1	No	62*	0	No	62*	0	No
R16 - Residential	**B**	**67**	**60**	60*	0	No	**66**	**6**	**Yes**	**66**	**+6**	**Yes**
R17 - Residential	B	67	53	53*	0	No	53	0	No	53	0	No
R18 - Residential	**B**	**67**	**52**	**64**	**+12**	**Yes**	52*	0	No	52*	0	No
R19 - Residential	B	67	51	51*	0	No	51	0	No	51	0	No
R20 - Residential	B	67	50	50*	0	No	52	2	No	52	+2	No
R21 - Residential	B	67	49	49*	0	No	51	2	No	51	+2	No
R22 - Residential	B	67	49	49*	0	No	51	2	No	51	+2	No
R23 - Residential	B	67	54	59	+5	No	54*	0	No	54*	0	No

Table 4-1. Existing and Predicted Traffic Noise Levels at Receivers

Receiver Number -Type	NAC Category	NAC Level	Existing (2017) dB(A) Leq	2014 Modified 2 Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	2014 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	FM 1423 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact
R24 - Residential	**B**	**67**	**46**	46*	0	No	**59**	**+13**	**Yes**	**59**	**+13**	**Yes**
R25 - Residential	**B**	**67**	**46**	46*	0	No	**68**	**+22**	**Yes**	**68**	**+22**	**Yes**
R26 - Residential	B	67	48	48*	0	No	54	+6	No	54	+6	No
R27 - Residential	B	67	54	58	+4	No	54*	0	No	54*	0	No
R28 - Residential	**B**	**67**	**53**	**66**	**+13**	**Yes**	53*	0	No	53*	0	No
R29 - Residential	**B**	**67**	**49**	**66**	**+17**	**Yes**	49*	0	No	49*	0	No
R30 - Residential	B	67	48	48*	0	No	55	+7	No	55	+7	No
R31 - Residential	**B**	**67**	**47**	47*	0	No	**64**	**+17**	**Yes**	**64**	**+17**	**Yes**
R32 - Residential	**B**	**67**	**49**	49*	0	No	**65**	**+16**	**Yes**	**65**	**+16**	**Yes**
R33 - Residential	**B**	**67**	**46**	46*	0	No	**57**	**+11**	**Yes**	**57**	**+11**	**Yes**
R34 - Residential	**B**	**67**	**45**	45*	0	No	**56**	**+11**	**Yes**	**56**	**+11**	**Yes**
R35 - Residential	B	67	48	48*	0	No	52	+4	No	52	+4	No
R36 - Residential	B	67	51	59	+8	No	51*	0	No	51*	0	No
R37 - Residential	B	67	49	49*	0	No	54	+5	No	54	+5	No
R38 - Residential	**B**	**67**	**52**	**64**	**+12**	**Yes**	52*	0	No	52*	0	No
R39 - Residential	B	67	52	58	+6	No	52*	0	No	52*	0	No
R40 - Residential	**B**	**67**	**53**	**70**	**+17**	**Yes**	53*	0	No	53*	0	No
R41 - Residential	**B**	**67**	**49**	49*	0	No	**68**	**+19**	**Yes**	**68**	**+19**	**Yes**
R42 - Residential	**B**	**67**	**49**	49*	0	No	**67**	**+18**	**Yes**	**67**	**+18**	**Yes**
R43 - Residential	B	67	48	48*	0	No	55	+7	No	54	+6	No
R44 - Residential	B	67	46	46*	0	No	54	+8	No	54	+8	No
R45 - Residential	B	67	48	48*	0	No	51	+3	No	52	+4	No
R46 - Residential	**B**	**67**	**48**	**63**	**+15**	**Yes**	48*	0	No	48*	0	No
R47 - Residential	B	67	55	55*	0	No	63	+8	No	55*	0	No

Table 4-1. Existing and Predicted Traffic Noise Levels at Receivers

Receiver Number -Type	NAC Category	NAC Level	Existing (2017) dB(A) Leq	2014 Modified 2 Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	2014 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	FM 1423 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact
R48 - Residential	B	67	55	55*	0	No	57	+2	No	55*	0	No
R49 - Residential	B	67	55	55*	0	No	57	+2	No	64	+9	No
R50 - Residential	B	67	54	54*	0	No	61	+7	No	56	+2	No
R51 - Residential	B	67	51	51*	0	No	61	+10	No	51	0	No
R52 - Residential	B	67	52	52*	0	No	52*	0	No	60	+8	No
R53 - Residential	**B**	**67**	**47**	47*	0	No	47*	0	No	**65**	**+18**	**Yes**
R54 - Residential	**B**	**67**	**54**	54*	0	No	**68**	**+14**	**Yes**	54*	0	No
R55 - Residential	B	67	54	54*	0	No	64	+10	No	54*	0	No
R56 - Residential	**B**	**67**	**58**	58*	0	No	**68**	**+10**	**Yes**	58*	0	No
R57 - Residential	B	67	45	45*	0	No	45*	0	No	54	+9	No
R58 - Residential	**B**	**67**	**51**	51*	0	No	51*	0	No	**65**	**+14**	**Yes**
R59 - Residential	B	67	47	47*	0	No	47*	0	No	55	+8	No
R60 - Residential	**B**	**67**	**56**	56*	0	No	**67**	**+11**	**Yes**	56*	0	No
R61 - Residential	B	67	60	60*	0	No	64	+4	No	60*	0	No
R62 - Residential	**B**	**67**	**58**	58*	0	No	58*	0	No	**68**	**+10**	**Yes**
R63 - Church Volleyball Court	C	67	56	56*	0	No	56*	0	No	62	+6	No
R64 - Church	D	52	30	30*	0	No	30*	0	No	39	+9	No
R65 - Residential	**B**	**67**	**55**	55*	0	No	55*	0	No	**70**	**+15**	**Yes**
R66 - Residential	B	67	51	60	+9	No	57	+6	No	51*	0	No
R67 - Residential	**B**	**67**	**51**	**66**	**+15**	**Yes**	56	+5	No	51*	0	No
R68 - Residential	B	67	53	53*	0	No	53*	0	No	62	+9	No
R69 - Residential	**B**	**67**	**51**	59	+8	No	**63**	**+12**	**Yes**	51*	0	No
R70 - Residential	**B**	**67**	**50**	52	+2	No	**63**	**+13**	**Yes**	50*	0	No

Table 4-1. Existing and Predicted Traffic Noise Levels at Receivers

Receiver Number -Type	NAC Category	NAC Level	Existing (2017) dB(A) Leq	2014 Modified 2 Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	2014 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	FM 1423 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact
R71 - Residential	B	67	51	61	+10	No	64	+13	Yes	51*	0	No
R72 - Residential	B	67	51	67	+16	Yes	55	+4	No	51*	0	No
R73 - Residential	B	67	56	56*	0	No	56*	0	No	68	+12	Yes
R74 - Residential	B	67	51	Within ROW	N/A	N/A	60	+9	No	51*	0	No
R75 - Residential	B	67	51	Within ROW	N/A	N/A	62	+11	Yes	51*	0	No
R76 - Residential	B	67	52	52*	0	No	52*	0	No	69	+17	Yes
R77 - Residential	B	67	51	Within ROW	N/A	N/A	64	+13	Yes	51*	0	No
R78 - Residential	B	67	49	49*	0	No	49*	0	No	68	+19	Yes
R79 - Residential	B	67	50	61	+11	Yes	61	+11	Yes	50*	0	No
R80 - Residential	B	67	51	64	+13	Yes	64	+13	Yes	51*	0	No
R81 - Residential	B	67	51	51*	0	No	51*	0	No	64	+13	Yes
R82 - Residential	B	67	50	60	+10	No	60	+10	No	50*	0	No
R83 - Residential	B	67	48	67	+19	Yes	67	+19	Yes	48*	0	No
R84 - Residential	B	67	52	52*	0	No	52*	0	No	62	+10	No
R85 - Residential	B	67	52	52*	0	No	52*	0	No	63	+11	Yes
R86 - Residential	B	67	53	69	+16	Yes	69	+16	Yes	53*	0	No
R87 - Residential	B	67	53	66	+13	Yes	66	+13	Yes	53*	0	No
R88 - Residential	B	67	54	71	+17	Yes	71	+17	Yes	54*	0	No
R89 - Residential	B	67	51	71	+20	Yes	71	+20	Yes	51*	0	No
R90 - Residential	B	67	65	65*	0	No	65*	0	No	70	+5	Yes
R91 - Residential	B	67	50	73	+23	Yes	73	+23	Yes	50*	0	No
R92 - Residential	B	67	64	64*	0	No	64*	0	No	71	+7	Yes
R93 - Residential	B	67	63	63*	0	No	63*	0	No	72	+9	Yes
R94 - Residential	B	67	60	73	+13	Yes	73	+13	Yes	60*	0	No

Table 4-1. Existing and Predicted Traffic Noise Levels at Receivers

Receiver Number -Type	NAC Category	NAC Level	Existing (2017) dB(A) Leq	2014 Modified 2 Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	2014 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	FM 1423 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact
R95 - Residential	**B**	**67**	**60**	**68**	**+8**	**Yes**	**68**	**8**	**Yes**	60*	0	No
R96 - Residential	B	67	59	59*	0	No	59*	0	No	59	0	No
R97 - Residential	**B**	**67**	**64**	64*	0	No	64*	0	No	**71**	**+7**	**Yes**
R98 - Residential	**B**	**67**	**47**	**68**	**+21**	**Yes**	**68**	**+21**	**Yes**	47*	0	No
R99 - Residential	**B**	**67**	**46**	**67**	**+21**	**Yes**	**67**	**+21**	**Yes**	46	0	No
R100 - Residential	**B**	**67**	**48**	**71**	**+23**	**Yes**	**71**	**+23**	**Yes**	48*	0	No
R101 - Residential	**B**	**67**	**48**	**70**	**+22**	**Yes**	**70**	**+22**	**Yes**	48*	0	No
R102 - Residential	**B**	**67**	**55**	55*	0	No	55*	0	No	**71**	**+16**	**Yes**
R103 - Residential	**B**	**67**	**50**	50*	0	No	50*	0	No	**71**	**+21**	**Yes**
R104 - Residential	**B**	**67**	**46**	**67**	**+21**	**Yes**	**67**	**+21**	**Yes**	46	0	No
R105 - Residential	**B**	67	53	53*	0	No	53*	0	No	**66**	**+13**	**Yes**
R106 - Residential	**B**	67	52	52*	0	No	52*	0	No	**66**	**+14**	**Yes**
R107 - Residential	**B**	**67**	**46**	**68**	**+22**	**Yes**	**68**	**+22**	**Yes**	46*	0	No
R108 - Residential	**B**	**67**	**58**	58*	0	No	58*	0	No	**73**	**+15**	**Yes**
R109 - Residential	**B**	**67**	**51**	**74**	**+23**	**Yes**	**74**	**+23**	**Yes**	51*	0	No
R110 - Residential	B	67	51	61	+10	No	61	+10	No	51*	0	No
R111 - Residential	**B**	**67**	**60**	60*	0	No	60*	0	No	**67**	**+7**	**Yes**
R112 - Residential	**B**	**67**	**61**	61*	0	No	61*	0	No	**69**	**+8**	**Yes**
R113 - Residential	B	67	55	55*	0	No	55*	0	No	65	+10	No
R114 - Residential	**B**	**67**	**63**	**66**	**+3**	**Yes**	**66**	**+3**	**Yes**	63*	0	No
R115 - Church	D	52	38	46	+8	No	46	+8	No	38*	0	No
R116 - Residential	**B**	**67**	**53**	53*	0	No	53*	0	No	**69**	**+16**	**Yes**
R117 - Residential	**B**	**67**	**62**	62*	0	No	62*	0	No	**71**	**+9**	**Yes**
R118 - School	D	52	36	36*	0	No	36*	0	No	39	+3	No

Table 4-1. Existing and Predicted Traffic Noise Levels at Receivers

Receiver Number -Type	NAC Category	NAC Level	Existing (2017) dB(A) Leq	2014 Modified 2 Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	2014 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	FM 1423 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact
R119 - School Playground	C	67	59	59*	0	No	59*	0	No	59*	0	No
R120 - Residential	**B**	**67**	**53**	53*	0	No	53*	0	No	**70**	**+17**	**Yes**
R121 - School	D	52	34	34*	0	No	34*	0	No	34	0	No
R122 - School Playground	C	67	59	59*	0	No	59*	0	No	60	+1	No
R123 - Residential	**B**	**67**	**50**	**71**	**+21**	**Yes**	**71**	**+21**	**Yes**	50*	0	No
R124 - Residential	**B**	**67**	**50**	**71**	**+21**	**Yes**	**71**	**+21**	**Yes**	50*	0	No
R125 - Residential	**B**	**67**	**50**	**69**	**+19**	**Yes**	**69**	**+19**	**Yes**	50*	0	No
R126 - Residential	**B**	**67**	**50**	**69**	**+19**	**Yes**	**69**	**+19**	**Yes**	50*	0	No
R127 - Residential	**B**	**67**	**48**	**70**	**+22**	**Yes**	**70**	**+22**	**Yes**	48*	0	No
R128 - Residential	**B**	**67**	**53**	53*	0	No	53*	0	No	**70**	**+17**	**Yes**
R129 - Church	**D**	**52**	**30**	30*	0	No	30*	0	No	**47**	**+17**	**Yes**
R130 - Residential	**B**	**67**	**53**	53*	0	No	53*	0	No	**71**	**+18**	**Yes**
R131 - Residential	**B**	**67**	**50**	50*	0	No	50*	0	No	**61**	**+11**	**Yes**
R132 - Residential	**B**	**67**	**54**	**70**	**+16**	**Yes**	**70**	**+16**	**Yes**	54*	0	No
R133 - Residential	B	67	54	64	+10	No	64	+10	No	54*	0	No
R134 - School	D	52	27	27*	0	No	27*	0	No	34	+7	No
R135 - School	D	52	27	27*	0	No	27*	0	No	35	+8	No
R136 - Residential	**B**	**67**	**53**	53*	0	No	53*	0	No	**71**	**+18**	**Yes**
R137 - Residential	**B**	**67**	**50**	**72**	**+22**	**Yes**	**72**	**+22**	**Yes**	50*	0	No
R138 - Cemetery	C	67	64	64*	0	No	64*	0	No	64	0	No
R139 - Residential	**B**	**67**	**54**	54*	0	No	54*	0	No	**72**	**+18**	**Yes**
R140 - Residential	**B**	**67**	**65**	65*	0	No	65*	0	No	**68**	**+3**	**Yes**

Table 4-1. Existing and Predicted Traffic Noise Levels at Receivers

Receiver Number -Type	NAC Category	NAC Level	Existing (2017) dB(A) Leq	2014 Modified 2 Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	2014 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact	FM 1423 PSM Alternative Predicted (2035) dB(A) Leq	Change (+/-)	Noise Impact
R141 - Residential	**B**	**67**	**54**	54*	0	No	54*	0	No	**71**	**+17**	**Yes**
R142 - Residential	**B**	**67**	**65**	65*	0	No	65*	0	No	**71**	**+6**	**Yes**
R143 - Residential	B	67	55	55*	0	No	55*	0	No	58	+3	No
R144 - Residential	**B**	**67**	**60**	60*	0	No	60*	0	No	**71**	**+11**	**Yes**
R145 - Residential	**B**	**67**	**64**	64*	0	No	64*	0	No	**70**	**+6**	**Yes**
R146 - Residential	**B**	**67**	**63**	**67**	**+4**	**Yes**	**67**	**+4**	**Yes**	64	+1	No
R147 - Residential	B	67	62	64	+2	No	64	+2	No	62	0	No
R148 - Residential	**B**	**67**	**57**	57	0	No	57	0	No	**71**	**+14**	**Yes**
R149 - Residential	**B**	**67**	**63**	63*	0	No	63*	0	No	**71**	**+8**	**Yes**
R150 - Residential	**B**	**67**	**63**	63*	0	No	63*	0	No	**70**	**+7**	**Yes**
R151 - Residential	**B**	**67**	**61**	**73**	**+12**	**Yes**	**73**	**+12**	**Yes**	61*	0	No
R152 - Residential	**B**	**67**	**59**	**70**	**+11**	**Yes**	**70**	**+11**	**Yes**	59*	0	No

Note: Bold receiver number indicates an absolute or relative criterion potential noise impact. An interior noise reduction factor of 25 dB(A), per TxDOT's 2011 *Guidelines for Analysis and Abatement of Roadway Traffic Noise*, was applied to NAC category "D" receivers.

* Indicates the modeled receiver location is greater than 500 feet from the modeled reasonable alternatives and per TxDOT guidance existing year dB(A) levels were used as a baseline for the predicted future dB(A) when the modeled noise level was lower than the existing year dB(A).

Abbreviations: NAC, Noise Abatement Criteria; dB(A), A-weighted decibel; Leq, average/equivalent sound level; N/A, not applicable

4.1.2 Noise Abatement

Noise barriers that could be feasible and/or reasonable for the following impacted receivers are evaluated below for the 2014 Modified 2 Alternative.

R1: This receiver represents a single-family residence located approximately 430 feet from the 2014 Modified 2 Alternative's northbound frontage road. The residence has a driveway accessing the existing FM 490. A traffic noise barrier placed along the proposed ROW with a gap that would satisfy access requirements to the residence was analyzed. Results indicated a discontinuous traffic noise barrier 2,075 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R5: This receiver represents six single-family residences located approximately 160-245 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,337 feet long and 16 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Five out of the six first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R6: This receiver represents a single-family residence located approximately 60 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 105 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R7: This receiver represents a single-family residence located approximately 110 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 187 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R8: This receiver represents a single-family residence located approximately 50 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 158 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R9: This receiver represents a single-family residence located approximately 145 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 562 feet long

and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R18: This receiver represents a single-family residence located approximately 138 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 705 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R28: This receiver represents a single-family residence located approximately 110 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 853 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R29: This receiver represents 12 single-family residences located approximately 60-140 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,415 feet long and 12 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). A total of 10 first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R38: This receiver represents a single-family residence located approximately 160 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 69 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R40: This receiver represents a single-family residence located approximately 50 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 285 feet long and 8 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R46: This receiver represents a single-family residence located approximately 160 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,453 feet long and 16 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise

reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R67: This receiver represents three single-family residences located approximately 115-200 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 345 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R72: This receiver represents a single-family residence located approximately 90 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 249 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R79: This receiver represents a single-family residence located approximately 250 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 968 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R80: This receiver represents a single-family residence located approximately 180 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 635 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R83: This receiver represents three single-family residences located approximately 95-300 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 271 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R86, R88: These receivers represent four single-family residences located approximately 45-75 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,182 feet long and 8 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Four first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R87: This receiver represents 10 single-family residences located approximately 55-170 feet from the 2014 Modified 2 Alternative's southbound frontage road. The residences have driveways accessing the existing San Carlos Circle. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 928 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R89: This receiver represents a single-family residence located approximately 80 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 349 feet long and 11 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R91: This receiver represents two single-family residences located approximately 45-55 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 396 feet long and 8 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Two first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R94: This receiver represents a single-family residence located approximately 55 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 265 feet long and 9 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R95: This receiver represents a single-family residence located approximately 140 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 835 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R98: This receiver represents four single-family residences located approximately 80-145 feet from the 2014 Modified 2 Alternative's southbound frontage road. The residences have driveways accessing the existing Sin Tacha Street. A traffic noise barrier placed along the

proposed ROW with a gap that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 551 feet long and 16 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A). Two first row receivers would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R99: This receiver represents a single-family residence located approximately 185 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 776 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R100: This receiver represents a single-family residence located approximately 75 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 435 feet long and 12 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R101: This receiver represents a single-family residence located approximately 65 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 512 feet long and 14 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R104: This receiver represents a single-family residence located approximately 170 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 615 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R107: This receiver represents two single-family residences located approximately 150-195 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 182 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R109: This receiver represents a single-family residence located approximately 40 feet from the 2014 Modified 2 Alternative's southbound frontage road. The residence has a driveway accessing the existing East Canton Road. A traffic noise barrier placed along the proposed ROW with a gap that would satisfy access requirements to the residence was analyzed. Results indicated a discontinuous traffic noise barrier 260 feet long and 12 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R114: This receiver represents a single-family residences located approximately 160 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 417 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R123: This receiver represents a single-family residence located approximately 55 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 365 feet long and 11 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R124: This receiver represents three single-family residences located approximately 90-115 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 258 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Two out of the three first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R125: This receiver represents two single-family residences located approximately 120-130 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 169 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R126: This receiver represents two single-family residences located approximately 70-135 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 252 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One out of the two first row receivers would benefit

from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R127: This receiver represents a single-family residence located approximately 115 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 213 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R132: This receiver represents seven single-family residences located approximately 95-120 feet from the 2014 Modified 2 Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,240 feet long and 10 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Six first row receivers and one second row receiver would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R137: This receiver represents a single-family residence located approximately 60 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 493 feet long and 8 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R146: This receiver represents two multi-family residences located approximately 165 feet from the 2014 Modified 2 Alternative's northbound frontage road. The multi-family residences have a driveway accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with a gap that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 69 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R151: This receiver represents a single-family residence located approximately 50 feet from the 2014 Modified 2 Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 183 feet long and 15 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R152: This receiver represents a single-family residence located approximately 115 feet from the 2014 Modified 2 Alternative's southbound frontage road. The residence has a driveway

accessing the existing North Valley View Road. A traffic noise barrier placed along the proposed ROW with a gap that would satisfy access requirements to the residence was analyzed. Results indicated a discontinuous traffic noise barrier 380 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

None of the noise barriers analyzed are both feasible and reasonable for receivers R1, R5, R6, R7, R8, R9, R18, R28, R29, R38, R40, R46, R67, R72, R79, R80, R83, R86, R87, R88, R89, R91, R94, R95, R98, R99, R100, R101, R104, R107, R109, R114, R123, R124, R125, R126, R127, R132, R137, R146, R151, and R152. However, subsequent design changes with the 2014 Modified 2 Alternative may require a reevaluation of the noise barrier analysis discussed above. The final decision to construct a noise barrier would be made post-environmental clearance at the design or construction stage in concert with a utility evaluation and polling of adjacent property owners.

Noise associated with construction of the 2014 Modified 2 Alternative is difficult to predict, and would be limited to the temporary construction period. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours, when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration. Therefore, any extended disruption of normal activities is not expected. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures, such as work-hour controls and proper maintenance of muffler systems.

4.2 2014 PSM Alternative

4.2.1 Noise Impacts

Similar to the 2014 Modified 2 Alternative, predicted year 2035 noise levels were modeled for 511 first and second row receiver locations using TNM 2.5 for the 2014 PSM Alternative. After all modeled noise receiver locations were analyzed, the number of receivers was pared down to 152 first row receivers for mapping and reporting purposes. Predicted noise readings at 46 of the 152 representative receivers resulted in traffic noise impacts for the 2014 PSM Alternative. The 46 representative receivers (approximately 30 percent) with traffic noise impacts include: five absolute criterion impacts, 13 relative criterion impacts, and 28 impacts that met both the relative and absolute criteria. **Table 4-1** lists the existing and predicted traffic noise levels for the 46 impacted receivers, while **Exhibits 5, 5.1** through **5.13** in **Attachment A** show their location. Each of the potentially impacted receivers could benefit from noise abatement, as explained below.

4.2.2 Noise Abatement

Noise barriers that could be feasible and/or reasonable for the following impacted receivers are evaluated below for the 2014 PSM Alternative. Note that receivers R1, R79, R80, R83, R86, R87, R88, R89, R91, R94, R95, R98, R99, R100, R101, R104, R107, R109, R114, R123, R124, R125, R126, R127, R132, R137, R146, R151, and R152 (29 total) are common between the 2014 Modified 2 Alternative and the 2014 PSM Alternative, and are not repeated in this section. The remaining impacted receivers are unique to the 2014 PSM Alternative.

R16: This receiver represents a single-family residence located approximately 85 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 595 feet long and 14 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R24: This receiver represents a single-family residence located approximately 340 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 439 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R25: This receiver represents a single-family residence located approximately 60 feet from the 2014 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 165 feet long and 14 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R31: This receiver represents two single-family residences located approximately 150 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 584 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One out of the two first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R32, R33: These receivers represent two single-family residences located approximately 120-490 feet from the 2014 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 562

feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R34: This receiver represents a single-family residence located approximately 580 feet from the 2014 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 189 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R41: This receiver represents a single-family residence located approximately 60 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 267 feet long and 12 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R42: This receiver represents a single-family residence located approximately 60 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 270 feet long and 16 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R54: This receiver represents a single-family residence located approximately 55 feet from the 2014 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 228 feet long and 10 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R56: This receiver represents two single-family residences located approximately 60-90 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 256 feet long and 16 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Two first row receivers would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R60: This receiver represents a single-family residence located approximately 70 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 256 feet long and 20

feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R69: This receiver represents a single-family residence located approximately 210 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 658 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R70: This receiver represents a single-family residence located approximately 180 feet from the 2014 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,288 feet long and 18 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R71: This receiver represents a single-family residence located approximately 140 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 620 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R75: This receiver represents a single-family residence located approximately 270 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 130 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R77: This receiver represents a single-family residence located approximately 140 feet from the 2014 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 298 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

None of the noise barriers analyzed are both feasible and reasonable for receivers R1, R16, R24, R25, R31, R32, R33, R34, R41, R42, R54, R56, R60, R69, R70, R71, R75, R77, R79, R80, R83, R86, R87, R88, R89, R91, R94, R95, R98, R99, R100, R101, R104, R107, R109, R114, R123, R124, R125, R126, R127, R132, R137, R146, R151, and R152. However, subsequent design changes with the 2014 PSM Alternative may require a reevaluation of the noise barrier analysis discussed above. The final decision to construct a noise barrier would

be made post-environmental clearance at the design or construction stage in concert with a utility evaluation and polling of adjacent property owners.

Noise associated with construction of the 2014 PSM Alternative is difficult to predict, and would be limited to the temporary construction period. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours, when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration. Therefore, any extended disruption of normal activities is not expected. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures, such as work-hour controls and proper maintenance of muffler systems.

4.3 FM 1423 PSM Alternative

4.3.1 Noise Impacts

Predicted noise readings at 47 of the 152 representative receivers resulted in traffic noise impacts for the FM 1423 PSM Alternative. The 47 representative receivers (approximately 31 percent) with traffic noise impacts include: 14 absolute criterion impacts, 12 relative criterion impacts, and 21 impacts that met both the relative and absolute criteria. **Table 4-1** lists the existing and predicted traffic noise levels for the 47 receivers, while **Exhibits 6, 6.1** through **6.13** in **Attachment A** shows their location. Each of the potentially impacted receivers could benefit from noise abatement, as explained below.

4.3.2 Noise Abatement

Noise barriers that could be feasible and/or reasonable for the following impacted receivers are evaluated below for the FM 1423 PSM Alternative. Note that receiver R1 is common between the 2014 Modified 2 Alternative and the FM 1423 PSM Alternative, and is not repeated in this section. Also note that receivers R16, R24, R25, R31, R32, R33, R34, R41, and R42 (nine total) are common between the 2014 PSM Alternative and the FM 1423 PSM Alternative, and are not repeated in this section. The remaining impacted receivers are unique to the FM 1423 PSM Alternative.

R53: This receiver represents four single-family residences located approximately 75-265 feet from the FM 1432 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,076 feet long and 12 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Two out of the four first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R58: This receiver represents four single-family residences located approximately 135-200 feet from the FM 1432 PSM Alternative's northbound frontage road. The residences have driveways accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 707 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R62: This receiver represents two single-family residences located approximately 80-90 feet from the FM 1432 PSM Alternative's southbound frontage road. The residences have driveways accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 291 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R65: This receiver represents a single-family residence located approximately 70 feet from the FM 1432 PSM Alternative's southbound frontage road. The residence has a driveway accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW that would satisfy access requirements to the residence was analyzed. Results indicated a traffic noise barrier 122 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R73: This receiver represents a single-family residence located approximately 95 feet from the FM 1432 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 141 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R76: This receiver represents two single-family residences located approximately 65-95 feet from the FM 1432 PSM Alternative's southbound frontage road. The residence has a driveway accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW that would satisfy access requirements to the residences was analyzed. Results indicated a traffic noise barrier 159 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R78: This receiver represents a single-family residence located approximately 80 feet from the FM 1432 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 178 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R81: This receiver represents two single-family residences located approximately 200-265 feet from the FM 1432 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,174 feet long and 19 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Two first row receivers would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R85: This receiver represents a single-family residence located approximately 215 feet from the FM 1432 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 116 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R90: This receiver represents 13 single-family residences located approximately 75-160 feet from the FM 1432 PSM Alternative's northbound frontage road. The residences have driveways accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 1,336 feet long and 19 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Eleven first row receivers would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R92: This receiver represents two single-family residences located approximately 65-75 feet from the FM 1432 PSM Alternative's northbound frontage road. The residences have driveways accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 212 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R93: This receiver represents a single-family residence located approximately 80 feet from the FM 1432 PSM Alternative's northbound frontage road. The residence has a driveway accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with a gap that would satisfy access requirements to the residence was analyzed. Results indicated a discontinuous traffic noise barrier 228 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R97: This receiver represents a single-family residence located approximately 95 feet from the FM 1432 PSM Alternative's northbound frontage road. The residence has a driveway

accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with a gap that would satisfy access requirements to the residence was analyzed. Results indicated a discontinuous traffic noise barrier 388 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R103: This receiver represents three single-family residences located approximately 90-205 feet from the FM 1432 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,024 feet long and 10 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Two of the three first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R105: This receiver represents a single-family residence located approximately 215 feet from the FM 1432 PSM Alternative's southbound frontage road. The residence has a driveway accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with a gap that would satisfy access requirements to the residence was analyzed. Results indicated a discontinuous traffic noise barrier 52 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R106: This receiver represents a single-family residence located approximately 180 feet from the FM 1432 PSM Alternative's southbound frontage road. The residence has a driveway accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with a gap that would satisfy access requirements to the residence was analyzed. Results indicated a discontinuous traffic noise barrier 479 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R108: This receiver represents a single-family residence located approximately 55 feet from the FM 1432 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 200 feet long and 9 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R111: This receiver represents three single-family residences located approximately 100-150 feet from the FM 1432 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 445 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R112: This receiver represents five single-family residences located approximately 110-160 feet from the FM 1432 PSM Alternative's southbound frontage road. The residences have driveways accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 612 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R116: This receiver represents eight single-family residence located approximately 65-145 feet from the FM 1432 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,275 feet long and 10 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Seven out of eight first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R117: This receiver represents a single-family residence located approximately 95 feet from the FM 1432 PSM Alternative's southbound frontage road. The residence has a driveway accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residence was analyzed. Results indicated a discontinuous traffic noise barrier 173 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R120: This receiver represents nine single-family residence located approximately 95-185 feet from the FM 1432 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,265 feet long and 14 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Eight of the nine first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R128: This receiver represents a single-family residence located approximately 115 feet from the FM 1432 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 207 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R129: This receiver represents a church structure located approximately 60 feet from the FM 1432 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 272 feet long and 10

feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R131: This receiver represents two single-family residences located approximately 50-415 feet from the FM 1432 PSM Alternative's northbound frontage road. The residences have driveways accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 282 feet long and 10 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One of the two first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R136: This receiver represents a single-family residence located approximately 80 feet from the FM 1432 PSM Alternative's southbound frontage road. The residence has a driveway accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW that would satisfy access requirements to the residence was analyzed. Results indicated a traffic noise barrier 325 feet long and 12 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R139: This receiver represents six single-family residences located approximately 50-75 feet from the FM 1432 PSM Alternative's southbound frontage road. The residences have driveways accessing the existing Browning Street. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 495 feet long and 15 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Four out of six first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R140: This receiver represents two single-family residences located approximately 75-135 feet from the FM 1432 PSM Alternative's northbound frontage road. The residences have driveways accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 157 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R141: This receiver represents a single-family residence located approximately 70 feet from the FM 1432 PSM Alternative's southbound frontage road. A traffic noise barrier placed along

the proposed ROW was analyzed. Results indicated a traffic noise barrier 171 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R142: This receiver represents a single-family residence located approximately 85 feet from the FM 1432 PSM Alternative's northbound frontage road. The residence has a driveway accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with a gap that would satisfy access requirements to the residence was analyzed. Results indicated a discontinuous traffic noise barrier 599 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A), but would not achieve the noise reduction design goal of 7 dB(A).

R144: This receiver represents a single-family residence located approximately 90 feet from the FM 1432 PSM Alternative's northbound frontage road. The residence has a driveway accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with a gap that would satisfy access requirements to the residence was analyzed. Results indicated a discontinuous traffic noise barrier 425 feet long and 20 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R145: This receiver represents nine single-family residences located approximately 95-165 feet from the FM 1432 PSM Alternative's northbound frontage road. The residences have driveways accessing the existing Val Verde Road. A traffic noise barrier placed along the proposed ROW with gaps that would satisfy access requirements to the residences was analyzed. Results indicated a discontinuous traffic noise barrier 709 feet long and 20 feet high would not achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

R148: This receiver represents six single-family residences located approximately 70-190 feet from the FM 1432 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 1,160 feet long and 16 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). Six first row receivers would benefit from the noise reductions, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R149: This receiver represents a single-family residence located approximately 85 feet from the FM 1432 PSM Alternative's northbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 303 feet long and

12 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

R150: This receiver represents a single-family residence located approximately 60 feet from the FM 1432 PSM Alternative's southbound frontage road. A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated a traffic noise barrier 505 feet long and 11 feet high would achieve the minimum, feasible reduction of 5 dB(A) and the noise reduction design goal of 7 dB(A). One first row receiver would benefit from the noise reduction, but the barrier would exceed the reasonable cost of $25,000 per benefited receiver.

None of the noise barriers analyzed are both feasible and reasonable for receivers R1, R16, R24, R25, R31, R32, R33, R34, R41, R42, R53, R58, R62, R65, R73, R76, R78, R81, R85, R90, R92, R93, R97, R103, R105, R106, R108, R111, R112, R116, R117, R120, R128, R129, R131, R136, R139, R140, R141, R142, R144, R145, R148, R149, and R150. However, traffic noise barriers for the residences represented by receivers R102 and R130 would be feasible and reasonable, and are therefore proposed for incorporation into the FM 1423 PSM Alternative. The proposed noise barriers are summarized in **Table 4-2** and the locations are shown in **Exhibit 7** in **Attachment A**.

Table 4-2. Proposed Noise Barriers

Barrier	Location/Limits	Receiver Number - Type	Number of Benefited Receivers	Length (feet)	Height (feet)	Total Cost	Cost/ Benefited Receiver
1	Adjacent to FM 1423 PSM Alternative southbound frontage road ROW, south of Val Verde Road.	R102-Residential	8	608	12	$131,328	$16,416
2	Adjacent to FM 1423 PSM Alternative northbound frontage road ROW, north of Roosevelt Road.	R130-Residential	4	435	12	$93,960	$23,490

Note: Total cost was estimated using $18 per square foot in accordance with TxDOT's 2011 *Guidelines for Analysis and Abatement of Roadway Traffic Noise*.

R102: This receiver represents eight single-family residences located approximately 45-95 feet from the FM 1423 PSM Alternative's southbound frontage road (see **Exhibit 7** in **Attachment A**). A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated that a traffic noise barrier (Barrier 1) along the proposed ROW would be both feasible and reasonable. A traffic noise barrier 608 feet long and 12 feet high would reduce noise

levels by at least 5 dB(A) for eight first and second row impacted receivers, as well as achieve the 7 dB(A) noise reduction goal for six first row impacted receivers. Total cost of the noise barrier would be $131,328, or $16,416 for each benefited receiver. Therefore, Barrier 1 is considered acoustically feasible and cost effective.

R130: This receiver represents four single-family residences located approximately 60-125 feet from the FM 1423 PSM Alternative's northbound frontage road (see **Exhibit 7** in **Attachment A**). A traffic noise barrier placed along the proposed ROW was analyzed. Results indicated that a traffic noise barrier (Barrier 2) along the proposed ROW would be both feasible and reasonable. A traffic noise barrier 435 feet long and 12 feet high would reduce noise levels by at least 5 dB(A) for four first row impacted receivers, as well as achieve the 7 dB(A) noise reduction goal for three first row impacted receivers. Total cost of the noise barrier would be $93,960, or $23,490 for each benefited receiver. Therefore, Barrier 2 is considered acoustically feasible and cost effective.

Implementation of noise barriers near receivers R102 and R130 would reduce a potential adverse traffic noise impact for these portions of the FM 1423 PSM Alternative. Subsequent design changes with the FM 1423 PSM Alternative may require a reevaluation of the noise barrier analysis discussed above. The final decision to construct a noise barrier would be made post-environmental clearance at the design or construction stage in concert with a utility evaluation and polling of adjacent property owners.

4.4 2014 Modified 2 Alternative, 2014 PSM Alternative, and FM 1423 PSM Alternative Construction Noise

Noise associated with construction of the FM 1423 PSM Alternative is difficult to predict, and would be limited to the temporary construction period. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours, when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration. Therefore, any extended disruption of normal activities is not expected. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures, such as work-hour controls and proper maintenance of muffler systems.

4.5 2014 Modified 2 Alternative, 2014 PSM Alternative, and FM 1423 PSM Alternative Traffic Noise Contours

To avoid noise impacts that may result from future development of properties adjacent to the three reasonable alternatives, local officials responsible for land use control programs should ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the predicted (2035) noise impact contours for the three reasonable

alternatives. Noise impact contours represent the distance from the three reasonable alternatives where traffic levels are 66 dB(A) (for residences) or 71 dB(A) (for commercial properties) or greater. For the three reasonable alternatives, the future 66 dB(A) noise impact contour varies from 70 to 175 feet from the edge of the proposed ROW. The future 71 dB(A) noise impact contour varies from 0 to 50 feet from the edge of the proposed ROW. The future 66 dB(A) and 71 dB(A) noise impact contour for predicted traffic volumes are shown in **Table 4-3**.

Table 4-3. Traffic Noise Contours

Corridor Segment	NAC Category	Impact Contour dB(A) Leq	Distance from Edge of ROW (feet)
I-2/US 83 to SH 107 (all three reasonable alternatives)	B and C E	66 71	175 50
SH 107 to FM 1925 (all three reasonable alternatives)	B and C E	66 71	125 30
FM 1925 to I-69C/US 281 (all three reasonable alternatives)	B and C E	66 71	70 0

Note: Since all three reasonable alternatives use the same traffic volumes for each corridor segment, and there is no elevation changes in the modeled alternatives, the noise contour information will be the same for each alternative
Abbreviations: NAC, Noise Abatement Criteria; dB(A), A-weighted decibel; Leq, average/equivalent sound level

A copy of this traffic noise analysis would be made available to local officials to ensure, to the maximum extent possible, future developments are planned, designed, and programmed in a manner that would avoid traffic noise impacts. On the date of approval of this document (Date of Public Knowledge), TxDOT is no longer responsible for providing noise abatement for new development adjacent to the preferred alternative once one is selected.

4.6 No Build Alternative

Under the No Build Alternative, the proposed SH 68 facility would not be constructed. The existing roadway facilities would continue to operate under current and projected traffic conditions as outlined in TxDOT's 2015 *SH 68 Traffic Forecasting Technical Memo*. It is reasonable to assume that if the new highway facility (i.e., SH 68) is not constructed, the current and projected traffic on study area roadways such as I-2/US 83, SH 107, FM 1925, I-69C/US 281, and FM 1423 would continue to contribute to traffic noise levels in the study area.

Under the No Build Alternative, sources of traffic noise would continue to exist in the same locations as they are today. Since the average annual growth rates for the north/south parallel

facilities and the east/west crossing facilities are less than 7 percent for the 2035 design year, it is anticipated that there would be no appreciable difference between the three reasonable alternatives and the No Build Alternative regarding vehicles per day in the study area. Thus, dramatic increases in traffic noise are not anticipated.

Large scale construction-related noise, similar to those associated with a new highway facility (i.e. SH 68), would not occur under the No Build Alternative. It is likely to assume that small-scale construction-related noise would occur because of isolated roadway improvements in the study area, but would not be on the same order of magnitude. Construction normally occurs during daylight hours, when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration. Therefore, any extended disruption of normal activities is not expected. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures, such as work-hour controls and proper maintenance of muffler systems.

5.0 CONCLUSION

Based on an evaluation of the three reasonable alternatives and No Build Alternative, no proposed noise barriers are identified for the 2014 Modified 2 Alternative and 2014 PSM Alternative. On the other hand, two proposed noise barriers are identified for the FM 1423 PSM Alternative. Based on ambient noise measurements and modeled predicted noise levels, anticipated operational and construction-related traffic noise for the proposed project would account for a relatively low proportion of the total noise found throughout the study area. See **Table 5-1** for a summary of the impacts of the three reasonable alternatives.

Table 5-1. Impact Summary Table

	2014 Modified 2 Alternative	2014 PSM Alternative	FM 1423 PSM Alternative
Representative Receivers	152	152	152
Impacted Receivers with Traffic Noise Impacts (percent of total)	42 (28%)	46 (30%)	47 (31%)
Absolute Criterion Impacts	3	5	14
Relative Criterion Impacts	8	13	12
Absolute and Relative Criterion Impacts	31	28	21
Proposed Noise Barriers	No	No	Yes - 2

6.0 REFERENCES CITED

Federal Highway Administration (FHWA). 2011. Highway Traffic Noise: Analysis and Abatement Guidance. December. https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf.

Halff Associates (Halff). 2017. SH 68 DEIS Traffic Data Parameters for Noise Analysis Memorandum. February 21.

Texas Department of Transportation (TxDOT). 2011. Guidelines for Analysis and Abatement of Roadway Traffic Noise. March. http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/730-02-gui.pdf.

TxDOT. 2013. Traffic Data CSJ: 3629-01-001 SH 68 Proposed: From US 83 to FM 1925 Hidalgo County Memo. October 8.

TxDOT. 2015. SH 68 Traffic Forecasting Technical Memo. TxDOT Pharr District Office.

ATTACHMENT A

EXHIBITS

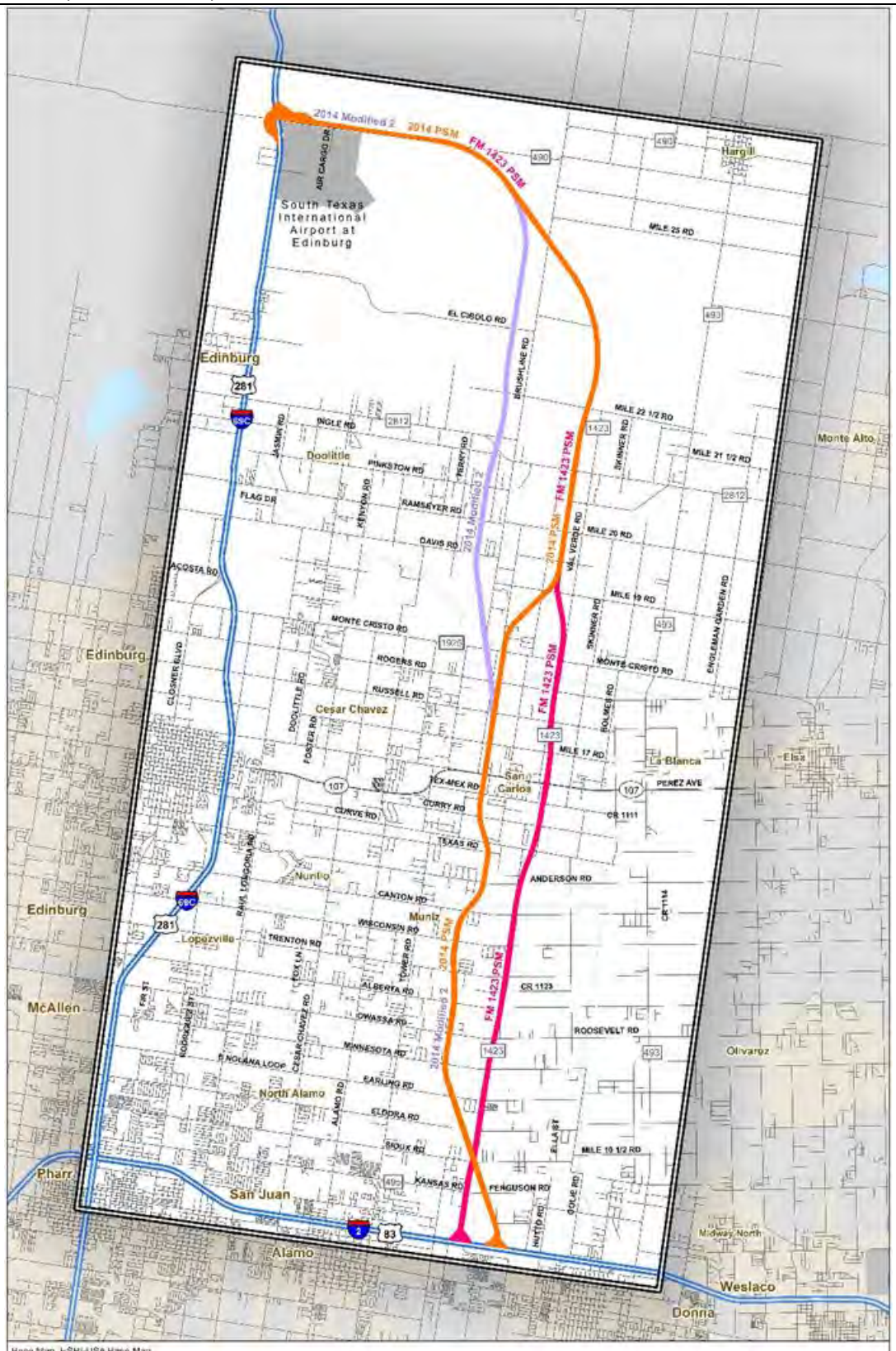
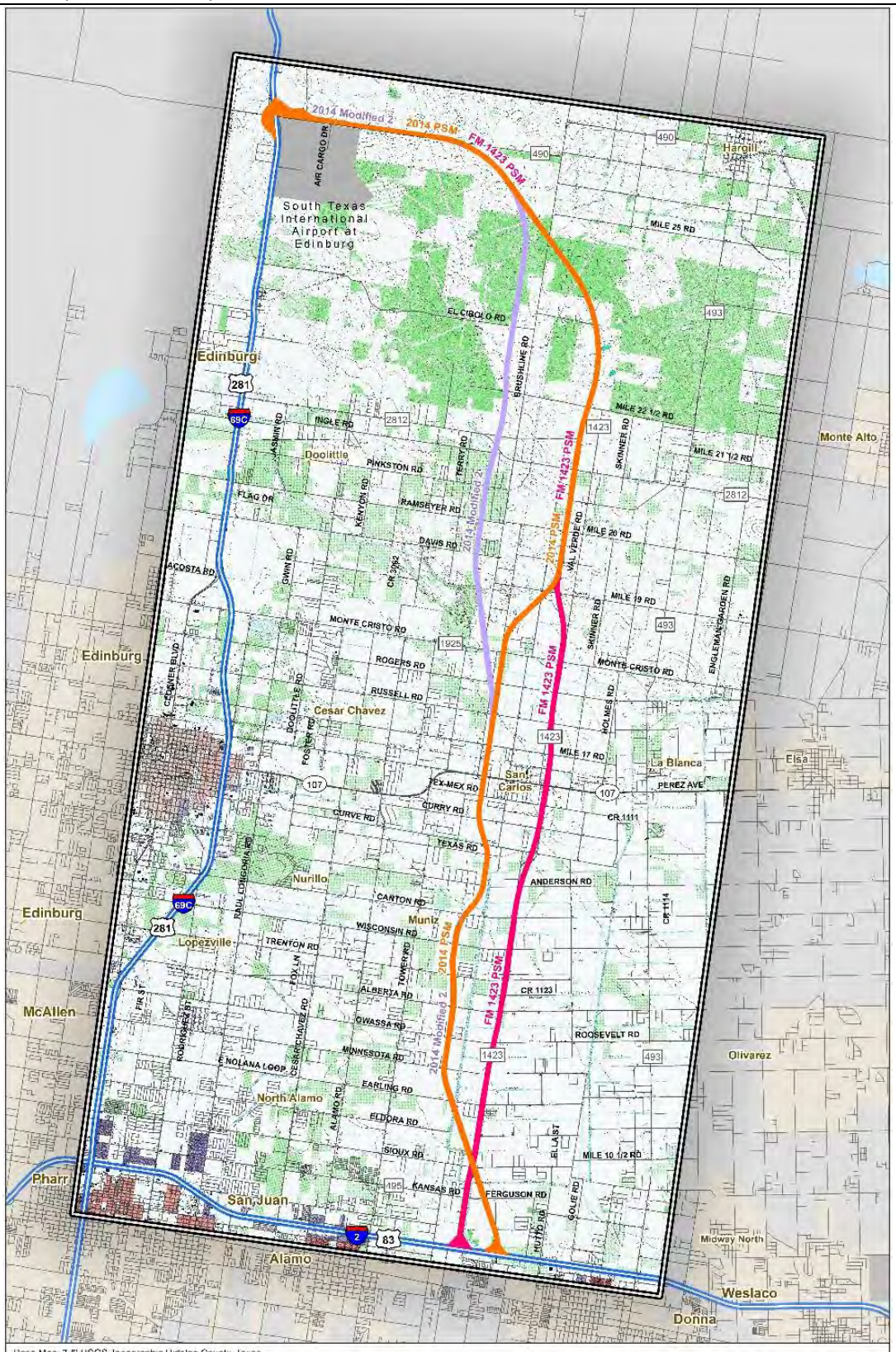
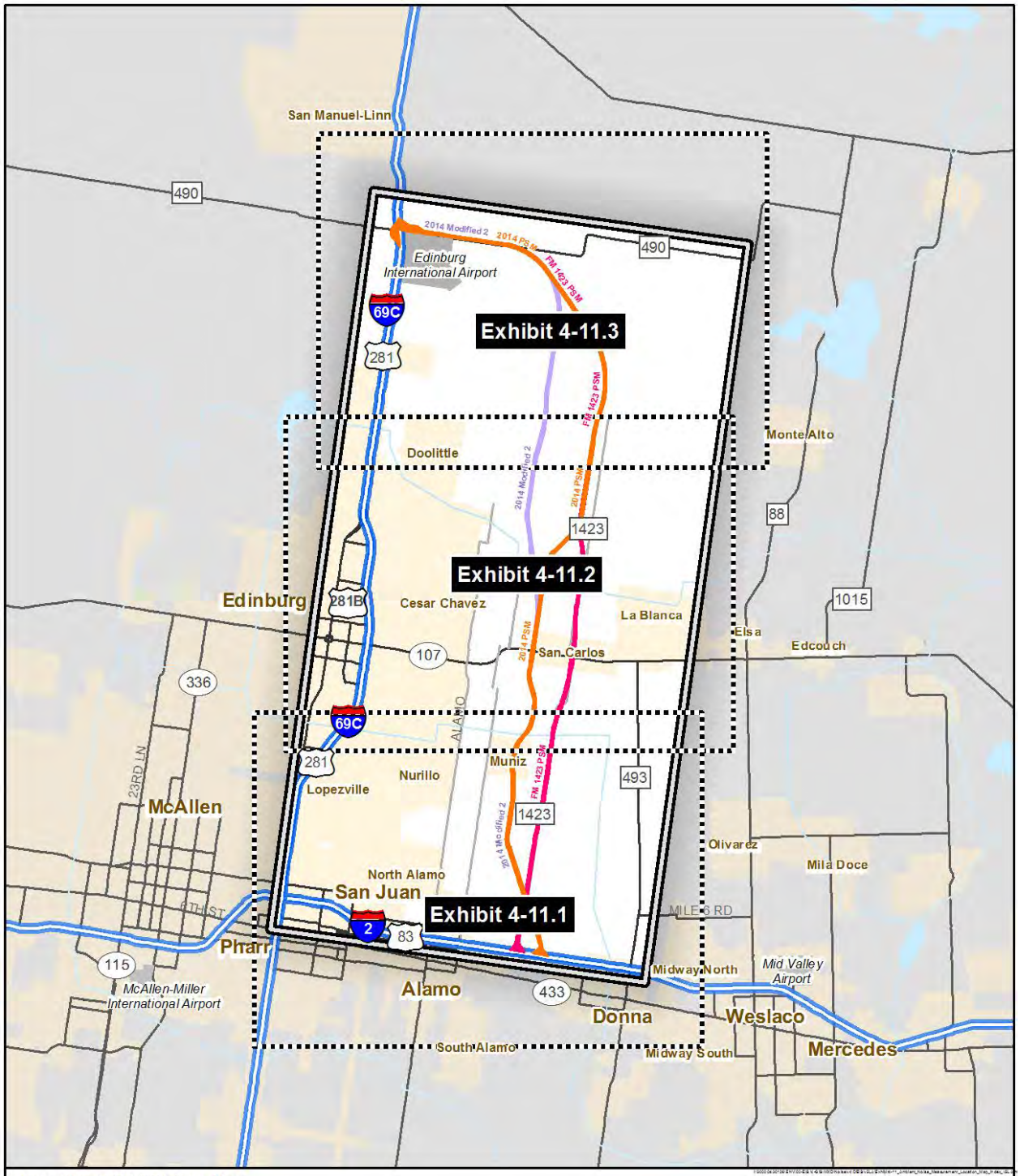


Exhibit 1
Project Location on County Map
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003

1


2014 Modified 2
2014 PSM
FM 1423 PSM
South Texas International Airport at Edinburg
Hargill
Edinburg
Doolittle
Monte Alto
Cesar Chavez
La Blanca
Elsa
San Carlos
Nurillo
Muniz
Lopezville
McAllen
Olivarez
North Alamo
Pharr
San Juan
Alamo
Weslaco
Donna
Midway North
Base Map: 7.5' USGS Topographic Hidalgo County, Texas
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
0 0.5 1 2
Miles
Exhibit 2
Project Location on
7.5' USGS Topographic
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003



Base Map: ESRI-USA Base Map

2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
EIS Study Area

N W E S

0 2 4
Miles

Exhibit 4-11 Index
Ambient Noise Measurement
Location Map
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 3629-01-002, 3629-01-003

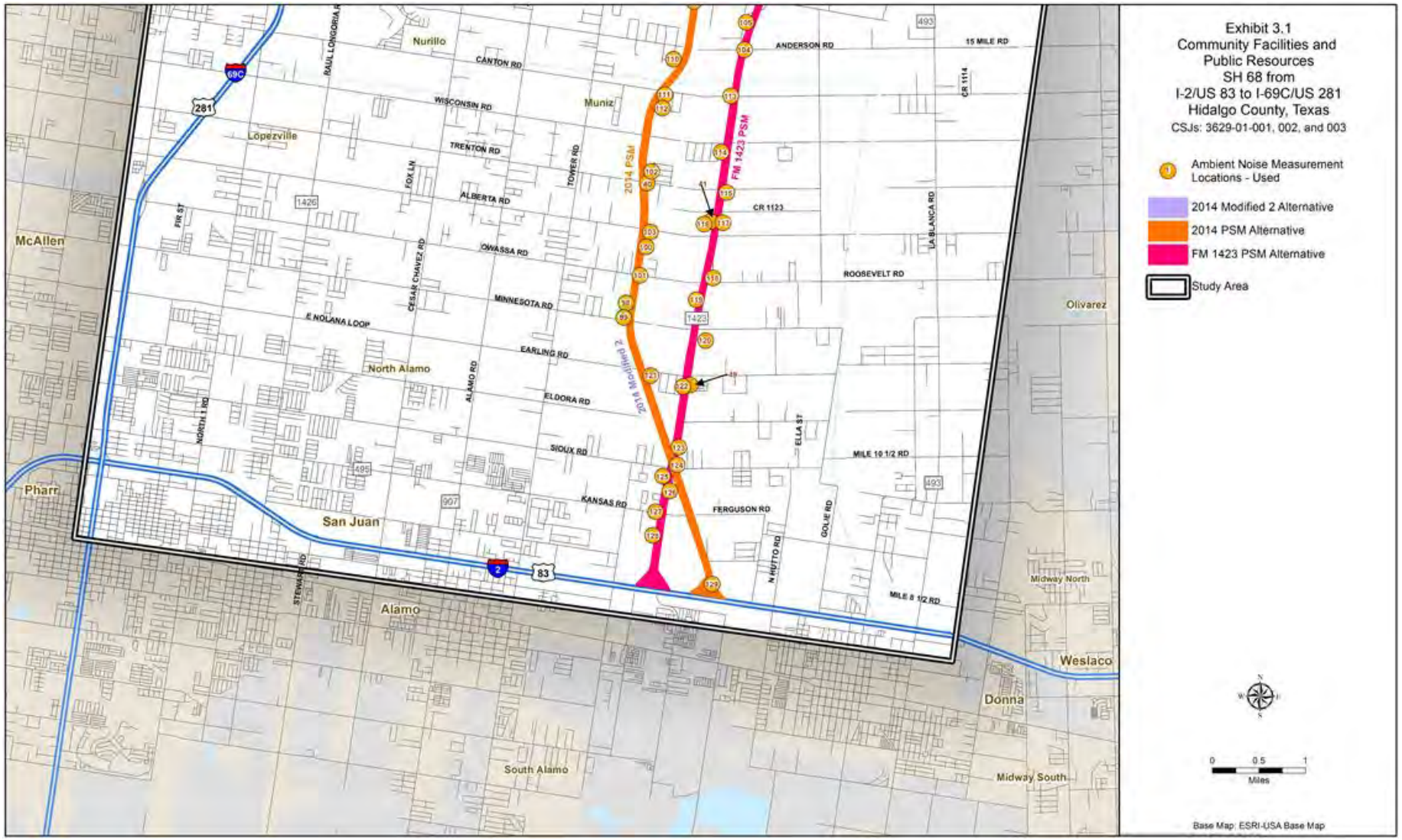


Exhibit 3.1
Community Facilities and
Public Resources
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Ambient Noise Measurement Locations - Used
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
Miles
Base Map: ESRI-USA Base Map
Nurillo
Muniz
Lopezville
McAllen
North Alamo
San Juan
Pharr
Alamo
South Alamo
Olivarez
Midway North
Weslaco
Donna
Midway South
CANTON RD
WISCONSIN RD
TRENTON RD
ALBERTA RD
OWASSA RD
MINNESOTA RD
E NOLANA LOOP
EARLING RD
ELDORA RD
SIOUX RD
KANSAS RD
FERGUSON RD
ANDERSON RD
15 MILE RD
ROOSEVELT RD
MILE 10 1/2 RD
MILE 8 1/2 RD
2014 PSM
FM 1423 PSM
2014 Modified 2

1

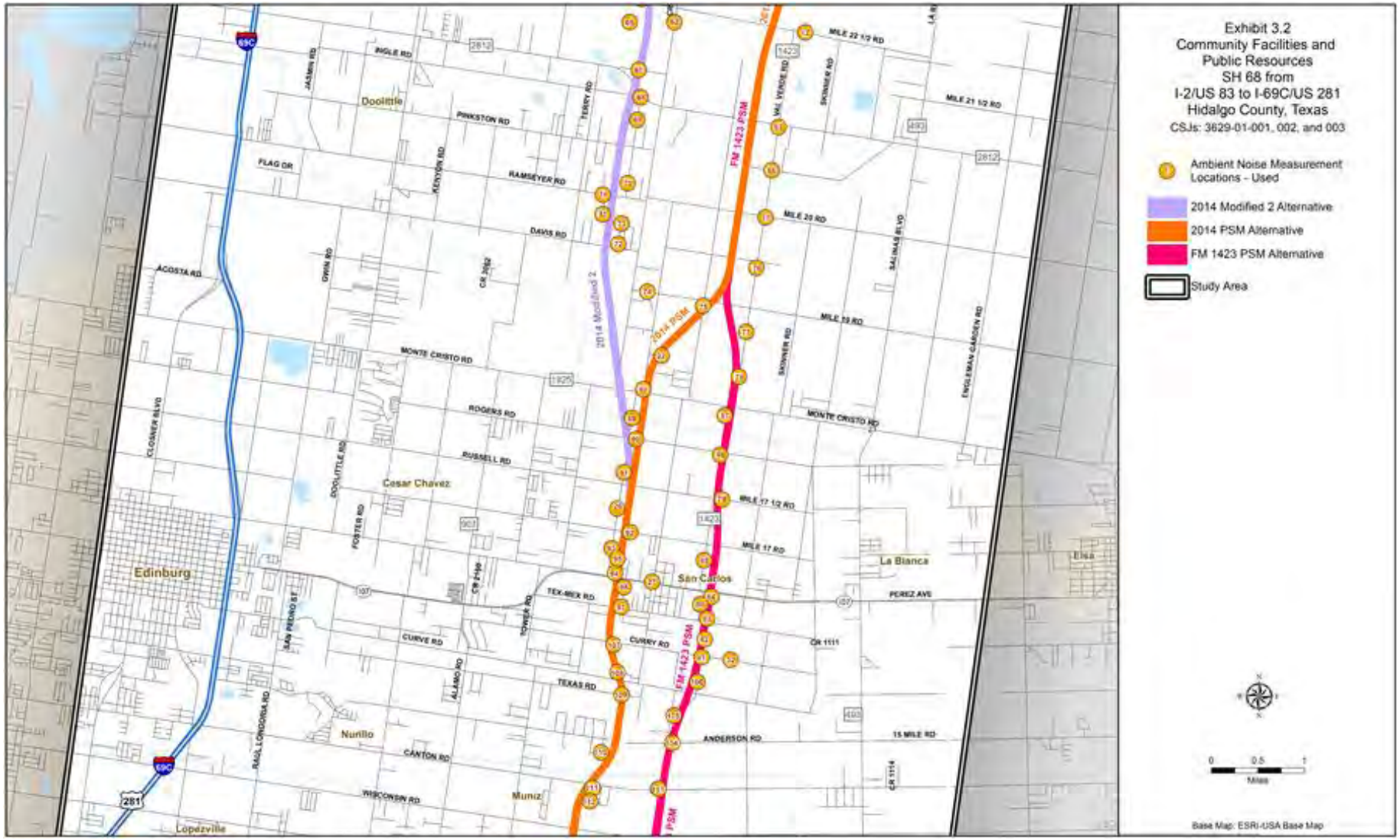
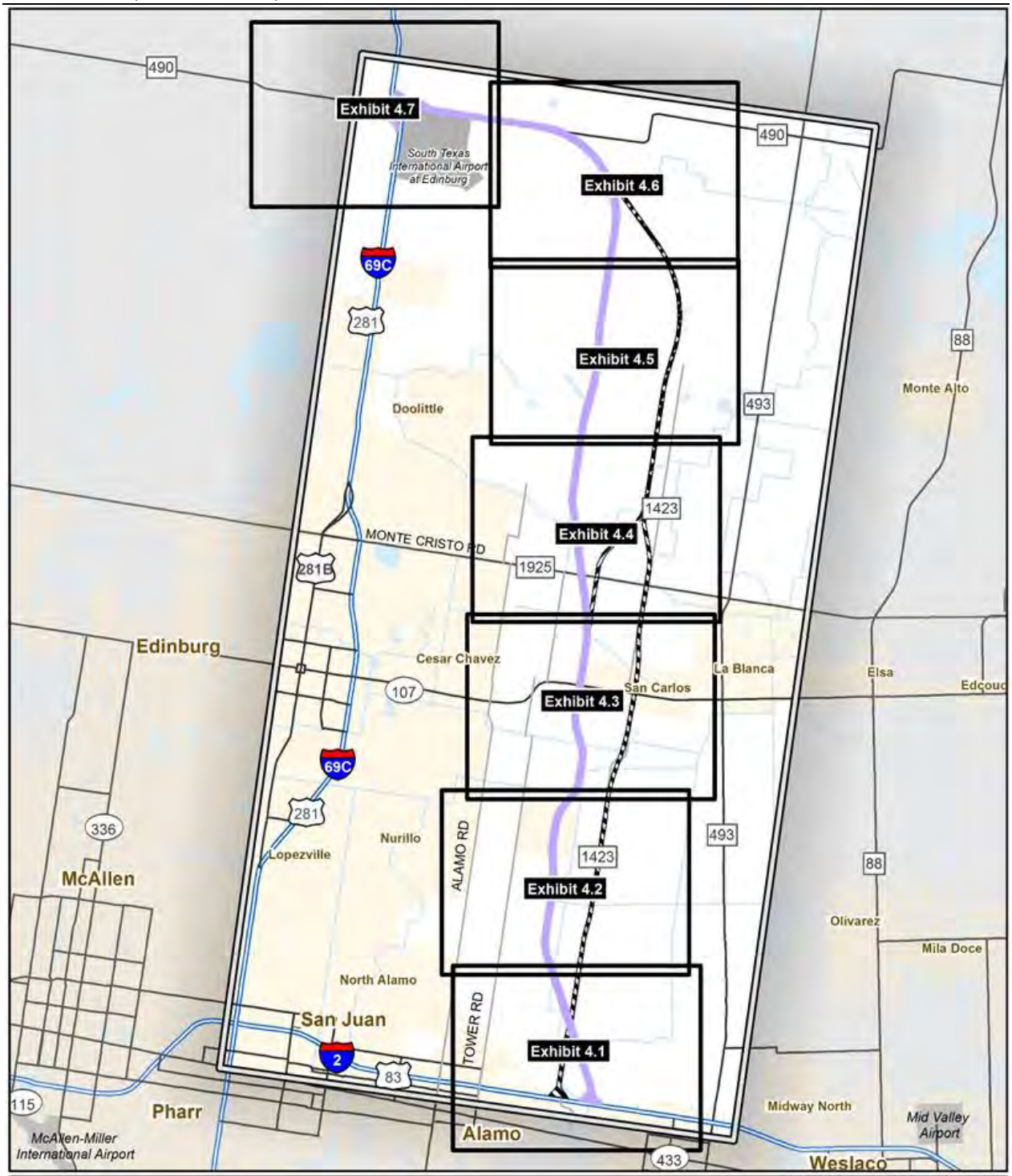


Exhibit 3.2
Community Facilities and
Public Resources
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Ambient Noise Measurement Locations - Used
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
Miles
Base Map: ESRI-USA Base Map
Doolittle
Cesar Chavez
Edinburg
Nurillo
Muniz
Lopezville
San Carlos
La Bianca
Elsa
INGLE RD
PINKSTON RD
FLAG DR
RAMSEYER RD
DAVIS RD
ACOSTA RD
MONTE CRISTO RD
ROGERS RD
RUSSELL RD
TEX-MEX RD
CURVE RD
TEXAS RD
CANTON RD
WISCONSIN RD
CURREY RD
ANDERSON RD
PEREZ AVE
15 MILE RD
MILE 17 RD
MILE 17 1/2 RD
MILE 19 RD
MILE 20 RD
MILE 21 1/2 RD
MILE 22 1/2 RD
FM 1423 PSM
2014 PSM
2014 Modified 2
281
69C

1

Exhibit 3.3
Community Facilities and
Public Resources
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Ambient Noise Measurement Locations - Used
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
South Texas International Airport at Edinburg
Faysville
Doolittle
Monte Alto
Hargill
2014 Modified 2
2014 PSM
FM 1423 PSM
AIR CARGO DR
MILE 25 RD
EL CIBOLO RD
BRUSHLINE RD
CR 2056
CR 2413
LA PLANCA RD
MILE 22 1/2 RD
MILE 21 1/2 RD
MAL VERDE RD
MONNER RD
INGLE RD
JASMIN RD
PINKSTON RD
TERRY RD
FLAG DR
281
69C
1423
490
450
2812
Miles
Base Map: ESRI-USA Base Map

1



2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area

N W E S

0 1 2
Miles

Exhibit 4 Index
Traffic Noise Receiver Location Map - 2014 Modified 2
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003

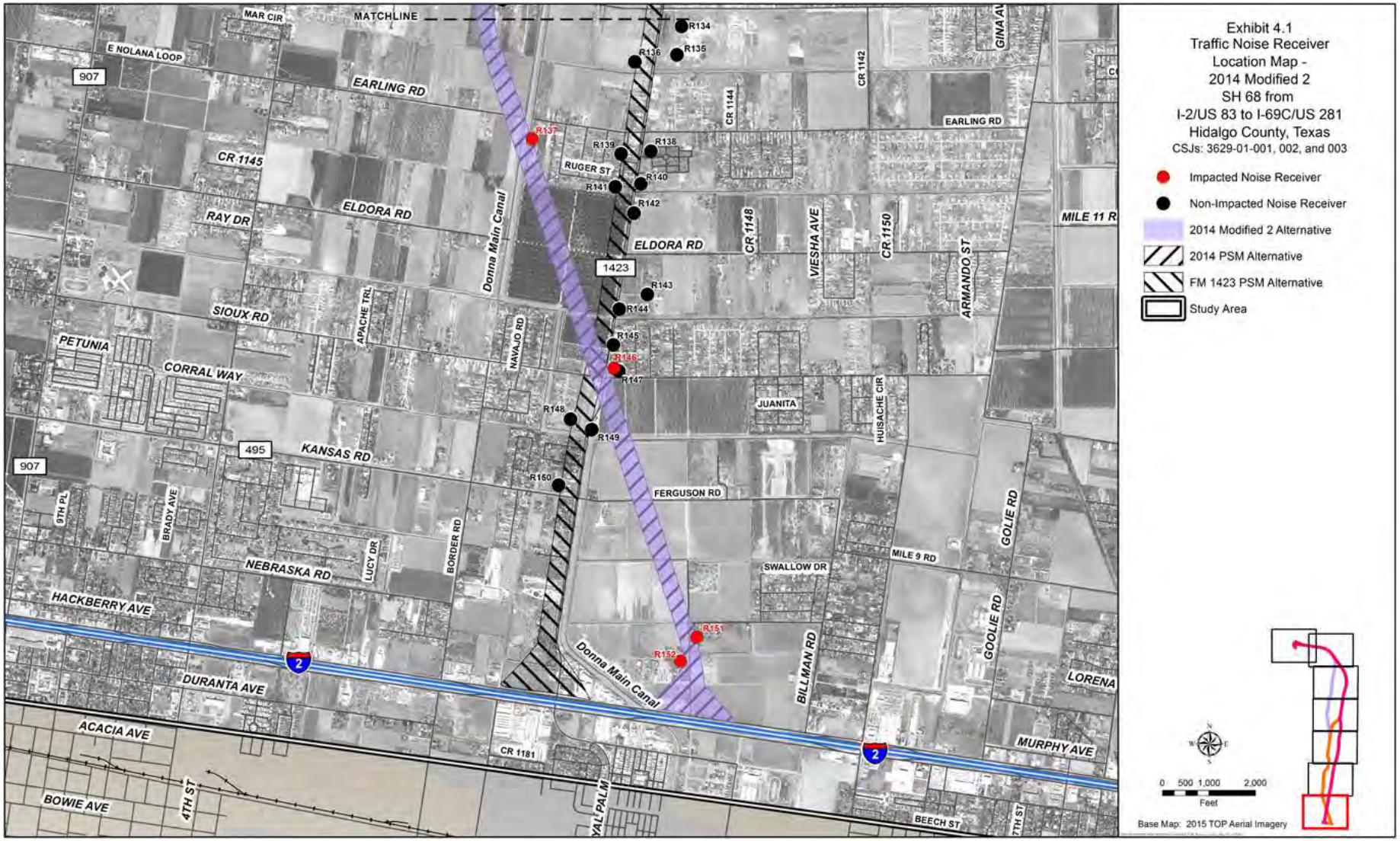


Exhibit 4.1
Traffic Noise Receiver
Location Map -
2014 Modified 2
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
MATCHLINE
MAR CIR
E NOLANA LOOP
907
EARLING RD
CR 1145
RAY DR
ELDORA RD
Donna Main Canal
SIOUX RD
APACHE TRL
NAVAJO RD
PETUNIA
CORRAL WAY
495
KANSAS RD
9TH PL
BRADY AVE
NEBRASKA RD
LUCY DR
BORDER RD
HACKBERRY AVE
DURANTA AVE
ACACIA AVE
CR 1181
BOWIE AVE
4TH ST
YAL PALM
BEECH ST
7TH ST
MURPHY AVE
LORENA
GOOLIE RD
BILLMAN RD
SWALLOW DR
MILE 9 RD
FERGUSON RD
JUANITA
HUISACHE CIR
ARMANDO ST
VIESHA AVE
CR 1148
CR 1150
CR 1144
CR 1142
GINA AV
MILE 11 R
RUGER ST
1423
R134
R135
R136
R137
R138
R139
R140
R141
R142
R143
R144
R145
R146
R147
R148
R149
R150
R151
R152
2

1

Exhibit 4.2
Traffic Noise Receiver
Location Map -
2014 Modified 2
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
MATCHLINE
E IOWA RD
CLAY ST
JASMINE ST
Donna Main Canal
MILE 15 RD
COUNTY ROAD
ABEL DR
907
CANTON RD
LUXURY LN
DILLON RD
ATLANTA
TOWER RD
WISCONSIN RD
N VAL VERDE RD
CESSNA AVE
CR 1029
JAM SQ
SKYHAWK DR
VERDE CIR
FE DR
CR 1120
CARL ST
TRENTON RD
1423
CR 1123
EL BOSQUE DR
PALMERAS CIR
VIOLETA DR
CR 1138
VIEJO DR
TEJANO DR
OWASSA RD
AZURE AVE
CR 1136
TWEETY RD
ROOSEVELT RD
MINNESOTA RD
CORTEZ DR
VAL VERDE RD
LEAL ST
MILE 12 RD
MAR CIR
R103
R104
R105
R106
R107
R108
R109
R110
R111
R112
R113
R114
R115
R116
R117
R118
R119
R120
R121
R122
R123
R124
R125
R126
R127
R128
R129
R130
R132
R133

1

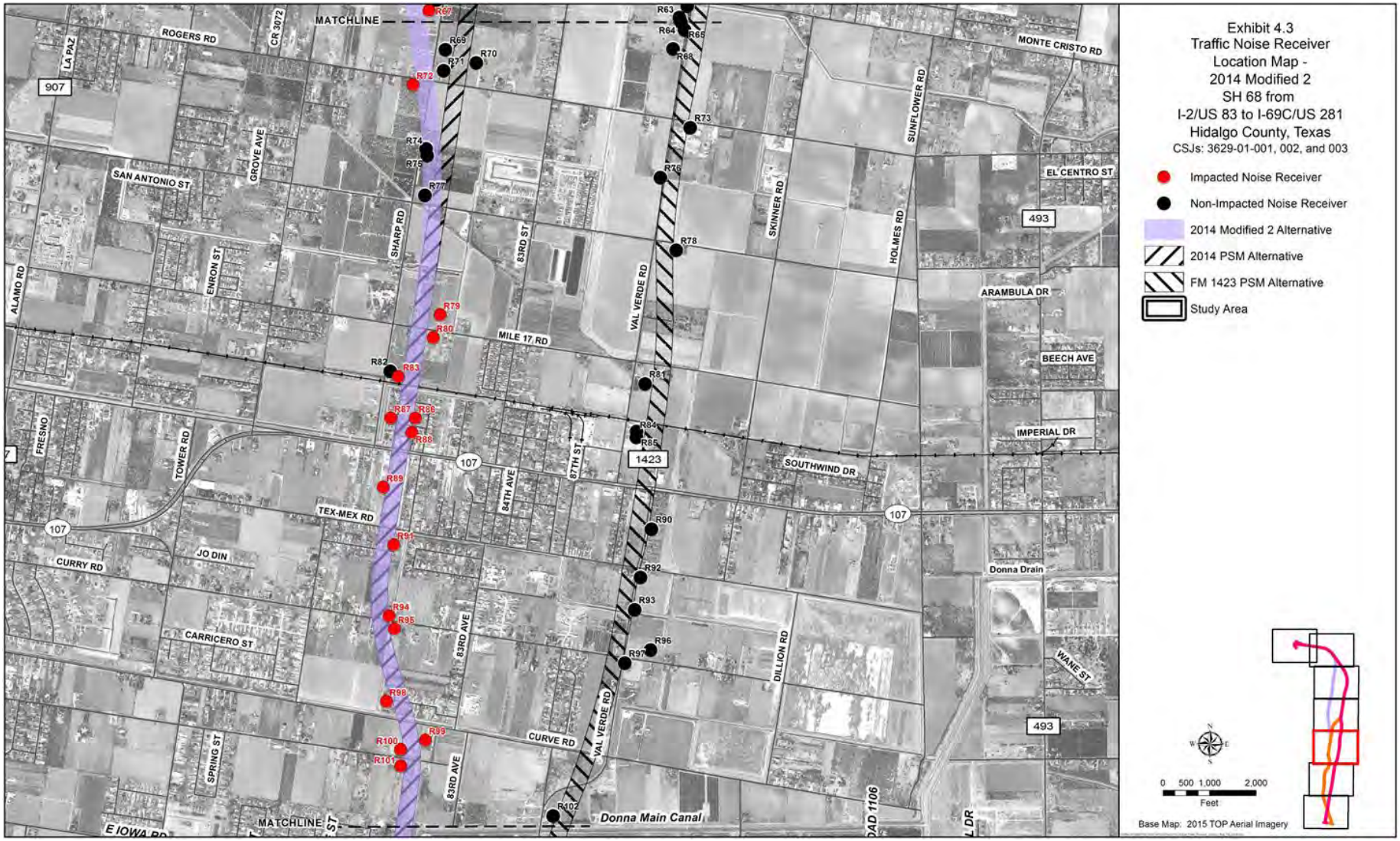


Exhibit 4.3
Traffic Noise Receiver
Location Map -
2014 Modified 2
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
MATCHLINE
ROGERS RD
CR 3072
LA PAZ
907
SAN ANTONIO ST
GROVE AVE
SHARP RD
ENRON ST
ALAMO RD
FRESNO
TOWER RD
TEX-MEX RD
JO DIN
CURRY RD
CARRICERO ST
SPRING ST
E IOWA RD
83RD ST
MILE 17 RD
VAL VERDE RD
84TH AVE
87TH ST
83RD AVE
CURVE RD
Donna Main Canal
SKINNER RD
HOLMES RD
SUNFLOWER RD
MONTE CRISTO RD
EL CENTRO ST
493
ARAMBULA DR
BEECH AVE
IMPERIAL DR
SOUTHWIND DR
1423
107
DILLION RD
Donna Drain
WANE ST
ROAD 1106
R63
R64
R65
R66
R67
R68
R69
R70
R71
R72
R73
R74
R75
R76
R77
R78
R79
R80
R81
R82
R83
R84
R85
R86
R87
R88
R89
R90
R91
R92
R93
R94
R95
R96
R97
R98
R99
R100
R101
R102

1

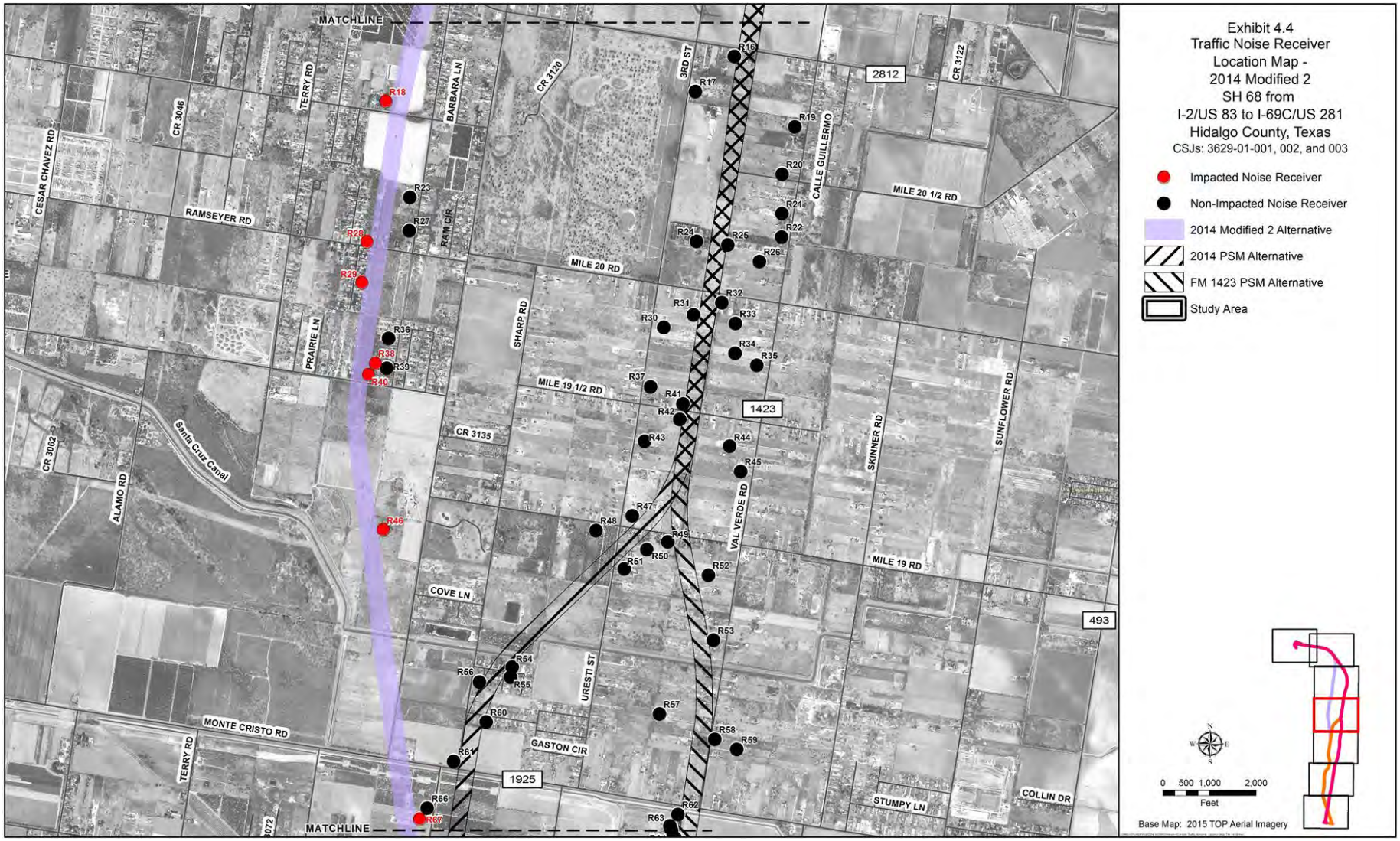


Exhibit 4.4
Traffic Noise Receiver
Location Map -
2014 Modified 2
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
MATCHLINE
MATCHLINE
CESAR CHAVEZ RD
CR 3046
TERRY RD
BARBARA LN
CR 3120
3RD ST
CR 3122
2812
CALLE GUILLERMO
MILE 20 1/2 RD
RAMSEYER RD
RAM CIR
MILE 20 RD
SHARP RD
PRAIRIE LN
MILE 19 1/2 RD
1423
CR 3135
Santa Cruz Canal
CR 3062
ALAMO RD
SKINNER RD
SUNFLOWER RD
VAL VERDE RD
MILE 19 RD
493
COVE LN
URESTI ST
MONTE CRISTO RD
GASTON CIR
1925
STUMPY LN
COLLIN DR
R16
R17
R18
R19
R20
R21
R22
R23
R24
R25
R26
R27
R28
R29
R30
R31
R32
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R51
R52
R53
R54
R55
R56
R57
R58
R59
R60
R61
R62
R63
R66
R67

1

Exhibit 4.5
Traffic Noise Receiver
Location Map -
2014 Modified 2
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
MATCHLINE
BRUSHLINE RD
CACTUS FLATS
EL CIBOLO RD
R5
R6
R7
R8
R9
R10
R11
R12
R13
R14
R15
CARMEN AVILA RD
2812
VISTA BONITA RD
INGLE RD
ALAMO RD
1423
MILE 22 1/2 RD
SKINNER RD
SUNFLOWER RD
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery

Exhibit 4.6
Traffic Noise Receiver
Location Map -
2014 Modified 2
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
R1
R2
R3
R4
MATCHLINE
490
BRUSHLINE RD
M DAVILA SR RD
12TH ST
CR 3444
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery

1

Exhibit 4.7
Traffic Noise Receiver
Location Map -
2014 Modified 2
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
281
69C
490
R1
R2
AIR CARGO DR
MATCHLINE
LOS CERRITOS CIR
N
W
E
S
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery

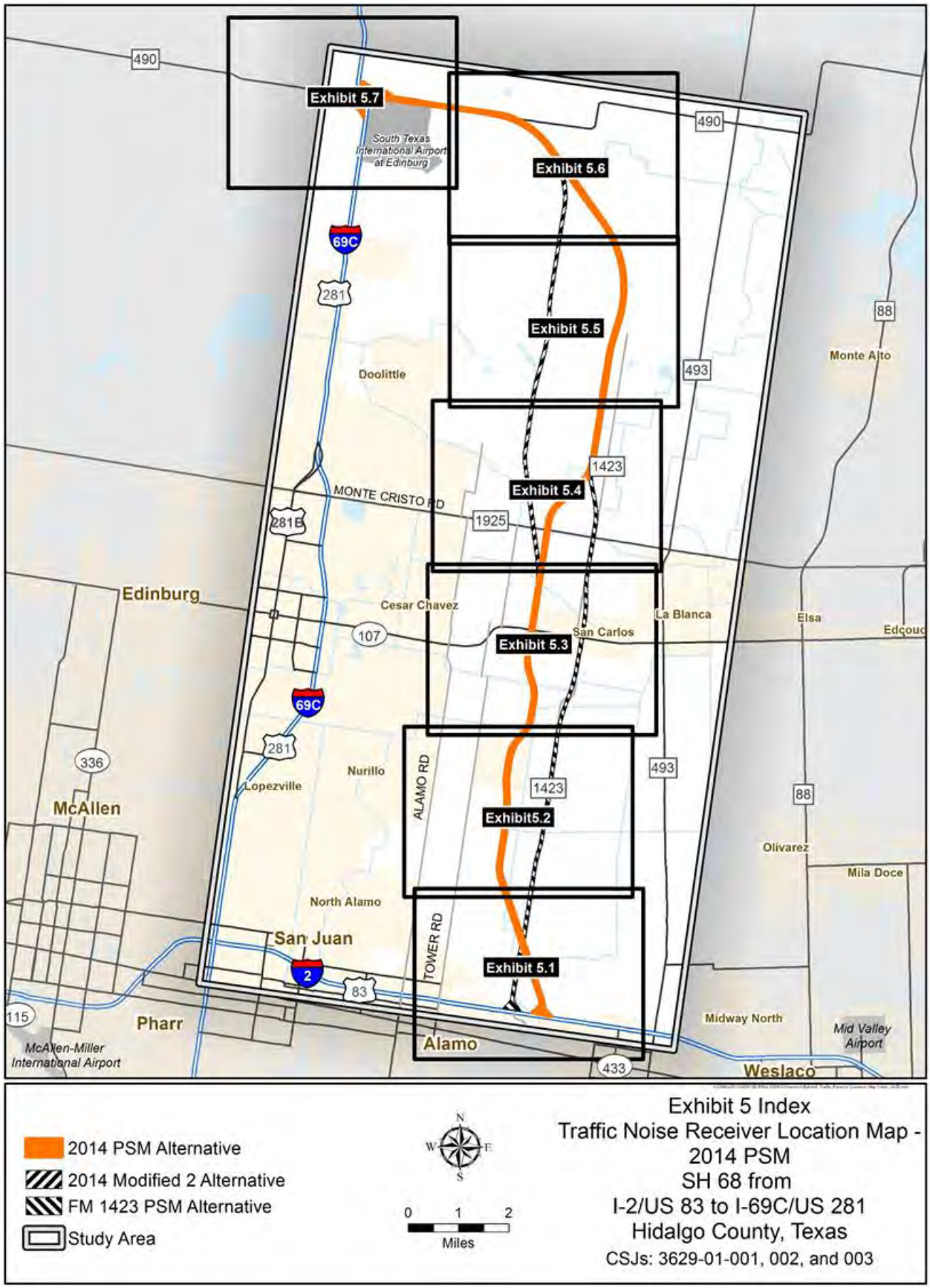
Exhibit 5.7
Exhibit 5.6
Exhibit 5.5
Exhibit 5.4
Exhibit 5.3
Exhibit5.2
Exhibit 5.1
South Texas International Airport at Edinburg
Doolittle
Monte Alto
MONTE CRISTO RD
Edinburg
Cesar Chavez
La Blanca
San Carlos
Elsa
Edcouch
Nurillo
Lopezville
ALAMO RD
McAllen
Olivarez
Mila Doce
North Alamo
San Juan
TOWER RD
Pharr
Alamo
Midway North
Mid Valley Airport
McAllen-Miller International Airport
Weslaco
490
281
69C
281B
107
336
493
1423
1925
88
2
83
115
433
2014 PSM Alternative
2014 Modified 2 Alternative
FM 1423 PSM Alternative
Study Area
N
W
E
S
0
1
2
Miles
Exhibit 5 Index
Traffic Noise Receiver Location Map - 2014 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003

Exhibit 5.1
Traffic Noise Receiver
Location Map -
2014 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 PSM Alternative
2014 Modified 2 Alternative
FM 1423 PSM Alternative
Study Area
MATCHLINE
MAR CIR
E NOLANA LOOP
907
EARLING RD
CR 1145
RAY DR
ELDORA RD
Donna Main Canal
RUGER ST
CR 1144
CR 1142
GINA AV
CR 1148
VIESHA AVE
CR 1150
ARMANDO ST
MILE 11 R
1423
SIOUX RD
APACHE TRL
NAVAJO RD
PETUNIA
CORRAL WAY
JUANITA
HUISACHE DR
495
KANSAS RD
FERGUSON RD
7TH PL
BRADY AVE
LUCY DR
BORDER RD
NEBRASKA RD
SWALLOW DR
MILE 9 RD
GOLIE RD
HACKBERRY AVE
BILLMAN RD
DURANTA AVE
LORENA
ACACIA AVE
CR 1181
MURPHY AVE
BOWIE AVE
4TH ST
BEECH ST
7TH ST
0 500 1,000 2,000
Feet
Base Map: 2015 TDP Aerial Imagery

1

Exhibit 5.2
Traffic Noise Receiver
Location Map -
2014 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 PSM Alternative
2014 Modified 2 Alternative
FM 1423 PSM Alternative
Study Area
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
MATCHLINE
E IOWA RD
CLAY ST
JASMINE ST
Donna Main Canal
MILE 15 RD
COUNTY ROAD
ABEL DR
907
CANTON RD
LUXURY LN
DILLON RD
ATLANTA
TOWER RD
WISCONSIN RD
N VAL VERDE RD
CESSNA AVE
CR 1029
JAM SQ
SKYHAWK DR
VERDE CIR
TRENTON RD
FE DR
CR 1120
CARL ST
1423
CR 1123
EL BOSQUE DR
PALMERAS CIR
VIOLETA DR
CR 1138
VIEJO DR
TEJANO DR
OWASSA RD
AZURE AVE
CR 1136
TWEETY RD
ROOSEVELT RD
MINNESOTA RD
CORTEZ DR
VAL VERDE RD
LEAL ST
MILE 12 RD
MAR CIR
R102
R103
R104
R105
R106
R107
R108
R109
R110
R111
R112
R113
R114
R115
R116
R117
R118
R119
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R130
R131
R132
R133

1

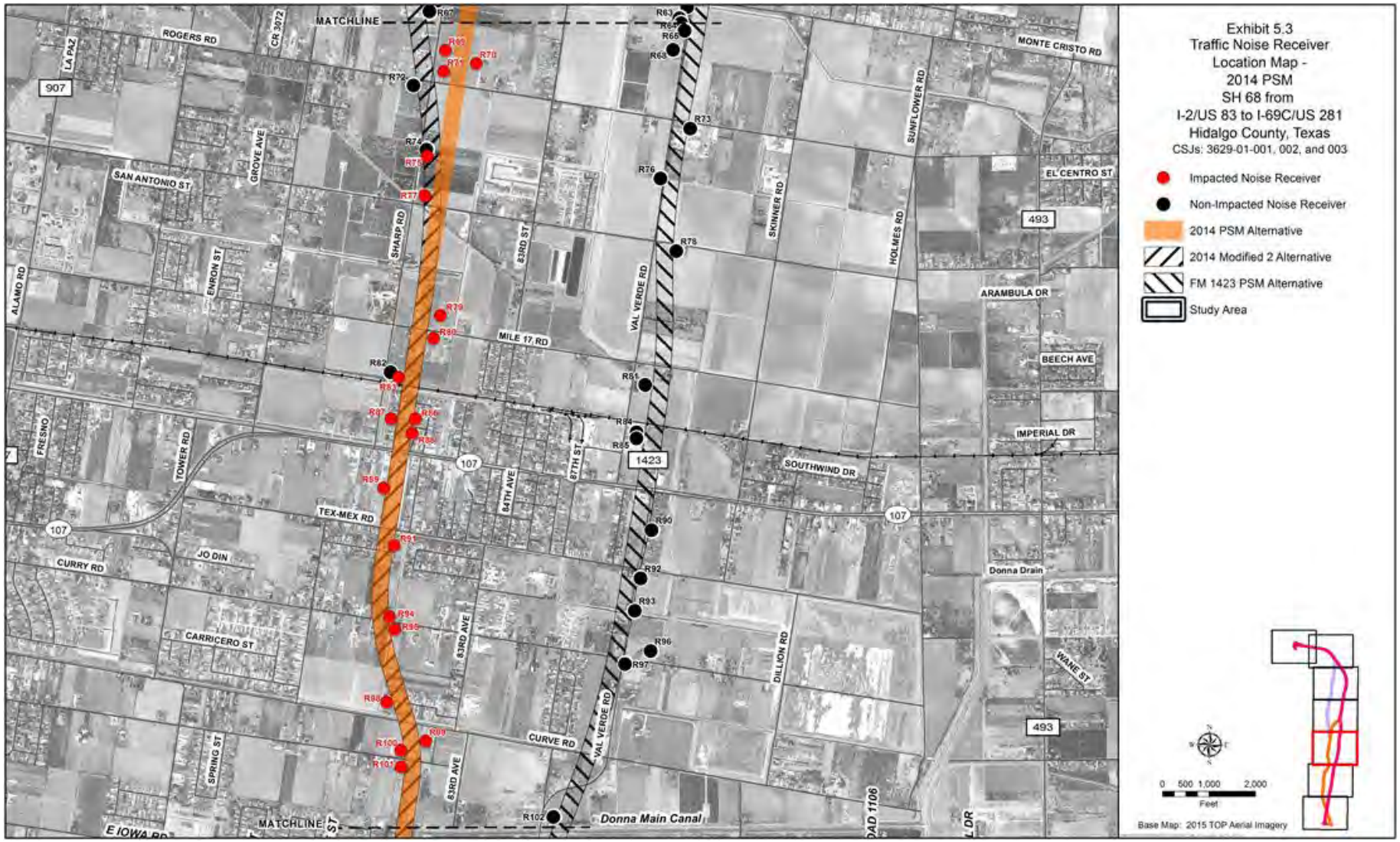
Exhibit 5.3
Traffic Noise Receiver
Location Map -
2014 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 PSM Alternative
2014 Modified 2 Alternative
FM 1423 PSM Alternative
Study Area
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
MATCHLINE
ROGERS RD
LA PAZ
CR 3072
907
SAN ANTONIO ST
GROVE AVE
SHARP RD
ALAMO RD
ENRON ST
83RD ST
MILE 17 RD
VAL VERDE RD
SKINNER RD
HOLMES RD
SUNFLOWER RD
MONTE CRISTO RD
EL CENTRO ST
493
ARAMBULA DR
BEECH AVE
IMPERIAL DR
SOUTHWIND DR
1423
107
FRESNO
TOWER RD
TEX-MEX RD
JO DIN
CURRY RD
CARRICERO ST
SPRING ST
83RD AVE
84TH AVE
87TH ST
DILLON RD
CURVE RD
Donna Drain
WANE ST
Donna Main Canal
E IOWA RD
MATCHLINE

1

Exhibit 5.4
Traffic Noise Receiver
Location Map -
2014 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 PSM Alternative
2014 Modified 2 Alternative
FM 1423 PSM Alternative
Study Area
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
MATCHLINE
MATCHLINE
2812
1423
493
1925
3RD ST
CR 3122
CALLE GUILLERMO
MILE 20 1/2 RD
MILE 20 RD
MILE 19 1/2 RD
MILE 19 RD
CR 3120
BARBARA LN
TERRY RD
CR 3048
CESAR CHAVEZ RD
RAMSEYER RD
RAM CIR
PRAIRIE LN
SHARP RD
CR 3135
Santa Cruz Canal
CR 3062
ALAMO RD
VAL VERDE RD
SKINNER RD
SUNFLOWER RD
BENNETT
COVE LN
URESTI ST
GASTON CIR
MONTE CRISTO RD
TERRY RD
STUMPY LN
COLLIN DR

1

Exhibit 5.5
Traffic Noise Receiver
Location Map -
2014 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 PSM Alternative
2014 Modified 2 Alternative
FM 1423 PSM Alternative
Study Area
MATCHLINE
BRUSHLINE RD
CACTUS FLATS
EL CIBOLO RD
R5
R6
R7
R8
R9
R10
R11
R12
R13
R14
R15
CARMEN AVILA RD
2812
VISTA BONITA RD
INGLE RD
ALAMO RD
1423
MILE 22 1/2 RD
SKINNER RD
SUNFLOWER RD
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery

1

Exhibit 5.6
Traffic Noise Receiver
Location Map -
2014 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 PSM Alternative
2014 Modified 2 Alternative
FM 1423 PSM Alternative
Study Area
R1
R2
R3
R4
MATCHLINE
490
M DAVILA SR RD
BRUSHLINE RD
12TH ST
CR 3444
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery

1

Exhibit 5.7
Traffic Noise Receiver
Location Map -
2014 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
2014 PSM Alternative
2014 Modified 2 Alternative
FM 1423 PSM Alternative
Study Area
281
69C
490
LOS CERRITOS CIR
AIR CARGO DR
MATCHLINE
R1
R2
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery

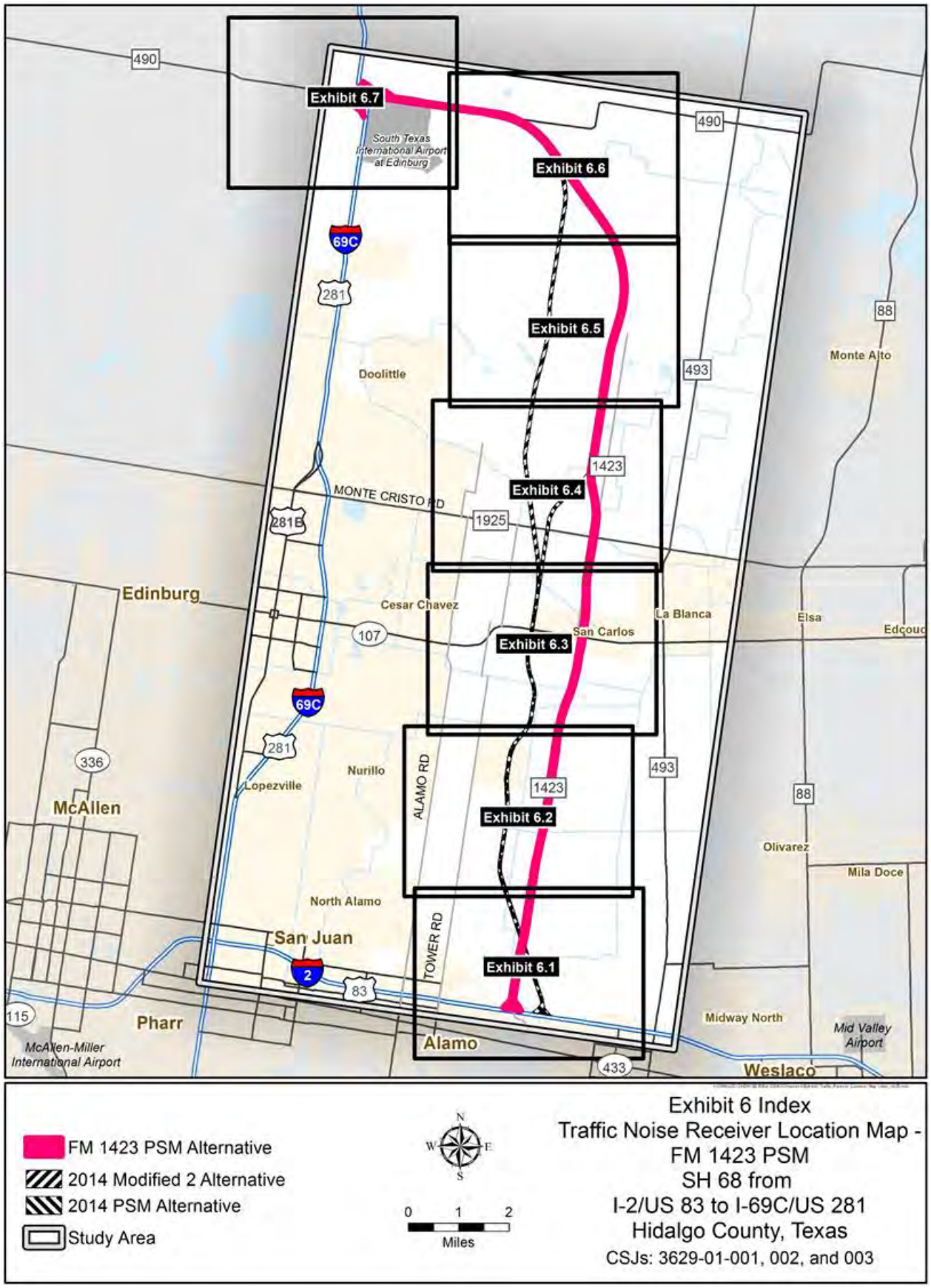
Exhibit 6.7
Exhibit 6.6
Exhibit 6.5
Exhibit 6.4
Exhibit 6.3
Exhibit 6.2
Exhibit 6.1
South Texas International Airport at Edinburg
Doolittle
MONTE CRISTO RD
Edinburg
Cesar Chavez
San Carlos
La Blanca
Elsa
Edcouch
Monte Alto
Nurillo
Lopezville
ALAMO RD
TOWER RD
McAllen
North Alamo
San Juan
Olivarez
Mila Doce
Pharr
Alamo
Midway North
Mid Valley Airport
McAllen-Miller International Airport
Weslaco
490
281
69C
281B
107
336
115
83
2
1925
1423
493
88
433
FM 1423 PSM Alternative
2014 Modified 2 Alternative
2014 PSM Alternative
Study Area
N
W
E
S
0
1
2
Miles
Exhibit 6 Index
Traffic Noise Receiver Location Map -
FM 1423 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003

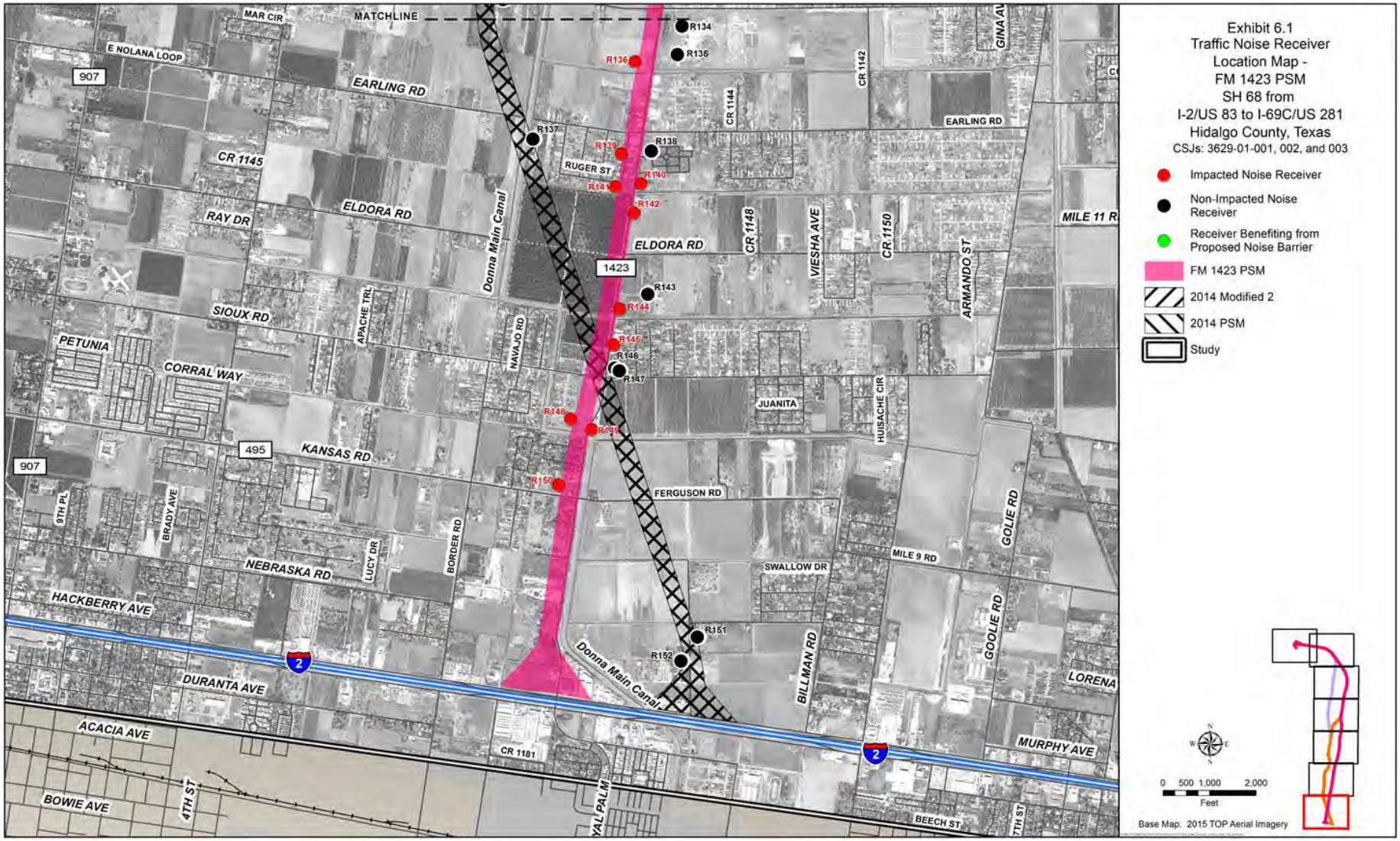
Exhibit 6.1
Traffic Noise Receiver
Location Map -
FM 1423 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
Receiver Benefiting from Proposed Noise Barrier
FM 1423 PSM
2014 Modified 2
2014 PSM
Study
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
MATCHLINE
MAR CIR
E NOLANA LOOP
907
EARLING RD
CR 1145
RAY DR
ELDORA RD
Donna Main Canal
RUGER ST
1423
SIOUX RD
APACHE TRL
NAVAJO RD
PETUNIA
CORRAL WAY
495
KANSAS RD
9TH PL
BRADY AVE
NEBRASKA RD
LUCY DR
BORDER RD
HACKBERRY AVE
DURANTA AVE
ACACIA AVE
BOWIE AVE
4TH ST
CR 1181
YAL PALM
BEECH ST
CR 1144
CR 1142
CR 1148
VIESHA AVE
CR 1150
ARMANDO ST
GINA AV
MILE 11 R
JUANITA
HUISACHE CIR
FERGUSON RD
SWALLOW DR
MILE 9 RD
GOLIE RD
BILLMAN RD
LORENA
MURPHY AVE
R134
R135
R136
R137
R138
R139
R140
R141
R142
R143
R144
R145
R146
R147
R148
R149
R150
R151
R152

1

Exhibit 6.2
Traffic Noise Receiver
Location Map -
FM 1423 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
Receiver Benefiting from Proposed Noise Barrier
FM 1423 PSM
2014 Modified 2
2014 PSM
Study
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
Donna Main Canal
MATCHLINE
E IOWA RD
CLAY ST
JASMINE ST
MILE 15 RD
COUNTY ROAD
ABEL DR
907
CANTON RD
LUXURY LN
DILLON RD
ATLANTA
TOWER RD
WISCONSIN RD
N VAL VERDE RD
CESSNA AVE
CR 1029
JAM SQ
SKYHAWK DR
VERDE CIR
FE DR
CR 1120
CARL ST
TRENTON RD
1423
CR 1123
EL BOSQUE DR
PALMERAS CIR
VIOLETA DR
CR 1138
VIEJO DR
TEJANO DR
OWASSA RD
AZURE AVE
CR 1136
TWEETY RD
ROOSEVELT RD
MINNESOTA RD
CORTEZ DR
VAL VERDE RD
LEAL ST
MILE 12 RD
MAR CIR
R101
R102
R103
R104
R105
R106
R107
R108
R109
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R111
R112
R113
R114
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R133

1

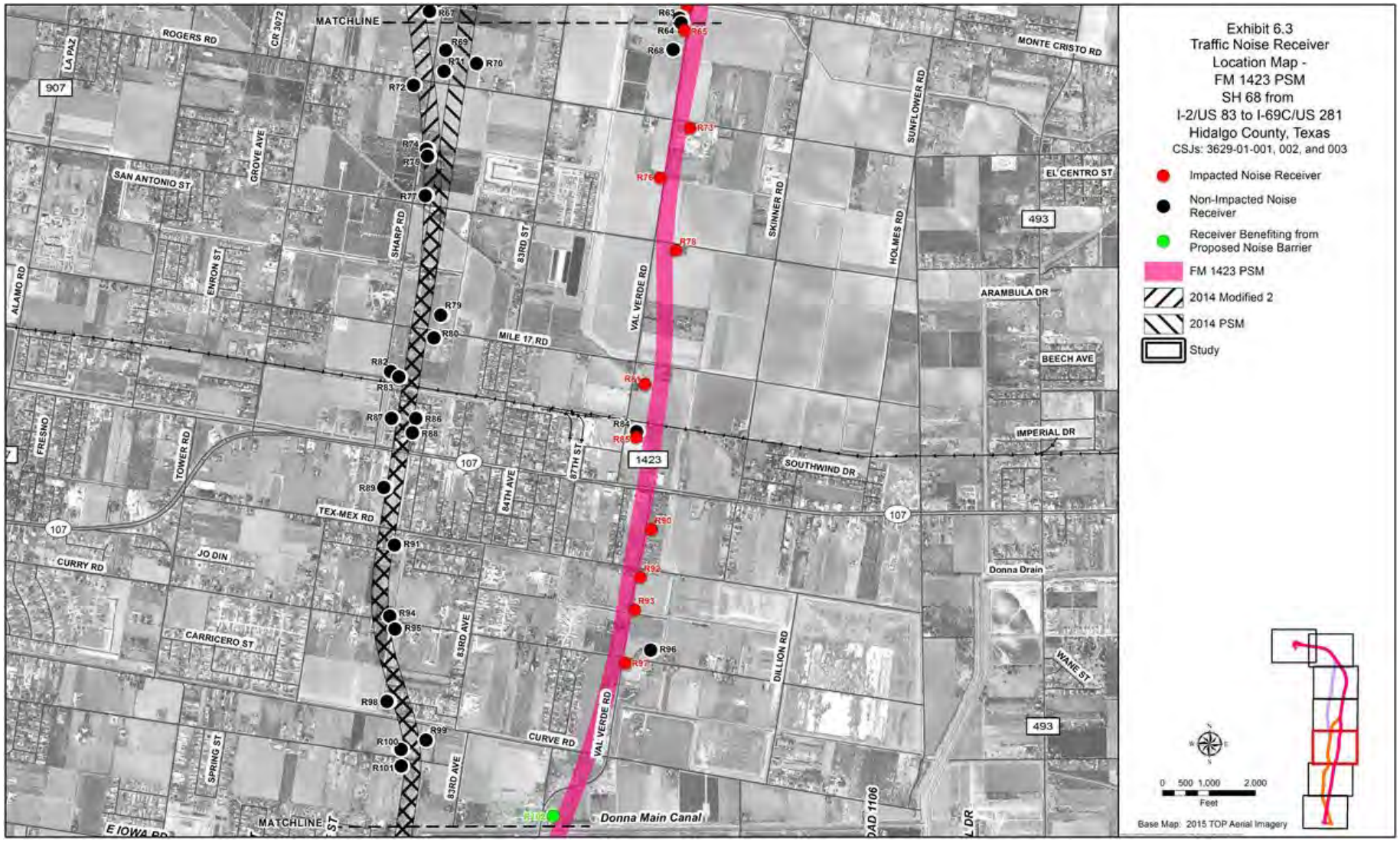
Exhibit 6.3
Traffic Noise Receiver
Location Map -
FM 1423 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
Receiver Benefiting from Proposed Noise Barrier
FM 1423 PSM
2014 Modified 2
2014 PSM
Study
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
MATCHLINE
ROGERS RD
LA PAZ
CR 3072
907
GROVE AVE
SAN ANTONIO ST
SHARP RD
ENRON ST
ALAMO RD
83RD ST
VAL VERDE RD
MILE 17 RD
SKINNER RD
HOLMES RD
SUNFLOWER RD
MONTE CRISTO RD
EL CENTRO ST
493
ARAMBULA DR
BEECH AVE
IMPERIAL DR
SOUTHWIND DR
1423
107
FRESNO
TOWER RD
TEX-MEX RD
JO DIN
CURRY RD
84TH AVE
87TH ST
Donna Drain
CARRICERO ST
83RD AVE
DILLION RD
WANE ST
CURVE RD
SPRING ST
Donna Main Canal
E IOWA RD
ROAD 1106

1

Exhibit 6.4
Traffic Noise Receiver
Location Map -
FM 1423 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
Receiver Benefiting from Proposed Noise Barrier
FM 1423 PSM
2014 Modified 2
2014 PSM
Study
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery
MATCHLINE
MATCHLINE
2812
1423
493
1925
MILE 20 1/2 RD
MILE 20 RD
MILE 19 1/2 RD
MILE 19 RD
RAMSEYER RD
MONTE CRISTO RD
CESAR CHAVEZ RD
TERRY RD
BARBARA LN
CR 3120
CR 3122
CR 3046
CR 3062
CALLE GUILLERMO
RAM CIR
SHARP RD
PRAIRIE LN
CR 3135
Santa Cruz Canal
ALAMO RD
COVE LN
URESTI ST
GASTON CIR
VAL VERDE RD
SKINNER RD
SUNFLOWER RD
STUMPY LN
COLLIN DR
BENNETT
3RD ST
R16
R17
R18
R19
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R24
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R66
R67

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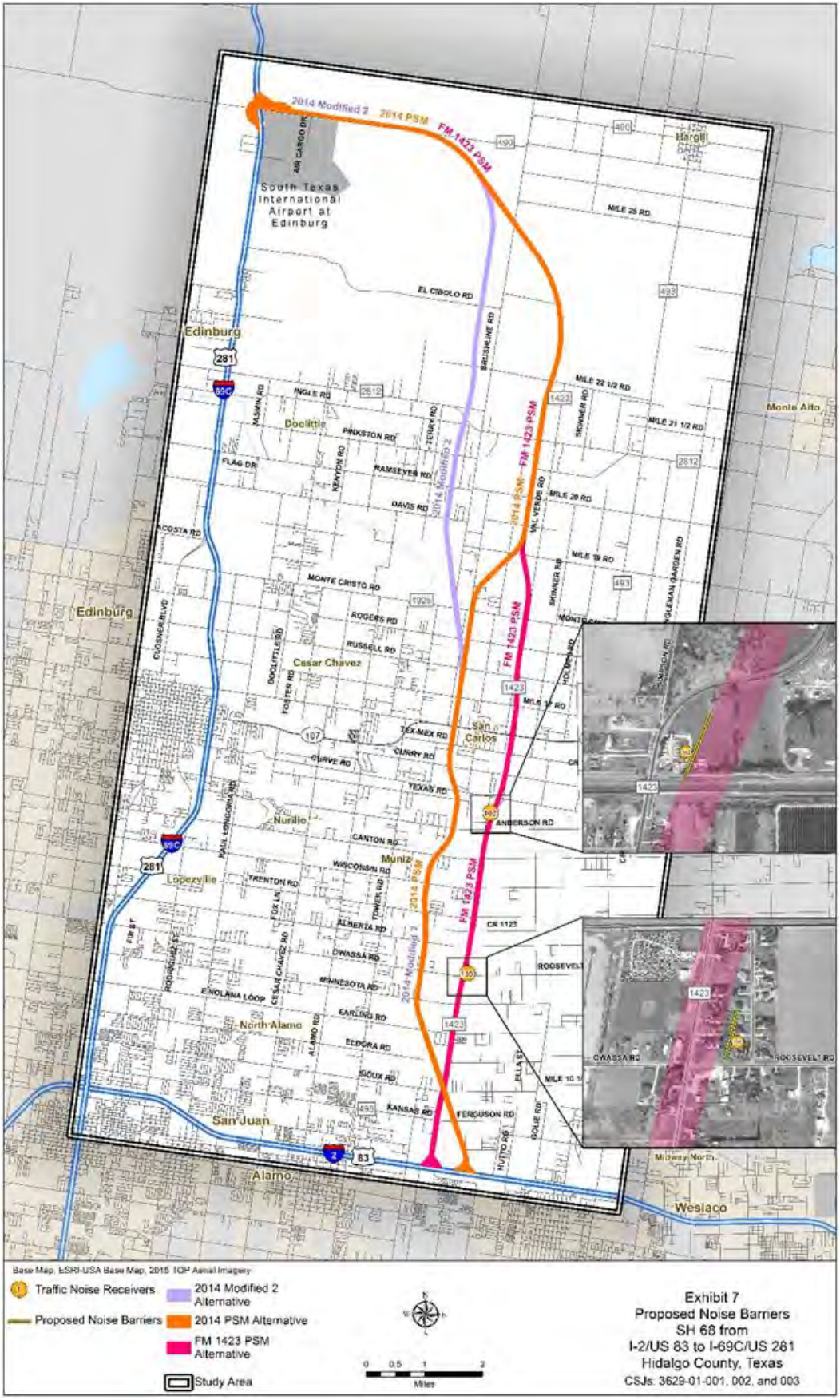
Exhibit 6.5
Traffic Noise Receiver
Location Map -
FM 1423 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
Receiver Benefiting from Proposed Noise Barrier
FM 1423 PSM
2014 Modified 2
2014 PSM
Study
MATCHLINE
BRUSHLINE RD
CACTUS FLATS
EL CIBOLO RD
R5
R6
R7
R8
R9
R10
R11
R12
R13
R14
R15
CARMEN AVILA RD
2812
VISTA BONITA RD
INGLE RD
ALAMO RD
1423
MILE 22 1/2 RD
SKINNER RD
SUNFLOWER RD
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery

Exhibit 6.6
Traffic Noise Receiver
Location Map -
FM 1423 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
Receiver Benefiting from Proposed Noise Barrier
FM 1423 PSM
2014 Modified 2
2014 PSM
Study
R1
R2
R3
R4
490
MATCHLINE
BRUSHLINE RD
M DAVILA SR RD
12TH ST
CR 3444
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery

Exhibit 6.7
Traffic Noise Receiver
Location Map -
FM 1423 PSM
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003
Impacted Noise Receiver
Non-Impacted Noise Receiver
Receiver Benefiting from Proposed Noise Barrier
FM 1423 PSM
2014 Modified 2
2014 PSM
Study
281
69C
490
LOS CERRITOS CIR
AIR CARGO DR
MATCHLINE
R1
R2
0 500 1,000 2,000
Feet
Base Map: 2015 TOP Aerial Imagery


2014 Modified 2
2014 PSM
FM 1423 PSM
South Texas International Airport at Edinburg
Edinburg
Doolittle
Cesar Chavez
San Carlos
Nurillo
Muniz
Lopezville
North Alamo
San Juan
Alamo
Weslaco
Monte Alto
Harold
Base Map: ESRI-USA Base Map, 2015 TOP Aerial Imagery
Traffic Noise Receivers
Proposed Noise Barriers
2014 Modified 2 Alternative
2014 PSM Alternative
FM 1423 PSM Alternative
Study Area
Miles
Exhibit 7
Proposed Noise Barriers
SH 68 from
I-2/US 83 to I-69C/US 281
Hidalgo County, Texas
CSJs: 3629-01-001, 002, and 003

1

ATTACHMENT B

TRAFFIC DATA CSJ: 3629-01-001 SH 68 PROPOSED: FROM US 83 TO FM 1925 HIDALGO COUNTY MEMO

Texas Department of Transportation

FILE

MEMO

October 8, 2013

To: Toribio Garza, Jr., P.E.
District Engineer, Pharr District
Attention: Homero Bazan, Jr., P.E.
Transportation Planning and Development Director, Pharr District

From: William E. Knowles, P.E.
Traffic Analysis Director, Transportation Planning and Programming Division

Subject: Traffic Data
CSJ: 3629-01-001
SH 68 - Proposed:
From US 83
To FM 1925
Hidalgo County

Attached are tabulations showing traffic analysis for highway design for the 2016 to 2036 twenty year period for the described limits of the route. Also included are tabulations showing data for use in air and noise analysis.

Due to significant differences in traffic volumes the project was separated into two sections.
Section 1: From US 83 to SH 107
Section 2: From SH 107 to FM 1925

Please refer to your original request dated September 5, 2013.

If you have any questions or need additional information, please contact James Burnett at (512) 486- 5165.

Attachments

CC: Daniel Garcia, P.E.
Transportation Engineer, Pharr District
Design Division

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District **October 1, 2013**

Description of Location	Average Daily Traffic 2016	Average Daily Traffic 2036	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2016 to 2036) Flexible Pavement	S N	Rigid Pavement	SLAB
SH 68 - Proposed												
Section 1												
From US 83 To SH 107	14,600	21,700	55 - 45	9.0	3.6	2.4	10,900	40	1,564,000	3	1,897,000	8"
Hidalgo County												

NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
Scott Knowles, P.E.
License Number 84704

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	96.4	97.6
Medium Duty	2.2	1.5
Heavy Duty	1.4	0.9

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District **October 1, 2013**

Description of Location	Average Daily Traffic 2016	Average Daily Traffic 2036	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2016 to 2036) Flexible Pavement	S N	Rigid Pavement	SLAB
SH 68 - Proposed Section 2 From SH 107 To FM 1925 Hidalgo County	7,400	11,000	55 - 45	9.0	5.4	3.6	10,800	40	1,178,000	3	1,435,000	8"

NOT AN ENDORSED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
Eric Knowles, PE
State Number 84704

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	94.6	96.4
Medium Duty	3.4	2.2
Heavy Duty	2.0	1.4

ATTACHMENT C

STATE HIGHWAY (SH) 68 TRAFFIC FORECASTING TECHNICAL MEMO

State Highway (SH) 68 Draft Traffic Forecasting Technical Memo

From US 82/I-2 to US 281 /I-69C

Contract No. 50-4IDP5004
Work Authorization Number 14

December 2015

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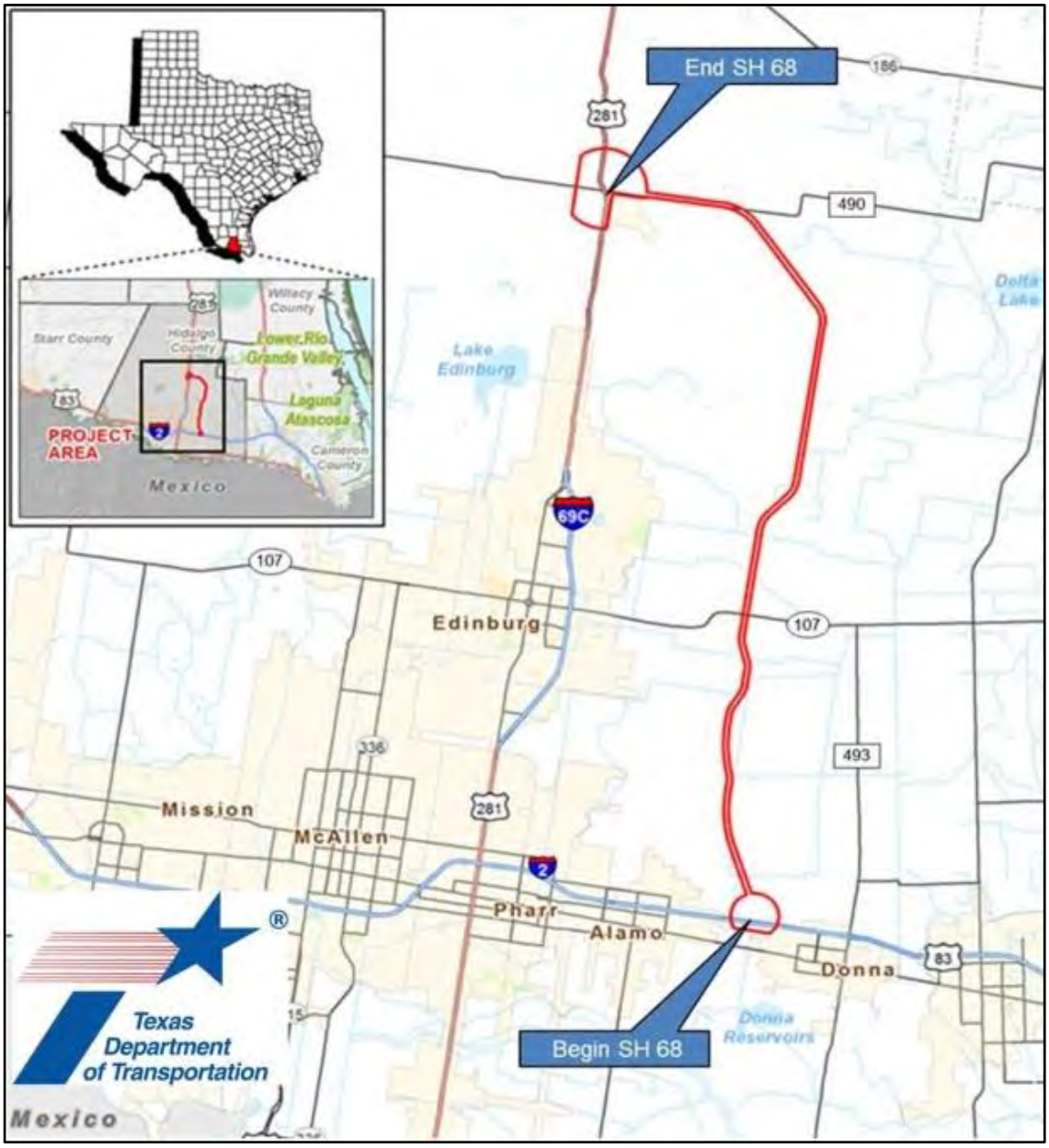
Appendix C – FM 1925 Needs Assessment Study
Appendix D – 2009 Model Results vs. 2014/2015 Traffic Counts
Appendix E – 2035 Rio Grande Valley Network Improvement Assumptions

1.0 Introduction

The Texas Department of Transportation (TxDOT) has conducted traffic demand modeling of the 2035 no-build and 2035 build traffic forecast in support of the environmental analysis for the proposed 22-mile State Highway (SH) 68 new location project in Hidalgo County. As shown in **Figure 1**, the proposed project corridor would begin at United States Highway 83 (US 83)/Interstate 2 (I-2) between the cities of Alamo and Donna and travel north then west to connect to United States Highway 281 (US 281)/Interstate 69 (I-69) at Farm-to-Market 490 (FM 490), north of the city of Edinburg. The proposed project would include the construction of a 4-lane divided rural highway facility with the potential for future mainlanes and overpasses.

This memorandum focuses on the methodology and results of traffic forecasting for the existing 2015 daily traffic, 2035 no-build daily traffic, and 2035 proposed build daily traffic. The forecasts were developed by collecting historic and existing traffic count data and by applying the 2009 and 2035 Rio Grande Valley (RGV) travel demand models. The RGV model covers the planning areas for the Hidalgo County Metropolitan Planning Organization (MPO), the Harlingen/San Benito MPO, and the Brownsville MPO. During the time of this analysis, the RGV 2040 travel demand model was not yet available.

Figure 1: SH 68 Study Area Map



2.0 Population Trends

The proposed SH 68 project would pass through Hidalgo County. The 2010 Census population of Hidalgo County was 775,000. Hidalgo County's population is projected to grow to 1,457,000 by 2040, an average annual growth rate (AAGR) of approximately 2.10 percent.[1] Cities in the vicinity of the proposed SH 68 project are projected to experience a population growth rate similar to Hidalgo County at 2.14 percent, with projected AAGRs ranging from approximately 2.12 to 2.15 percent as shown in **Table 1**.

Table 1: Projected Population Growth in SH 68 Cities

City	2010 Population	2040 Projected Population	AAGR
Alamo	18,000	34,000	2.14%
Donna	16,000	30,000	2.12%
Edinburg	77,000	145,000	2.13%
McAllen	129,000	244,000	2.15%
Mission	77,000	145,000	2.13%
Pharr	70,000	132,000	2.14%
Total	**387,000**	**730,000**	**2.14%**

Source: Census 2010 and Texas Water Development Board, *2016 Regional Water Plan.*

3.0 Traffic Conditions

3.1 Historical Traffic Conditions

Historical traffic count data was obtained from TxDOT's Transportation Planning & Programming (TPP) Division. Historical traffic data was used to establish traffic growth trends at key locations within the study area and to provide a reasonableness check against traffic projections. The TxDOT TPP data shows 10-year AAGRs ranging from -1.6 to 8.3 percent within the SH 68 study area with an average 10-year growth rate of 1.5 percent. **Table 2** provides traffic count information from 2005 to 2014 for 13 locations in the study area.

Table 2: Historical Traffic Counts

Location	2005	2009	2014	5-Year AAGR (09 – 14)	10-Year AAGR (05 – 14)
US 281 north of FM 490	14,840	15,300	16,407	1.8%	1.1%
US 281 south of FM 490	17,110	17,500	17,869	0.5%	0.5%
FM 2812 at Vista Bonita Rd.	2,390	3,000	3,611	4.7%	4.7%
FM 2812 at FM 493	1,970	2,400	2,631	2.3%	3.3%

[1] Texas Water Development Board, *2016 Regional Water Plan.*

Location	2005	2009	2014	5-Year AAGR (09 – 14)	10-Year AAGR (05 – 14)
Monte Cristo Rd. at FM 493	7,070	6,100	6,497	1.6%	-0.9%
Monte Cristo Rd. at Alamo Rd.	8,560	8,600	9,138	1.5%	0.7%
SH 107 at Alamo Rd.	16,840	15,900	14,538	-2.2%	-1.6%
SH 107 at FM 1423	15,680	14,200	13,448	-1.4%	-1.7%
Val Verde Rd. at Alberta Rd.	3,530	5,900	7,207	5.1%	8.3%
Val Verde Rd. at Sioux Rd.	7,340	10,600	13,796	6.8%	7.3%
S. Valley View Rd. at W. Hooks Ave	2,110	2,200	1,957	-2.9%	-0.8%
I-2 at Border Rd.	86,270	99,000	81,075	-4.9%	-0.7%
I-2 at SH 493	78,760	99,000	74,922	-6.7%	-0.6%

Source: TxDOT Transportation Planning and Programming Division

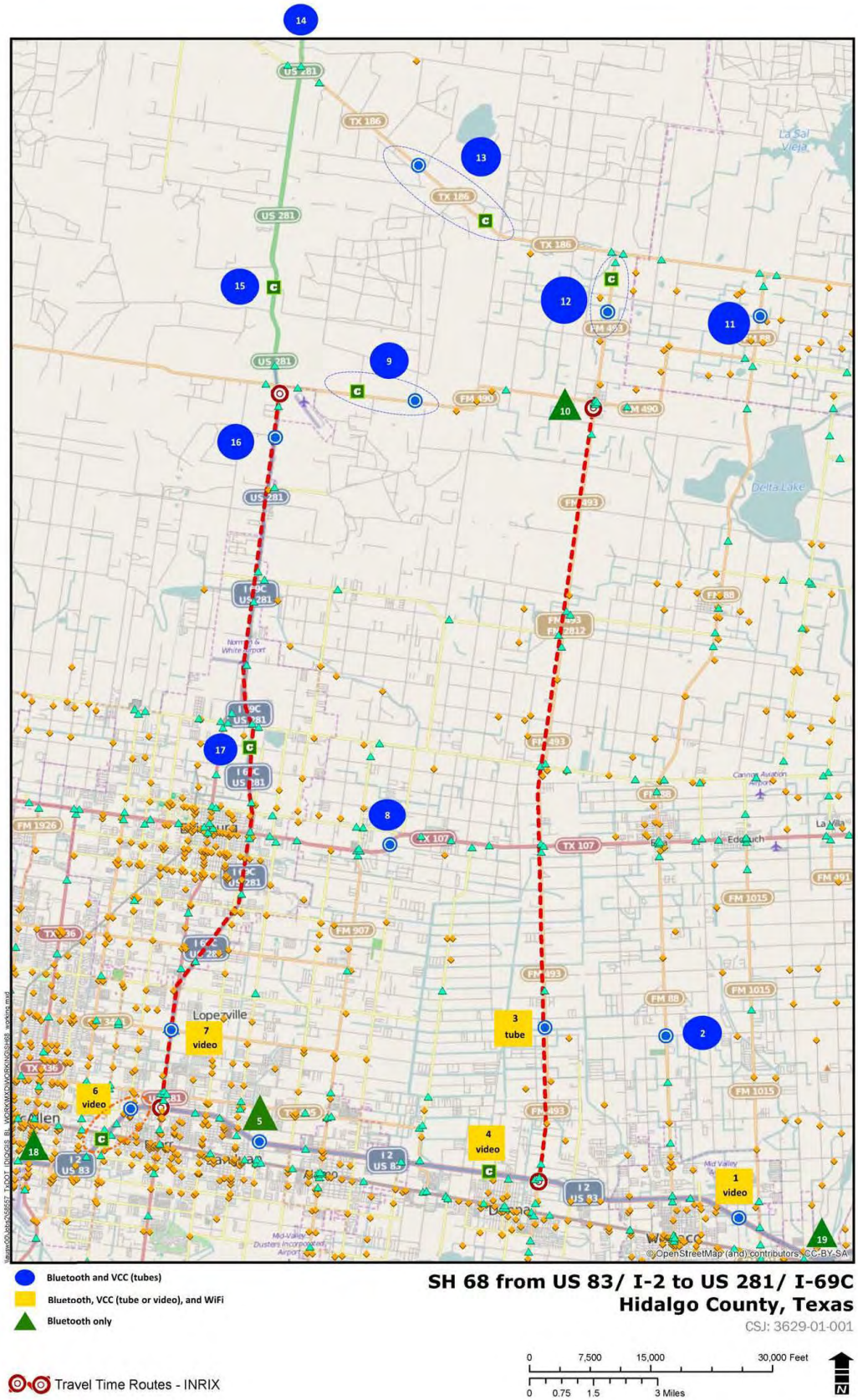
3.2 Existing Traffic Conditions

The Texas A&M Transportation Institute (TTI) collected traffic counts and origin-destination data in June 2015 at 17 sites throughout the study area. The traffic count data and origin-destination data were collected with a combination of pneumatic tubes (tube counts), video, and Bluetooth technology. This data included hourly counts, vehicle classification data, and route choice. The TTI traffic data utilized for this analysis is available in **Appendix A**. **Figure 2** provides the locations and type of data collected in 2015 by TTI.

The traffic data and survey were used for three primary purposes:

1. Establish existing traffic characteristics.
2. Establish local traffic flow characteristics, such as distribution, directionality, and temporal distribution along study area corridors.
3. Evaluate and adjust the RGV travel demand model output.

Figure 2: Traffic Data Collection



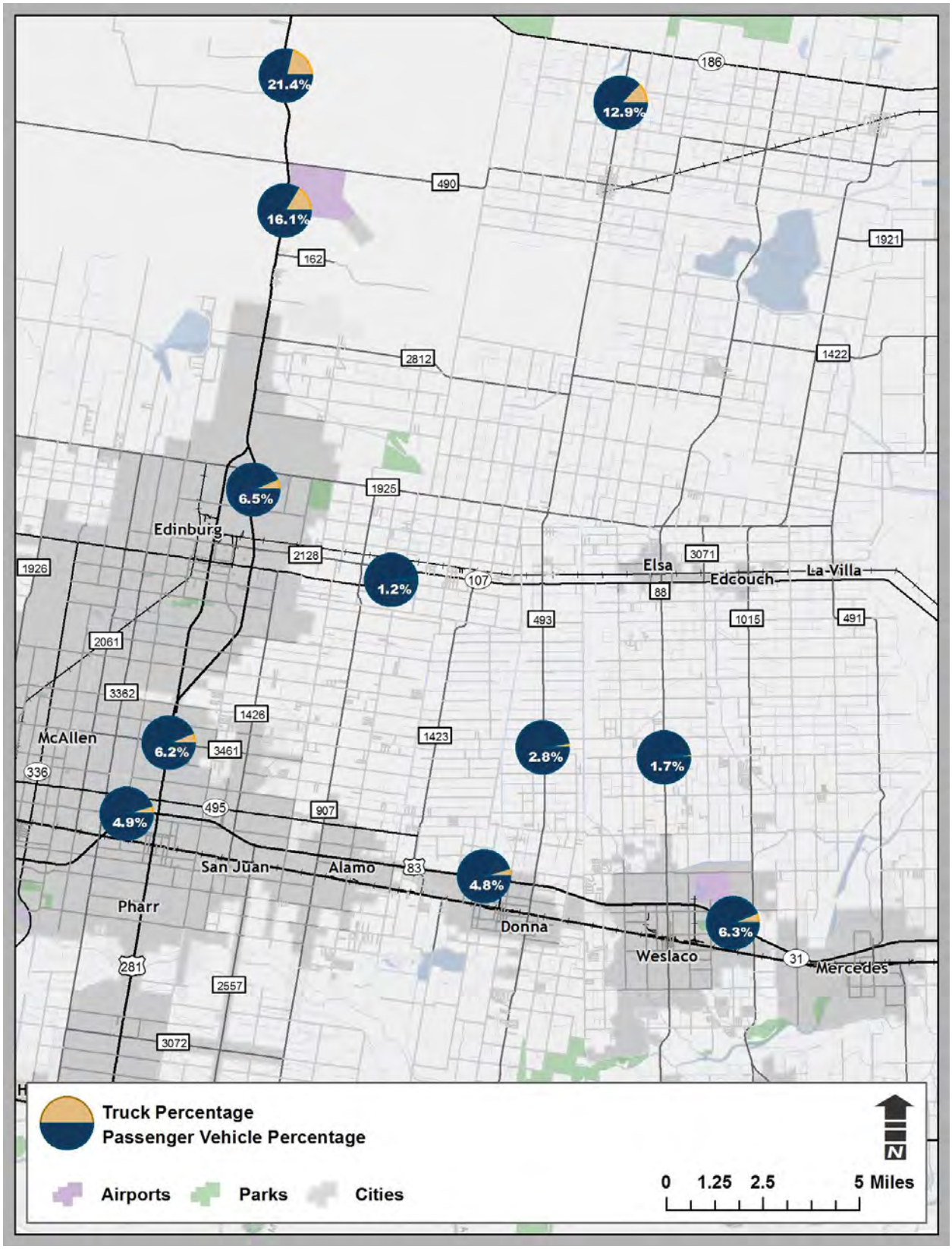
3.3 Peak Period Travel

In addition to the hourly traffic counts, the June 2015 TTI origin-destination data provides information on peak period characteristics at a regional level. Origin-destination data was collected for a 24-hour time period for the 17 traffic count locations in the study area. Of the 735,634 trips, 107,433 (15 percent) occurred during the morning peak travel period between 6:30 and 8:30 am and 148,913 (20 percent) occurred during the evening travel peak period between 4:00 and 6:00 pm.

3.4 Truck Percentages

The TTI June 2015 traffic data included vehicle classification data information for several locations in the study area. Based on the observed data, truck percentages at locations in the study area range from approximately 1.2 percent to 21.4 percent with higher levels of truck traffic generally observed around the urban areas. Truck percentages are based on FHWA Class 6 – Class 13. Pick-ups, buses, and single unit, 2-axle trucks are not included in the percentage. **Figure 3** displays the percentage of total traffic consisting of trucks for study area locations.

Figure 3: Truck Traffic in SH 68 Study Area



4.0 2035 Traffic Forecast Methodology

The SH 68 traffic forecast was developed based on several data sources. One source was a previous investment grade traffic and revenue study that was completed for the Hidalgo County Regional Mobility Authority in September 2014 by C&M Associates. This study, provided in **Appendix B**, included a comprehensive data collection and model calibration for SH 365 and the International Bridge Trade Corridor (IBTC). Data from a March 2015 Needs Assessment Study for FM 1925 from proposed SH 68 to I-69E was also considered in the SH 68 traffic forecast development. The FM 1925 Needs Assessment Study is provided in **Appendix C.** Additional data sources included the 2009 RGV travel demand model, the 2035 RGV travel demand model, and the additional 2015 traffic count data and origin-destination studies collected and performed by TTI. The 2035 RGV forecast network includes the Hidalgo MPO's existing plus committed network. During the time of this analysis, the RGV 2040 travel demand model was not yet available.

4.1 2015 Base Line Traffic

Establishing a reasonable base line traffic forecast is necessary to understand current traffic demand and travel patterns within the study area. Traffic demand can be identified by collecting traffic counts on area roadways. The traffic data collected from the 2014 C&M investment grade traffic and revenue study was supplemented with traffic data collected by TTI during the summer of 2015. Travel patterns were obtained through origin-destination studies. Through the use of Bluetooth technology, TTI was able to track Bluetooth enabled vehicles through the study area network. The result of the data is an origin-destination matrix which sums the number of vehicles which traveled between each Bluetooth reader. The survey data was then expanded to the observed traffic count at the Bluetooth location. This data provides valuable insight into the existing travel patterns and provides a reasonableness check of predicted model diversions from one facility to the other.

At the time of this report, the Hidalgo County MPO did not have a complete 2040 travel demand model available. Typically, an interim model year nearest to the year of the study would be selected (i.e., a 2015 model year scenario), run, and calibrated (if needed) to the current year traffic counts. TxDOT TPP has provided the draft 2009 RGV travel demand model, but it is awaiting the forecast year models (i.e, 2015, 2025, 2040) which are currently pending demographic approvals and forecast network development. The 2009 RGV model will not be calibrated to current year 2015. However, modifications to the 2009 network and traffic analysis zones (TAZs) were made in order to code the SH 68 facility. These modifications included splitting TAZs for improved model loading and adding/moving centroid connectors based on aerial photography. The 2009 RGV model was used primarily for the following objectives:

- Analyze the no-build and build alternatives to measure the model's performance with model diversion as compared to the 2015 Bluetooth origin-destination data gathered by TTI; and

- Compare the 2009 model outputs with existing traffic counts to determine if the RGV model might be under- or overestimating demand on certain facilities.

The 2009 RGV travel demand model output was selected for eleven (11) facilities (41 locations) within the study area. The facilities were identified based on the traffic results from a 2009 no-build and a 2009 build scenario. These facilities experienced a decrease/increase in traffic volumes of greater than 10%.

Figure 4 shows the model output as compared to the 2014/2015 count data for the impacted *north-south* parallel facilities. There two important observations to note: first, the model appears to be over-forecasting I-2 within the SH 68 study area; second, the 2014 TxDOT TPP traffic counts appear to be low at a few locations based on the historic traffic counts, the recent TTI data, and the 2014 C&M investment grade traffic and revenue study data. This area of the 2035 model was monitored during the 2035 forecast development. Omitting I-2, the 2009 model results appear to be "reasonable" with an average increase of 17 percent over the last 5 years (3.4 percent increases per year). The data table can be found in **Appendix D**.

Figure 4: North-South Parallel Facilities 2009 Model Results vs. 2014/2015 Traffic Counts

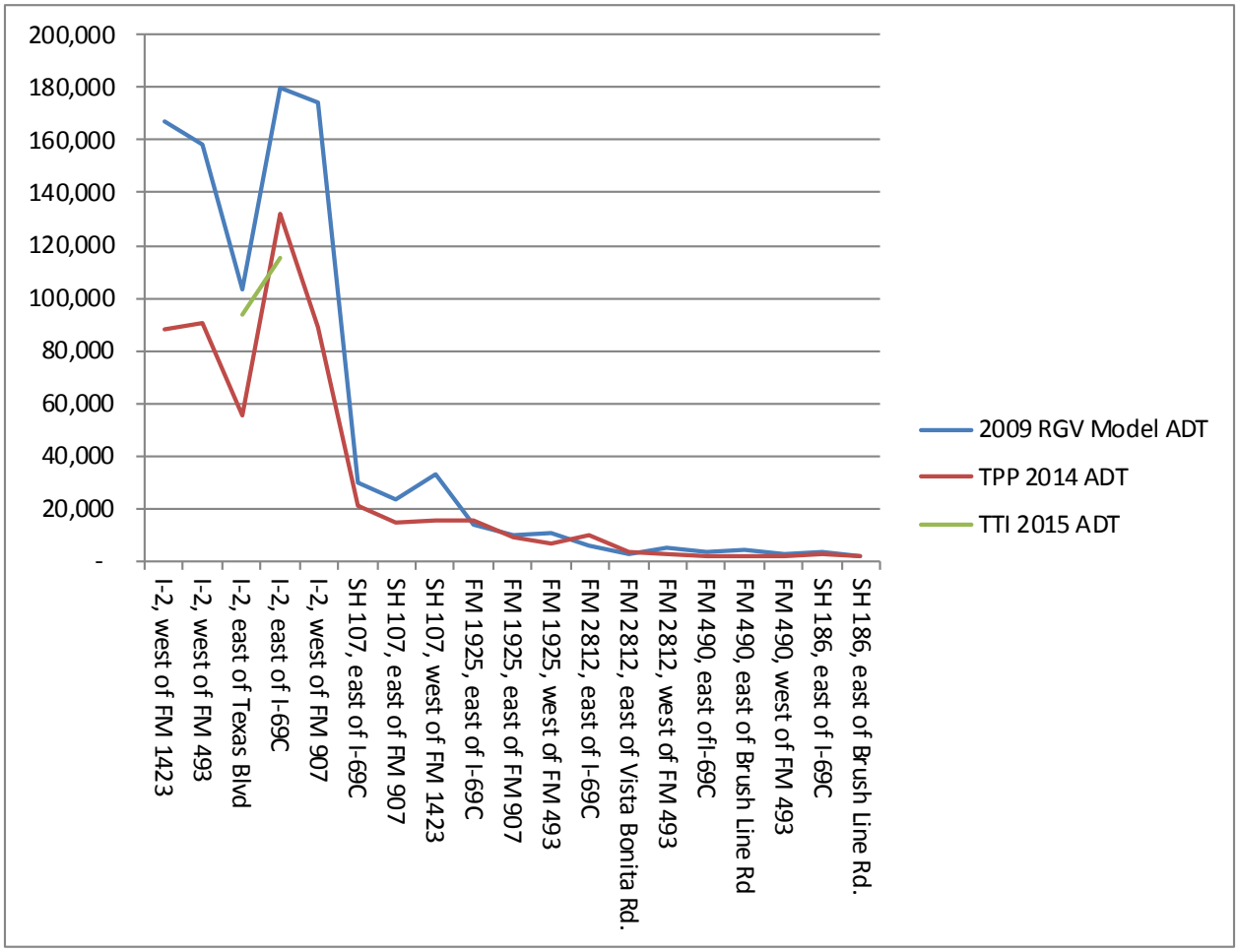
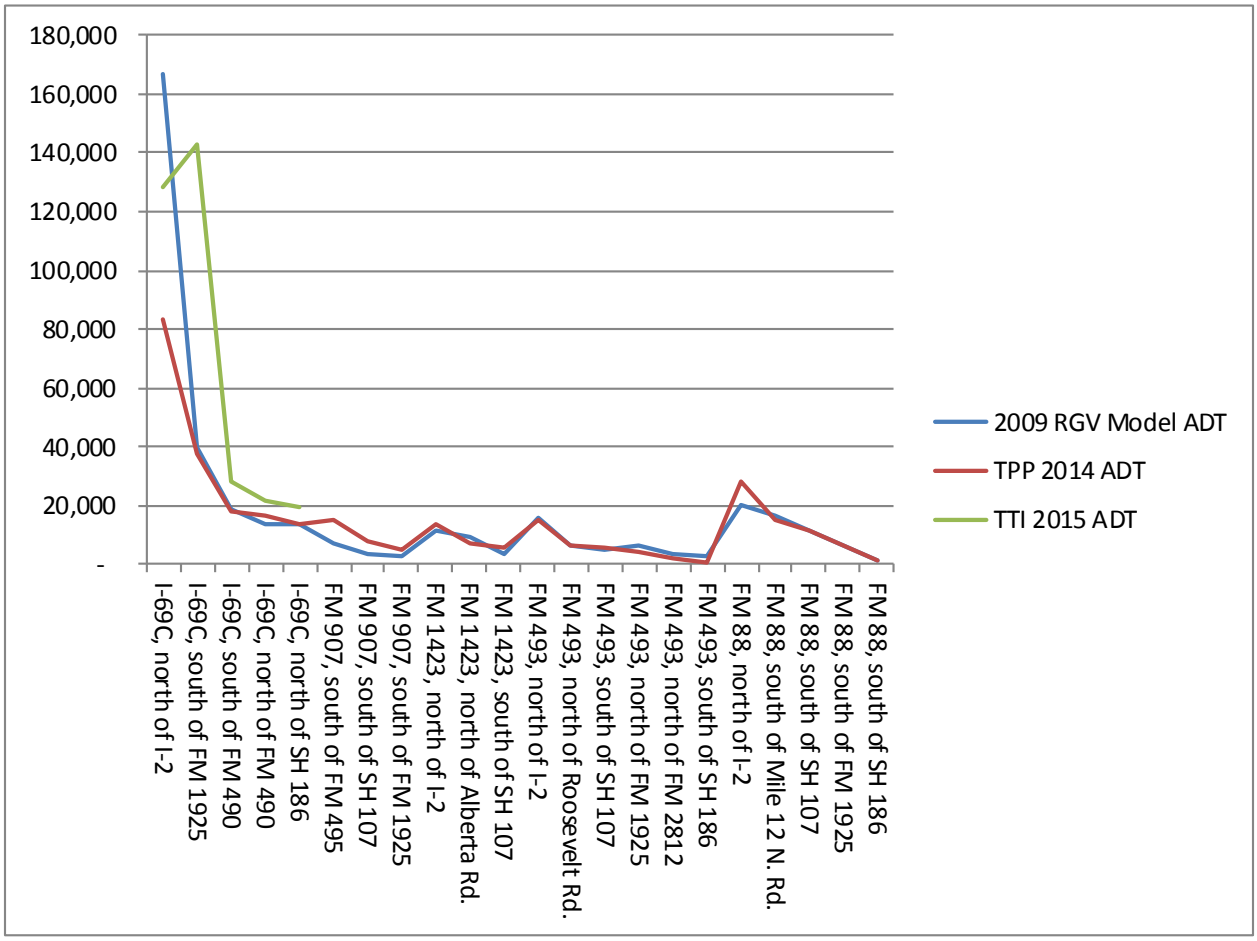


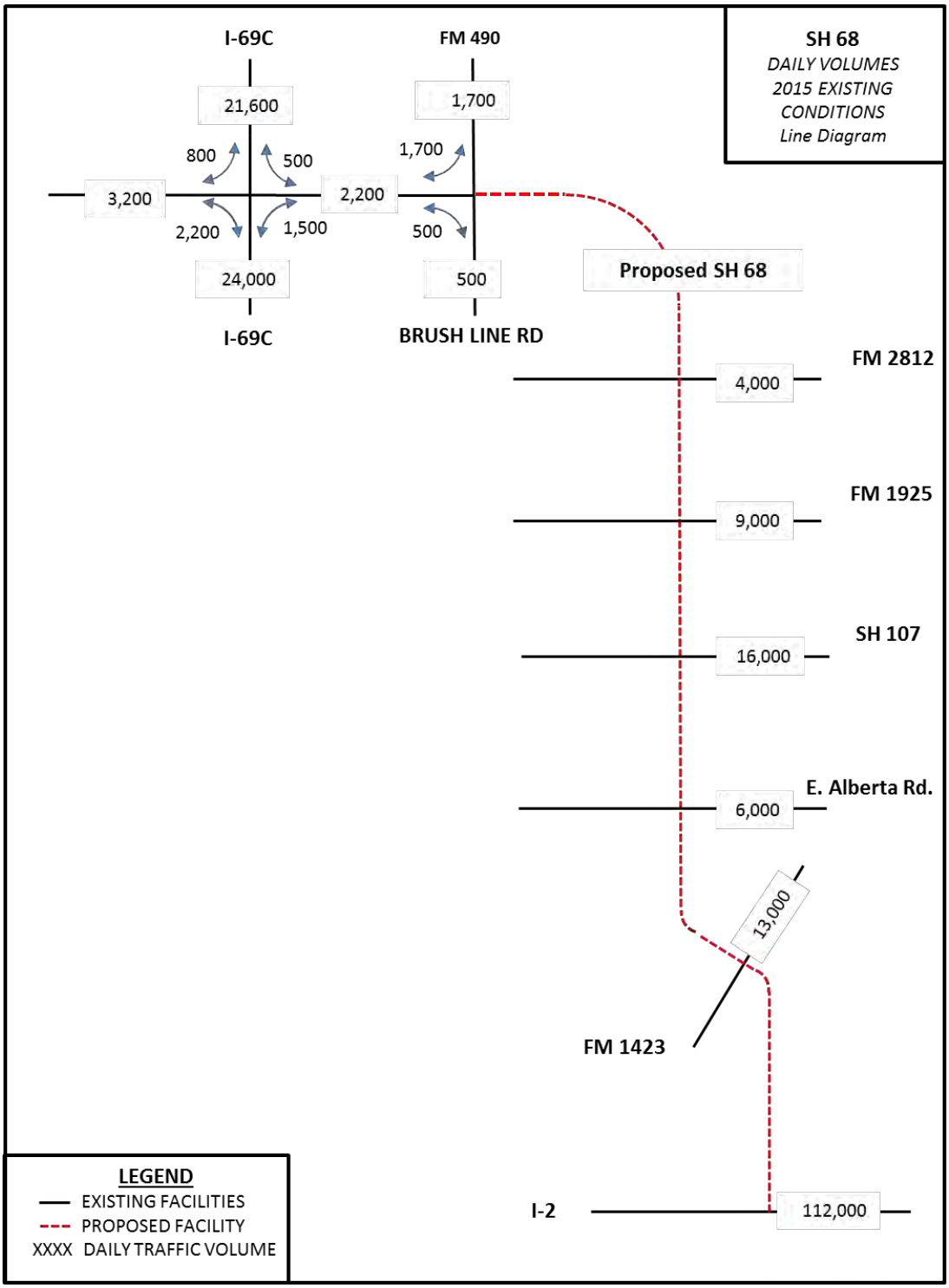
Figure 5 below shows the model output as compared to the 2014/2015 count data for the impacted *east-west* crossing facilities. Again, important observations to note here; the TxDOT TPP 2014 count data appear to be low for a portion of I-69 in the study area based on historical count data, TTI data, the C&M investment grade traffic and revenue study data, and the RGV model output. SH 107 also appears to have lower than expected 2014 TxDOT TPP counts. The TTI count data, historical counts, and the RGV model outputs indicate that SH 107 is being adequately modeled by the 2009 RGV model. The remaining facilities' 2014/2015 traffic counts are averaging approximately 10 percent higher than the 2009 RGV model outputs. The data table can be found in **Appendix D**.

Figure 5: East-West Crossing Facilities 2009 Model Results vs. 2014/2015 Traffic Counts



Having sufficient current year(s) traffic count data (2014 and 2015) and an understanding of where reported traffic counts are too low or too high, a base line traffic demand forecast was developed and is shown in **Figure 6**.

Figure 6: Base Year 2015 Traffic Volumes



4.2 2035 Traffic Forecasting for SH 68 Future No-build and Build

The model network refinements and TAZ structure developed for the 2009 RGV model were incorporated into the 2035 model. The SH 68 facility was coded into the 2035 RGV network model and traffic assignments were developed for both the no-build and build conditions for 2035.

4.2.1 Network Assumptions

Existing and Committed Roadway Improvements

Committed roadway improvements through the year 2035 were identified as part of the future 2035 RGV no-build network model. The relevant improvements are included in **Appendix E.**

Traffic Assignment Assumptions

The 2035 RGV travel demand model assignment of 24-hour trips to the 2035 network was performed by the Multi-Modal Multi-Class User (MMA) Equilibrium Capacity Restraint Assignment residing within the TransCAD package. MMA Equilibrium assignment algorithms weigh the volume dependence of travel times among numerous routes which results in the calculation of link volumes and travel times that are mutually consistent. The program iterates between assigning volumes and recalculating loaded travel times such that a state of equilibrium is reached. The key behavioral assumption is that, in the equilibrium state, no traveler can improve their travel time by changing to another route. The 2035 equilibrium assignments were run using a convergence factor of 0.001 for a maximum number of iterations of 1,000.

Bureau of Public Roads (BPR Curve) Adjustments

The equilibrium traffic assignment procedure is dependent upon the BPR volume-delay function to estimate travel speeds under congested conditions. The function used for the TransCAD CAMPO model is $T(f) = T(0) * [1+\alpha*(v/c)^\beta]$ where $\alpha = 0.15$ and $\beta = 4.0$. These parameters cause the speeds to begin to decay at about the time that assigned volumes reach 85% of capacity.

4.2.2 2035 No-build Forecast

Model Assignment Results and Growth Rate Assumptions

Traffic assignments were performed for the 2035 no-build scenario for SH 68. The model results are shown for both the north-south parallel facilities and the east-west crossing facilities in **Tables 3** and **4**, respectively.

North-South Facilities

Based on the modeling, almost every location on the surrounding north-south facilities experienced an increase in traffic between 2009 and the 2035 no-build scenario. Average

annual growth rates from the model range from -0.5 to 5.9 percent with an average growth rate 2.4 percent for the north-south parallel facilities. **Table 3** provides the 2009 and 2035 no-build traffic for surrounding north-south facilities.

Table 3: AAGR for North-South Parallel Facilities within SH 68 Traffic Shed

Traffic Count Location	2009	2035 No-build	2009 – 2035 AAGR
I-69C, north of I-2	167,100	181,500	0.3%
I-69C, south of FM 1925	40,000	69,100	2.1%
I-69C, south of FM 490	18,600	16,800	-0.4%
I-69C, north of FM 490	14,000	22,100	1.8%
I-69C, north of SH 186	14,000	26,100	2.4%
FM 907, south of FM 495	7,500	32,900	5.9%
FM 907, south of SH 107	3,600	14,300	5.4%
FM 907, south of FM 1925	2,600	9,100	4.9%
FM 1423, north of I-2	11,300	9,900	-0.5%
FM 1423, north of Alberta Rd.	9,300	11,500	0.8%
FM 1423, south of SH 107	3,700	5,700	1.7%
FM 493, north of I-2	16,000	23,700	1.5%
FM 493, north of Roosevelt Rd.	6,400	17,000	3.8%
FM 493, south of SH 107	5,000	11,500	3.3%
FM 493, north of FM 1925	6,200	7,900	0.9%
FM 493, north of FM 2812	3,500	7,300	2.9%
FM 493, south of SH 186	3,000	6,100	2.8%
FM 88, north of I-2	20,300	45,400	3.1%
FM 88, south of Mile 12 N. Rd.	16,700	29,400	2.2%
FM 88, south of SH 107	11,500	21,500	2.4%
FM 88, south of FM 1925	6,300	14,000	3.1%
FM 88, south of SH 186	1,300	2,000	1.7%

I-69C – The 2035 model results for I-69 vary between 2009 and 2035. Average annual growth rates range from -0.4 to 2.4 percent. The location just north of I-2 is over-forecasted in the 2009 model and therefore yields an underinflated growth rate. TTI data and the C&M investment grade traffic and revenue study show observed traffic volumes close to 130,000 vehicles per day in 2015 versus the 167,100 vehicles per day from the 2009 model. Assuming the 130,000 vehicles per day for 2015 and applying the 2.6 percent AAGR from the C&M investment grade traffic and revenue study, a reasonable 2035 volume at this location would be approximately 217,000 versus the resulting 2035 model volume of 181,500 vehicles per day. The 2035 model results at the northern terminus of the SH 68 project (FM 490) are also under-forecasted. TTI traffic data show observed 2015 traffic

volumes averaging 24,000 vehicles per day at this location. The 2035 traffic forecast for I-69C at the northern terminus of the project is adjusted upward from an average of 19,500 vehicles per day to 33,600 vehicles per day; 24,000 x $(1+.018)^{20}$, where 24,000 is the 2015 traffic volume and the growth rate is 2.7 percent for 20 years.

FM 907 – The 2035 model results for FM 907 show AAGRs ranging from 4.9 to 5.9 percent. These growth rates are likely inflated due to the under-forecasting of this facility in the 2009 RGV model. Based on the 2014 traffic counts, the average annual growth rates are likely to fall between 2.5 and 3.0 percent. This facility is not shown in the traffic forecast line diagram; therefore, no manual adjustments have been made to this forecast.

FM 1423 – The 2035 model results for FM 1423 just of north of I-2 (where the proposed project would cross) show an AAGR of -0.5 percent. From the observation of the 2009 model, the model is under-forecasting demand at this location. The growth trends should mirror the recommended growth rates of FM 907, which lies just to the west of FM 1423, but be slightly lower due to lower overall traffic volumes on FM 1423 compared to FM 907. The 2035 traffic forecast for FM 1423 is adjusted upward from 9,900 to 22,500 vehicles per day; 13,000 x $(1+.027)^{20}$, where 13,000 is the 2015 traffic volume and the growth rate is 2.7% for 20 years.

FM 493 – The 2035 model results for FM 493 show AAGRs ranging from 0.9 to 3.8 percent with an average growth rate of 2.5 percent per year. The model results for FM 493 appear reasonable. This facility is not shown in the traffic forecast line diagram; therefore, no manual adjustments have been made to this forecast.

FM 88 – The 2035 model results for FM 88 show AAGRs ranging from 1.7 to 3.1 percent with an average growth rate of 2.5 percent per year. The model results for FM 88 appear reasonable. This facility is not shown in the traffic forecast line diagram; therefore, no manual adjustments have been made to this forecast.

East-West Facilities

Based on the modeling, almost every location on the surrounding east-west facilities experienced an increase in traffic between 2009 and the 2035 no-build scenario. Average annual growth rates from the model range from -1.2 to 6.8 percent with an average growth rate of 2.5 percent for the east-west cross street facilities within the SH 68 traffic shed. **Table 4** provides the 2009 and 2035 no-build traffic for surrounding east-west facilities.

Table 4: AAGR for East-West Cross Street Facilities within SH 68 Traffic Shed

Traffic Count Location	2009	2035 No-build	2009 – 2035 AAGR
I-2, west of FM 1423	167,000	160,200	-0.2%
I-2, west of FM 493	158,100	156,600	0.0%
I-2, east of Texas Blvd	103,600	108,700	0.2%
I-2, east of I-69C	179,800	222,600	0.8%
I-2, west of FM 907	174,500	204,000	0.6%
SH 107, east of I-69C	30,000	40,000	1.1%
SH 107, east of FM 907	23,700	28,700	0.7%
SH 107, west of FM 1423	33,000	24,300	-1.2%
FM 1925, east of I-69C	13,462	34,600	3.7%
FM 1925, east of FM 907	9,500	27,100	4.1%
FM 1925, west of FM 493	10,300	27,200	3.8%
FM 2812, east of I-69C	5,500	18,900	4.9%
FM 2812, east of Vista Bonita Rd.	2,400	13,200	6.8%
FM 2812, west of FM 493	4,700	10,800	3.3%
FM 490, east of I-69C	3,600	6,900	2.5%
FM 490, east of Brush Line Rd	4,000	9,600	3.4%
FM 490, west of FM 493	2,800	9,400	4.8%
SH 186, east of I-69C	3,000	9,500	4.5%
SH 186, east of Brush Line Rd.	1,600	3,800	3.4%

I-2 – The 2035 model results for I-2 show little to no growth from 2009. As noted earlier in this report, this area of the model was over-forecasted in the base year. This high baseline volume results in lower than anticipated annual growth rates when compared to the forecasted 2035 volume for this facility within the study area. A TxDOT permanent count location exists on I-2 just east of I-69C. The counter has recorded recent traffic growth rates between 2 and 4 percent per year. In addition, both the TTI traffic data and the 2014 C&M investment grade traffic and revenue study place 2015 traffic counts around 110,000 to 120,000 vehicles per day. The 2014 C&M study shows an average annual growth rate of approximately -2.3 to 2 percent per year within in the SH 68 study area. Therefore the 2035 traffic forecast for I-2 within the study area is adjusted upward from an average of 158,000 vehicles per day to 171,000 vehicles per day; 112,000 x $(1+.021)^{20}$, where 112,000 is the 2015 traffic volume and the growth rate is 2.1% for 20 years.

SH 107 – The 2035 model results for SH 107 show AAGRs ranging from -1.2 to 1.1 percent. These growth rates are likely underinflated due to the over-forecasting of this facility in the 2009 RGV model. In addition, the 2014 TxDOT TPP counts appear suspect for the current

year and appear lower than historical data. TTI traffic data indicated a traffic volume of approximately 16,000 vehicles per day. Based on historic counts, the average annual growth rates are likely to fall between 1.5 and 2.0 percent. The 2035 traffic forecast for SH 107 within the SH 68 study area is adjusted upward from an 24,300 vehicles per day to 33,600 vehicles per day; 16,000 x $(1+.017)^{20}$, where 16,000 is the 2015 traffic volume and the growth rate is 1.7 percent for 20 years.

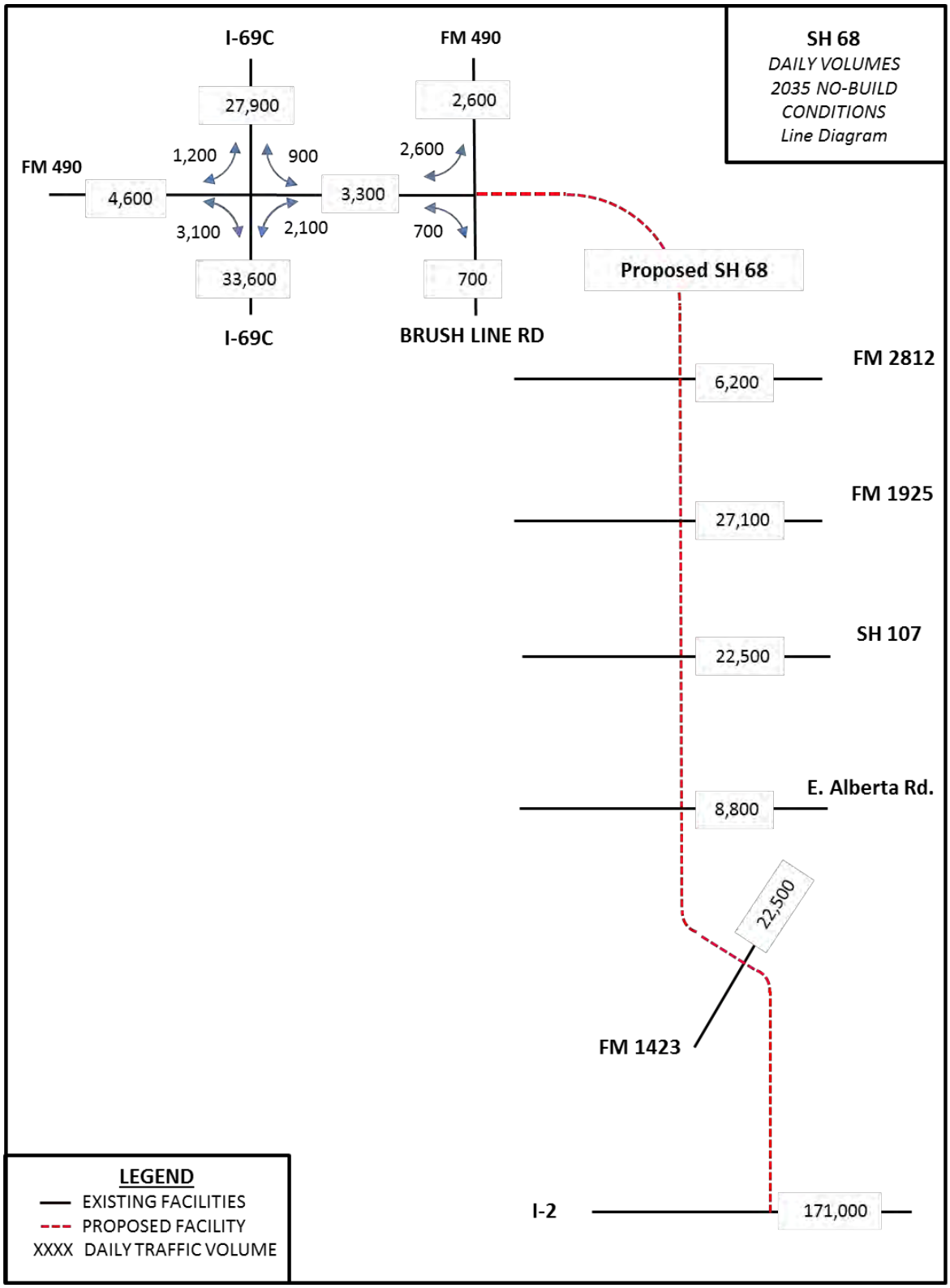
FM 1925 – The 2035 model results for FM 1925 show AAGRs ranging between 3.7 and 4.1 percent within the study area, with forecast volumes at 27,100 vehicles per day. A Needs Assessment Study for FM 1925 from proposed SH 68 to I-69E was conducted in March of 2015. This report is based on a 2040 forecast of a series of improvements and the extension of FM 1925 to a proposed parkway that would ultimately connect to I-69C. Forecast volumes for FM 1925 under that scenario range between 30,000 to 49,000 vehicles per day.

FM 2812 – The 2035 model results for FM 2812 show AAGRs ranging from 3.3 to 6.8 percent with an average growth rate of 5.0 percent per year. The model results for FM 2812 are over-forecasted within the study area. Historic traffic count data indicates an average of 2.2 percent average annual growth rates where the proposed SH 68 facility would intersect FM 2812. The 2035 traffic forecast for FM 2812 is adjusted downward from 10,800 to 6,200 vehicles per day; 4,000 x $(1+.022)^{20}$, where 4,000 is the 2015 traffic volume and the growth rate is 2.2 percent for 20 years.

FM 490 – The 2035 model results for FM 490 show AAGRs ranging from 2.5 to 4.8 percent with an average growth rate of 3.6 percent per year. The model results for FM 490 are over-forecasted within the study area. Historic traffic count data indicate an average of 2 percent average annual growth rates where the proposed SH 68 facility would intersect FM 490. The 2035 traffic forecast for FM 490 is adjusted downward from 9,400 to 3,300 vehicles per day; 2,200 x $(1+.02)^{20}$, where 2,200 is the 2015 traffic volume and the growth rate is 2 percent for 20 years.

SH 186 – The 2035 model results for SH 186 show AAGRs ranging from 3.4 to 4.5 percent with an average growth rate of 4 percent per year. The model results for SH 186 are over-forecasted. Historic traffic count data indicated a less than 1 percent average annual growth rate. SH 186 would likely experience 2035 traffic volumes in the range of 4,000 to 6000 vehicles per day. Since this facility is not shown in the traffic forecast line diagram, no manual adjustments have been made to this forecast.

Figure 7: 2035 No-build Traffic Volumes



4.2.3 SH 68 Build Forecast

The diversion of traffic at each location within the SH 68 study area was calculated as the percent difference between the no-build and build forecasts. **Table 5** presents the diversion percentages for the north-south impacted roadways within the study area. In all cases, with the exception of I-69C, the north-south facilities experienced a marked reduction in traffic when compared to the build forecast.

Table 5: Model Output and Diversion for North-South Parallel Facilities within SH 68 Traffic Shed

Traffic Count Location	2035 No-build	2035 Build	Model Diversion
I-69C, north of I-2	181,500	170,100	-6.3%
I-69C, south of FM 1925	69,100	61,000	-11.7%
I-69C, south of FM 490	16,800	18,700	11.3%
I-69C, north of FM 490	22,100	22,200	0.5%
I-69C, north of SH 186	26,100	26,100	0.0%
FM 907, south of FM 495	32,900	26,800	-18.5%
FM 907, south of SH 107	14,300	9,500	-33.6%
FM 907, south of FM 1925	9,100	5,400	-40.7%
FM 1423, north of IH-2	9,900	6,700	-32.3%
FM 1423, north of Alberta Rd.	11,500	8,000	-30.4%
FM 1423, south of SH 107	5,700	3,100	-45.6%
FM 493, north of I-2	23,700	13,900	-41.4%
FM 493, north of Roosevelt Rd.	17,000	7,200	-57.6%
FM 493, south of SH 107	11,500	4,800	-58.3%
FM 493, north of FM 1925	7,900	5,700	-27.8%
FM 493, north of FM 2812	7,300	7,100	-2.7%
FM 493, south of SH 186	6,100	5,900	-3.3%
FM 88, north of I-2	45,400	37,100	-18.3%
FM 88, south of Mile 12 N. Rd.	29,400	22,000	-25.2%
FM 88, south of SH 107	21,500	17,200	-20.0%
FM 88, south of FM 1925	14,000	10,200	-27.1%
FM 88, south of SH 186	2,000	2,000	0.0%

As noted earlier in this report, the model was under-forecasting I-69C between I-2 and FM 490. The revised 2035 forecast for I-69C resulted in an increase of traffic by 19.8 percent from the model volume (181,500 to 217,000). This additional volume would have increased travel times on I-69C resulting in additional diversion to the new SH 68 facility. Based on the existing patterns from the Bluetooth survey data, approximately 56 percent of the traffic traveling on I-69C from I-2 east of I-69C with destinations north of FM 490 would be

candidates for the proposed SH 68 facility. This percentage of the additional adjusted 2035 forecast equates to approximately 19,800 vehicles per day. That reduction would result in approximately a 10 percent reduction in traffic on I-69C between I-2 and FM 490.

In addition, the model indicates significant reduction on the direct connectors between I-2 and I-69C. The I-2 westbound to I-69C northbound direct connector volumes decreased by 19.2 percent and the I-69C southbound to I-2 eastbound direct connector volumes decreased by 14.9 percent. These direct connectors are currently operating at capacity today. The SH 68 facility would provide significant benefit to I-69C and its connections between I-2.

Table 6 below presents the diversion percentages for the east-west impacted roadways within the study area. Diversion for cross streets varies across facilities and locations within the facilities. In summary, cross streets west of the proposed facility trended upward as vehicles from I-2 utilized SH 68 to access Edinburg from the east. Cross streets east of the proposed facility experienced both increases and decreases. Increases were a result of vehicles improving their travel time by accessing SH 68 from the east in order to continue north or south on SH 68. Decreases were a result of vehicles remaining on I-2 to travel west towards Edinburg, then utilizing SH 68 to access the cross street of choice to then continue westward toward Edinburg.

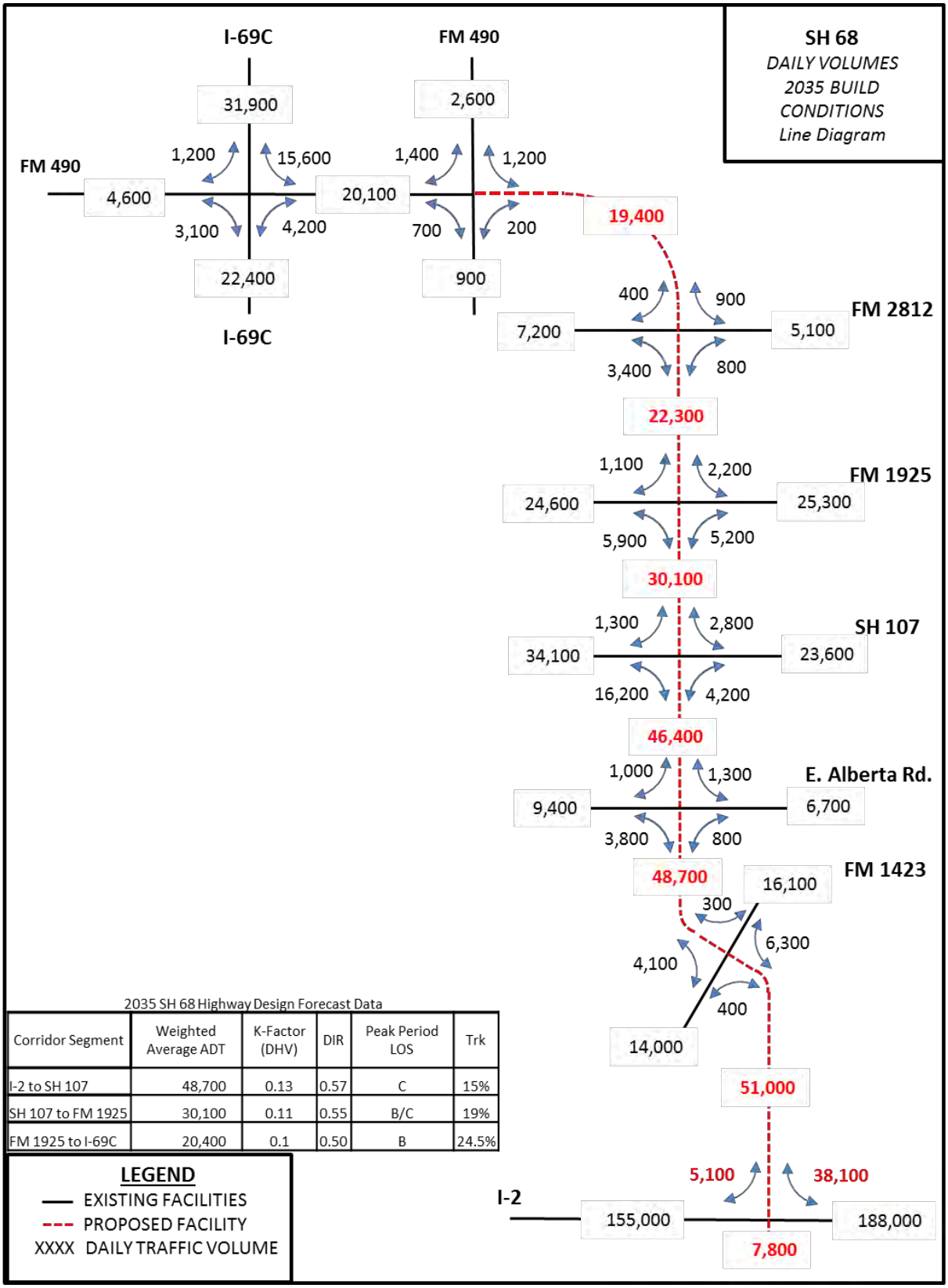
Table 6: Model Output and Diversion for East-West Cross Street Facilities within SH 68 Traffic Shed

Traffic Count Location	2035 No-build	2035 Build	Model Diversion
I-2, west of FM 1423	160,200	162,000	1.1%
I-2, west of FM 493	156,600	163,500	4.4%
I-2, east of Texas Blvd	108,700	103,800	-4.5%
I-2, east of I-69C	222,600	209,700	-5.8%
I-2, west of FM 907	204,000	200,900	-1.5%
SH 107, east of I-69C	40,000	42,300	5.8%
SH 107, east of FM 907	28,700	32,700	13.9%
SH 107, west of FM 1423	24,300	28,500	17.3%
FM 1925, east of I-69C	34,600	32,100	-7.2%
FM 1925, east of FM 907	27,100	25,300	-6.6%
FM 1925, west of FM 493	27,200	24,000	-11.8%
FM 2812, east of I-69C	18,900	18,100	-4.2%
FM 2812, east of Vista Bonita Rd.	13,200	11,600	-12.1%
FM 2812, west of FM 493	10,800	11,200	3.7%
FM 490, east of I-69C	6,900	18,800	172.5%
FM 490, east of Brush Line Rd	9,600	18,600	93.8%

Traffic Count Location	2035 No-build	2035 Build	Model Diversion
FM 490, west of FM 493	9,400	18,500	96.8%
SH 186, east of I-69C	9,500	9,200	-3.2%
SH 186, east of Brush Line Rd.	3,800	3,600	-5.3%

Based on the adjustments made to the 2035 no-build forecast and with the use of the model diversion data and existing Bluetooth survey data, the 2035 SH 68 traffic forecast was developed and is shown in **Figure 8**.

Figure 8: 2035 Build Traffic Volumes



2035 SH 68 Highway Design Forecast Data

Corridor Segment	Weighted Average ADT	K-Factor (DHV)	DIR	Peak Period LOS	Trk
I-2 to SH 107	48,700	0.13	0.57	C	15%
SH 107 to FM 1925	30,100	0.11	0.55	B/C	19%
FM 1925 to I-69C	20,400	0.1	0.50	B	24.5%

5.0 Conclusion

In summary, the proposed SH 68 facility would provide significant mobility benefits for the local network. Regional traffic and the movement of freight would also see benefits of the proposed SH 68 facility. Emergency response for the local area would improve and additional evacuation capacity would be available likely resulting in improved hurricane evacuation times.

Appendix A:

Texas A&M Transportation Institute June 2015 Traffic Count Data

SH 68 Traffic Count Summary

Site	Direction	Description	June 23			June 24			June 25			Daily Average			Daily Average Total
			AM Peak	PM Peak	Total	AM Peak	PM Peak	Total	AM Peak	PM Peak	Total	AM Peak	PM Peak	Total	
Site 1	Eastbound	I-2 West of	5,327	7,752	49,210	5,324	7,880	50,712	5,342	7,906	51,057	5,331	7,846	50,326	
	Westbound	FM 1015	5,881	6,524	45,254	5,441	5,902	42,437	5,135	5,991	42,465	5,486	6,139	43,385	93,712
Site 2	Northbound	FM 88 South	614	1,439	8,945	597	1,473	9,184	582	1,589	9,232	598	1,500	9,120	
	Southbound	of Mile 12 Rd	1,451	1,269	9,207		1,318		1,519			1,485	1,294	9,207	18,327
Site 3	Northbound	FM 493 South	392	582	3,788	378	612	3,925	404	684	4,012	391	626	3,908	
	Southbound	of Roosevelt	631	543	4,060	654	620	4,340	664	566	4,324	650	576	4,241	8,150
Site 4	Eastbound	I-2 West of	6,025	8,731	54,877	5,805	7,468	53,196	7,154	11,610	68,572	6,328	9,270	58,882	
	Westbound	FM 493	7,992	7,820	54,563	8,156	8,111	57,923	8,511	7,910	56,823	8,220	7,947	56,436	115,318
Site 5	Eastbound	I-2 East of	6,422	9,153	56,666	6,620	9,209	57,973	6,145	8,818	56,347	6,396	9,060	56,995	
	Westbound	I-69C	8,390	7,971	58,579	8,456	8,578	59,574	8,285	8,118	57,801	8,377	8,222	58,651	115,647
Site 6	Eastbound	I-2 West of	6,032	10,772	64,740	5,954	9,113	62,270	6,531	11,960	69,742	6,172	10,615	65,584	
	Westbound	I-69C	8,937	9,731	71,914	9,033	9,767	71,942	9,554	10,148	79,167	9,175	9,882	74,341	139,925
Site 7	Northbound	I-69C South	8,016	8,929	64,456	7,748	9,014	63,994	7,506	9,104	64,300	7,757	9,016	64,250	
	Southbound	of Nonala	7,729	9,208	65,483	8,145	9,542	69,145	7,256	7,787	58,737	7,710	8,846	64,455	128,705
Site 8	Eastbound	TX 107	652	1,925	11,267	581	1,923	11,363	559	1,840	11,016	597	1,896	11,215	
	Westbound	near Tower Rd	1,571	1,248	10,520	1,793	1,263	10,557	1,685	1,378	10,875	1,683	1,296	10,651	21,866
Site 9	Eastbound	FM 490 East	59	107	534	51	91	527	52	115	548	54	104	536	
	Westbound	of US 281	116	68	543	116	62	569	123	67	621	118	66	578	1,114
Site 11	Northbound	FM 88 South	66	74	468	76	114	636	93	93	735	78	94	613	
	Southbound	of TX 186	45	75	453	48	145	705	78	128	736	57	116	631	1,244
Site 12	Northbound	FM 493 South	45	35	226	32	28	229	40	31	240	39	31	232	
	Southbound	of TX 186	26	40	215	28	36	243	32	52	279	29	43	246	477
Site 13	Eastbound	TX 186 West	85	88	571	93	95	665	88	59	519	89	81	585	
	Westbound	of US 281	81	89	646	85	70	661	72	68	643	79	76	650	1,235
Site 14	Northbound	US 281 North	1,061	1,027	10,130	882	817	8,510	928	967	8,861	957	937	9,167	
	Southbound	of TX 186				631	1,394	10,300	578	1,491	10,437	605	1,443	10,369	19,536
Site 15	Northbound	US 281 North	1,448	1,311	12,463	1,228	1,219	11,511	1,292	1,373	12,302	1,323	1,301	12,092	
	Southbound	of FM 490	607	1,302	8,900	701	1,430	10,063	760			689	1,366	9,482	21,574
Site 16	Northbound	US 281 North	1,786				1,625		1,702	1,756	14,950	1,744	1,691	14,950	
	Southbound	of FM 162	1,001	1,819	12,738	1,183	1,799	12,652	1,025	1,890	13,419	1,070	1,836	12,936	27,886
Site 17	Northbound	US 281 South					4,125			4,084			4,105		
	Southbound	of FM 1925	3,752				3,788		3,519	3,378	25,649	3,636	3,583	25,649	

Total	**EB / NB**	**38,030**	**51,925**	**338,341**	**35,369**	**54,806**	**334,695**	**38,418**	**61,989**	**372,433**
	WB / SB	**48,210**	**47,707**	**343,075**	**44,470**	**53,825**	**351,111**	**48,796**	**48,972**	**361,976**

Location: I-2 West of FM 1015 Date: 6/23/2015 - 6/25/2015

Direction: EB Lanes Counted: 3

Date	Time Period		Cars+Pickups+Vans	Motorcycles	Buses	Single-Unit Trucks	Semi-Trailers	Semi-Double Trailer	Truck/Car with Trailer	Total	Frontage	ML + FR
6/23/2015	0:00	:00-15	70	1	0	0	2	0	0	73	54	127
6/23/2015		:15-30	69	0	0	0	2	0	0	71	52	123
6/23/2015		:30-45	56	0	0	1	2	0	0	59	64	123
6/23/2015		:45-00	42	0	0	1	3	0	0	46	38	84
6/23/2015	1:00	:00-15	42	0	0	0	1	0	1	44	23	67
6/23/2015		:15-30	36	0	0	1	0	0	0	37	20	57
6/23/2015		:30-45	40	1	0	1	0	0	0	42	24	66
6/23/2015		:45-00	26	0	0	0	6	1	0	33	17	50
6/23/2015	2:00	:00-15	36	0	0	0	2	0	0	38	19	57
6/23/2015		:15-30	25	0	0	1	1	0	0	27	8	35
6/23/2015		:30-45	21	0	0	1	5	0	0	27	11	38
6/23/2015		:45-00	21	0	1	0	3	0	0	25	15	40
6/23/2015	3:00	:00-15	23	0	2	0	0	0	0	25	15	40
6/23/2015		:15-30	26	0	0	1	2	0	0	29	19	48
6/23/2015		:30-45	24	0	0	0	3	0	0	27	13	40
6/23/2015		:45-00	25	0	0	6	6	0	1	38	10	48
6/23/2015	4:00	:00-15	26	0	0	1	3	0	0	30	20	50
6/23/2015		:15-30	22	0	0	0	1	0	0	23	15	38
6/23/2015		:30-45	44	0	0	3	3	0	1	51	11	62
6/23/2015		:45-00	52	0	0	4	3	0	0	59	23	82
6/23/2015	5:00	:00-15	56	0	1	2	8	0	0	67	28	95
6/23/2015		:15-30	75	0	1	4	8	0	1	89	23	112
6/23/2015		:30-45	92	0	1	5	20	0	1	119	42	161
6/23/2015		:45-00	118	0	0	12	10	0	3	143	32	175
6/23/2015	6:00	:00-15	167	1	0	8	19	0	1	196	38	234
6/23/2015		:15-30	199	0	2	3	15	0	0	219	48	267
6/23/2015		:30-45	257	0	1	12	19	0	2	291	64	355
6/23/2015		:45-00	299	1	1	8	10	0	10	329	95	424
6/23/2015	7:00	:00-15	349	0	3	12	18	0	9	391	142	533
6/23/2015		:15-30	475	1	9	10	12	0	11	518	160	678
6/23/2015		:30-45	541	1	2	9	10	0	9	572	254	826
6/23/2015		:45-00	528	1	1	10	25	0	6	571	363	934
6/23/2015	8:00	:00-15	468	0	0	13	25	0	9	515	326	841
6/23/2015		:15-30	464	2	0	16	23	0	9	514	222	736
6/23/2015		:30-45	428	1	0	18	15	0	13	475	230	705
6/23/2015		:45-00	397	2	0	13	17	0	13	442	253	695
6/23/2015	9:00	:00-15	367	0	2	19	14	0	9	411	210	621
6/23/2015		:15-30	364	1	4	15	22	0	10	416	194	610
6/23/2015		:30-45	365	1	5	14	31	0	2	418	214	632
6/23/2015		:45-00	363	0	1	17	17	0	14	412	264	676
6/23/2015	10:00	:00-15	390	2	1	19	24	0	11	447	284	731
6/23/2015		:15-30	392	1	0	15	24	0	14	446	263	709
6/23/2015		:30-45	361	0	0	11	21	0	6	399	260	659
6/23/2015		:45-00	375	1	1	10	19	0	10	416	238	654
6/23/2015	11:00	:00-15	362	2	0	12	32	0	7	415	294	709
6/23/2015		:15-30	402	2	2	12	21	0	11	450	273	723
6/23/2015		:30-45	361	0	1	11	31	0	10	414	275	689
6/23/2015		:45-00	393	1	0	12	16	0	10	432	278	710
6/23/2015	12:00	:00-15	390	0	0	11	27	0	13	441	326	767
6/23/2015		:15-30	428	0	0	14	13	0	13	468	334	802
6/23/2015		:30-45	467	0	2	20	21	0	9	519	320	839
6/23/2015		:45-00	447	1	1	11	16	0	4	480	344	824
6/23/2015	13:00	:00-15	429	0	1	14	20	0	5	469	314	783
6/23/2015		:15-30	385	0	1	16	16	0	7	425	294	719
6/23/2015		:30-45	430	0	1	10	27	0	4	472	292	764
6/23/2015		:45-00	375	0	3	9	25	0	8	420	278	698
6/23/2015	14:00	:00-15	402	0	0	7	29	0	10	448	308	756
6/23/2015		:15-30	403	0	1	9	14	0	4	431	320	751
6/23/2015		:30-45	547	0	0	16	30	0	14	607	270	877
6/23/2015		:45-00	492	1	2	16	14	0	5	530	307	837
6/23/2015	15:00	:00-15	479	0	1	14	19	0	6	519	291	810
6/23/2015		:15-30	465	0	3	10	12	0	7	497	311	808
6/23/2015		:30-45	497	0	0	11	16	0	7	531	302	833
6/23/2015		:45-00	461	0	3	17	13	0	9	503	320	823
6/23/2015	16:00	:00-15	488	1	0	13	11	0	16	529	314	843
6/23/2015		:15-30	584	1	2	10	13	0	9	619	316	935
6/23/2015		:30-45	513	0	2	14	21	0	5	555	327	882
6/23/2015		:45-00	572	0	0	12	18	0	8	610	310	920
6/23/2015	17:00	:00-15	657	4	2	12	16	0	5	696	308	1004
6/23/2015		:15-30	666	0	1	12	8	0	12	699	410	1109
6/23/2015		:30-45	682	1	1	6	15	0	4	709	390	1099
6/23/2015		:45-00	590	1	0	13	14	0	8	626	334	960
6/23/2015	18:00	:00-15	580	0	0	9	10	0	9	608	330	938
6/23/2015		:15-30	537	2	0	7	11	0	10	567	329	896
6/23/2015		:30-45	510	0	0	11	16	2	8	547	283	830
6/23/2015		:45-00	451	2	0	5	13	0	15	486	277	763
6/23/2015	19:00	:00-15	396	1	2	5	11	0	5	420	282	702
6/23/2015		:15-30	354	0	1	2	12	0	2	371	273	644
6/23/2015		:30-45	335	1	0	1	9	0	2	348	194	542
6/23/2015		:45-00	366	2	0	3	5	0	3	379	227	606
6/23/2015	20:00	:00-15	287	1	0	7	4	1	2	302	242	544
6/23/2015		:15-30	301	2	0	3	7	0	3	316	250	566
6/23/2015		:30-45	282	0	0	8	6	0	1	297	208	505
6/23/2015		:45-00	279	2	1	0	6	0	4	292	186	478
6/23/2015	21:00	:00-15	247	0	0	5	3	0	0	255	228	483
6/23/2015		:15-30	241	1	0	4	5	0	1	252	198	450
6/23/2015		:30-45	212	0	0	4	2	0	1	219	162	381
6/23/2015		:45-00	204	1	0	2	2	0	0	209	142	351
6/23/2015		:00-15	185	0	0	1	3	0	0	189	153	342

6/23/2015	22:00	:15-30	191	0	0	2	3	0	0	196	142	338
6/23/2015		:30-45	151	0	0	2	3	1	2	159	125	284
6/23/2015		:45-00	115	1	0	0	3	0	0	119	106	225
6/23/2015	23:00	:00-15	100	0	0	1	4	0	0	105	94	199
6/23/2015		:15-30	108	0	0	0	2	0	0	110	84	194
6/23/2015		:30-45	95	0	0	0	5	1	1	102	88	190
6/23/2015		:45-00	72	0	0	2	1	0	2	77	70	147
6/24/2015	0:00	:00-15	75	0	0	0	1	0	0	76	61	137
6/24/2015		:15-30	73	0	0	0	4	0	0	77	56	133
6/24/2015		:30-45	63	0	0	0	0	0	3	66	42	108
6/24/2015		:45-00	54	0	0	1	3	0	0	58	42	100
6/24/2015	1:00	:00-15	48	2	0	1	3	0	0	54	40	94
6/24/2015		:15-30	49	0	0	0	0	0	1	50	26	76
6/24/2015		:30-45	30	0	0	1	1	0	0	32	19	51
6/24/2015		:45-00	32	0	0	0	3	0	0	35	24	59
6/24/2015	2:00	:00-15	21	0	0	2	0	0	0	23	28	51
6/24/2015		:15-30	19	0	0	2	0	0	0	21	12	33
6/24/2015		:30-45	19	0	0	0	0	0	0	19	20	39
6/24/2015		:45-00	26	0	0	4	0	0	0	30	12	42
6/24/2015	3:00	:00-15	28	0	0	3	1	0	0	32	13	45
6/24/2015		:15-30	31	0	0	2	11	0	1	45	19	64
6/24/2015		:30-45	24	0	0	1	2	0	1	28	8	36
6/24/2015		:45-00	22	0	0	0	7	0	0	29	16	45
6/24/2015	4:00	:00-15	33	0	0	1	1	0	0	35	14	49
6/24/2015		:15-30	26	0	0	0	0	0	0	26	4	30
6/24/2015		:30-45	34	0	0	6	2	0	0	42	15	57
6/24/2015		:45-00	35	0	0	7	2	0	0	44	17	61
6/24/2015	5:00	:00-15	62	1	0	4	9	0	1	77	24	101
6/24/2015		:15-30	74	0	0	7	1	0	0	82	22	104
6/24/2015		:30-45	107	0	0	7	13	1	0	128	41	169
6/24/2015		:45-00	124	1	0	6	11	0	1	143	36	179
6/24/2015	6:00	:00-15	139	1	0	12	8	0	2	162	41	203
6/24/2015		:15-30	211	0	0	15	12	0	3	241	44	285
6/24/2015		:30-45	267	0	1	6	16	0	3	293	70	363
6/24/2015		:45-00	286	0	1	7	11	0	3	308	118	426
6/24/2015	7:00	:00-15	311	1	2	21	9	0	8	352	150	502
6/24/2015		:15-30	452	2	10	11	10	0	6	491	196	687
6/24/2015		:30-45	521	1	2	17	14	0	16	571	296	867
6/24/2015		:45-00	518	1	0	18	19	0	14	570	350	920
6/24/2015	8:00	:00-15	455	0	0	11	13	0	11	490	343	833
6/24/2015		:15-30	441	0	0	12	17	0	10	480	246	726
6/24/2015		:30-45	461	0	0	20	12	0	8	501	235	736
6/24/2015		:45-00	403	1	0	14	18	0	12	448	234	682
6/24/2015	9:00	:00-15	388	0	0	23	16	0	13	440	240	680
6/24/2015		:15-30	432	0	0	18	20	0	5	475	214	689
6/24/2015		:30-45	384	0	0	9	13	0	3	409	222	631
6/24/2015		:45-00	381	2	1	14	19	0	1	418	268	686
6/24/2015	10:00	:00-15	373	1	3	14	17	0	9	417	266	683
6/24/2015		:15-30	358	1	0	16	20	0	8	403	266	669
6/24/2015		:30-45	360	0	0	13	20	0	5	398	232	630
6/24/2015		:45-00	383	1	1	14	23	0	8	430	256	686
6/24/2015	11:00	:00-15	368	2	0	16	25	0	6	417	240	657
6/24/2015		:15-30	457	0	0	16	27	0	5	505	260	765
6/24/2015		:30-45	444	0	0	11	17	0	8	480	310	790
6/24/2015		:45-00	410	3	0	19	16	0	9	457	260	717
6/24/2015	12:00	:00-15	443	0	0	13	22	0	8	486	346	832
6/24/2015		:15-30	426	0	0	18	17	0	5	466	341	807
6/24/2015		:30-45	446	0	2	19	14	0	9	490	340	830
6/24/2015		:45-00	428	0	0	10	24	0	9	471	350	821
6/24/2015	13:00	:00-15	494	0	1	8	13	0	2	518	328	846
6/24/2015		:15-30	435	0	1	14	13	0	4	467	296	763
6/24/2015		:30-45	515	0	0	19	12	0	5	551	318	869
6/24/2015		:45-00	496	0	0	19	14	0	2	531	272	803
6/24/2015	14:00	:00-15	435	0	0	17	16	0	10	478	289	767
6/24/2015		:15-30	526	0	0	5	18	0	3	552	348	900
6/24/2015		:30-45	498	1	0	13	15	0	10	537	320	857
6/24/2015		:45-00	519	0	2	15	19	0	13	568	306	874
6/24/2015	15:00	:00-15	522	0	1	11	15	0	6	555	296	851
6/24/2015		:15-30	519	1	0	16	17	0	10	563	330	893
6/24/2015		:30-45	490	0	2	17	18	0	8	535	318	853
6/24/2015		:45-00	527	2	2	7	15	0	2	555	376	931
6/24/2015	16:00	:00-15	492	0	1	16	20	0	9	538	340	878
6/24/2015		:15-30	546	0	1	6	13	0	15	581	370	951
6/24/2015		:30-45	580	1	1	13	17	0	14	626	318	944
6/24/2015		:45-00	554	2	1	13	11	0	10	591	293	884
6/24/2015	17:00	:00-15	617	0	1	18	12	0	9	657	318	975
6/24/2015		:15-30	699	4	0	6	10	0	8	727	364	1091
6/24/2015		:30-45	707	0	1	9	16	0	5	738	408	1146
6/24/2015		:45-00	619	1	0	6	19	0	6	651	360	1011
6/24/2015	18:00	:00-15	600	3	0	15	15	0	6	639	345	984
6/24/2015		:15-30	564	1	0	12	12	0	9	598	356	954
6/24/2015		:30-45	518	0	0	3	10	0	7	538	370	908
6/24/2015		:45-00	461	1	0	7	17	0	7	493	298	791
6/24/2015	19:00	:00-15	439	0	0	1	5	1	2	448	297	745
6/24/2015		:15-30	423	1	0	5	7	0	0	436	328	764
6/24/2015		:30-45	345	0	0	1	8	0	4	358	204	562
6/24/2015		:45-00	313	2	0	6	3	0	1	325	207	532
6/24/2015	20:00	:00-15	292	0	0	0	6	0	3	301	224	525
6/24/2015		:15-30	283	21	0	5	5	0	2	316	212	528
6/24/2015		:30-45	270	0	0	5	7	0	1	283	187	470
6/24/2015		:45-00	282	1	0	3	7	0	1	294	197	491
6/24/2015	21:00	:00-15	288	1	0	3	5	0	2	299	197	496
6/24/2015		:15-30	247	2	0	2	7	1	6	265	152	417
6/24/2015		:30-45	232	1	0	6	4	0	2	245	170	415

6/24/2015		:45-00	201	2	0	1	3	1	0	208	174	382
6/24/2015	22:00	:00-15	192	0	0	2	4	0	0	198	160	358
6/24/2015		:15-30	181	0	0	0	4	0	0	185	132	317
6/24/2015		:30-45	165	0	0	2	4	0	0	171	128	299
6/24/2015		:45-00	125	0	0	3	0	0	0	128	103	231
6/24/2015	23:00	:00-15	120	2	0	0	9	0	4	135	102	237
6/24/2015		:15-30	132	0	0	1	3	0	0	136	88	224
6/24/2015		:30-45	95	0	0	0	3	0	0	98	80	178
6/24/2015		:45-00	76	0	0	0	7	0	0	83	68	151
6/25/2015	0:00	:00-15	73	1	0	0	0	1	1	76	50	126
6/25/2015		:15-30	73	0	0	0	3	0	1	77	47	124
6/25/2015		:30-45	64	0	0	0	2	0	0	66	64	130
6/25/2015		:45-00	55	0	0	1	2	0	0	58	51	109
6/25/2015	1:00	:00-15	58	3	0	0	2	0	0	63	23	86
6/25/2015		:15-30	52	0	0	0	2	0	0	54	30	84
6/25/2015		:30-45	32	0	0	1	2	0	0	35	28	63
6/25/2015		:45-00	34	1	0	3	1	0	0	39	34	73
6/25/2015	2:00	:00-15	21	0	0	0	0	0	0	21	17	38
6/25/2015		:15-30	29	0	0	3	3	0	0	35	11	46
6/25/2015		:30-45	26	0	0	1	1	0	0	28	32	60
6/25/2015		:45-00	26	0	0	1	1	0	1	29	14	43
6/25/2015	3:00	:00-15	32	1	0	0	1	0	0	34	16	50
6/25/2015		:15-30	31	4	0	3	0	0	0	38	23	61
6/25/2015		:30-45	27	0	0	3	0	1	2	33	10	43
6/25/2015		:45-00	36	0	0	2	1	0	1	40	10	50
6/25/2015	4:00	:00-15	32	0	0	0	3	0	0	35	12	47
6/25/2015		:15-30	24	0	0	0	2	0	0	26	18	44
6/25/2015		:30-45	42	0	0	6	3	0	0	51	18	69
6/25/2015		:45-00	48	0	0	6	2	0	0	56	18	74
6/25/2015	5:00	:00-15	58	1	0	6	3	0	0	68	26	94
6/25/2015		:15-30	66	0	0	3	5	0	1	75	28	103
6/25/2015		:30-45	93	0	0	13	7	0	1	114	39	153
6/25/2015		:45-00	126	1	0	10	5	1	1	144	56	200
6/25/2015	6:00	:00-15	142	1	0	10	8	0	2	163	44	207
6/25/2015		:15-30	231	0	0	9	5	0	0	245	48	293
6/25/2015		:30-45	256	0	0	13	8	0	0	277	66	343
6/25/2015		:45-00	325	0	0	14	18	0	4	361	113	474
6/25/2015	7:00	:00-15	330	0	0	17	6	0	5	358	123	481
6/25/2015		:15-30	472	0	8	15	12	0	3	510	190	700
6/25/2015		:30-45	549	1	0	13	8	0	7	578	292	870
6/25/2015		:45-00	496	1	0	20	17	0	12	546	367	913
6/25/2015	8:00	:00-15	456	0	0	21	18	0	4	499	321	820
6/25/2015		:15-30	445	0	0	14	28	0	8	495	246	741
6/25/2015		:30-45	451	0	1	27	10	0	4	493	222	715
6/25/2015		:45-00	414	1	0	25	13	0	5	458	240	698
6/25/2015	9:00	:00-15	356	0	1	20	10	0	8	395	281	676
6/25/2015		:15-30	373	0	2	23	12	0	10	420	210	630
6/25/2015		:30-45	382	0	0	18	14	0	8	422	258	680
6/25/2015		:45-00	419	0	2	20	20	0	8	469	278	747
6/25/2015	10:00	:00-15	372	0	3	17	20	0	10	422	276	698
6/25/2015		:15-30	355	0	1	17	22	0	13	408	244	652
6/25/2015		:30-45	368	0	0	15	21	0	3	407	232	639
6/25/2015		:45-00	394	1	0	8	24	0	8	435	260	695
6/25/2015	11:00	:00-15	410	1	1	19	16	0	10	457	315	772
6/25/2015		:15-30	443	1	0	13	13	0	5	475	288	763
6/25/2015		:30-45	430	1	1	12	16	0	2	462	281	743
6/25/2015		:45-00	430	1	0	13	28	0	10	482	302	784
6/25/2015	12:00	:00-15	448	0	0	17	21	0	10	496	294	790
6/25/2015		:15-30	469	1	0	15	18	0	7	510	400	910
6/25/2015		:30-45	482	1	1	24	16	0	11	535	288	823
6/25/2015		:45-00	510	0	0	11	13	0	3	537	364	901
6/25/2015	13:00	:00-15	540	1	1	15	19	0	11	587	340	927
6/25/2015		:15-30	522	0	0	13	25	0	8	568	346	914
6/25/2015		:30-45	502	1	0	19	17	0	9	548	259	807
6/25/2015		:45-00	524	0	0	16	14	0	6	560	255	815
6/25/2015	14:00	:00-15	486	0	1	9	15	0	10	521	262	783
6/25/2015		:15-30	486	1	0	17	18	1	6	529	251	780
6/25/2015		:30-45	495	1	0	17	12	0	9	534	251	785
6/25/2015		:45-00	536	1	3	12	9	0	10	571	277	848
6/25/2015	15:00	:00-15	502	2	1	16	18	0	9	548	264	812
6/25/2015		:15-30	524	1	0	9	18	0	9	561	298	859
6/25/2015		:30-45	476	0	1	12	18	0	14	521	276	797
6/25/2015		:45-00	519	1	3	15	15	0	11	564	256	820
6/25/2015	16:00	:00-15	509	1	1	8	12	0	12	543	312	855
6/25/2015		:15-30	577	0	1	10	15	0	7	610	286	896
6/25/2015		:30-45	591	0	2	11	21	0	11	636	308	944
6/25/2015		:45-00	611	1	0	11	10	1	6	640	309	949
6/25/2015	17:00	:00-15	646	0	0	16	11	0	6	679	304	983
6/25/2015		:15-30	694	0	0	10	8	0	10	722	390	1112
6/25/2015		:30-45	638	1	1	12	13	0	5	670	377	1047
6/25/2015		:45-00	721	3	0	15	12	0	6	757	363	1120
6/25/2015	18:00	:00-15	628	1	0	17	9	0	6	661	340	1001
6/25/2015		:15-30	594	1	0	6	15	0	8	624	302	926
6/25/2015		:30-45	585	5	0	8	17	1	3	619	303	922
6/25/2015		:45-00	494	0	0	10	10	0	5	519	248	767
6/25/2015	19:00	:00-15	443	3	1	4	10	0	3	464	231	695
6/25/2015		:15-30	443	10	1	1	15	0	4	474	207	681
6/25/2015		:30-45	356	7	0	3	6	0	4	376	215	591
6/25/2015		:45-00	369	1	1	7	7	1	1	387	190	577
6/25/2015	20:00	:00-15	346	1	0	4	5	0	2	358	192	550
6/25/2015		:15-30	296	1	0	2	6	0	4	309	211	520
6/25/2015		:30-45	272	0	0	3	6	0	1	282	172	454
6/25/2015		:45-00	319	1	1	3	2	0	3	329	198	527
6/25/2015		:00-15	261	1	1	4	7	0	1	275	184	459

6/25/2015	21:00	:15-30	273	1	0	2	2	0	3	281	185	466
6/25/2015		:30-45	295	0	0	1	1	0	0	297	194	491
6/25/2015		:45-00	236	0	0	4	3	2	2	247	148	395
6/25/2015	22:00	:00-15	222	0	0	0	5	0	0	227	118	345
6/25/2015		:15-30	196	1	0	3	4	0	2	206	137	343
6/25/2015		:30-45	183	0	0	5	2	0	0	190	143	333
6/25/2015		:45-00	173	0	0	1	2	0	0	176	82	258
6/25/2015	23:00	:00-15	134	1	0	1	2	1	0	139	98	237
6/25/2015		:15-30	115	0	0	0	6	0	0	121	73	194
6/25/2015		:30-45	113	0	1	1	0	0	1	116	62	178
6/25/2015		:45-00	84	0	0	0	4	0	0	88	78	166

Location: I-2 West of FM 1015 Date: 6/23/2015 - 6/25/2015
Direction: WB Lanes Counted: 3

Date	Time Period		Cars+Pickups+Vans	Motorcycles	Buses	Single-Unit Trucks	Semi-Trailers	Semi-Double Trailer	Truck/Car with Trailer	Total	Frontage	ML + FR
6/23/2015	0:00	:00-15	60	0	0	0	1	0	1	62	55	117
6/23/2015		:15-30	67	0	1	1	2	0	0	71	35	106
6/23/2015		:30-45	60	0	0	0	1	0	0	61	27	88
6/23/2015		:45-00	36	1	0	1	1	0	0	39	35	74
6/23/2015	1:00	:00-15	30	0	0	1	0	0	0	31	21	52
6/23/2015		:15-30	26	0	0	1	2	0	0	29	13	42
6/23/2015		:30-45	20	0	1	3	3	0	0	27	14	41
6/23/2015		:45-00	16	0	0	1	2	0	0	19	9	28
6/23/2015	2:00	:00-15	25	0	0	1	2	0	0	28	14	42
6/23/2015		:15-30	20	0	0	5	0	0	0	25	6	31
6/23/2015		:30-45	26	0	0	1	4	0	0	31	10	41
6/23/2015		:45-00	20	0	0	2	1	0	0	23	9	32
6/23/2015	3:00	:00-15	24	0	0	2	1	0	0	27	4	31
6/23/2015		:15-30	27	0	0	4	1	0	0	32	13	45
6/23/2015		:30-45	31	0	0	5	0	0	0	36	10	46
6/23/2015		:45-00	32	0	0	1	1	0	0	34	17	51
6/23/2015	4:00	:00-15	25	0	0	4	2	0	0	31	20	51
6/23/2015		:15-30	32	0		4	5	0	0	41	34	75
6/23/2015		:30-45	46	0	0	1	4	0	0	51	25	76
6/23/2015		:45-00	61	0	0	3	4	0	0	68	37	105
6/23/2015	5:00	:00-15	75	0	0	7	3	0	1	86	31	117
6/23/2015		:15-30	85	0	0	4	2	0	0	91	42	133
6/23/2015		:30-45	102	0	1	9	4	0	0	116	68	184
6/23/2015		:45-00	113	0	1	5	10	0	0	129	70	199
6/23/2015	6:00	:00-15	163	0	1	7	4	0	2	177	68	245
6/23/2015		:15-30	196	2	1	8	3	0	3	213	84	297
6/23/2015		:30-45	247	2	0	10	14	0	1	274	130	404
6/23/2015		:45-00	283	1	2	8	5	0	2	301	182	483
6/23/2015	7:00	:00-15	366	2	2	21	4	0	3	398	169	567
6/23/2015		:15-30	497	2	0	5	12	0	6	522	237	759
6/23/2015		:30-45	636	1	0	11	16	0	10	674	312	986
6/23/2015		:45-00	583	0	3	8	14	0	5	613	372	985
6/23/2015	8:00	:00-15	537	0	1	11	16	0	8	573	388	961
6/23/2015		:15-30	439	0	1	6	14	0	12	472	264	736
6/23/2015		:30-45	506	0	2	10	18	0	10	546	259	805
6/23/2015		:45-00	431	0	2	8	25	0	4	470	271	741
6/23/2015	9:00	:00-15	347	0	0	11	24	0	7	389	296	685
6/23/2015		:15-30	366	0	0	8	15	0	5	394	243	637
6/23/2015		:30-45	423	0	0	15	17	0	8	463	230	693
6/23/2015		:45-00	403	3	2	11	16	0	2	437	274	711
6/23/2015	10:00	:00-15	354	0	1	12	24	0	6	397	284	681
6/23/2015		:15-30	330	2	0	16	33	0	4	385	253	638
6/23/2015		:30-45	335	1	0	22	23	0	3	384	260	644
6/23/2015		:45-00	307	1	0	10	24	0	3	345	237	582
6/23/2015	11:00	:00-15	351	0	0	13	25	0	2	391	254	645
6/23/2015		:15-30	344	1	1	14	22	0	0	382	230	612
6/23/2015		:30-45	381	0	0	9	45	0	1	436	276	712
6/23/2015		:45-00	372	3	2	8	29	0	1	415	254	669
6/23/2015	12:00	:00-15	347	2	2	7	23	0	5	386	322	708
6/23/2015		:15-30	392	0	0	11	28	0	6	437	354	791
6/23/2015		:30-45	411	1	1	9	29	0	3	454	279	733
6/23/2015		:45-00	373	0	0	13	27	0	1	414	332	746
6/23/2015	13:00	:00-15	362	0	2	10	24	0	3	401	429	830
6/23/2015		:15-30	381	0	0	11	12	0	2	406	337	743
6/23/2015		:30-45	363	1	0	8	24	0	2	398	296	694
6/23/2015		:45-00	401	1	0	7	21	0	3	433	288	721
6/23/2015	14:00	:00-15	372	0	0	14	32	0	4	422	270	692
6/23/2015		:15-30	402	1	0	10	32	0	7	452	312	764
6/23/2015		:30-45	402	1	0	12	19	0	5	439	258	697
6/23/2015		:45-00	386	0	0	10	30	0	7	433	295	728
6/23/2015	15:00	:00-15	347	1	5	14	18	0	7	392	302	694
6/23/2015		:15-30	381	1	5	9	19	0	10	425	275	700
6/23/2015		:30-45	406	1	0	13	13	0	8	441	299	740
6/23/2015		:45-00	400	0	0	12	22	0	5	439	294	733
6/23/2015	16:00	:00-15	427	0	3	13	25	0	7	475	315	790
6/23/2015		:15-30	451	0	0	7	14	0	3	475	300	775
6/23/2015		:30-45	392	0	2	13	16	0	8	431	274	705
6/23/2015		:45-00	430	0	0	18	21	0	11	480	320	800
6/23/2015	17:00	:00-15	513	0	1	13	17	0	10	554	314	868
6/23/2015		:15-30	530	1	0	9	18	0	6	564	332	896
6/23/2015		:30-45	482	1	1	12	12	0	11	519	358	877
6/23/2015		:45-00	493	1	2	10	7	0	3	516	297	813
6/23/2015	18:00	:00-15	406	2	0	13	6	0	15	442	278	720
6/23/2015		:15-30	439	2	0	9	13	0	5	468	286	754
6/23/2015		:30-45	402	0	0	7	8	0	3	420	214	634
6/23/2015		:45-00	310	0	0	10	15	0	2	337	242	579
6/23/2015	19:00	:00-15	326	1	0	4	12	0	3	346	202	548
6/23/2015		:15-30	282	0	0	5	9	0	1	297	198	495
6/23/2015		:30-45	281	2	0	6	5	0	3	297	178	475
6/23/2015		:45-00	284	0	0	5	5	0	1	295	162	457
6/23/2015	20:00	:00-15	249	3	0	4	8	0	1	265	146	411
6/23/2015		:15-30	230	1	0	7	1	0	1	240	144	384
6/23/2015		:30-45	238	0	0	2	6	0	4	250	152	402
6/23/2015		:45-00	254	0	1	2	7	0	0	264	166	430
6/23/2015	21:00	:00-15	214	0	0	3	3	0	1	221	146	367
6/23/2015		:15-30	241	0	0	3	5	0	0	249	136	385

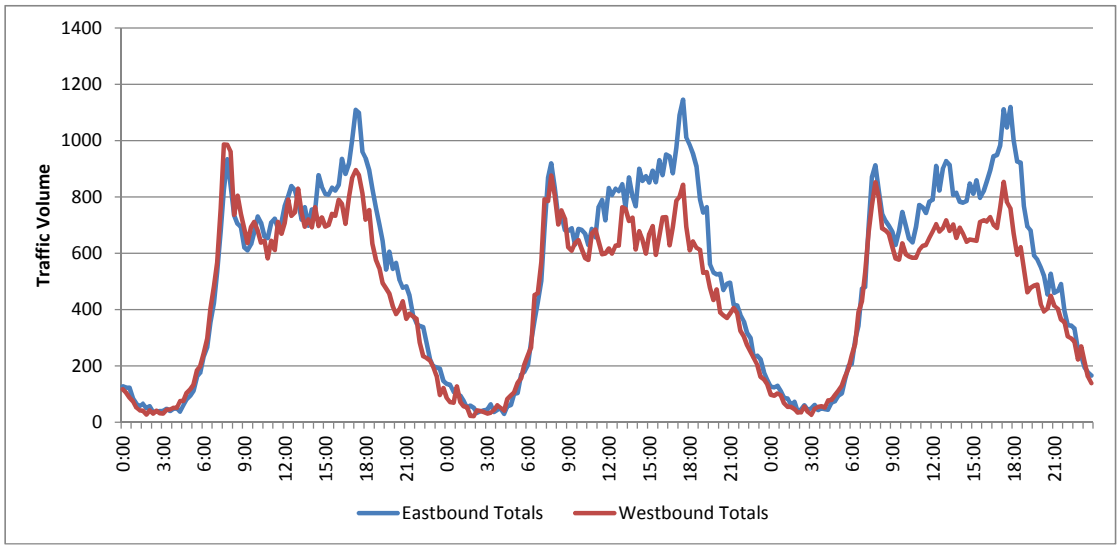
6/23/2015	21:00	:30-45	234	0	0	3	3	0	2	242	134	376
6/23/2015		:45-00	217	0	0	3	3	0	0	223	144	367
6/23/2015	22:00	:00-15	176	0	0	0	2	0	0	178	105	283
6/23/2015		:15-30	146	0	0	1	6	0	0	153	81	234
6/23/2015		:30-45	146	0	0	1	1	0	0	148	81	229
6/23/2015		:45-00	142	0	0	1	3	0	0	146	74	220
6/23/2015	23:00	:00-15	118	0	0	0	3	0	0	121	76	197
6/23/2015		:15-30	109	0	0	2	0	0	0	111	54	165
6/23/2015		:30-45	60	0	0	0	3	0	0	63	34	97
6/23/2015		:45-00	60	0	0	0	4	0	0	64	58	122
6/24/2015	0:00	:00-15	61	0	0	0	2	0	0	63	25	88
6/24/2015		:15-30	47	0	0	2	1	0	0	50	22	72
6/24/2015		:30-45	44	0	0	1	1	0	0	46	24	70
6/24/2015		:45-00	69	0	0	1	1	0	0	71	56	127
6/24/2015	1:00	:00-15	41	0	0	2	2	0	0	45	27	72
6/24/2015		:15-30	37	0	0	2	2	0	0	41	16	57
6/24/2015		:30-45	28	0	0	0	2	0	0	30	24	54
6/24/2015		:45-00	14	0	0	0	0	0	0	14	9	23
6/24/2015	2:00	:00-15	14	0	0	0	0	0	0	14	8	22
6/24/2015		:15-30	19	0	0	3	0	0	0	22	20	42
6/24/2015		:30-45	24	0	0	3	2	0	0	29	11	40
6/24/2015		:45-00	23	0	0	6	1	0	0	30	6	36
6/24/2015	3:00	:00-15	18	0	0	4	0	0	0	22	9	31
6/24/2015		:15-30	20	0	0	1	2	0	0	23	11	34
6/24/2015		:30-45	26	0	0	4	3	0	0	33	10	43
6/24/2015		:45-00	36	0	0	4	0	0	0	40	20	60
6/24/2015	4:00	:00-15	21	0	0	5	1	0	0	27	24	51
6/24/2015		:15-30	26	0	0	1	1	0	0	28	13	41
6/24/2015		:30-45	54	0	0	8	3	0	1	66	17	83
6/24/2015		:45-00	66	0	0	2	0	0	0	68	28	96
6/24/2015	5:00	:00-15	69	0	0	4	5	0	0	78	28	106
6/24/2015		:15-30	92	0	0	5	1	0	0	98	42	140
6/24/2015		:30-45	80	1	0	12	4	0	1	98	59	157
6/24/2015		:45-00	101	0	0	14	3	0	3	121	84	205
6/24/2015	6:00	:00-15	158	0	1	9	2	0	2	172	64	236
6/24/2015		:15-30	182	0	2	8	4	0	1	197	68	265
6/24/2015		:30-45	277	0	2	15	11	0	2	307	146	453
6/24/2015		:45-00	277	0	1	14	4	0	0	296	162	458
6/24/2015	7:00	:00-15	354	0	2	14	15	0	1	386	182	568
6/24/2015		:15-30	545	0	0	7	9	0	0	561	231	792
6/24/2015		:30-45	441	0	0	8	19	0	3	471	314	785
6/24/2015		:45-00	468	0	3	12	13	0	8	504	372	876
6/24/2015	8:00	:00-15	428	3	1	10	11	0	2	455	351	806
6/24/2015		:15-30	359	0	0	13	23	0	4	399	304	703
6/24/2015		:30-45	401	0	1	12	22	0	3	439	313	752
6/24/2015		:45-00	364	0	1	11	25	0	6	407	316	723
6/24/2015	9:00	:00-15	331	1	0	10	14	0	2	358	264	622
6/24/2015		:15-30	315	1	1	8	26	0	6	357	252	609
6/24/2015		:30-45	363	1	1	10	22	0	6	403	232	635
6/24/2015		:45-00	335	0	0	16	17	0	3	371	276	647
6/24/2015	10:00	:00-15	290	1	0	24	20	0	2	337	279	616
6/24/2015		:15-30	298	0	0	17	21	0	7	343	240	583
6/24/2015		:30-45	285	2	0	18	17	0	6	328	248	576
6/24/2015		:45-00	365	0	1	20	22	0	3	411	260	671
6/24/2015	11:00	:00-15	369	0	0	14	22	0	4	409	275	684
6/24/2015		:15-30	312	0	1	11	23	1	3	351	291	642
6/24/2015		:30-45	287	0	0	14	20	0	3	324	273	597
6/24/2015		:45-00	286	2	1	23	16	0	1	329	270	599
6/24/2015	12:00	:00-15	246	0	0	11	15	0	1	273	344	617
6/24/2015		:15-30	292	1	0	15	8	0	0	316	283	599
6/24/2015		:30-45	260	0	3	8	15	0	0	286	342	628
6/24/2015		:45-00	250	1	0	15	11	0	2	279	348	627
6/24/2015	13:00	:00-15	351	0	1	16	24	0	2	394	370	764
6/24/2015		:15-30	354	2	1	15	26	0	2	400	358	758
6/24/2015		:30-45	361	0	0	13	22	0	5	401	314	715
6/24/2015		:45-00	349	0	0	8	20	0	7	384	342	726
6/24/2015	14:00	:00-15	329	1	0	19	12	0	3	364	250	614
6/24/2015		:15-30	336	1	0	21	18	0	5	381	298	679
6/24/2015		:30-45	340	0	1	20	11	0	2	374	276	650
6/24/2015		:45-00	282	1	1	8	16	0	5	313	286	599
6/24/2015	15:00	:00-15	326	1	9	25	12	0	9	382	286	668
6/24/2015		:15-30	338	0	1	14	18	0	2	373	324	697
6/24/2015		:30-45	300	0	0	21	14	0	2	337	258	595
6/24/2015		:45-00	305	0	4	24	16	0	6	355	308	663
6/24/2015	16:00	:00-15	352	0	1	24	18	0	1	396	332	728
6/24/2015		:15-30	381	0	3	17	13	0	9	423	306	729
6/24/2015		:30-45	339	0	2	15	5	0	6	367	262	629
6/24/2015		:45-00	389	0	1	5	10	0	5	410	283	693
6/24/2015	17:00	:00-15	422	0	1	7	17	0	3	450	336	786
6/24/2015		:15-30	426	1	0	10	7	0	4	448	352	800
6/24/2015		:30-45	457	1	1	11	6	0	0	476	367	843
6/24/2015		:45-00	369	3	0	14	2	0	6	394	300	694
6/24/2015	18:00	:00-15	317	0	0	7	8	0	0	332	278	610
6/24/2015		:15-30	351	2	0	7	3	0	2	365	277	642
6/24/2015		:30-45	341	1	0	14	8	0	5	369	250	619
6/24/2015		:45-00	349	1	0	4	10	0	2	366	247	613
6/24/2015	19:00	:00-15	285	0	0	7	10	0	3	305	226	531
6/24/2015		:15-30	291	1	0	10	9	0	2	313	220	533
6/24/2015		:30-45	274	1	0	4	10	0	0	289	189	478
6/24/2015		:45-00	248	1	1	9	6	0	1	266	168	434
6/24/2015		:00-15	281	3	0	8	3	0	5	300	172	472

6/24/2015	20:00	:15-30	255	0	0	4	11	0	1	271	119	390
6/24/2015		:30-45	237	1	0	6	3	0	1	248	132	380
6/24/2015		:45-00	232	0	0	1	7	0	0	240	131	371
6/24/2015	21:00	:00-15	226	1	0	1	5	0	1	234	153	387
6/24/2015		:15-30	249	1	0	5	4	0	0	259	147	406
6/24/2015		:30-45	217	0	0	4	1	0	0	222	166	388
6/24/2015		:45-00	196	0	0	2	2	0	0	200	125	325
6/24/2015	22:00	:00-15	206	0	0	1	2	0	0	209	96	305
6/24/2015		:15-30	172	0	0	4	0	0	0	176	98	274
6/24/2015		:30-45	152	0	0	1	2	0	0	155	94	249
6/24/2015		:45-00	137	0	0	1	5	0	1	144	84	228
6/24/2015	23:00	:00-15	114	0	0	0	2	0	0	116	88	204
6/24/2015		:15-30	103	1	0	0	1	0	0	105	56	161
6/24/2015		:30-45	96	0	0	0	1	0	0	97	56	153
6/24/2015		:45-00	83	0	0	2	0	0	1	86	49	135
6/25/2015	0:00	:00-15	55	0	0	1	0	0	0	56	42	98
6/25/2015		:15-30	56	0	0	3	1	0	0	60	34	94
6/25/2015		:30-45	66	0	0	1	1	0	0	68	34	102
6/25/2015		:45-00	60	0	0	0	3	0	0	63	33	96
6/25/2015	1:00	:00-15	42	0	0	0	1	0	0	43	24	67
6/25/2015		:15-30	28	0	0	0	1	0	0	29	26	55
6/25/2015		:30-45	31	0	0	0	0	0	0	31	24	55
6/25/2015		:45-00	25	0	0	0	0	0	0	25	22	47
6/25/2015	2:00	:00-15	23	0	0	3	1	0	0	27	8	35
6/25/2015		:15-30	16	0	0	2	1	0	0	19	16	35
6/25/2015		:30-45	39	0	0	2	1	0	0	42	14	56
6/25/2015		:45-00	19	0	0	2	0	0	0	21	15	36
6/25/2015	3:00	:00-15	13	0	0	0	1	0	0	14	12	26
6/25/2015		:15-30	29	0	0	5	4	0	1	39	9	48
6/25/2015		:30-45	39	0	0	7	1	0	0	47	8	55
6/25/2015		:45-00	33	0	0	6	1	0	0	40	17	57
6/25/2015	4:00	:00-15	30	0	0	3	1	0	0	34	18	52
6/25/2015		:15-30	38	0	0	2	3	0	2	45	33	78
6/25/2015		:30-45	41	0	0	3	4	0	0	48	32	80
6/25/2015		:45-00	56	0	0	3	2	0	1	62	34	96
6/25/2015	5:00	:00-15	62	0	0	2	4	0	1	69	42	111
6/25/2015		:15-30	82	0	0	8	4	0	0	94	36	130
6/25/2015		:30-45	87	0	0	8	4	0	0	99	62	161
6/25/2015		:45-00	97	0	0	7	4	0	1	109	82	191
6/25/2015	6:00	:00-15	144	1	0	10	5	0	0	160	76	236
6/25/2015		:15-30	162	0	1	11	0	0	2	176	104	280
6/25/2015		:30-45	229	0	1	15	0	0	1	246	144	390
6/25/2015		:45-00	254	0	1	10	5	0	7	277	154	431
6/25/2015	7:00	:00-15	295	0	2	27	9	0	2	335	197	532
6/25/2015		:15-30	411	2	0	12	14	0	5	444	232	676
6/25/2015		:30-45	415	0	0	16	10	0	4	445	324	769
6/25/2015		:45-00	436	2	0	8	18	0	0	464	388	852
6/25/2015	8:00	:00-15	381	3	0	12	19	0	4	419	377	796
6/25/2015		:15-30	370	2	0	13	12	0	10	407	282	689
6/25/2015		:30-45	366	0	2	11	12	0	2	393	288	681
6/25/2015		:45-00	313	1	1	19	17	1	5	357	312	669
6/25/2015	9:00	:00-15	305	2	0	14	20	0	1	342	281	623
6/25/2015		:15-30	300	0	0	13	21	0	2	336	246	582
6/25/2015		:30-45	320	0	3	16	21	1	4	365	212	577
6/25/2015		:45-00	314	0	0	16	25	0	3	358	277	635
6/25/2015	10:00	:00-15	273	0	0	25	16	0	1	315	282	597
6/25/2015		:15-30	292	2	0	20	17	0	0	331	258	589
6/25/2015		:30-45	278	0	0	16	22	0	2	318	266	584
6/25/2015		:45-00	272	1	0	20	27	0	0	320	264	584
6/25/2015	11:00	:00-15	323	0	0	10	22	0	1	356	255	611
6/25/2015		:15-30	301	0	1	25	25	0	5	357	269	626
6/25/2015		:30-45	283	1	0	18	25	1	6	334	296	630
6/25/2015		:45-00	301	1	3	20	16	0	3	344	312	656
6/25/2015	12:00	:00-15	326	0	2	15	21	0	0	364	314	678
6/25/2015		:15-30	328	0	0	15	28	0	1	372	332	704
6/25/2015		:30-45	316	1	2	18	24	0	2	363	314	677
6/25/2015		:45-00	310	1	0	10	26	0	2	349	341	690
6/25/2015	13:00	:00-15	310	0	0	15	24	0	0	349	368	717
6/25/2015		:15-30	305	1	2	9	11	0	1	329	351	680
6/25/2015		:30-45	299	0	2	16	14	0	1	332	370	702
6/25/2015		:45-00	307	0	1	17	15	0	6	346	309	655
6/25/2015	14:00	:00-15	318	0	1	13	20	0	1	353	338	691
6/25/2015		:15-30	333	0	0	19	16	0	4	372	298	670
6/25/2015		:30-45	294	0	0	18	18	0	5	335	306	641
6/25/2015		:45-00	298	1	1	22	20	0	3	345	304	649
6/25/2015	15:00	:00-15	309	1	8	10	9	0	2	339	308	647
6/25/2015		:15-30	303	1	0	11	10	0	1	326	318	644
6/25/2015		:30-45	359	0	1	14	22	0	1	397	314	711
6/25/2015		:45-00	336	0	0	19	20	0	2	377	340	717
6/25/2015	16:00	:00-15	343	0	0	12	20	0	3	378	335	713
6/25/2015		:15-30	333	1	0	10	26	0	1	371	358	729
6/25/2015		:30-45	331	3	0	6	17	0	4	361	340	701
6/25/2015		:45-00	349	0	0	16	12	0	2	379	311	690
6/25/2015	17:00	:00-15	393	0	1	10	11	0	0	415	348	763
6/25/2015		:15-30	410	1	0	14	14	0	0	439	415	854
6/25/2015		:30-45	373	2	2	11	16	0	5	409	373	782
6/25/2015		:45-00	393	0	0	12	14	0	3	422	337	759
6/25/2015	18:00	:00-15	352	0	0	13	5	0	3	373	298	671
6/25/2015		:15-30	303	1	0	11	9	0	2	326	268	594
6/25/2015		:30-45	312	1	0	11	2	0	2	328	294	622
6/25/2015		:45-00	284	1	0	10	3	0	0	298	248	546

6/25/2015	19:00	:00-15	223	1	0	10	9	0	1	244	217	461
6/25/2015		:15-30	249	0	0	16	2	0	1	268	210	478
6/25/2015		:30-45	281	0	0	11	2	0	0	294	191	485
6/25/2015		:45-00	261	0	0	11	2	0	3	277	212	489
6/25/2015	20:00	:00-15	232	0	0	6	7	0	0	245	173	418
6/25/2015		:15-30	236	0	0	5	4	0	0	245	148	393
6/25/2015		:30-45	245	0	0	3	2	0	0	250	154	404
6/25/2015		:45-00	257	0	0	5	2	1	0	265	184	449
6/25/2015	21:00	:00-15	234	2	0	4	0	0	2	242	172	414
6/25/2015		:15-30	248	0	0	2	4	0	1	255	149	404
6/25/2015		:30-45	221	0	0	7	0	0	0	228	137	365
6/25/2015		:45-00	203	0	0	2	1	0	0	206	150	356
6/25/2015	22:00	:00-15	199	1	0	3	4	0	2	209	96	305
6/25/2015		:15-30	160	1	0	1	5	1	2	170	128	298
6/25/2015		:30-45	181	0	0	1	0	1	2	185	102	287
6/25/2015		:45-00	140	3	0	1	2	0	1	147	76	223
6/25/2015	23:00	:00-15	181	1	0	2	0	0	0	184	86	270
6/25/2015		:15-30	138	0	0	2	0	0	0	140	71	211
6/25/2015		:30-45	106	0	0	3	0	0	0	109	54	163
6/25/2015		:45-00	90	0	0	1	4	0	0	95	44	139

Eastbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	5,327	7,752	49,210
6/24/2015	5,324	7,880	50,712
6/25/2015	5,342	7,906	51,057
Total	15,993	23,538	150,979

Westbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	5,881	6,524	45,254
6/24/2015	5,441	5,902	42,437
6/25/2015	5,135	5,991	42,465
Total	16,457	18,417	130,156



Data File: '6-29-15-0896.rdf'
Site Code: '0064A-0896'
Start Date: 6/22/2015
Start Time: 12:00:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'FM 88 NB S. OF MILE 12 RD'
'Direction': 'FM 88 NB'
'Weather': 'GOOD'

Channel: RIGHT LANE

All data is good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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	
6/23/2015	12:00 AM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	16	0	14	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	16	0	9	7	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	10	0	7	2	0	0	0	0	0	1	0	0	0	0
6/23/2015	5:00 AM	11	0	7	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	9	0	6	0	0	2	0	0	1	0	0	0	0	0
6/23/2015	6:00 AM	7	0	2	4	0	0	0	0	1	0	0	0	0	0
6/23/2015	6:15 AM	12	0	8	2	0	2	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	12	0	6	4	1	1	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	26	0	18	4	3	1	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	28	0	17	6	2	3	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	28	0	12	14	0	2	0	0	0	0	0	0	0	0
6/23/2015	7:30 AM	37	0	21	9	0	4	0	0	3	0	0	0	0	0
6/23/2015	7:45 AM	47	0	31	11	1	3	0	0	0	1	0	0	0	0
6/23/2015	8:00 AM	42	0	28	9	0	3	0	0	2	0	0	0	0	0
6/23/2015	8:15 AM	48	0	31	15	1	0	0	0	1	0	0	0	0	0
6/23/2015	8:30 AM	34	0	21	9	1	1	0	0	2	0	0	0	0	0
6/23/2015	8:45 AM	34	0	23	10	0	0	0	0	1	0	0	0	0	0
6/23/2015	9:00 AM	34	0	23	7	0	1	0	0	2	1	0	0	0	0
6/23/2015	9:15 AM	30	1	18	8	0	2	0	0	0	1	0	0	0	0
6/23/2015	9:30 AM	35	0	25	8	0	2	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	35	0	25	7	0	2	0	0	1	0	0	0	0	0
6/23/2015	10:00 AM	46	0	28	15	0	3	0	0	0	0	0	0	0	0
6/23/2015	10:15 AM	52	0	34	17	0	1	0	0	0	0	0	0	0	0
6/23/2015	10:30 AM	43	1	25	13	0	3	0	0	1	0	0	0	0	0
6/23/2015	10:45 AM	42	0	25	12	0	4	0	0	1	0	0	0	0	0
6/23/2015	11:00 AM	44	0	29	11	0	3	1	0	0	0	0	0	0	0
6/23/2015	11:15 AM	55	0	39	12	0	3	0	0	1	0	0	0	0	0
6/23/2015	11:30 AM	61	1	39	15	0	5	0	0	1	0	0	0	0	0
6/23/2015	11:45 AM	53	1	36	12	0	3	0	0	0	1	0	0	0	0
6/23/2015	12:00 PM	59	0	41	15	1	2	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	67	0	43	19	0	3	1	0	1	0	0	0	0	0
6/23/2015	12:30 PM	48	0	37	9	0	1	0	0	1	0	0	0	0	0
6/23/2015	12:45 PM	55	0	34	19	0	2	0	0	0	0	0	0	0	0
6/23/2015	1:00 PM	59	0	40	17	1	1	0	0	0	0	0	0	0	0
6/23/2015	1:15 PM	68	0	49	15	2	2	0	0	0	0	0	0	0	0
6/23/2015	1:30 PM	68	0	46	18	2	2	0	0	0	0	0	0	0	0
6/23/2015	1:45 PM	58	0	36	18	0	3	1	0	0	0	0	0	0	0
6/23/2015	2:00 PM	62	0	44	16	1	0	1	0	0	0	0	0	0	0
6/23/2015	2:15 PM	51	0	40	9	0	1	0	0	0	1	0	0	0	0
6/23/2015	2:30 PM	64	0	50	12	0	2	0	0	0	0	0	0	0	0
6/23/2015	2:45 PM	54	0	31	18	0	5	0	0	0	0	0	0	0	0
6/23/2015	3:00 PM	40	0	24	14	1	1	0	0	0	0	0	0	0	0
6/23/2015	3:15 PM	64	0	51	11	0	2	0	0	0	0	0	0	0	0
6/23/2015	3:30 PM	63	0	50	13	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 PM	77	0	54	21	1	1	0	0	0	0	0	0	0	0
6/23/2015	4:00 PM	68	0	55	10	1	2	0	0	0	0	0	0	0	0
6/23/2015	4:15 PM	74	0	54	18	0	1	0	0	1	0	0	0	0	0
6/23/2015	4:30 PM	58	0	39	14	0	5	0	0	0	0	0	0	0	0
6/23/2015	4:45 PM	67	0	47	15	0	5	0	0	0	0	0	0	0	0
6/23/2015	5:00 PM	65	0	41	22	0	2	0	0	0	0	0	0	0	0

6/23/2015	5:15 PM	105	0	75	24	1	5	0	0	0	0	0	0	0
6/23/2015	5:30 PM	77	0	59	18	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 PM	88	0	61	24	0	2	1	0	0	0	0	0	0
6/23/2015	6:00 PM	74	0	54	18	0	1	0	0	1	0	0	0	0
6/23/2015	6:15 PM	68	0	51	15	0	2	0	0	0	0	0	0	0
6/23/2015	6:30 PM	84	0	59	24	0	0	0	0	0	0	0	1	0
6/23/2015	6:45 PM	76	0	60	12	1	3	0	0	0	0	0	0	0
6/23/2015	7:00 PM	64	0	48	15	0	1	0	0	0	0	0	0	0
6/23/2015	7:15 PM	68	0	56	10	0	2	0	0	0	0	0	0	0
6/23/2015	7:30 PM	56	0	42	12	0	1	0	0	1	0	0	0	0
6/23/2015	7:45 PM	52	0	39	11	0	2	0	0	0	0	0	0	0
6/23/2015	8:00 PM	49	0	37	10	0	2	0	0	0	0	0	0	0
6/23/2015	8:15 PM	64	0	43	20	0	1	0	0	0	0	0	0	0
6/23/2015	8:30 PM	53	0	36	16	0	1	0	0	0	0	0	0	0
6/23/2015	8:45 PM	50	0	38	12	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	51	0	41	9	0	1	0	0	0	0	0	0	0
6/23/2015	9:15 PM	45	0	33	12	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	58	0	41	14	0	3	0	0	0	0	0	0	0
6/23/2015	9:45 PM	46	0	36	9	0	1	0	0	0	0	0	0	0
6/23/2015	10:00 PM	43	0	37	6	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	32	0	27	4	0	0	0	0	1	0	0	0	0
6/23/2015	10:30 PM	29	0	25	3	0	0	0	0	0	1	0	0	0
6/23/2015	10:45 PM	32	0	28	4	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	24	0	16	6	0	2	0	0	0	0	0	0	0
6/23/2015	11:15 PM	19	0	15	4	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	19	0	11	6	0	1	0	0	0	1	0	0	0
6/23/2015	11:45 PM	17	0	9	7	0	0	0	0	1	0	0	0	0
6/24/2015	12:00 AM	15	0	11	4	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	20	0	17	2	0	1	0	0	0	0	0	0	0
6/24/2015	12:30 AM	10	0	7	3	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	6	0	4	0	0	0	1	0	0	1	0	0	0
6/24/2015	1:00 AM	12	0	11	1	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	10	0	8	1	0	0	1	0	0	0	0	0	0
6/24/2015	1:30 AM	8	0	6	2	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	5	0	5	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	4	0	3	0	0	0	0	0	1	0	0	0	0
6/24/2015	5:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	13	0	6	4	1	1	0	0	0	1	0	0	0
6/24/2015	6:00 AM	9	0	5	2	0	1	0	0	1	0	0	0	0
6/24/2015	6:15 AM	14	0	10	4	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	16	0	9	4	2	1	0	0	0	0	0	0	0
6/24/2015	6:45 AM	29	0	17	9	2	1	0	0	0	0	0	0	0
6/24/2015	7:00 AM	20	0	12	3	2	2	0	0	1	0	0	0	0
6/24/2015	7:15 AM	24	0	11	10	0	2	0	0	1	0	0	0	0
6/24/2015	7:30 AM	32	0	22	9	0	1	0	0	0	0	0	0	0
6/24/2015	7:45 AM	45	0	28	14	0	2	0	0	1	0	0	0	0
6/24/2015	8:00 AM	41	0	36	2	0	2	0	0	1	0	0	0	0
6/24/2015	8:15 AM	53	0	34	15	0	2	1	0	1	0	0	0	0
6/24/2015	8:30 AM	36	0	24	9	0	2	0	0	0	1	0	0	0
6/24/2015	8:45 AM	34	0	21	11	0	1	0	0	1	0	0	0	0
6/24/2015	9:00 AM	36	0	21	13	0	2	0	0	0	0	0	0	0
6/24/2015	9:15 AM	33	0	22	9	1	1	0	0	0	0	0	0	0
6/24/2015	9:30 AM	32	0	19	12	0	0	1	0	0	0	0	0	0
6/24/2015	9:45 AM	43	0	26	12	0	3	1	0	1	0	0	0	0
6/24/2015	10:00 AM	49	0	29	15	0	4	1	0	0	0	0	0	0
6/24/2015	10:15 AM	40	0	22	13	0	4	1	0	0	0	0	0	0
6/24/2015	10:30 AM	55	3	27	19	0	3	0	0	3	0	0	0	0
6/24/2015	10:45 AM	53	0	32	16	0	4	0	0	1	0	0	0	0
6/24/2015	11:00 AM	50	0	39	10	0	1	0	0	0	0	0	0	0
6/24/2015	11:15 AM	61	0	38	17	1	4	0	0	1	0	0	0	0
6/24/2015	11:30 AM	59	0	42	14	0	3	0	0	0	0	0	0	0
6/24/2015	11:45 AM	47	0	33	11	0	1	1	0	1	0	0	0	0
6/24/2015	12:00 PM	50	0	33	12	0	3	1	0	1	0	0	0	0
6/24/2015	12:15 PM	73	0	51	20	0	2	0	0	0	0	0	0	0
6/24/2015	12:30 PM	66	0	45	20	0	1	0	0	0	0	0	0	0
6/24/2015	12:45 PM	58	0	40	13	0	5	0	0	0	0	0	0	0
6/24/2015	1:00 PM	56	0	34	19	0	2	1	0	0	0	0	0	0
6/24/2015	1:15 PM	70	2	44	17	1	5	0	0	0	1	0	0	0
6/24/2015	1:30 PM	73	0	56	13	2	2	0	0	0	0	0	0	0

6/24/2015	1:45 PM	72	0	47	22	0	2	1	0	0	0	0	0	0	0
6/24/2015	2:00 PM	62	0	46	12	0	4	0	0	0	0	0	0	0	0
6/24/2015	2:15 PM	72	0	54	15	0	3	0	0	0	0	0	0	0	0
6/24/2015	2:30 PM	56	0	39	15	0	1	0	0	0	1	0	0	0	0
6/24/2015	2:45 PM	82	0	55	24	1	2	0	0	0	0	0	0	0	0
6/24/2015	3:00 PM	67	0	42	16	2	4	0	0	2	1	0	0	0	0
6/24/2015	3:15 PM	72	0	54	14	0	4	0	0	0	0	0	0	0	0
6/24/2015	3:30 PM	61	1	46	13	0	1	0	0	0	0	0	0	0	0
6/24/2015	3:45 PM	81	0	56	17	1	3	0	0	2	2	0	0	0	0
6/24/2015	4:00 PM	71	1	46	18	2	1	1	0	1	1	0	0	0	0
6/24/2015	4:15 PM	76	0	54	17	0	3	0	0	1	1	0	0	0	0
6/24/2015	4:30 PM	78	0	56	21	0	0	0	0	1	0	0	0	0	0
6/24/2015	4:45 PM	62	0	44	13	0	4	0	0	1	0	0	0	0	0
6/24/2015	5:00 PM	61	0	45	13	0	1	1	0	1	0	0	0	0	0
6/24/2015	5:15 PM	90	0	62	26	0	1	1	0	0	0	0	0	0	0
6/24/2015	5:30 PM	90	0	62	23	1	4	0	0	0	0	0	0	0	0
6/24/2015	5:45 PM	80	0	54	21	0	1	2	0	1	1	0	0	0	0
6/24/2015	6:00 PM	68	0	45	20	0	1	2	0	0	0	0	0	0	0
6/24/2015	6:15 PM	79	0	57	19	0	1	1	0	1	0	0	0	0	0
6/24/2015	6:30 PM	75	1	57	13	0	2	2	0	0	0	0	0	0	0
6/24/2015	6:45 PM	76	0	53	18	0	5	0	0	0	0	0	0	0	0
6/24/2015	7:00 PM	62	0	35	22	0	5	0	0	0	0	0	0	0	0
6/24/2015	7:15 PM	65	0	48	14	0	3	0	0	0	0	0	0	0	0
6/24/2015	7:30 PM	59	0	42	14	0	3	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	61	1	41	19	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 PM	47	0	31	13	0	3	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	50	0	41	9	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 PM	51	0	38	12	0	1	0	0	0	0	0	0	0	0
6/24/2015	8:45 PM	63	0	47	16	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	51	0	35	14	0	1	0	0	1	0	0	0	0	0
6/24/2015	9:15 PM	43	1	32	10	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	52	0	42	9	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	40	0	33	6	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	38	0	26	11	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	41	0	30	11	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	32	0	23	8	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	28	0	16	10	0	1	0	0	1	0	0	0	0	0
6/24/2015	11:00 PM	27	0	23	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	19	0	14	5	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	27	0	24	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	16	0	15	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	16	0	15	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	12	0	11	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	13	0	10	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	5	0	3	1	0	0	0	0	1	0	0	0	0	0
6/25/2015	3:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	7	0	4	0	0	1	0	0	2	0	0	0	0	0
6/25/2015	5:15 AM	7	0	6	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	5:30 AM	8	0	6	1	0	0	0	0	1	0	0	0	0	0
6/25/2015	5:45 AM	9	0	5	2	0	1	0	0	1	0	0	0	0	0
6/25/2015	6:00 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	10	0	7	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	14	0	9	2	1	1	1	0	0	0	0	0	0	0
6/25/2015	6:45 AM	23	0	17	3	1	2	0	0	0	0	0	0	0	0
6/25/2015	7:00 AM	24	0	14	3	4	2	0	0	1	0	0	0	0	0
6/25/2015	7:15 AM	29	0	15	11	1	2	0	0	0	0	0	0	0	0
6/25/2015	7:30 AM	29	0	23	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	49	0	25	20	0	3	0	0	1	0	0	0	0	0
6/25/2015	8:00 AM	44	0	28	14	0	2	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	34	0	21	8	1	2	0	0	2	0	0	0	0	0
6/25/2015	8:30 AM	31	0	20	9	0	1	0	0	1	0	0	0	0	0
6/25/2015	8:45 AM	42	0	20	20	1	1	0	0	0	0	0	0	0	0
6/25/2015	9:00 AM	37	0	27	9	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:15 AM	32	0	21	7	0	1	2	0	1	0	0	0	0	0
6/25/2015	9:30 AM	36	0	18	16	0	1	0	0	1	0	0	0	0	0
6/25/2015	9:45 AM	48	0	35	11	0	1	1	0	0	0	0	0	0	0
6/25/2015	10:00 AM	40	0	24	14	1	0	0	0	1	0	0	0	0	0

6/25/2015	10:15 AM	39	0	28	9	0	0	0	0	2	0	0	0	0	0
6/25/2015	10:30 AM	45	1	29	9	0	5	0	0	1	0	0	0	0	0
6/25/2015	10:45 AM	45	0	33	6	1	2	0	0	3	0	0	0	0	0
6/25/2015	11:00 AM	48	0	34	12	0	2	0	0	0	0	0	0	0	0
6/25/2015	11:15 AM	57	0	42	12	0	1	1	0	1	0	0	0	0	0
6/25/2015	11:30 AM	51	0	38	10	0	1	0	0	1	1	0	0	0	0
6/25/2015	11:45 AM	62	1	38	19	0	1	2	0	1	0	0	0	0	0
6/25/2015	12:00 PM	63	0	42	18	0	2	0	0	1	0	0	0	0	0
6/25/2015	12:15 PM	60	0	41	15	1	3	0	0	0	0	0	0	0	0
6/25/2015	12:30 PM	66	0	42	19	0	5	0	0	0	0	0	0	0	0
6/25/2015	12:45 PM	65	1	47	16	0	1	0	0	0	0	0	0	0	0
6/25/2015	1:00 PM	67	0	47	16	2	0	0	0	2	0	0	0	0	0
6/25/2015	1:15 PM	68	0	44	17	2	5	0	0	0	0	0	0	0	0
6/25/2015	1:30 PM	72	0	47	17	1	6	0	0	0	1	0	0	0	0
6/25/2015	1:45 PM	64	0	43	15	1	4	1	0	0	0	0	0	0	0
6/25/2015	2:00 PM	59	0	44	14	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:15 PM	62	0	45	14	0	1	0	0	2	0	0	0	0	0
6/25/2015	2:30 PM	63	0	42	18	0	0	1	0	2	0	0	0	0	0
6/25/2015	2:45 PM	66	0	46	15	1	4	0	0	0	0	0	0	0	0
6/25/2015	3:00 PM	55	0	41	13	1	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 PM	70	0	53	15	0	2	0	0	0	0	0	0	0	0
6/25/2015	3:30 PM	65	0	48	12	2	3	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	65	0	53	10	0	1	0	0	1	0	0	0	0	0
6/25/2015	4:00 PM	70	0	49	18	1	2	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	81	0	56	21	0	3	0	0	0	1	0	0	0	0
6/25/2015	4:30 PM	77	0	58	18	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:45 PM	75	0	53	19	1	1	0	0	1	0	0	0	0	0
6/25/2015	5:00 PM	67	0	50	12	0	5	0	0	0	0	0	0	0	0
6/25/2015	5:15 PM	89	0	65	22	0	2	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	96	0	68	25	0	1	0	0	2	0	0	0	0	0
6/25/2015	5:45 PM	82	0	59	17	1	5	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	89	0	62	21	0	5	0	0	0	1	0	0	0	0
6/25/2015	6:15 PM	83	0	60	20	0	3	0	0	0	0	0	0	0	0
6/25/2015	6:30 PM	79	0	59	16	0	3	0	0	0	1	0	0	0	0
6/25/2015	6:45 PM	71	0	51	19	0	1	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	63	1	49	10	0	3	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	55	1	40	12	0	1	0	0	0	0	0	1	0	0
6/25/2015	7:30 PM	62	0	51	10	0	0	0	0	0	1	0	0	0	0
6/25/2015	7:45 PM	59	0	43	15	0	1	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	42	0	32	10	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	54	0	40	12	0	2	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	46	0	30	16	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	40	0	31	9	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	50	0	34	14	0	2	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	41	0	34	7	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	54	0	44	10	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	46	0	33	13	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	32	0	29	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	42	0	31	11	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	50	0	37	12	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	29	0	24	3	0	1	0	0	1	0	0	0	0	0
6/25/2015	11:00 PM	19	0	15	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	23	0	18	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	19	0	17	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	18	0	17	1	0	0	0	0	0	0	0	0	0	0

Channel: LEFT LANE

Date	Time	Total	Motor Bike	Cars & Trai	2 Axle Long	Buses	2 Axle 6 Tir	3 Axle Sing	4 Axle Sing	<5 Axle Do	5 Axle Doul	>6 Axle Do	<6 Axle Mu	6 Axle Mult	>6 Axle Mu
6/23/2015	12:00 AM	10	0	7	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	19	0	17	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	22	0	13	8	0	0	0	0	1	0	0	0	0	0
6/23/2015	12:45 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	14	0	11	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	8	0	6	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	5	0	1	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	13	0	6	4	2	1	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	13	0	9	1	0	2	0	0	1	0	0	0	0	0

6/23/2015	6:00 AM	11	0	5	5	0	0	0	0	1	0	0	0	0	0
6/23/2015	6:15 AM	16	0	12	3	1	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	17	0	7	8	1	1	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	36	0	21	9	4	2	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	34	0	21	8	1	3	0	0	1	0	0	0	0	0
6/23/2015	7:15 AM	35	0	22	12	0	1	0	0	0	0	0	0	0	0
6/23/2015	7:30 AM	37	0	18	10	1	4	0	0	4	0	0	0	0	0
6/23/2015	7:45 AM	60	0	35	17	3	4	0	0	0	1	0	0	0	0
6/23/2015	8:00 AM	64	0	38	21	0	3	1	0	1	0	0	0	0	0
6/23/2015	8:15 AM	63	1	36	22	2	0	0	0	1	1	0	0	0	0
6/23/2015	8:30 AM	36	0	22	11	2	0	0	0	1	0	0	0	0	0
6/23/2015	8:45 AM	44	0	30	11	0	2	0	0	1	0	0	0	0	0
6/23/2015	9:00 AM	50	0	31	15	0	1	0	0	2	1	0	0	0	0
6/23/2015	9:15 AM	43	1	28	9	0	4	0	0	0	0	1	0	0	0
6/23/2015	9:30 AM	53	0	36	15	0	2	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	53	0	35	13	1	2	0	0	2	0	0	0	0	0
6/23/2015	10:00 AM	54	1	26	20	1	5	0	0	0	1	0	0	0	0
6/23/2015	10:15 AM	57	0	33	19	0	3	1	0	1	0	0	0	0	0
6/23/2015	10:30 AM	54	1	31	15	0	4	0	0	3	0	0	0	0	0
6/23/2015	10:45 AM	67	1	40	20	0	4	0	0	1	1	0	0	0	0
6/23/2015	11:00 AM	62	1	43	14	0	2	1	0	1	0	0	0	0	0
6/23/2015	11:15 AM	81	0	51	23	3	2	1	0	1	0	0	0	0	0
6/23/2015	11:30 AM	79	0	50	21	2	4	0	0	1	1	0	0	0	0
6/23/2015	11:45 AM	78	1	56	15	0	5	0	0	1	0	0	0	0	0
6/23/2015	12:00 PM	72	0	45	16	6	4	1	0	0	0	0	0	0	0
6/23/2015	12:15 PM	78	0	49	21	2	4	1	0	1	0	0	0	0	0
6/23/2015	12:30 PM	63	0	45	12	1	3	0	0	2	0	0	0	0	0
6/23/2015	12:45 PM	60	2	40	13	0	3	1	0	1	0	0	0	0	0
6/23/2015	1:00 PM	71	1	45	20	1	3	1	0	0	0	0	0	0	0
6/23/2015	1:15 PM	86	0	56	24	3	3	0	0	0	0	0	0	0	0
6/23/2015	1:30 PM	103	0	74	24	2	3	0	0	0	0	0	0	0	0
6/23/2015	1:45 PM	90	1	56	23	2	3	2	0	2	1	0	0	0	0
6/23/2015	2:00 PM	84	0	54	21	2	4	0	0	3	0	0	0	0	0
6/23/2015	2:15 PM	80	0	55	19	1	3	1	0	0	1	0	0	0	0
6/23/2015	2:30 PM	104	0	70	28	0	5	0	0	1	0	0	0	0	0
6/23/2015	2:45 PM	120	0	77	34	1	6	1	0	1	0	0	0	0	0
6/23/2015	3:00 PM	99	0	63	30	2	2	0	0	2	0	0	0	0	0
6/23/2015	3:15 PM	96	0	66	20	1	8	0	0	1	0	0	0	0	0
6/23/2015	3:30 PM	98	0	75	20	0	3	0	0	0	0	0	0	0	0
6/23/2015	3:45 PM	97	0	61	30	3	3	0	0	0	0	0	0	0	0
6/23/2015	4:00 PM	92	2	71	16	1	1	0	0	1	0	0	0	0	0
6/23/2015	4:15 PM	105	0	76	22	2	2	0	0	1	2	0	0	0	0
6/23/2015	4:30 PM	88	0	58	19	3	5	0	0	3	0	0	0	0	0
6/23/2015	4:45 PM	82	0	58	19	1	3	0	0	1	0	0	0	0	0
6/23/2015	5:00 PM	79	0	48	24	2	2	0	0	2	1	0	0	0	0
6/23/2015	5:15 PM	146	0	104	31	2	4	0	0	4	1	0	0	0	0
6/23/2015	5:30 PM	111	0	78	22	7	3	0	0	1	0	0	0	0	0
6/23/2015	5:45 PM	134	0	96	30	0	5	1	0	2	0	0	0	0	0
6/23/2015	6:00 PM	93	0	71	20	0	1	0	0	1	0	0	0	0	0
6/23/2015	6:15 PM	89	0	64	22	0	3	0	0	0	0	0	0	0	0
6/23/2015	6:30 PM	111	0	80	28	0	2	0	0	0	0	0	1	0	0
6/23/2015	6:45 PM	91	0	68	15	0	7	0	0	1	0	0	0	0	0
6/23/2015	7:00 PM	82	0	57	20	2	2	0	0	0	0	0	1	0	0
6/23/2015	7:15 PM	80	1	60	11	1	5	0	0	2	0	0	0	0	0
6/23/2015	7:30 PM	72	0	53	16	0	2	0	0	1	0	0	0	0	0
6/23/2015	7:45 PM	74	0	54	17	2	1	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	74	0	52	18	1	2	0	0	1	0	0	0	0	0
6/23/2015	8:15 PM	80	1	54	22	1	2	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	85	0	55	27	0	3	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	64	1	45	18	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	65	0	43	19	0	2	0	0	1	0	0	0	0	0
6/23/2015	9:15 PM	57	0	40	15	1	0	0	0	1	0	0	0	0	0
6/23/2015	9:30 PM	83	0	66	15	0	2	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	64	0	53	10	0	1	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	55	0	43	9	1	2	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	44	0	32	11	0	0	0	0	1	0	0	0	0	0
6/23/2015	10:30 PM	43	0	33	8	0	1	0	0	0	1	0	0	0	0
6/23/2015	10:45 PM	47	0	38	7	0	2	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	38	0	26	9	0	3	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	30	0	23	7	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	32	0	21	6	1	3	0	0	0	1	0	0	0	0
6/23/2015	11:45 PM	22	0	10	11	0	1	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	19	0	15	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	28	0	23	4	0	1	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	15	1	10	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	10	0	6	2	0	0	1	0	0	1	0	0	0	0
6/24/2015	1:00 AM	18	0	17	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	14	0	9	4	0	0	1	0	0	0	0	0	0	0
6/24/2015	1:30 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	5	1	4	0	0	0	0	0	0	0	0	0	0	0

6/24/2015	2:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	12	0	8	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	8	0	6	1	0	0	0	0	1	0	0	0	0	0
6/24/2015	5:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	14	0	9	3	0	1	0	0	0	1	0	0	0	0
6/24/2015	6:00 AM	13	0	8	5	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	17	0	12	4	1	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	23	0	11	7	2	3	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	32	0	18	10	2	1	0	0	1	0	0	0	0	0
6/24/2015	7:00 AM	33	0	21	8	2	1	0	0	1	0	0	0	0	0
6/24/2015	7:15 AM	33	0	16	13	1	2	0	0	1	0	0	0	0	0
6/24/2015	7:30 AM	49	0	28	16	1	3	0	0	1	0	0	0	0	0
6/24/2015	7:45 AM	53	0	32	18	0	2	0	0	1	0	0	0	0	0
6/24/2015	8:00 AM	45	0	35	8	0	1	0	0	1	0	0	0	0	0
6/24/2015	8:15 AM	69	0	44	22	0	2	0	0	1	0	0	0	0	0
6/24/2015	8:30 AM	47	0	29	13	0	3	0	0	0	1	1	0	0	0
6/24/2015	8:45 AM	51	0	30	18	0	2	0	0	1	0	0	0	0	0
6/24/2015	9:00 AM	40	0	23	12	0	5	0	0	0	0	0	0	0	0
6/24/2015	9:15 AM	47	0	32	13	0	2	0	0	0	0	0	0	0	0
6/24/2015	9:30 AM	41	0	25	14	1	0	1	0	0	0	0	0	0	0
6/24/2015	9:45 AM	61	0	43	14	0	3	0	0	1	0	0	0	0	0
6/24/2015	10:00 AM	62	1	36	20	0	5	0	0	0	0	0	0	0	0
6/24/2015	10:15 AM	48	1	24	17	1	5	0	0	0	0	0	0	0	0
6/24/2015	10:30 AM	60	2	31	19	1	4	0	0	2	0	0	1	0	0
6/24/2015	10:45 AM	77	0	50	21	1	1	3	0	1	0	0	0	0	0
6/24/2015	11:00 AM	60	0	42	15	0	2	1	0	0	0	0	0	0	0
6/24/2015	11:15 AM	80	0	47	26	1	2	2	0	2	0	0	0	0	0
6/24/2015	11:30 AM	71	0	51	14	0	3	2	0	1	0	0	0	0	0
6/24/2015	11:45 AM	63	0	38	18	1	4	1	0	1	0	0	0	0	0
6/24/2015	12:00 PM	65	0	42	16	0	4	2	0	1	0	0	0	0	0
6/24/2015	12:15 PM	95	1	60	26	4	3	1	0	0	0	0	0	0	0
6/24/2015	12:30 PM	91	0	58	29	2	2	0	0	0	0	0	0	0	0
6/24/2015	12:45 PM	86	0	54	23	2	6	0	0	1	0	0	0	0	0
6/24/2015	1:00 PM	80	0	48	24	1	3	1	0	2	1	0	0	0	0
6/24/2015	1:15 PM	96	2	64	24	1	3	1	0	0	0	1	0	0	0
6/24/2015	1:30 PM	91	0	61	18	4	6	2	0	0	0	0	0	0	0
6/24/2015	1:45 PM	85	0	53	24	2	4	2	0	0	0	0	0	0	0
6/24/2015	2:00 PM	89	0	66	18	1	4	0	0	0	0	0	0	0	0
6/24/2015	2:15 PM	90	0	65	17	0	5	2	0	1	0	0	0	0	0
6/24/2015	2:30 PM	74	0	47	21	2	2	0	0	1	1	0	0	0	0
6/24/2015	2:45 PM	104	1	74	20	5	2	0	0	2	0	0	0	0	0
6/24/2015	3:00 PM	82	0	47	19	6	5	2	0	3	0	0	0	0	0
6/24/2015	3:15 PM	96	0	59	21	3	10	1	0	2	0	0	0	0	0
6/24/2015	3:30 PM	73	1	51	18	0	2	0	0	1	0	0	0	0	0
6/24/2015	3:45 PM	97	0	70	17	3	2	1	0	2	2	0	0	0	0
6/24/2015	4:00 PM	97	0	65	23	2	3	1	0	1	2	0	0	0	0
6/24/2015	4:15 PM	109	1	71	24	3	5	2	0	1	2	0	0	0	0
6/24/2015	4:30 PM	103	1	65	31	0	5	0	0	1	0	0	0	0	0
6/24/2015	4:45 PM	92	0	67	18	3	2	1	0	0	1	0	0	0	0
6/24/2015	5:00 PM	85	2	55	24	0	2	1	0	1	0	0	0	0	0
6/24/2015	5:15 PM	133	0	87	39	0	3	2	0	2	0	0	0	0	0
6/24/2015	5:30 PM	131	0	84	38	3	3	2	0	1	0	0	0	0	0
6/24/2015	5:45 PM	115	1	77	31	0	0	2	0	3	1	0	0	0	0
6/24/2015	6:00 PM	92	0	64	21	1	3	2	0	1	0	0	0	0	0
6/24/2015	6:15 PM	115	0	83	22	3	5	1	0	0	1	0	0	0	0
6/24/2015	6:30 PM	103	2	76	21	0	3	1	0	0	0	0	0	0	0
6/24/2015	6:45 PM	106	1	74	25	0	6	0	0	0	0	0	0	0	0
6/24/2015	7:00 PM	83	0	57	21	0	4	1	0	0	0	0	0	0	0
6/24/2015	7:15 PM	83	0	66	14	1	2	0	0	0	0	0	0	0	0
6/24/2015	7:30 PM	91	0	67	16	3	4	1	0	0	0	0	0	0	0
6/24/2015	7:45 PM	84	0	58	24	0	1	0	0	1	0	0	0	0	0
6/24/2015	8:00 PM	75	0	52	20	1	2	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	69	0	53	13	2	1	0	0	0	0	0	0	0	0
6/24/2015	8:30 PM	78	1	57	18	0	1	0	0	1	0	0	0	0	0
6/24/2015	8:45 PM	84	0	59	23	0	2	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	74	0	48	22	0	4	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	68	3	50	12	2	1	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	74	0	56	15	1	0	0	0	2	0	0	0	0	0
6/24/2015	9:45 PM	57	0	46	11	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	50	0	34	12	0	3	0	0	0	0	0	1	0	0
6/24/2015	10:15 PM	61	1	42	18	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	41	0	33	7	0	0	0	0	0	1	0	0	0	0
6/24/2015	10:45 PM	38	0	24	10	0	2	0	0	2	0	0	0	0	0

6/24/2015	11:00 PM	39	0	27	10	0	2	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	37	0	33	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	30	0	23	5	2	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	14	1	11	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	22	0	19	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	17	0	14	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	18	0	12	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	7	0	6	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	8	0	6	1	0	0	0	0	1	0	0	0	0	0
6/25/2015	3:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	6	0	2	3	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	11	0	7	1	0	2	0	0	1	0	0	0	0	0
6/25/2015	5:15 AM	9	0	6	2	0	0	0	0	1	0	0	0	0	0
6/25/2015	5:30 AM	7	0	4	2	0	0	0	0	1	0	0	0	0	0
6/25/2015	5:45 AM	9	0	6	1	0	1	0	0	0	1	0	0	0	0
6/25/2015	6:00 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	14	0	11	2	1	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	21	0	14	4	1	2	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	37	0	25	5	3	3	0	0	1	0	0	0	0	0
6/25/2015	7:00 AM	32	1	17	8	2	2	0	0	2	0	0	0	0	0
6/25/2015	7:15 AM	36	0	24	10	1	1	0	0	0	0	0	0	0	0
6/25/2015	7:30 AM	33	0	26	6	0	1	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	63	0	34	25	1	2	0	0	1	0	0	0	0	0
6/25/2015	8:00 AM	64	0	44	17	0	2	0	0	1	0	0	0	0	0
6/25/2015	8:15 AM	50	0	33	11	0	1	0	0	4	1	0	0	0	0
6/25/2015	8:30 AM	48	0	28	16	0	2	0	0	2	0	0	0	0	0
6/25/2015	8:45 AM	56	0	30	21	1	1	0	0	2	1	0	0	0	0
6/25/2015	9:00 AM	49	0	32	11	1	5	0	0	0	0	0	0	0	0
6/25/2015	9:15 AM	41	0	25	11	1	2	1	0	0	1	0	0	0	0
6/25/2015	9:30 AM	43	0	23	15	0	5	0	0	0	0	0	0	0	0
6/25/2015	9:45 AM	54	0	38	15	0	0	1	0	0	0	0	0	0	0
6/25/2015	10:00 AM	46	0	25	15	2	3	0	0	0	1	0	0	0	0
6/25/2015	10:15 AM	50	0	30	17	0	1	0	0	2	0	0	0	0	0
6/25/2015	10:30 AM	65	1	39	20	0	4	0	0	1	0	0	0	0	0
6/25/2015	10:45 AM	63	0	42	14	0	3	0	0	3	1	0	0	0	0
6/25/2015	11:00 AM	67	0	46	16	1	4	0	0	0	0	0	0	0	0
6/25/2015	11:15 AM	71	0	49	17	0	2	1	0	2	0	0	0	0	0
6/25/2015	11:30 AM	69	0	47	17	1	3	0	0	0	0	1	0	0	0
6/25/2015	11:45 AM	77	0	47	22	4	2	1	0	1	0	0	0	0	0
6/25/2015	12:00 PM	79	1	47	21	3	5	1	0	1	0	0	0	0	0
6/25/2015	12:15 PM	73	1	48	20	1	1	0	0	2	0	0	0	0	0
6/25/2015	12:30 PM	88	0	60	24	1	3	0	0	0	0	0	0	0	0
6/25/2015	12:45 PM	82	0	53	24	2	3	0	0	0	0	0	0	0	0
6/25/2015	1:00 PM	88	0	60	21	2	3	0	0	2	0	0	0	0	0
6/25/2015	1:15 PM	86	0	55	20	5	4	1	0	1	0	0	0	0	0
6/25/2015	1:30 PM	87	0	56	21	3	5	1	0	1	0	0	0	0	0
6/25/2015	1:45 PM	73	0	49	15	1	3	1	0	4	0	0	0	0	0
6/25/2015	2:00 PM	77	0	48	24	1	3	0	0	1	0	0	0	0	0
6/25/2015	2:15 PM	88	1	54	20	6	3	0	0	4	0	0	0	0	0
6/25/2015	2:30 PM	71	1	48	19	1	0	1	0	1	0	0	0	0	0
6/25/2015	2:45 PM	92	0	59	20	4	8	0	0	1	0	0	0	0	0
6/25/2015	3:00 PM	83	1	55	22	3	1	0	0	0	1	0	0	0	0
6/25/2015	3:15 PM	97	0	65	25	0	5	0	0	2	0	0	0	0	0
6/25/2015	3:30 PM	99	0	73	19	2	5	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	116	1	85	22	2	4	0	0	2	0	0	0	0	0
6/25/2015	4:00 PM	108	0	75	26	4	3	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	127	0	83	35	0	6	0	0	3	0	0	0	0	0
6/25/2015	4:30 PM	114	0	80	29	1	3	0	0	1	0	0	0	0	0
6/25/2015	4:45 PM	108	1	74	26	1	4	0	0	1	1	0	0	0	0
6/25/2015	5:00 PM	104	0	71	22	2	8	0	0	1	0	0	0	0	0
6/25/2015	5:15 PM	133	1	87	34	4	6	0	0	1	0	0	0	0	0
6/25/2015	5:30 PM	133	0	94	32	2	2	0	0	2	0	0	1	0	0
6/25/2015	5:45 PM	125	0	94	25	2	2	0	0	1	1	0	0	0	0
6/25/2015	6:00 PM	111	0	78	27	2	4	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	124	1	86	24	3	6	0	0	4	0	0	0	0	0
6/25/2015	6:30 PM	118	0	88	22	2	4	0	0	1	0	0	1	0	0
6/25/2015	6:45 PM	98	0	68	26	1	3	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	91	1	72	13	0	4	0	0	1	0	0	0	0	0
6/25/2015	7:15 PM	80	0	62	12	1	3	0	0	1	0	0	1	0	0

6/25/2015	7:30 PM	80	0	63	14	0	2	0	0	1	0	0	0	0	0
6/25/2015	7:45 PM	80	0	54	21	1	2	0	0	2	0	0	0	0	0
6/25/2015	8:00 PM	74	0	52	16	1	5	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	74	0	53	19	0	1	0	0	1	0	0	0	0	0
6/25/2015	8:30 PM	67	1	43	20	0	1	0	0	2	0	0	0	0	0
6/25/2015	8:45 PM	58	0	48	7	1	1	0	0	0	1	0	0	0	0
6/25/2015	9:00 PM	81	0	57	19	2	3	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	64	0	51	9	3	1	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	73	0	59	12	0	2	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	54	0	40	12	0	2	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	53	0	41	10	0	2	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	66	0	49	16	0	0	0	0	0	0	0	1	0	0
6/25/2015	10:30 PM	66	0	48	16	1	1	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	50	1	40	4	0	2	0	0	3	0	0	0	0	0
6/25/2015	11:00 PM	29	1	23	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	31	0	26	4	0	1	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	29	0	26	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	29	0	25	4	0	0	0	0	0	0	0	0	0	0

Data File: '6-29-15-3100.rdf'
Site Code: '0064A-3100'
Start Date: 6/22/2015
Start Time: 12:00:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'FM 88 SB S. OF MILE 12 RD'
'Direction': 'FM 88 SB'
'Weather': 'GOOD'

Channel: RIGHT LANE

Bad data highlighted in red.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	13	0	12	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	21	0	13	6	0	0	0	0	1	1	0	0	0	0
6/23/2015	5:45 AM	26	1	16	3	0	0	0	0	1	5	0	0	0	0
6/23/2015	6:00 AM	18	0	14	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	33	0	21	9	0	0	1	0	1	1	0	0	0	0
6/23/2015	6:30 AM	41	0	26	10	2	1	0	0	1	1	0	0	0	0
6/23/2015	6:45 AM	56	0	41	13	1	1	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	44	0	32	8	1	2	1	0	0	0	0	0	0	0
6/23/2015	7:15 AM	77	0	60	12	0	3	0	0	0	2	0	0	0	0
6/23/2015	7:30 AM	81	0	56	19	4	2	0	0	0	0	0	0	0	0
6/23/2015	7:45 AM	117	0	89	24	1	0	0	0	1	2	0	0	0	0
6/23/2015	8:00 AM	79	0	56	17	0	4	1	0	0	1	0	0	0	0
6/23/2015	8:15 AM	80	0	57	20	0	1	0	0	0	2	0	0	0	0
6/23/2015	8:30 AM	66	0	48	14	1	3	0	0	0	0	0	0	0	0
6/23/2015	8:45 AM	69	1	51	16	0	1	0	0	0	0	0	0	0	0
6/23/2015	9:00 AM	51	0	34	14	0	1	1	0	0	0	1	0	0	0
6/23/2015	9:15 AM	51	0	40	9	0	1	0	0	0	0	1	0	0	0
6/23/2015	9:30 AM	70	0	50	16	0	4	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	60	0	46	13	0	0	0	0	0	1	0	0	0	0
6/23/2015	10:00 AM	54	1	28	22	0	3	0	0	0	0	0	0	0	0
6/23/2015	10:15 AM	47	1	32	13	0	1	0	0	0	0	0	0	0	0
6/23/2015	10:30 AM	51	0	40	9	1	0	0	0	0	1	0	0	0	0
6/23/2015	10:45 AM	45	0	28	13	0	3	0	0	0	1	0	0	0	0
6/23/2015	11:00 AM	63	0	31	26	0	4	0	0	0	2	0	0	0	0
6/23/2015	11:15 AM	61	0	48	12	0	1	0	0	0	0	0	0	0	0
6/23/2015	11:30 AM	56	0	39	14	1	2	0	0	0	0	0	0	0	0
6/23/2015	11:45 AM	65	0	48	13	0	2	2	0	0	0	0	0	0	0
6/23/2015	12:00 PM	57	0	38	15	0	3	1	0	0	0	0	0	0	0
6/23/2015	12:15 PM	64	0	51	10	0	1	2	0	0	0	0	0	0	0
6/23/2015	12:30 PM	69	0	53	14	0	0	1	0	1	0	0	0	0	0
6/23/2015	12:45 PM	65	0	49	14	0	1	0	0	0	1	0	0	0	0
6/23/2015	1:00 PM	71	0	47	17	1	5	0	0	1	0	0	0	0	0
6/23/2015	1:15 PM	55	0	41	11	1	0	0	0	1	1	0	0	0	0
6/23/2015	1:30 PM	54	0	37	13	1	3	0	0	0	0	0	0	0	0
6/23/2015	1:45 PM	69	0	52	11	1	4	0	0	1	0	0	0	0	0
6/23/2015	2:00 PM	64	0	40	19	2	2	0	0	1	0	0	0	0	0
6/23/2015	2:15 PM	39	0	24	10	0	3	1	0	0	0	0	1	0	0
6/23/2015	2:30 PM	74	0	50	19	1	2	1	0	0	1	0	0	0	0
6/23/2015	2:45 PM	57	0	36	20	0	1	0	0	0	0	0	0	0	0
6/23/2015	3:00 PM	55	0	40	12	0	2	0	0	1	0	0	0	0	0
6/23/2015	3:15 PM	58	0	39	17	0	1	0	0	0	1	0	0	0	0
6/23/2015	3:30 PM	52	0	38	14	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 PM	64	0	51	11	0	1	0	0	0	1	0	0	0	0
6/23/2015	4:00 PM	60	0	42	14	0	3	0	0	1	0	0	0	0	0
6/23/2015	4:15 PM	56	0	42	11	1	2	0	0	0	0	0	0	0	0
6/23/2015	4:30 PM	54	0	36	12	0	3	1	0	2	0	0	0	0	0
6/23/2015	4:45 PM	54	0	41	8	0	4	0	0	1	0	0	0	0	0
6/23/2015	5:00 PM	65	0	45	18	0	1	0	0	0	1	0	0	0	0
6/23/2015	5:15 PM	69	0	50	13	0	4	1	0	0	1	0	0	0	0

6/23/2015	5:30 PM	71	0	51	18	0	0	0	0	2	0	0	0	0	0
6/23/2015	5:45 PM	64	0	48	11	0	4	0	0	0	1	0	0	0	0
6/23/2015	6:00 PM	60	0	47	9	0	4	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	57	0	43	14	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 PM	58	0	39	18	0	1	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	47	0	36	11	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	46	0	30	14	1	0	0	0	1	0	0	0	0	0
6/23/2015	7:15 PM	41	0	26	14	0	1	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	53	0	42	10	0	0	0	0	1	0	0	0	0	0
6/23/2015	7:45 PM	49	0	36	11	0	2	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	45	0	30	13	0	2	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	50	0	40	10	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	44	0	33	9	0	2	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	48	0	38	9	0	1	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	35	0	25	10	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	32	0	25	7	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	36	0	29	5	0	1	0	0	1	0	0	0	0	0
6/23/2015	9:45 PM	34	0	29	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	27	0	23	2	0	2	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	23	0	17	6	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	17	0	15	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	16	0	15	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	10	0	7	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	16	0	10	6	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	16	0	13	2	0	0	0	0	0	1	0	0	0	0
6/23/2015	11:45 PM	12	0	9	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	5	0	4	0	0	0	0	0	0	1	0	0	0	0
6/24/2015	1:00 AM	3	0	2	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	1:15 AM	4	0	1	2	1	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	9	0	4	3	1	1	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	7	0	4	2	0	0	0	0	1	0	0	0	0	0
6/24/2015	4:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	6	0	2	2	0	1	0	0	0	1	0	0	0	0
6/24/2015	4:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	14	0	10	2	0	0	0	0	0	2	0	0	0	0
6/24/2015	5:15 AM	10	0	6	3	0	0	0	0	1	0	0	0	0	0
6/24/2015	5:30 AM	20	0	16	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	21	1	16	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	21	0	15	6	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	34	0	26	7	0	0	0	0	0	1	0	0	0	0
6/24/2015	6:30 AM	34	0	21	10	2	0	0	0	0	1	0	0	0	0
6/24/2015	6:45 AM	61	0	40	18	1	1	0	0	1	0	0	0	0	0
6/24/2015	7:00 AM	48	0	35	5	1	3	1	0	3	0	0	0	0	0
6/24/2015	7:15 AM	78	0	52	19	1	6	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	94	0	74	16	1	1	0	0	2	0	0	0	0	0
6/24/2015	7:45 AM	117	0	84	28	3	1	1	0	0	0	0	0	0	0
6/24/2015	8:00 AM	78	0	57	21	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	79	0	50	29	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 AM	80	0	55	19	1	4	0	0	0	1	0	0	0	0
6/24/2015	8:45 AM	48	0	41	6	0	0	0	0	1	0	0	0	0	0
6/24/2015	9:00 AM	60	0	36	20	0	1	0	0	0	3	0	0	0	0
6/24/2015	9:15 AM	49	0	32	13	0	3	1	0	0	0	0	0	0	0
6/24/2015	9:30 AM	67	0	42	18	0	5	1	0	0	1	0	0	0	0
6/24/2015	9:45 AM	52	0	39	11	0	2	0	0	0	0	0	0	0	0
6/24/2015	10:00 AM	57	0	39	15	0	1	1	0	1	0	0	0	0	0
6/24/2015	10:15 AM	58	0	48	9	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:30 AM	52	0	35	13	0	1	2	0	0	1	0	0	0	0
6/24/2015	10:45 AM	51	0	34	14	0	1	2	0	0	0	0	0	0	0
6/24/2015	11:00 AM	50	0	38	10	0	1	1	0	0	0	0	0	0	0
6/24/2015	11:15 AM	50	0	31	13	0	3	3	0	0	0	0	0	0	0
6/24/2015	11:30 AM	59	2	39	16	0	0	1	0	1	0	0	0	0	0
6/24/2015	11:45 AM	55	0	38	12	0	1	2	0	0	2	0	0	0	0
6/24/2015	12:00 PM	52	1	31	16	0	1	1	0	2	0	0	0	0	0
6/24/2015	12:15 PM	59	0	42	13	0	2	1	0	1	0	0	0	0	0
6/24/2015	12:30 PM	63	0	48	14	0	1	0	0	0	0	0	0	0	0
6/24/2015	12:45 PM	66	0	53	10	0	3	0	0	0	0	0	0	0	0
6/24/2015	1:00 PM	60	0	41	12	1	6	0	0	0	0	0	0	0	0
6/24/2015	1:15 PM	57	0	38	17	0	0	2	0	0	0	0	0	0	0
6/24/2015	1:30 PM	72	0	55	14	0	0	3	0	0	0	0	0	0	0
6/24/2015	1:45 PM	58	1	37	14	1	1	3	0	0	0	0	0	0	1
6/24/2015	2:00 PM	20	0	15	4	0	0	1	0	0	0	0	0	0	0

6/24/2015	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

6/25/2015	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 AM	35	0	27	2	0	4	2	0	0	0	0	0	0	0
6/25/2015	12:00 PM	57	1	37	16	0	3	0	0	0	0	0	0	0	0
6/25/2015	12:15 PM	65	0	44	17	0	1	2	0	1	0	0	0	0	0
6/25/2015	12:30 PM	60	0	50	10	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 PM	66	0	51	12	0	2	0	0	1	0	0	0	0	0
6/25/2015	1:00 PM	62	0	49	10	1	2	0	0	0	0	0	0	0	0
6/25/2015	1:15 PM	65	0	48	13	0	4	0	0	0	0	0	0	0	0
6/25/2015	1:30 PM	59	0	42	15	0	2	0	0	0	0	0	0	0	0
6/25/2015	1:45 PM	67	0	48	15	3	0	1	0	0	0	0	0	0	0
6/25/2015	2:00 PM	57	1	36	16	2	1	0	0	1	0	0	0	0	0
6/25/2015	2:15 PM	58	0	45	10	1	0	1	0	0	1	0	0	0	0
6/25/2015	2:30 PM	52	0	37	14	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	73	1	60	11	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:00 PM	58	0	49	8	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:15 PM	54	0	35	17	0	1	0	0	0	1	0	0	0	0
6/25/2015	3:30 PM	54	0	36	14	1	2	0	0	0	1	0	0	0	0
6/25/2015	3:45 PM	58	0	36	19	0	3	0	0	0	0	0	0	0	0
6/25/2015	4:00 PM	58	1	44	12	1	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	64	0	45	18	0	0	1	0	0	0	0	0	0	0
6/25/2015	4:30 PM	50	0	40	9	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:45 PM	67	0	50	15	0	0	0	0	1	1	0	0	0	0
6/25/2015	5:00 PM	53	0	36	13	1	1	0	0	2	0	0	0	0	0
6/25/2015	5:15 PM	68	0	48	15	0	5	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	74	0	56	16	0	1	1	0	0	0	0	0	0	0
6/25/2015	5:45 PM	65	0	50	14	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	59	1	41	15	0	2	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	73	1	51	16	0	3	0	0	1	1	0	0	0	0
6/25/2015	6:30 PM	58	0	44	11	0	2	0	0	0	1	0	0	0	0
6/25/2015	6:45 PM	54	0	44	8	0	1	0	0	0	1	0	0	0	0
6/25/2015	7:00 PM	47	0	36	11	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	51	0	40	10	0	1	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	44	0	34	9	0	1	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	42	0	33	7	0	1	0	0	1	0	0	0	0	0
6/25/2015	8:00 PM	50	0	37	13	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	48	0	35	10	0	2	0	0	1	0	0	0	0	0
6/25/2015	8:30 PM	38	0	28	10	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	59	0	43	14	0	2	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	40	0	30	10	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	40	0	31	9	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	56	0	47	9	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	41	0	32	7	0	2	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	26	0	18	8	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	26	0	21	4	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	19	0	15	3	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	16	0	15	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	18	0	12	5	0	1	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	22	0	20	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	12	0	10	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	13	0	11	2	0	0	0	0	0	0	0	0	0	0
6/26/2015	12:00 AM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
6/26/2015	12:15 AM	9	0	6	2	0	1	0	0	0	0	0	0	0	0
6/26/2015	12:30 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
6/26/2015	12:45 AM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
6/26/2015	1:00 AM	10	0	7	3	0	0	0	0	0	0	0	0	0	0
6/26/2015	1:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/26/2015	1:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/26/2015	1:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/26/2015	2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/26/2015	2:15 AM	3	0	1	1	0	0	0	0	0	1	0	0	0	0
6/26/2015	2:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/26/2015	2:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/26/2015	3:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/26/2015	3:15 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/26/2015	3:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/26/2015	3:45 AM	9	0	5	4	0	0	0	0	0	0	0	0	0	0
6/26/2015	4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/26/2015	4:15 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
6/26/2015	4:30 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/26/2015	4:45 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/26/2015	5:00 AM	7	0	4	2	0	0	0	0	1	0	0	0	0	0
6/26/2015	5:15 AM	16	0	11	3	0	0	0	0	2	0	0	0	0	0
6/26/2015	5:30 AM	21	0	16	4	1	0	0	0	0	0	0	0	0	0
6/26/2015	5:45 AM	22	0	16	4	1	1	0	0	0	0	0	0	0	0
6/26/2015	6:00 AM	16	0	10	6	0	0	0	0	0	0	0	0	0	0
6/26/2015	6:15 AM	27	0	14	13	0	0	0	0	0	0	0	0	0	0
6/26/2015	6:30 AM	36	1	22	10	0	2	0	0	0	1	0	0	0	0
6/26/2015	6:45 AM	47	0	32	14	1	0	0	0	0	0	0	0	0	0
6/26/2015	7:00 AM	55	0	34	14	1	5	0	0	1	0	0	0	0	0
6/26/2015	7:15 AM	57	0	47	7	0	2	0	0	1	0	0	0	0	0
6/26/2015	7:30 AM	104	0	80	22	0	2	0	0	0	0	0	0	0	0

6/26/2015	7:45 AM	91	0	68	22	0	1	0	0	0	0	0	0	0	0
6/26/2015	8:00 AM	75	1	51	21	2	0	0	0	0	0	0	0	0	0
6/26/2015	8:15 AM	78	0	55	21	0	2	0	0	0	0	0	0	0	0
6/26/2015	8:30 AM	65	0	45	16	0	3	0	0	1	0	0	0	0	0
6/26/2015	8:45 AM	64	0	40	19	0	3	0	0	1	1	0	0	0	0
6/26/2015	9:00 AM	48	0	33	10	0	5	0	0	0	0	0	0	0	0
6/26/2015	9:15 AM	65	0	41	17	0	6	1	0	0	0	0	0	0	0
6/26/2015	9:30 AM	58	0	42	10	0	3	0	0	1	2	0	0	0	0
6/26/2015	9:45 AM	47	0	39	7	0	1	0	0	0	0	0	0	0	0

Channel: LEFT LANE

Date	Time	Total	Motor Bike	Cars & Trai	2 Axle Long	Buses	2 Axle 6 Tir	3 Axle Sing	4 Axle Sing	<5 Axle Do	5 Axle Dou	>6 Axle Do	<6 Axle Mu	6 Axle Mult	>6 Axle Mu
6/23/2015	12:00 AM	4	0	1	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	6	0	4	1	0	0	0	0	0	1	0	0	0	0
6/23/2015	12:30 AM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	7	1	5	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	6	0	2	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	14	0	13	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	12	0	10	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	14	0	11	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	34	0	19	12	0	1	0	0	2	0	0	0	0	0
6/23/2015	5:45 AM	42	1	28	7	1	0	0	0	5	0	0	0	0	0
6/23/2015	6:00 AM	27	0	16	11	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	45	0	26	14	0	2	1	0	1	1	0	0	0	0
6/23/2015	6:30 AM	62	0	36	19	3	3	0	0	1	0	0	0	0	0
6/23/2015	6:45 AM	79	0	62	14	2	1	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	65	1	42	19	0	2	0	0	1	0	0	0	0	0
6/23/2015	7:15 AM	111	0	85	14	2	9	0	0	1	0	0	0	0	0
6/23/2015	7:30 AM	137	0	92	33	6	5	0	0	1	0	0	0	0	0
6/23/2015	7:45 AM	193	2	131	40	6	7	0	0	6	1	0	0	0	0
6/23/2015	8:00 AM	122	1	82	30	0	4	1	0	2	2	0	0	0	0
6/23/2015	8:15 AM	107	0	72	29	2	1	0	0	2	1	0	0	0	0
6/23/2015	8:30 AM	95	0	61	28	2	3	1	0	0	0	0	0	0	0
6/23/2015	8:45 AM	96	0	73	18	2	2	0	0	0	1	0	0	0	0
6/23/2015	9:00 AM	69	0	41	20	0	6	0	0	1	1	0	0	0	0
6/23/2015	9:15 AM	71	0	52	12	2	2	0	1	1	1	0	0	0	0
6/23/2015	9:30 AM	108	1	69	28	0	7	0	0	3	0	0	0	0	0
6/23/2015	9:45 AM	79	0	56	20	0	1	1	0	1	0	0	0	0	0
6/23/2015	10:00 AM	80	0	50	21	2	5	1	0	1	0	0	0	0	0
6/23/2015	10:15 AM	70	0	48	14	0	7	0	0	1	0	0	0	0	0
6/23/2015	10:30 AM	75	0	52	16	2	5	0	0	0	0	0	0	0	0
6/23/2015	10:45 AM	69	2	37	23	0	5	0	0	2	0	0	0	0	0
6/23/2015	11:00 AM	91	0	54	28	0	5	0	0	1	3	0	0	0	0
6/23/2015	11:15 AM	85	0	59	21	1	4	0	0	0	0	0	0	0	0
6/23/2015	11:30 AM	76	0	54	16	1	5	0	0	0	0	0	0	0	0
6/23/2015	11:45 AM	93	1	64	22	1	4	1	0	0	0	0	0	0	0
6/23/2015	12:00 PM	83	1	52	22	1	5	1	0	0	1	0	0	0	0
6/23/2015	12:15 PM	88	1	60	19	0	5	3	0	0	0	0	0	0	0
6/23/2015	12:30 PM	87	2	67	15	1	2	0	0	0	0	0	0	0	0
6/23/2015	12:45 PM	98	2	63	28	1	3	0	0	1	0	0	0	0	0
6/23/2015	1:00 PM	104	0	70	25	3	4	0	0	2	0	0	0	0	0
6/23/2015	1:15 PM	91	0	59	21	3	4	0	0	4	0	0	0	0	0
6/23/2015	1:30 PM	62	0	37	18	2	4	0	0	0	1	0	0	0	0
6/23/2015	1:45 PM	97	0	61	28	5	2	0	0	1	0	0	0	0	0
6/23/2015	2:00 PM	83	0	53	21	2	3	0	0	3	1	0	0	0	0
6/23/2015	2:15 PM	90	0	61	21	2	5	0	0	0	0	0	1	0	0
6/23/2015	2:30 PM	103	0	69	27	2	4	0	0	1	0	0	0	0	0
6/23/2015	2:45 PM	93	1	61	29	0	2	0	0	0	0	0	0	0	0
6/23/2015	3:00 PM	88	0	60	19	1	6	0	0	2	0	0	0	0	0
6/23/2015	3:15 PM	75	1	51	18	1	2	0	0	2	0	0	0	0	0
6/23/2015	3:30 PM	80	0	59	17	1	0	1	0	1	1	0	0	0	0
6/23/2015	3:45 PM	79	0	64	14	1	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 PM	86	0	54	28	1	0	0	0	2	0	0	1	0	0
6/23/2015	4:15 PM	90	0	66	22	0	2	0	0	0	0	0	0	0	0
6/23/2015	4:30 PM	83	0	60	18	0	3	0	0	2	0	0	0	0	0
6/23/2015	4:45 PM	92	0	66	17	0	7	0	0	2	0	0	0	0	0
6/23/2015	5:00 PM	97	0	65	23	3	4	0	0	1	1	0	0	0	0
6/23/2015	5:15 PM	112	0	73	33	0	5	0	0	1	0	0	0	0	0
6/23/2015	5:30 PM	119	1	85	29	1	1	0	0	2	0	0	0	0	0

6/23/2015	5:45 PM	97	0	66	22	1	6	1	0	1	0	0	0	0	0
6/23/2015	6:00 PM	85	0	58	18	1	6	0	0	1	0	0	1	0	0
6/23/2015	6:15 PM	42	2	30	9	0	0	0	0	1	0	0	0	0	0
6/23/2015	6:30 PM	39	1	26	9	2	1	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	29	0	21	8	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	37	1	20	12	2	1	0	0	1	0	0	0	0	0
6/23/2015	7:15 PM	31	4	18	8	0	1	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	33	3	24	3	0	1	0	0	2	0	0	0	0	0
6/23/2015	7:45 PM	32	3	22	5	1	1	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	24	4	12	5	0	3	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	31	2	21	5	2	1	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	23	1	18	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	31	1	21	8	0	1	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	50	1	11	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	45	1	15	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	49	1	12	3	1	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	39	1	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	36	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	37	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	23	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	23	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	20	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	10	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	18	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	16	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	2	0	0	0	1	0	0	1	0	0	0	0	0	0
6/24/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 AM	34	0	27	6	0	1	0	0	0	0	0	0	0	0
6/24/2015	11:45 AM	70	0	44	21	0	2	1	0	1	1	0	0	0	0
6/24/2015	12:00 PM	69	1	39	24	2	2	0	0	1	0	0	0	0	0
6/24/2015	12:15 PM	75	0	48	19	0	6	0	0	2	0	0	0	0	0
6/24/2015	12:30 PM	78	0	53	21	0	3	1	0	0	0	0	0	0	0
6/24/2015	12:45 PM	100	1	69	26	0	4	0	0	0	0	0	0	0	0
6/24/2015	1:00 PM	83	0	58	18	2	5	0	0	0	0	0	0	0	0
6/24/2015	1:15 PM	82	0	55	22	0	3	1	0	1	0	0	0	0	0
6/24/2015	1:30 PM	97	0	63	21	3	8	2	0	0	0	0	0	0	0
6/24/2015	1:45 PM	91	1	58	22	2	3	2	0	3	0	0	0	0	0
6/24/2015	2:00 PM	86	0	57	24	1	3	1	0	0	0	0	0	0	0
6/24/2015	2:15 PM	90	0	66	14	2	4	2	0	0	1	1	0	0	0

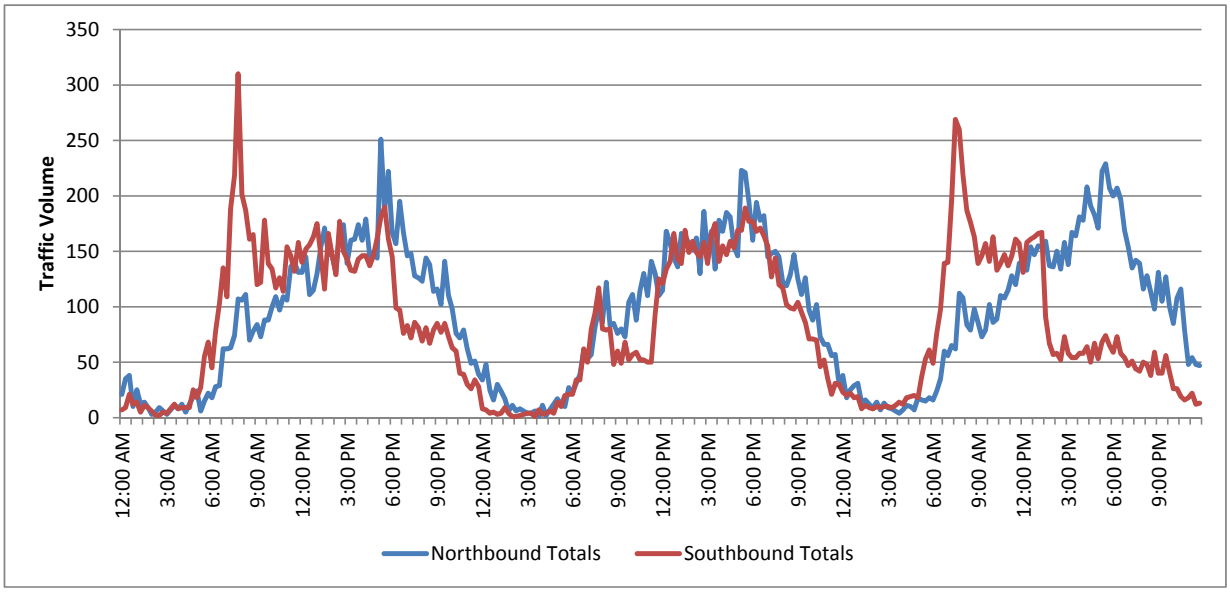
6/24/2015	2:30 PM	88	0	67	17	2	2	0	0	0	0	0	0	0	0
6/24/2015	2:45 PM	101	1	72	22	0	3	0	0	1	2	0	0	0	0
6/24/2015	3:00 PM	77	0	53	18	1	5	0	0	0	0	0	0	0	0
6/24/2015	3:15 PM	100	0	67	27	0	5	1	0	0	0	0	0	0	0
6/24/2015	3:30 PM	112	0	72	31	1	6	1	0	0	1	0	0	0	0
6/24/2015	3:45 PM	77	0	53	14	2	7	0	0	0	1	0	0	0	0
6/24/2015	4:00 PM	101	0	61	33	2	3	1	0	1	0	0	0	0	0
6/24/2015	4:15 PM	80	0	58	17	1	3	0	0	1	0	0	0	0	0
6/24/2015	4:30 PM	98	1	72	18	2	3	2	0	0	0	0	0	0	0
6/24/2015	4:45 PM	94	0	69	21	2	1	0	0	0	1	0	0	0	0
6/24/2015	5:00 PM	113	0	73	28	2	7	0	0	3	0	0	0	0	0
6/24/2015	5:15 PM	115	0	80	25	1	6	0	0	3	0	0	0	0	0
6/24/2015	5:30 PM	111	0	74	26	2	5	1	0	3	0	0	0	0	0
6/24/2015	5:45 PM	111	2	76	21	2	6	2	0	2	0	0	0	0	0
6/24/2015	6:00 PM	106	0	75	26	0	4	1	0	0	0	0	0	0	0
6/24/2015	6:15 PM	95	1	60	23	0	6	2	0	2	1	0	0	0	0
6/24/2015	6:30 PM	100	0	70	23	0	7	0	0	0	0	0	0	0	0
6/24/2015	6:45 PM	108	0	75	29	0	2	1	0	1	0	0	0	0	0
6/24/2015	7:00 PM	108	0	88	15	0	5	0	0	0	0	0	0	0	0
6/24/2015	7:15 PM	75	0	53	18	1	3	0	0	0	0	0	0	0	0
6/24/2015	7:30 PM	96	1	68	23	0	3	0	0	1	0	0	0	0	0
6/24/2015	7:45 PM	77	1	59	10	1	5	0	0	1	0	0	0	0	0
6/24/2015	8:00 PM	63	0	41	20	1	1	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	60	0	47	13	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 PM	67	0	49	15	1	1	0	0	1	0	0	0	0	0
6/24/2015	8:45 PM	62	0	49	9	0	3	0	0	1	0	0	0	0	0
6/24/2015	9:00 PM	66	0	51	14	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	62	1	45	12	0	4	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	57	0	44	11	0	2	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	38	0	27	10	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	48	1	35	11	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	45	0	35	10	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	26	0	17	8	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	30	0	23	6	0	0	0	0	1	0	0	0	0	0
6/24/2015	11:00 PM	22	0	21	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	16	0	11	4	0	0	0	0	1	0	0	0	0	0
6/24/2015	11:30 PM	16	0	13	1	0	1	0	0	1	0	0	0	0	0
6/24/2015	11:45 PM	22	0	16	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	11	0	11	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	11	0	10	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	11	0	9	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	9	0	7	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	6	0	3	1	0	1	0	0	1	0	0	0	0	0
6/25/2015	2:15 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	7	0	5	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	7	0	4	2	1	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	11	0	7	3	0	0	0	0	0	1	0	0	0	0
6/25/2015	4:15 AM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	14	0	8	4	0	2	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	11	0	5	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	21	0	14	7	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	32	0	19	11	0	0	0	0	2	0	0	0	0	0
6/25/2015	5:45 AM	39	0	29	9	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	33	0	18	13	0	2	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	49	0	28	18	0	1	0	0	2	0	0	0	0	0
6/25/2015	6:30 AM	62	1	39	14	2	5	0	0	1	0	0	0	0	0
6/25/2015	6:45 AM	92	0	57	30	3	1	0	0	1	0	0	0	0	0
6/25/2015	7:00 AM	85	0	59	17	1	1	2	0	5	0	0	0	0	0
6/25/2015	7:15 AM	140	0	100	26	3	9	0	0	1	1	0	0	0	0
6/25/2015	7:30 AM	165	1	108	42	8	5	0	0	1	0	0	0	0	0
6/25/2015	7:45 AM	169	0	110	35	12	3	0	0	8	0	0	1	0	0
6/25/2015	8:00 AM	144	1	101	35	2	2	0	0	1	1	0	1	0	0
6/25/2015	8:15 AM	109	0	68	30	2	4	0	0	3	2	0	0	0	0
6/25/2015	8:30 AM	111	1	77	23	2	4	1	0	3	0	0	0	0	0
6/25/2015	8:45 AM	99	0	68	27	0	4	0	0	0	0	0	0	0	0
6/25/2015	9:00 AM	91	1	64	21	0	4	0	0	1	0	0	0	0	0
6/25/2015	9:15 AM	81	0	58	18	0	3	1	0	1	0	0	0	0	0
6/25/2015	9:30 AM	99	0	65	24	4	4	0	0	2	0	0	0	0	0
6/25/2015	9:45 AM	94	0	74	15	0	3	0	0	2	0	0	0	0	0
6/25/2015	10:00 AM	107	1	69	27	1	8	0	0	1	0	0	0	0	0
6/25/2015	10:15 AM	80	1	50	24	2	3	0	0	0	0	0	0	0	0
6/25/2015	10:30 AM	87	0	58	24	1	3	0	0	1	0	0	0	0	0
6/25/2015	10:45 AM	99	1	67	24	0	3	1	0	3	0	0	0	0	0
6/25/2015	11:00 AM	80	2	50	24	2	2	0	0	0	0	0	0	0	0

6/25/2015	11:15 AM	90	0	70	17	1	2	0	0	0	0	0	0	0	0
6/25/2015	11:30 AM	103	0	69	27	0	3	1	0	2	1	0	0	0	0
6/25/2015	11:45 AM	97	0	70	17	1	6	1	0	1	0	0	1	0	0
6/25/2015	12:00 PM	74	1	46	24	0	3	0	0	0	0	0	0	0	0
6/25/2015	12:15 PM	93	2	58	22	4	6	0	0	1	0	0	0	0	0
6/25/2015	12:30 PM	101	0	72	21	2	5	0	0	0	1	0	0	0	0
6/25/2015	12:45 PM	97	0	69	20	2	4	1	0	1	0	0	0	0	0
6/25/2015	1:00 PM	104	0	78	22	1	1	1	0	0	0	0	1	0	0
6/25/2015	1:15 PM	102	0	77	17	2	5	0	0	1	0	0	0	0	0
6/25/2015	1:30 PM	32	0	21	7	0	2	1	0	1	0	0	0	0	0
6/25/2015	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Northbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	614	1,439	8,945
6/24/2015	597	1,473	9,184
6/25/2015	582	1,589	9,232
Total	1,793	4,501	27,361

Southbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	1,451	1,269	9,207
6/24/2015		1,318	
6/25/2015	1,519		
Total	2,970	2,587	9,207

Bad or incomplete data



Data File: '6-29-15-0297.rdf'
Site Code: '0064A-0297'
Start Date: 6/22/2015
Start Time: 12:45:00 PM
Sensor Layout: '52'
Sensor Spacing: '192'
'Location': FM 493 NB S. OF ROOSEVELT'
'Direction': 'FM 493 NB'
'Weather': 'GOOD'

Channel: NB All data good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	13	0	11	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	17	0	14	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	22	0	16	4	0	1	0	0	0	1	0	0	0	0
6/23/2015	12:45 AM	15	0	14	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	6	0	4	0	0	2	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	15	0	9	5	0	0	0	0	0	1	0	0	0	0
6/23/2015	5:45 AM	17	0	13	3	0	0	0	0	0	1	0	0	0	0
6/23/2015	6:00 AM	19	0	15	2	0	2	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	20	0	7	9	2	2	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	30	0	20	7	1	2	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	47	0	28	14	0	3	2	0	0	0	0	0	0	0
6/23/2015	7:00 AM	39	0	23	13	0	2	1	0	0	0	0	0	0	0
6/23/2015	7:15 AM	50	0	36	13	0	1	0	0	0	0	0	0	0	0
6/23/2015	7:30 AM	62	0	45	11	0	5	0	0	1	0	0	0	0	0
6/23/2015	7:45 AM	56	0	42	9	1	0	2	0	0	2	0	0	0	0
6/23/2015	8:00 AM	50	0	35	10	0	2	0	0	1	2	0	0	0	0
6/23/2015	8:15 AM	58	0	38	14	0	1	4	0	0	1	0	0	0	0
6/23/2015	8:30 AM	30	0	17	9	1	1	2	0	0	0	0	0	0	0
6/23/2015	8:45 AM	42	0	26	13	0	1	2	0	0	0	0	0	0	0
6/23/2015	9:00 AM	31	0	14	13	1	2	1	0	0	0	0	0	0	0
6/23/2015	9:15 AM	46	0	20	21	0	2	1	0	2	0	0	0	0	0
6/23/2015	9:30 AM	29	0	21	7	0	1	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	41	0	24	14	0	3	0	0	0	0	0	0	0	0
6/23/2015	10:00 AM	45	0	25	15	1	2	1	0	0	1	0	0	0	0
6/23/2015	10:15 AM	33	0	18	9	0	4	1	0	0	1	0	0	0	0
6/23/2015	10:30 AM	55	0	28	19	1	3	0	0	1	3	0	0	0	0
6/23/2015	10:45 AM	46	0	28	11	3	3	1	0	0	0	0	0	0	0
6/23/2015	11:00 AM	55	1	35	16	0	1	0	0	1	1	0	0	0	0
6/23/2015	11:15 AM	33	0	16	12	0	2	2	0	0	1	0	0	0	0
6/23/2015	11:30 AM	50	0	29	13	1	4	0	0	0	3	0	0	0	0
6/23/2015	11:45 AM	52	0	32	10	0	6	2	0	1	1	0	0	0	0
6/23/2015	12:00 PM	36	0	21	13	1	1	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	54	0	28	25	1	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 PM	59	0	39	16	0	2	1	0	0	1	0	0	0	0
6/23/2015	12:45 PM	61	0	38	14	4	3	0	0	0	2	0	0	0	0
6/23/2015	1:00 PM	51	0	29	15	2	2	2	0	0	1	0	0	0	0
6/23/2015	1:15 PM	63	0	40	16	0	2	2	0	2	1	0	0	0	0
6/23/2015	1:30 PM	60	0	36	18	1	3	1	0	1	0	0	0	0	0
6/23/2015	1:45 PM	41	0	23	12	1	4	1	0	0	0	0	0	0	0
6/23/2015	2:00 PM	79	0	44	21	1	8	2	0	2	1	0	0	0	0
6/23/2015	2:15 PM	62	0	36	17	0	5	2	0	1	1	0	0	0	0
6/23/2015	2:30 PM	65	0	41	17	0	6	1	0	0	0	0	0	0	0
6/23/2015	2:45 PM	60	0	35	19	0	5	0	0	0	1	0	0	0	0
6/23/2015	3:00 PM	49	0	33	9	0	4	0	0	2	1	0	0	0	0
6/23/2015	3:15 PM	55	0	35	14	1	1	0	0	3	1	0	0	0	0
6/23/2015	3:30 PM	59	0	36	14	2	3	1	0	1	2	0	0	0	0
6/23/2015	3:45 PM	65	0	42	20	0	0	2	0	1	0	0	0	0	0
6/23/2015	4:00 PM	54	0	33	14	0	4	1	0	1	1	0	0	0	0
6/23/2015	4:15 PM	65	1	39	19	0	3	2	0	1	0	0	0	0	0
6/23/2015	4:30 PM	64	0	48	14	1	1	0	0	0	0	0	0	0	0

6/23/2015	4:45 PM	70	0	48	15	1	4	1	0	0	1	0	0	0	0
6/23/2015	5:00 PM	75	0	54	19	0	1	1	0	0	0	0	0	0	0
6/23/2015	5:15 PM	84	0	52	24	1	5	2	0	0	0	0	0	0	0
6/23/2015	5:30 PM	86	0	61	18	0	3	0	0	2	2	0	0	0	0
6/23/2015	5:45 PM	84	0	61	22	1	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 PM	71	0	48	18	1	4	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	81	1	50	18	1	8	0	0	2	0	0	1	0	0
6/23/2015	6:30 PM	93	0	69	24	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	71	1	50	17	0	2	0	0	0	1	0	0	0	0
6/23/2015	7:00 PM	69	0	50	16	0	3	0	0	0	0	0	0	0	0
6/23/2015	7:15 PM	47	0	34	7	0	3	0	0	0	3	0	0	0	0
6/23/2015	7:30 PM	52	0	36	11	2	3	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	57	0	44	12	0	1	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	47	0	34	10	1	2	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	36	0	23	13	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	38	0	27	8	0	2	0	0	1	0	0	0	0	0
6/23/2015	8:45 PM	52	0	39	11	0	1	0	0	0	1	0	0	0	0
6/23/2015	9:00 PM	49	1	33	13	0	1	0	0	0	1	0	0	0	0
6/23/2015	9:15 PM	44	0	35	9	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	51	0	33	15	0	3	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	23	0	18	4	0	0	0	0	0	1	0	0	0	0
6/23/2015	10:00 PM	39	0	25	13	0	1	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	39	1	25	11	0	1	0	0	1	0	0	0	0	0
6/23/2015	10:30 PM	24	0	19	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	28	0	17	10	0	1	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	21	0	16	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	27	0	22	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	23	0	16	7	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	12	0	10	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	17	0	13	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	4	0	2	0	0	2	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	8	0	5	2	0	0	0	0	0	1	0	0	0	0
6/24/2015	5:15 AM	10	0	6	3	0	0	0	0	0	1	0	0	0	0
6/24/2015	5:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	17	0	10	5	0	0	1	0	0	1	0	0	0	0
6/24/2015	6:00 AM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	23	0	14	6	2	1	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	40	0	28	7	1	4	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	53	0	35	14	0	2	1	0	1	0	0	0	0	0
6/24/2015	7:00 AM	36	0	27	7	0	1	0	0	1	0	0	0	0	0
6/24/2015	7:15 AM	45	0	34	8	1	1	1	0	0	0	0	0	0	0
6/24/2015	7:30 AM	63	0	36	16	0	8	0	0	3	0	0	0	0	0
6/24/2015	7:45 AM	54	0	31	15	0	3	1	0	0	4	0	0	0	0
6/24/2015	8:00 AM	41	0	29	9	1	1	0	0	0	1	0	0	0	0
6/24/2015	8:15 AM	46	0	33	7	1	3	1	0	0	1	0	0	0	0
6/24/2015	8:30 AM	54	0	27	19	2	3	1	0	0	2	0	0	0	0
6/24/2015	8:45 AM	49	0	32	14	0	1	1	0	0	1	0	0	0	0
6/24/2015	9:00 AM	42	0	20	15	1	5	0	0	1	0	0	0	0	0
6/24/2015	9:15 AM	39	0	22	12	1	3	1	0	0	0	0	0	0	0
6/24/2015	9:30 AM	37	2	16	14	0	1	3	0	1	0	0	0	0	0
6/24/2015	9:45 AM	33	0	22	8	0	3	0	0	0	0	0	0	0	0
6/24/2015	10:00 AM	41	0	18	19	0	2	1	0	0	1	0	0	0	0
6/24/2015	10:15 AM	37	0	19	16	0	1	1	0	0	0	0	0	0	0
6/24/2015	10:30 AM	38	0	24	9	1	1	2	0	1	0	0	0	0	0
6/24/2015	10:45 AM	57	0	31	21	0	2	2	0	0	1	0	0	0	0
6/24/2015	11:00 AM	52	1	30	15	0	4	1	0	0	1	0	0	0	0
6/24/2015	11:15 AM	52	0	30	17	1	0	3	0	0	1	0	0	0	0
6/24/2015	11:30 AM	51	0	36	14	0	1	0	0	0	0	0	0	0	0
6/24/2015	11:45 AM	54	0	32	16	0	3	2	0	0	0	0	1	0	0
6/24/2015	12:00 PM	44	0	26	10	1	3	1	0	1	2	0	0	0	0
6/24/2015	12:15 PM	74	0	44	19	3	4	1	0	0	3	0	0	0	0
6/24/2015	12:30 PM	46	0	24	13	2	6	1	0	0	0	0	0	0	0

6/24/2015	12:45 PM	62	0	40	17	3	1	0	0	1	0	0	0	0	0
6/24/2015	1:00 PM	52	1	31	15	2	2	1	0	0	0	0	0	0	0
6/24/2015	1:15 PM	57	0	38	14	1	4	0	0	0	0	0	0	0	0
6/24/2015	1:30 PM	62	0	37	19	2	1	2	0	1	0	0	0	0	0
6/24/2015	1:45 PM	47	0	26	12	0	5	1	0	2	1	0	0	0	0
6/24/2015	2:00 PM	57	0	31	25	0	1	0	0	0	0	0	0	0	0
6/24/2015	2:15 PM	65	0	41	17	0	3	4	0	0	0	0	0	0	0
6/24/2015	2:30 PM	71	0	49	20	0	2	0	0	0	0	0	0	0	0
6/24/2015	2:45 PM	65	1	38	21	3	1	0	0	0	1	0	0	0	0
6/24/2015	3:00 PM	56	0	40	13	0	2	0	0	1	0	0	0	0	0
6/24/2015	3:15 PM	64	0	48	8	0	3	0	0	4	1	0	0	0	0
6/24/2015	3:30 PM	56	0	32	15	1	3	0	0	3	2	0	0	0	0
6/24/2015	3:45 PM	49	0	29	17	0	2	1	0	0	0	0	0	0	0
6/24/2015	4:00 PM	55	2	29	19	0	2	1	0	2	0	0	0	0	0
6/24/2015	4:15 PM	59	0	37	16	2	3	0	0	0	1	0	0	0	0
6/24/2015	4:30 PM	64	0	39	19	0	5	0	0	0	1	0	0	0	0
6/24/2015	4:45 PM	82	0	58	16	3	1	0	0	1	3	0	0	0	0
6/24/2015	5:00 PM	80	0	54	19	0	1	1	0	2	2	1	0	0	0
6/24/2015	5:15 PM	78	0	55	14	1	5	1	0	1	1	0	0	0	0
6/24/2015	5:30 PM	92	0	69	20	1	1	0	0	0	1	0	0	0	0
6/24/2015	5:45 PM	102	0	71	25	2	2	1	0	0	1	0	0	0	0
6/24/2015	6:00 PM	84	0	54	24	0	4	0	0	1	1	0	0	0	0
6/24/2015	6:15 PM	93	0	59	30	1	3	0	0	0	0	0	0	0	0
6/24/2015	6:30 PM	87	0	61	22	0	3	0	0	0	1	0	0	0	0
6/24/2015	6:45 PM	56	0	39	13	0	3	0	0	0	1	0	0	0	0
6/24/2015	7:00 PM	70	0	43	22	1	3	0	0	0	1	0	0	0	0
6/24/2015	7:15 PM	56	0	41	13	0	0	0	0	1	1	0	0	0	0
6/24/2015	7:30 PM	56	1	41	14	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	62	0	40	18	1	3	0	0	0	0	0	0	0	0
6/24/2015	8:00 PM	49	0	36	11	0	1	0	0	1	0	0	0	0	0
6/24/2015	8:15 PM	48	0	38	8	0	0	0	0	1	1	0	0	0	0
6/24/2015	8:30 PM	49	0	32	11	1	4	0	0	1	0	0	0	0	0
6/24/2015	8:45 PM	45	0	38	6	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	42	0	35	6	0	0	0	0	1	0	0	0	0	0
6/24/2015	9:15 PM	55	0	42	10	0	2	1	0	0	0	0	0	0	0
6/24/2015	9:30 PM	67	0	51	14	0	1	1	0	0	0	0	0	0	0
6/24/2015	9:45 PM	45	0	35	9	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	32	0	23	9	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	40	0	23	16	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	32	0	25	7	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	37	0	27	9	0	1	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	16	0	10	5	0	1	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	16	0	12	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	22	0	15	6	1	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	21	0	16	4	0	1	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	12	0	9	2	0	0	0	0	0	1	0	0	0	0
6/25/2015	12:15 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	9	0	4	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	13	0	12	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	4	0	3	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	4:15 AM	4	0	3	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	4:30 AM	6	0	4	1	0	0	0	0	1	0	0	0	0	0
6/25/2015	4:45 AM	6	1	5	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	17	0	12	4	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	25	0	12	10	1	2	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	40	0	21	11	3	5	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	55	0	36	14	3	1	1	0	0	0	0	0	0	0
6/25/2015	7:00 AM	49	0	32	14	0	1	1	0	1	0	0	0	0	0
6/25/2015	7:15 AM	53	0	31	17	1	1	1	0	2	0	0	0	0	0
6/25/2015	7:30 AM	61	1	43	13	1	3	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	48	0	36	8	0	3	0	0	1	0	0	0	0	0
6/25/2015	8:00 AM	50	1	30	17	0	2	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	48	0	33	9	0	4	0	0	1	1	0	0	0	0
6/25/2015	8:30 AM	48	0	25	17	0	3	0	0	0	2	0	1	0	0

6/25/2015	8:45 AM	48	1	34	11	0	0	0	0	1	1	0	0	0	0
6/25/2015	9:00 AM	39	0	18	14	0	2	3	0	2	0	0	0	0	0
6/25/2015	9:15 AM	39	0	21	12	0	2	2	0	0	2	0	0	0	0
6/25/2015	9:30 AM	40	0	23	13	1	1	0	0	0	2	0	0	0	0
6/25/2015	9:45 AM	41	1	24	8	3	2	0	0	0	2	1	0	0	0
6/25/2015	10:00 AM	45	0	26	12	0	6	0	0	1	0	0	0	0	0
6/25/2015	10:15 AM	42	0	20	18	1	1	1	0	0	1	0	0	0	0
6/25/2015	10:30 AM	47	1	27	13	1	2	2	0	1	0	0	0	0	0
6/25/2015	10:45 AM	36	0	23	8	0	1	1	0	0	3	0	0	0	0
6/25/2015	11:00 AM	41	0	24	10	0	5	1	0	0	1	0	0	0	0
6/25/2015	11:15 AM	51	0	27	13	0	6	4	0	0	1	0	0	0	0
6/25/2015	11:30 AM	59	0	37	16	0	3	2	0	0	1	0	0	0	0
6/25/2015	11:45 AM	37	1	21	11	0	1	1	0	0	2	0	0	0	0
6/25/2015	12:00 PM	44	0	30	11	1	2	0	0	0	0	0	0	0	0
6/25/2015	12:15 PM	60	0	38	18	1	0	0	0	0	3	0	0	0	0
6/25/2015	12:30 PM	51	1	35	12	1	1	1	0	0	0	0	0	0	0
6/25/2015	12:45 PM	61	0	41	15	1	3	1	0	0	0	0	0	0	0
6/25/2015	1:00 PM	51	0	32	14	3	2	0	0	0	0	0	0	0	0
6/25/2015	1:15 PM	59	0	34	22	0	1	1	0	0	1	0	0	0	0
6/25/2015	1:30 PM	66	0	40	19	2	5	0	0	0	0	0	0	0	0
6/25/2015	1:45 PM	57	0	37	14	0	5	0	0	0	1	0	0	0	0
6/25/2015	2:00 PM	54	0	31	14	0	4	0	0	4	1	0	0	0	0
6/25/2015	2:15 PM	57	0	35	16	0	4	1	0	0	1	0	0	0	0
6/25/2015	2:30 PM	61	0	46	13	0	1	0	0	1	0	0	0	0	0
6/25/2015	2:45 PM	62	0	44	10	1	6	0	0	1	0	0	0	0	0
6/25/2015	3:00 PM	53	0	34	12	1	4	2	0	0	0	0	0	0	0
6/25/2015	3:15 PM	74	0	52	16	0	4	1	0	0	0	0	1	0	0
6/25/2015	3:30 PM	75	0	46	23	1	4	0	0	1	0	0	0	0	0
6/25/2015	3:45 PM	65	0	43	17	0	2	0	0	3	0	0	0	0	0
6/25/2015	4:00 PM	59	1	44	9	0	2	1	0	1	1	0	0	0	0
6/25/2015	4:15 PM	87	0	60	21	0	2	0	0	2	2	0	0	0	0
6/25/2015	4:30 PM	74	1	48	18	2	1	1	0	1	2	0	0	0	0
6/25/2015	4:45 PM	79	0	51	23	0	2	0	0	0	3	0	0	0	0
6/25/2015	5:00 PM	79	1	44	24	0	4	1	0	2	3	0	0	0	0
6/25/2015	5:15 PM	95	1	60	25	1	5	1	0	1	1	0	0	0	0
6/25/2015	5:30 PM	115	1	80	27	0	6	0	0	1	0	0	0	0	0
6/25/2015	5:45 PM	96	0	69	20	1	6	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	72	0	50	17	1	3	0	0	0	1	0	0	0	0
6/25/2015	6:15 PM	82	1	52	25	0	4	0	0	0	0	0	0	0	0
6/25/2015	6:30 PM	79	0	55	19	0	3	0	0	1	1	0	0	0	0
6/25/2015	6:45 PM	67	0	42	23	0	2	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	73	1	45	24	0	2	0	0	0	1	0	0	0	0
6/25/2015	7:15 PM	56	0	37	18	0	1	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	59	0	36	21	0	1	0	0	0	1	0	0	0	0
6/25/2015	7:45 PM	54	0	36	16	0	2	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	67	0	46	19	1	1	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	46	0	33	11	0	1	0	0	1	0	0	0	0	0
6/25/2015	8:30 PM	63	0	49	12	0	1	0	0	1	0	0	0	0	0
6/25/2015	8:45 PM	52	0	40	11	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	34	0	29	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	48	0	34	12	0	1	0	0	1	0	0	0	0	0
6/25/2015	9:30 PM	57	0	39	18	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	47	0	37	8	0	2	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	46	0	32	13	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	32	0	24	8	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	24	0	19	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	29	0	23	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	20	0	13	7	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	25	1	17	7	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	26	0	18	8	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	21	0	12	9	0	0	0	0	0	0	0	0	0	0

Data File: '6-29-15-4276.rdf'
Site Code: '0064A-4276'
Start Date: 6/22/2015
Start Time: 1:00:00 PM
Sensor Layout: '52'
Sensor Spacing: '192'
'Location': 'FM 493 SB S. OF ROOSEVELT'
'Direction': 'FM 493 NB'
'Weather': 'GOOD'

Channel: SB All data good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	13	0	8	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	16	0	13	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	20	0	13	5	0	2	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	20	0	14	4	0	1	0	0	0	1	0	0	0	0
6/23/2015	6:15 AM	30	0	19	7	1	2	0	0	0	1	0	0	0	0
6/23/2015	6:30 AM	37	0	21	12	2	1	0	0	0	1	0	0	0	0
6/23/2015	6:45 AM	57	1	37	13	2	3	0	0	0	1	0	0	0	0
6/23/2015	7:00 AM	80	0	52	22	1	4	0	0	0	1	0	0	0	0
6/23/2015	7:15 AM	83	0	53	24	1	2	0	0	0	2	0	1	0	0
6/23/2015	7:30 AM	101	0	68	30	0	2	0	0	0	1	0	0	0	0
6/23/2015	7:45 AM	133	0	90	39	0	1	1	0	1	1	0	0	0	0
6/23/2015	8:00 AM	71	0	46	24	0	0	0	0	0	1	0	0	0	0
6/23/2015	8:15 AM	69	1	51	14	0	2	0	0	0	1	0	0	0	0
6/23/2015	8:30 AM	74	0	50	19	0	2	0	0	2	1	0	0	0	0
6/23/2015	8:45 AM	68	0	50	14	0	1	0	0	3	0	0	0	0	0
6/23/2015	9:00 AM	58	1	41	11	0	1	1	0	2	1	0	0	0	0
6/23/2015	9:15 AM	53	0	35	15	0	0	1	0	0	2	0	0	0	0
6/23/2015	9:30 AM	61	0	38	19	0	2	0	0	1	1	0	0	0	0
6/23/2015	9:45 AM	62	0	38	15	1	2	2	0	2	2	0	0	0	0
6/23/2015	10:00 AM	61	0	37	19	0	1	1	0	0	3	0	0	0	0
6/23/2015	10:15 AM	56	0	34	18	1	1	1	0	1	0	0	0	0	0
6/23/2015	10:30 AM	44	0	29	11	0	2	1	0	0	1	0	0	0	0
6/23/2015	10:45 AM	47	0	31	13	0	0	1	0	0	1	0	1	0	0
6/23/2015	11:00 AM	56	0	29	20	2	3	1	0	1	0	0	0	0	0
6/23/2015	11:15 AM	54	0	36	13	0	3	0	0	1	1	0	0	0	0
6/23/2015	11:30 AM	51	0	28	17	1	5	0	0	0	0	0	0	0	0
6/23/2015	11:45 AM	51	0	33	13	0	3	1	0	1	0	0	0	0	0
6/23/2015	12:00 PM	53	0	34	17	1	1	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	61	1	39	14	0	3	1	0	3	0	0	0	0	0
6/23/2015	12:30 PM	57	0	36	17	0	2	0	0	1	1	0	0	0	0
6/23/2015	12:45 PM	70	0	49	15	0	1	1	0	2	2	0	0	0	0
6/23/2015	1:00 PM	61	0	44	15	1	0	1	0	0	0	0	0	0	0
6/23/2015	1:15 PM	55	1	34	14	0	6	0	0	0	0	0	0	0	0
6/23/2015	1:30 PM	73	0	48	19	0	3	1	0	0	2	0	0	0	0
6/23/2015	1:45 PM	61	0	46	12	1	2	0	0	0	0	0	0	0	0
6/23/2015	2:00 PM	57	0	31	14	3	3	4	0	1	1	0	0	0	0
6/23/2015	2:15 PM	62	0	47	11	0	1	0	0	2	1	0	0	0	0
6/23/2015	2:30 PM	49	0	31	14	0	2	2	0	0	0	0	0	0	0
6/23/2015	2:45 PM	58	1	37	16	2	1	0	0	1	0	0	0	0	0
6/23/2015	3:00 PM	66	0	44	16	0	4	1	0	1	0	0	0	0	0
6/23/2015	3:15 PM	58	0	38	16	0	2	1	0	1	0	0	0	0	0
6/23/2015	3:30 PM	72	0	49	16	0	5	1	0	1	0	0	0	0	0
6/23/2015	3:45 PM	75	0	45	19	0	7	1	0	2	1	0	0	0	0
6/23/2015	4:00 PM	51	0	31	15	1	2	0	0	0	2	0	0	0	0
6/23/2015	4:15 PM	48	0	35	9	0	3	1	0	0	0	0	0	0	0
6/23/2015	4:30 PM	54	0	35	15	1	2	1	0	0	0	0	0	0	0

6/23/2015	4:45 PM	53	0	41	8	0	1	1	0	0	2	0	0	0	0
6/23/2015	5:00 PM	75	0	59	12	1	1	1	0	1	0	0	0	0	0
6/23/2015	5:15 PM	88	0	62	24	0	1	1	0	0	0	0	0	0	0
6/23/2015	5:30 PM	83	0	59	20	0	3	0	0	1	0	0	0	0	0
6/23/2015	5:45 PM	91	2	65	19	1	1	1	0	1	1	0	0	0	0
6/23/2015	6:00 PM	69	0	45	23	0	1	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	67	1	46	15	0	1	3	0	0	1	0	0	0	0
6/23/2015	6:30 PM	74	0	55	17	1	0	0	0	0	0	0	1	0	0
6/23/2015	6:45 PM	68	0	52	15	0	0	0	0	0	1	0	0	0	0
6/23/2015	7:00 PM	51	0	35	14	0	1	0	0	1	0	0	0	0	0
6/23/2015	7:15 PM	44	0	32	12	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	48	2	35	9	0	1	0	0	1	0	0	0	0	0
6/23/2015	7:45 PM	53	0	35	15	1	1	0	0	0	1	0	0	0	0
6/23/2015	8:00 PM	42	0	34	7	0	0	1	0	0	0	0	0	0	0
6/23/2015	8:15 PM	46	0	32	13	1	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	41	0	35	5	0	1	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	34	0	27	7	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	31	0	20	6	0	4	0	0	1	0	0	0	0	0
6/23/2015	9:15 PM	19	0	15	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	37	0	28	9	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	35	0	26	9	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	18	0	6	11	0	1	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	27	0	20	5	0	2	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	21	0	19	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	20	0	17	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	15	1	11	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	17	0	13	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	22	0	17	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	6	0	4	1	0	0	0	0	0	1	0	0	0	0
6/24/2015	12:00 AM	15	0	11	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	14	0	9	5	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	10	0	7	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	4	0	2	0	0	1	0	0	1	0	0	0	0	0
6/24/2015	4:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	8	0	1	6	0	0	0	0	0	1	0	0	0	0
6/24/2015	4:45 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	9	0	6	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	15	0	13	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	19	1	10	5	0	1	0	0	1	1	0	0	0	0
6/24/2015	6:00 AM	16	0	7	7	0	2	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	33	0	20	11	0	1	1	0	0	0	0	0	0	0
6/24/2015	6:30 AM	36	0	26	6	2	2	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	67	0	43	17	3	3	0	0	1	0	0	0	0	0
6/24/2015	7:00 AM	78	0	48	27	2	1	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	94	0	62	25	0	3	0	0	2	2	0	0	0	0
6/24/2015	7:30 AM	103	0	78	23	0	2	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	127	1	86	37	0	2	1	0	0	0	0	0	0	0
6/24/2015	8:00 AM	75	0	52	19	0	2	1	0	0	1	0	0	0	0
6/24/2015	8:15 AM	74	1	50	18	1	3	0	0	1	0	0	0	0	0
6/24/2015	8:30 AM	73	0	51	19	0	2	0	0	1	0	0	0	0	0
6/24/2015	8:45 AM	66	0	36	20	0	8	1	0	1	0	0	0	0	0
6/24/2015	9:00 AM	66	0	41	20	0	1	1	0	1	2	0	0	0	0
6/24/2015	9:15 AM	55	0	33	16	2	2	0	0	0	2	0	0	0	0
6/24/2015	9:30 AM	51	0	34	13	0	0	2	0	1	1	0	0	0	0
6/24/2015	9:45 AM	64	0	38	22	0	3	1	0	0	0	0	0	0	0
6/24/2015	10:00 AM	66	0	42	19	0	3	0	0	0	1	1	0	0	0
6/24/2015	10:15 AM	45	0	28	14	1	0	1	0	1	0	0	0	0	0
6/24/2015	10:30 AM	54	0	39	10	0	3	1	0	1	0	0	0	0	0
6/24/2015	10:45 AM	59	0	41	16	0	2	0	0	0	0	0	0	0	0
6/24/2015	11:00 AM	61	0	37	15	0	7	2	0	0	0	0	0	0	0
6/24/2015	11:15 AM	60	0	43	14	0	1	2	0	0	0	0	0	0	0
6/24/2015	11:30 AM	53	0	29	18	0	4	1	0	0	1	0	0	0	0
6/24/2015	11:45 AM	64	0	41	19	0	2	1	0	1	0	0	0	0	0
6/24/2015	12:00 PM	65	0	51	10	0	4	0	0	0	0	0	0	0	0
6/24/2015	12:15 PM	77	0	51	19	1	4	1	0	1	0	0	0	0	0
6/24/2015	12:30 PM	49	0	35	12	0	0	1	0	0	1	0	0	0	0

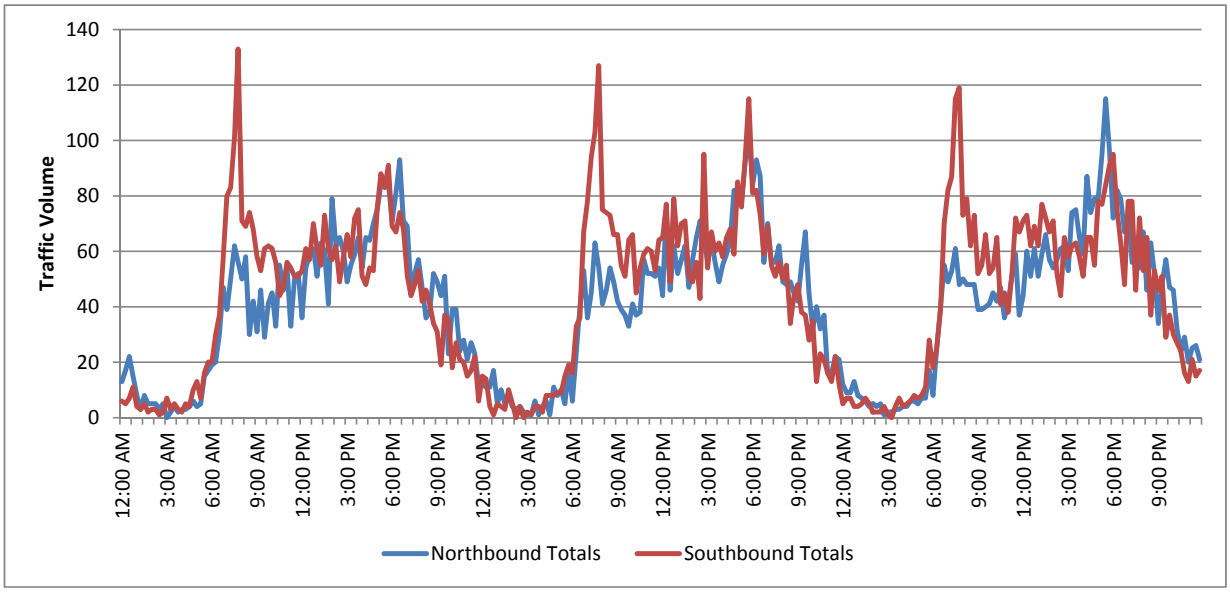
6/24/2015	12:45 PM	79	0	57	16	0	2	0	0	2	2	0	0	0	0
6/24/2015	1:00 PM	62	1	37	18	2	3	1	0	0	0	0	0	0	0
6/24/2015	1:15 PM	70	0	52	12	1	2	0	0	1	2	0	0	0	0
6/24/2015	1:30 PM	71	0	41	17	4	2	4	0	1	2	0	0	0	0
6/24/2015	1:45 PM	51	0	36	13	0	0	0	0	2	0	0	0	0	0
6/24/2015	2:00 PM	49	0	29	12	0	4	2	0	0	2	0	0	0	0
6/24/2015	2:15 PM	56	0	35	17	0	3	0	0	0	1	0	0	0	0
6/24/2015	2:30 PM	43	0	29	11	0	2	0	0	0	1	0	0	0	0
6/24/2015	2:45 PM	95	0	66	24	2	0	1	0	1	0	0	0	1	0
6/24/2015	3:00 PM	54	0	34	17	0	2	0	0	0	1	0	0	0	0
6/24/2015	3:15 PM	67	0	44	16	1	2	3	0	0	1	0	0	0	0
6/24/2015	3:30 PM	60	2	37	18	1	0	1	0	1	0	0	0	0	0
6/24/2015	3:45 PM	63	0	47	12	1	3	0	0	0	0	0	0	0	0
6/24/2015	4:00 PM	58	0	39	13	0	2	1	0	0	3	0	0	0	0
6/24/2015	4:15 PM	65	0	42	16	0	4	1	0	1	1	0	0	0	0
6/24/2015	4:30 PM	68	0	55	11	0	2	0	0	0	0	0	0	0	0
6/24/2015	4:45 PM	59	0	39	14	1	3	1	0	1	0	0	0	0	0
6/24/2015	5:00 PM	85	1	61	16	1	5	0	0	0	1	0	0	0	0
6/24/2015	5:15 PM	76	0	51	24	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:30 PM	94	0	66	22	0	3	1	0	1	1	0	0	0	0
6/24/2015	5:45 PM	115	0	81	27	0	4	2	0	0	1	0	0	0	0
6/24/2015	6:00 PM	81	0	55	21	0	2	1	0	0	2	0	0	0	0
6/24/2015	6:15 PM	82	1	52	25	0	1	1	0	2	0	0	0	0	0
6/24/2015	6:30 PM	73	0	53	14	0	3	1	0	0	2	0	0	0	0
6/24/2015	6:45 PM	59	0	47	12	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 PM	69	0	54	11	1	2	1	0	0	0	0	0	0	0
6/24/2015	7:15 PM	55	0	37	18	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 PM	51	0	36	15	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	56	0	42	13	0	0	1	0	0	0	0	0	0	0
6/24/2015	8:00 PM	50	0	39	10	0	1	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	55	0	35	14	0	3	0	0	2	1	0	0	0	0
6/24/2015	8:30 PM	34	0	26	8	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 PM	44	0	28	13	1	0	0	0	1	1	0	0	0	0
6/24/2015	9:00 PM	48	0	32	15	0	0	0	0	1	0	0	0	0	0
6/24/2015	9:15 PM	38	0	26	11	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	37	0	26	10	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	28	0	21	6	0	0	0	0	1	0	0	0	0	0
6/24/2015	10:00 PM	35	0	26	8	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	13	0	10	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	23	0	16	6	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	21	0	16	5	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	16	0	8	7	0	0	0	0	1	0	0	0	0	0
6/24/2015	11:15 PM	13	0	11	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	22	0	21	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	12	0	10	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	4	0	1	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	4	0	3	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	4:15 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	6	0	2	3	0	0	0	0	1	0	0	0	0	0
6/25/2015	4:45 AM	8	0	6	0	0	2	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	8	0	5	2	0	0	0	0	1	0	0	0	0	0
6/25/2015	5:30 AM	11	0	7	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	28	0	17	8	0	1	0	0	0	2	0	0	0	0
6/25/2015	6:00 AM	18	0	10	5	0	1	1	0	0	1	0	0	0	0
6/25/2015	6:15 AM	25	0	17	7	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	39	0	27	10	1	1	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	70	0	44	19	4	1	0	0	1	1	0	0	0	0
6/25/2015	7:00 AM	82	0	51	22	2	7	0	0	0	0	0	0	0	0
6/25/2015	7:15 AM	87	1	52	29	1	3	1	0	0	0	0	0	0	0
6/25/2015	7:30 AM	115	1	75	34	2	2	1	0	0	0	0	0	0	0
6/25/2015	7:45 AM	119	1	82	32	0	1	0	0	1	2	0	0	0	0
6/25/2015	8:00 AM	73	0	49	15	1	6	0	0	0	1	1	0	0	0
6/25/2015	8:15 AM	79	0	57	15	1	2	0	0	2	1	0	1	0	0
6/25/2015	8:30 AM	62	0	48	9	0	3	0	0	1	0	0	1	0	0

6/25/2015	8:45 AM	73	0	48	24	0	0	0	0	0	1	0	0	0	0
6/25/2015	9:00 AM	52	1	35	11	0	2	0	0	0	3	0	0	0	0
6/25/2015	9:15 AM	55	0	39	15	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:30 AM	66	0	44	19	0	2	0	0	0	1	0	0	0	0
6/25/2015	9:45 AM	52	0	30	18	0	2	0	0	2	0	0	0	0	0
6/25/2015	10:00 AM	54	0	34	16	0	1	3	0	0	0	0	0	0	0
6/25/2015	10:15 AM	65	1	42	16	0	4	0	0	1	1	0	0	0	0
6/25/2015	10:30 AM	41	1	28	7	0	2	1	0	0	2	0	0	0	0
6/25/2015	10:45 AM	45	0	32	11	0	1	0	0	0	1	0	0	0	0
6/25/2015	11:00 AM	38	0	21	14	0	1	1	0	1	0	0	0	0	0
6/25/2015	11:15 AM	51	0	33	13	0	2	0	0	1	2	0	0	0	0
6/25/2015	11:30 AM	72	0	52	12	2	2	2	0	1	1	0	0	0	0
6/25/2015	11:45 AM	67	0	40	21	0	4	2	0	0	0	0	0	0	0
6/25/2015	12:00 PM	71	0	48	15	2	5	0	0	1	0	0	0	0	0
6/25/2015	12:15 PM	73	0	50	16	0	5	2	0	0	0	0	0	0	0
6/25/2015	12:30 PM	62	0	42	16	0	1	2	0	0	1	0	0	0	0
6/25/2015	12:45 PM	69	0	45	15	0	4	3	0	0	2	0	0	0	0
6/25/2015	1:00 PM	62	0	41	12	1	1	2	0	1	3	0	1	0	0
6/25/2015	1:15 PM	77	0	54	18	1	1	0	0	0	3	0	0	0	0
6/25/2015	1:30 PM	72	0	45	21	3	0	1	0	1	1	0	0	0	0
6/25/2015	1:45 PM	67	0	41	21	0	2	0	0	0	3	0	0	0	0
6/25/2015	2:00 PM	71	1	48	20	0	0	2	0	0	0	0	0	0	0
6/25/2015	2:15 PM	52	0	37	13	0	1	0	0	1	0	0	0	0	0
6/25/2015	2:30 PM	44	0	29	12	0	2	1	0	0	0	0	0	0	0
6/25/2015	2:45 PM	65	0	44	15	0	5	0	0	1	0	0	0	0	0
6/25/2015	3:00 PM	58	1	40	10	0	2	3	0	2	0	0	0	0	0
6/25/2015	3:15 PM	62	1	38	16	1	3	0	0	1	2	0	0	0	0
6/25/2015	3:30 PM	63	0	42	18	0	3	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	58	0	44	10	1	3	0	0	0	0	0	0	0	0
6/25/2015	4:00 PM	51	0	30	20	0	0	0	0	0	1	0	0	0	0
6/25/2015	4:15 PM	65	0	49	14	0	1	0	0	0	1	0	0	0	0
6/25/2015	4:30 PM	65	1	47	10	1	3	1	0	1	1	0	0	0	0
6/25/2015	4:45 PM	55	0	39	15	0	0	0	0	1	0	0	0	0	0
6/25/2015	5:00 PM	78	0	54	16	1	6	1	0	0	0	0	0	0	0
6/25/2015	5:15 PM	77	0	59	15	0	2	0	0	0	1	0	0	0	0
6/25/2015	5:30 PM	84	0	49	28	0	6	0	0	0	1	0	0	0	0
6/25/2015	5:45 PM	91	0	69	15	0	4	1	0	0	2	0	0	0	0
6/25/2015	6:00 PM	95	0	67	23	2	1	2	0	0	0	0	0	0	0
6/25/2015	6:15 PM	75	0	49	23	0	1	0	0	1	1	0	0	0	0
6/25/2015	6:30 PM	63	0	41	21	0	0	1	0	0	0	0	0	0	0
6/25/2015	6:45 PM	48	0	31	15	0	1	0	0	0	1	0	0	0	0
6/25/2015	7:00 PM	78	1	55	19	0	2	1	0	0	0	0	0	0	0
6/25/2015	7:15 PM	78	0	59	17	0	1	0	0	0	1	0	0	0	0
6/25/2015	7:30 PM	46	0	36	10	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	72	0	53	17	0	1	0	0	0	1	0	0	0	0
6/25/2015	8:00 PM	53	0	39	10	2	0	0	0	1	1	0	0	0	0
6/25/2015	8:15 PM	65	1	42	17	0	0	1	0	2	2	0	0	0	0
6/25/2015	8:30 PM	37	0	24	12	0	0	0	0	0	1	0	0	0	0
6/25/2015	8:45 PM	53	0	43	9	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	46	1	37	6	0	0	1	0	1	0	0	0	0	0
6/25/2015	9:15 PM	51	0	42	8	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	29	0	23	5	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	37	0	30	7	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	30	0	19	10	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	27	0	18	7	0	1	0	0	1	0	0	0	0	0
6/25/2015	10:30 PM	24	0	17	7	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	16	0	12	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	13	0	9	3	0	0	0	0	0	1	0	0	0	0
6/25/2015	11:15 PM	21	0	19	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	15	0	13	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	17	0	12	4	0	1	0	0	0	0	0	0	0	0

Northbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	392	582	3,788
6/24/2015	378	612	3,925
6/25/2015	404	684	4,012
Total	1,174	1,878	11,725

Southbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	631	543	4,060
6/24/2015	654	620	4,340
6/25/2015	664	566	4,324
Total	1,949	1,729	12,724

Bad or incomplete data



Location: I-2 West of FM 493
Direction: EB

Date: 6/23/2015 - 6/25/2015
Lanes Counted: 3

Date	Time Period		Cars+Pickups+Vans	Motorcycles	Buses	Single-Unit Trucks	Semi-Trailers	Semi-Double Trailer	Truck/Car with Trailer	Total	Frontage	ML + FR
6/23/2015	0:00	:00-15	123	0	0	0	2	0	1	126	14	140
6/23/2015		:15-30	135	0	0	0	5	0	1	141	21	162
6/23/2015		:30-45	68	0	0	2	5	0	1	76	18	94
6/23/2015		:45-00	66	0	0	1	5	0	1	73	22	95
6/23/2015	1:00	:00-15	60	0	0	0	2	0	0	62	20	82
6/23/2015		:15-30	83	0	0	0	2	0	0	85	16	101
6/23/2015		:30-45	57	1	0	1	3	1	0	63	16	79
6/23/2015		:45-00	39	0	0	1	4	0	0	44	12	56
6/23/2015	2:00	:00-15	56	0	0	2	1	0	0	59	11	70
6/23/2015		:15-30	45	0	0	3	2	0	0	50	12	62
6/23/2015		:30-45	48	0	0	0	2	0	0	50	5	55
6/23/2015		:45-00	37	0	0	2	4	0	0	43	6	49
6/23/2015	3:00	:00-15	33	0	1	3	2	0	0	39	6	45
6/23/2015		:15-30	35	0	0	1	0	0	0	36	10	46
6/23/2015		:30-45	43	0	0	2	4	0	0	49	6	55
6/23/2015		:45-00	37	0	0	5	11	0	1	54	5	59
6/23/2015	4:00	:00-15	36	0	0	2	1	0	0	39	11	50
6/23/2015		:15-30	46	1	0	1	4	0	0	52	7	59
6/23/2015		:30-45	69	0	0	5	5	0	0	79	4	83
6/23/2015		:45-00	71	0	0	9	11	0	1	92	13	105
6/23/2015	5:00	:00-15	74	0	0	4	8	0	0	86	14	100
6/23/2015		:15-30	169	0	1	16	24	0	0	210	8	218
6/23/2015		:30-45	127	0	0	4	17	0	0	148	30	178
6/23/2015		:45-00	144	0	0	7	14	1	0	166	19	185
6/23/2015	6:00	:00-15	182	0	1	12	19	0	0	214	24	238
6/23/2015		:15-30	298	0	3	6	25	0	1	333	36	369
6/23/2015		:30-45	337	0	1	9	11	0	3	361	56	417
6/23/2015		:45-00	401	1	4	3	22	0	12	443	94	537
6/23/2015	7:00	:00-15	479	2	6	10	24	0	7	528	104	632
6/23/2015		:15-30	700	0	7	7	22	0	13	749	171	920
6/23/2015		:30-45	838	2	3	21	18	0	17	899	212	1111
6/23/2015		:45-00	728	0	2	9	30	1	6	776	206	982
6/23/2015	8:00	:00-15	365	1	1	12	32	1	12	424	193	617
6/23/2015		:15-30	617	1	3	12	26	0	11	670	139	809
6/23/2015		:30-45	550	3	0	24	19	0	8	604	136	740
6/23/2015		:45-00	590	3	1	13	19	0	16	642	125	767
6/23/2015	9:00	:00-15	556	0	3	19	20	0	8	606	114	720
6/23/2015		:15-30	571	2	6	15	25	0	13	632	132	764
6/23/2015		:30-45	599	1	3	22	27	0	13	665	128	793
6/23/2015		:45-00	556	0	1	15	29	1	6	608	127	735
6/23/2015	10:00	:00-15	562	2	0	11	36	0	15	626	129	755
6/23/2015		:15-30	537	1	0	12	18	0	13	581	158	739
6/23/2015		:30-45	565	0	2	9	28	0	6	610	147	757
6/23/2015		:45-00	517	1	0	11	33	0	12	574	114	688
6/23/2015	11:00	:00-15	554	2	0	16	30	0	6	608	124	732
6/23/2015		:15-30	522	3	3	12	40	0	8	588	142	730
6/23/2015		:30-45	593	0	0	15	30	0	10	648	128	776
6/23/2015		:45-00	625	1	1	15	31	0	9	682	149	831
6/23/2015	12:00	:00-15	609	1	0	17	24	0	13	664	176	840
6/23/2015		:15-30	642	0	2	7	25	0	14	690	166	856
6/23/2015		:30-45	618	1	1	21	24	0	9	674	200	874
6/23/2015		:45-00	614	1	3	18	25	0	7	668	160	828
6/23/2015	13:00	:00-15	610	1	3	9	17	0	7	647	180	827
6/23/2015		:15-30	591	0	2	19	14	0	5	631	193	824
6/23/2015		:30-45	583	0	3	4	21	0	9	620	196	816
6/23/2015		:45-00	667	0	1	15	30	0	7	720	181	901
6/23/2015	14:00	:00-15	532	0	1	11	23	0	6	573	172	745
6/23/2015		:15-30	704	0	0	10	30	0	13	757	162	919
6/23/2015		:30-45	665	0	2	10	19	0	9	705	191	896
6/23/2015		:45-00	635	1	0	8	20	0	6	670	170	840
6/23/2015	15:00	:00-15	583	0	1	7	27	0	4	622	152	774
6/23/2015		:15-30	775	1	2	16	18	0	10	822	174	996
6/23/2015		:30-45	711	0	3	9	13	0	4	740	156	896
6/23/2015		:45-00	742	1	2	9	18	0	7	779	167	946
6/23/2015	16:00	:00-15	756	0	0	12	22	0	11	801	160	961
6/23/2015		:15-30	715	2	0	19	21	0	3	760	149	909
6/23/2015		:30-45	831	0	5	9	29	0	5	879	178	1057
6/23/2015		:45-00	804	1	1	7	16	0	6	835	176	1011
6/23/2015	17:00	:00-15	978	1	0	9	17	0	8	1013	190	1203
6/23/2015		:15-30	1012	3	1	9	11	0	13	1049	200	1249
6/23/2015		:30-45	939	2	4	10	20	0	8	983	196	1179
6/23/2015		:45-00	921	0	0	12	19	0	4	956	206	1162
6/23/2015	18:00	:00-15	772	2	1	7	23	1	8	814	210	1024
6/23/2015		:15-30	777	1	0	5	17	0	8	808	167	975
6/23/2015		:30-45	760	1	1	4	20	3	5	794	170	964
6/23/2015		:45-00	699	0	2	8	12	0	5	726	164	890
6/23/2015	19:00	:00-15	588	1	1	5	20	0	5	620	120	740
6/23/2015		:15-30	544	1	1	3	10	0	3	562	127	689
6/23/2015		:30-45	521	3	0	2	8	0	6	540	96	636
6/23/2015		:45-00	471	0	1	5	3	1	6	487	126	613
6/23/2015	20:00	:00-15	434	0	0	4	9	0	0	447	104	551
6/23/2015		:15-30	475	3	1	3	9	0	3	494	100	594
6/23/2015		:30-45	766	0	1	3	7	0	4	781	94	875
6/23/2015		:45-00	451	1	0	2	6	0	3	463	96	559
6/23/2015		:00-15	362	0	0	7	4	0	0	373	88	461

6/23/2015	21:00	:15-30	398	0	1	2	6	0	1	408	92	500
6/23/2015		:30-45	346	0	0	2	5	0	2	355	98	453
6/23/2015		:45-00	328	0	0	0	6	0	0	334	68	402
6/23/2015	22:00	:00-15	268	0	0	2	4	0	0	274	55	329
6/23/2015		:15-30	288	0	0	2	6	0	0	296	60	356
6/23/2015		:30-45	231	0	0	0	5	0	0	236	44	280
6/23/2015		:45-00	194	0	0	1	3	0	0	198	45	243
6/23/2015	23:00	:00-15	170	0	0	1	2	0	0	173	36	209
6/23/2015		:15-30	185	0	0	0	4	1	0	190	46	236
6/23/2015		:30-45	192	0	0	2	8	0	0	202	48	250
6/23/2015		:45-00	123	0	0	0	6	1	0	130	22	152
6/24/2015	0:00	:00-15	128	0	0	0	2	0	0	130	18	148
6/24/2015		:15-30	125	0	0	0	7	2	1	135	23	158
6/24/2015		:30-45	126	0	0	0	3	0	1	130	12	142
6/24/2015		:45-00	92	0	0	1	2	1	0	96	17	113
6/24/2015	1:00	:00-15	74	0	1	0	1	0	0	76	18	94
6/24/2015		:15-30	69	0	0	0	1	0	0	70	19	89
6/24/2015		:30-45	58	0	0	1	3	0	0	62	7	69
6/24/2015		:45-00	69	0	0	0	3	0	0	72	5	77
6/24/2015	2:00	:00-15	51	0	0	1	0	1	0	53	8	61
6/24/2015		:15-30	51	0	0	1	0	0	0	52	8	60
6/24/2015		:30-45	46	0	0	0	1	0	0	47	10	57
6/24/2015		:45-00	40	0	0	3	4	1	0	48	3	51
6/24/2015	3:00	:00-15	41	0	1	3	1	0	0	46	7	53
6/24/2015		:15-30	37	0	0	2	7	3	1	50	9	59
6/24/2015		:30-45	39	0	0	6	2	0	1	48	3	51
6/24/2015		:45-00	34	0	0	1	2	2	0	39	6	45
6/24/2015	4:00	:00-15	50	0	0	4	2	0	0	56	2	58
6/24/2015		:15-30	50	0	0	1	1	0	0	52	8	60
6/24/2015		:30-45	45	0	0	4	6	0	0	55	8	63
6/24/2015		:45-00	57	0	0	6	6	0	0	69	8	77
6/24/2015	5:00	:00-15	72	0	2	5	4	0	0	83	13	96
6/24/2015		:15-30	89	0	0	7	7	2	0	105	24	129
6/24/2015		:30-45	132	0	0	11	14	0	0	157	20	177
6/24/2015		:45-00	155	0	0	5	12	0	0	172	26	198
6/24/2015	6:00	:00-15	164	1	3	11	11	0	2	192	28	220
6/24/2015		:15-30	247	0	1	7	19	0	4	278	42	320
6/24/2015		:30-45	330	0	1	3	22	1	1	358	48	406
6/24/2015		:45-00	394	1	6	15	14	0	1	431	88	519
6/24/2015	7:00	:00-15	408	0	6	4	14	1	7	440	106	546
6/24/2015		:15-30	627	1	6	8	25	10	0	677	146	823
6/24/2015		:30-45	706	0	4	22	31	0	12	775	190	965
6/24/2015		:45-00	715	1	2	15	27	2	5	767	216	983
6/24/2015	8:00	:00-15	619	1	1	10	23	0	14	668	171	839
6/24/2015		:15-30	539	1	2	18	25	1	9	595	129	724
6/24/2015		:30-45	605	0	2	14	16	0	11	648	130	778
6/24/2015		:45-00	495	0	2	18	19	0	6	540	130	670
6/24/2015	9:00	:00-15	485	0	0	9	22	1	8	525	144	669
6/24/2015		:15-30	428	0	3	7	25	0	6	469	150	619
6/24/2015		:30-45	483	0	2	20	27	0	5	537	126	663
6/24/2015		:45-00	492	2	1	14	30	0	10	549	133	682
6/24/2015	10:00	:00-15	511	0	0	14	31	0	4	560	140	700
6/24/2015		:15-30	538	0	2	8	22	1	6	577	126	703
6/24/2015		:30-45	560	1	0	7	33	0	7	608	140	748
6/24/2015		:45-00	574	0	1	11	22	0	9	617	132	749
6/24/2015	11:00	:00-15	420	0	1	15	25	0	5	466	138	604
6/24/2015		:15-30	444	0	3	8	18	0	12	485	143	628
6/24/2015		:30-45	610	0	2	4	19	0	11	646	142	788
6/24/2015		:45-00	623	1	0	10	31	0	10	675	175	850
6/24/2015	12:00	:00-15	603	0	2	15	25	0	8	653	218	871
6/24/2015		:15-30	632	1	0	15	25	0	7	680	171	851
6/24/2015		:30-45	729	0	2	11	14	0	10	766	203	969
6/24/2015		:45-00	609	1	4	15	29	1	10	669	184	853
6/24/2015	13:00	:00-15	630	1	7	7	19	0	2	666	178	844
6/24/2015		:15-30	569	0	1	14	8	0	8	600	148	748
6/24/2015		:30-45	567	1	1	12	14	0	11	606	182	788
6/24/2015		:45-00	603	0	0	10	16	1	6	636	178	814
6/24/2015	14:00	:00-15	608	0	1	18	23	0	8	658	180	838
6/24/2015		:15-30	682	2	1	8	16	0	6	715	167	882
6/24/2015		:30-45	713	0	2	13	20	0	10	758	166	924
6/24/2015		:45-00	614	0	1	14	18	0	16	663	160	823
6/24/2015	15:00	:00-15	605	1	1	15	28	0	6	656	160	816
6/24/2015		:15-30	602	0	2	10	33	0	3	650	158	808
6/24/2015		:30-45	513	0	4	11	27	0	9	564	168	732
6/24/2015		:45-00	626	1	1	8	25	0	2	663	166	829
6/24/2015	16:00	:00-15	552	0	0	4	17	0	18	591	178	769
6/24/2015		:15-30	564	0	0	5	21	0	7	597	174	771
6/24/2015		:30-45	618	1	3	10	18	0	6	656	176	832
6/24/2015		:45-00	705	1	1	9	14	0	5	735	189	924
6/24/2015	17:00	:00-15	754	1	1	12	21	0	9	798	206	1004
6/24/2015		:15-30	823	2	0	8	13	0	7	853	206	1059
6/24/2015		:30-45	815	1	2	9	22	0	5	854	194	1048
6/24/2015		:45-00	812	2	2	3	19	1	10	849	212	1061
6/24/2015	18:00	:00-15	961	1	1	10	26	0	14	1013	196	1209
6/24/2015		:15-30	994	2	4	7	14	1	13	1035	191	1226
6/24/2015		:30-45	813	2	1	2	18	0	10	846	196	1042
6/24/2015		:45-00	763	0	2	5	14	0	8	792	168	960
6/24/2015	19:00	:00-15	714	0	0	4	9	1	9	737	142	879
6/24/2015		:15-30	637	3	1	4	13	0	6	664	157	821
6/24/2015		:30-45	515	5	0	2	12	0	6	540	155	695

6/24/2015		:45-00	443	4	2	5	8	0	2	464	122	586
6/24/2015	20:00	:00-15	483	0	3	2	13	0	9	510	106	616
6/24/2015		:15-30	452	3	2	5	4	0	2	468	88	556
6/24/2015		:30-45	454	2	0	3	7	0	3	469	104	573
6/24/2015		:45-00	406	1	0	2	7	0	1	417	99	516
6/24/2015	21:00	:00-15	423	0	0	1	8	0	4	436	116	552
6/24/2015		:15-30	448	2	0	0	7	0	1	458	96	554
6/24/2015		:30-45	409	0	0	5	3	0	1	418	91	509
6/24/2015		:45-00	341	0	0	3	6	1	0	351	88	439
6/24/2015	22:00	:00-15	291	0	0	1	4	0	0	296	92	388
6/24/2015		:15-30	290	0	0	2	4	0	1	297	70	367
6/24/2015		:30-45	257	0	0	0	6	0	0	263	58	321
6/24/2015		:45-00	188	1	1	0	9	0	0	199	54	253
6/24/2015	23:00	:00-15	204	0	0	1	6	0	1	212	62	274
6/24/2015		:15-30	204	0	0	2	4	0	0	210	39	249
6/24/2015		:30-45	173	0	0	1	2	0	0	176	29	205
6/24/2015		:45-00	135	0	0	0	5	1	0	141	26	167
6/25/2015	0:00	:00-15	117	1	0	0	1	0	1	120	24	144
6/25/2015		:15-30	171	0	0	1	7	0	1	180	20	200
6/25/2015		:30-45	140	0	0	0	5	0	0	145	26	171
6/25/2015		:45-00	104	1	0	1	3	0	0	109	21	130
6/25/2015	1:00	:00-15	76	3	0	0	5	0	0	84	11	95
6/25/2015		:15-30	69	0	0	1	3	0	1	74	16	90
6/25/2015		:30-45	70	0	0	1	4	0	0	75	16	91
6/25/2015		:45-00	55	0	0	1	3	0	1	60	9	69
6/25/2015	2:00	:00-15	56	0	0	0	6	0	0	62	12	74
6/25/2015		:15-30	81	0	0	2	1	0	0	84	14	98
6/25/2015		:30-45	49	0	0	1	4	1	1	56	12	68
6/25/2015		:45-00	55	0	0	1	5	0	0	61	6	67
6/25/2015	3:00	:00-15	47	0	0	1	1	0	0	49	12	61
6/25/2015		:15-30	57	0	0	0	4	0	0	61	10	71
6/25/2015		:30-45	39	0	0	2	6	0	0	47	10	57
6/25/2015		:45-00	61	0	0	2	0	0	0	63	3	66
6/25/2015	4:00	:00-15	52	0	0	2	5	0	0	59	6	65
6/25/2015		:15-30	54	0	0	1	7	0	0	62	6	68
6/25/2015		:30-45	70	0	0	3	8	0	0	81	11	92
6/25/2015		:45-00	81	0	0	2	9	0	1	93	11	104
6/25/2015	5:00	:00-15	82	1	0	8	9	1	1	102	11	113
6/25/2015		:15-30	111	0	0	5	15	0	1	132	20	152
6/25/2015		:30-45	130	0	0	3	23	0	2	158	24	182
6/25/2015		:45-00	162	0	0	7	9	0	2	180	24	204
6/25/2015	6:00	:00-15	236	1	3	7	13	0	0	260	16	276
6/25/2015		:15-30	324	0	3	3	18	1	4	353	39	392
6/25/2015		:30-45	388	0	3	8	24	0	4	427	48	475
6/25/2015		:45-00	458	0	4	13	22	0	10	507	80	587
6/25/2015	7:00	:00-15	528	1	5	10	18	0	11	573	103	676
6/25/2015		:15-30	819	0	4	11	34	0	10	878	162	1040
6/25/2015		:30-45	996	0	0	12	19	1	19	1047	176	1223
6/25/2015		:45-00	880	0	1	13	46	1	23	964	200	1164
6/25/2015	8:00	:00-15	799	0	0	6	39	0	13	857	160	1017
6/25/2015		:15-30	764	0	0	10	27	0	15	816	156	972
6/25/2015		:30-45	835	1	1	15	25	0	16	893	133	1026
6/25/2015		:45-00	790	2	1	19	19	0	13	844	139	983
6/25/2015	9:00	:00-15	765	2	1	26	24	0	12	830	111	941
6/25/2015		:15-30	699	1	1	20	25	0	9	755	108	863
6/25/2015		:30-45	646	0	1	15	23	0	18	703	142	845
6/25/2015		:45-00	701	0	3	18	38	1	7	768	110	878
6/25/2015	10:00	:00-15	653	0	0	21	26	0	9	709	108	817
6/25/2015		:15-30	729	0	0	22	16	0	10	777	138	915
6/25/2015		:30-45	682	0	1	18	40	0	5	746	130	876
6/25/2015		:45-00	816	1	1	16	30	0	14	878	137	1015
6/25/2015	11:00	:00-15	790	0	1	30	24	0	13	858	150	1008
6/25/2015		:15-30	882	0	2	21	23	0	11	939	150	1089
6/25/2015		:30-45	836	3	0	10	30	0	9	888	144	1032
6/25/2015		:45-00	808	2	0	17	31	0	13	871	167	1038
6/25/2015	12:00	:00-15	839	2	0	10	32	0	15	898	197	1095
6/25/2015		:15-30	852	0	2	15	26	1	12	908	166	1074
6/25/2015		:30-45	873	2	1	16	22	0	10	924	174	1098
6/25/2015		:45-00	896	1	0	12	29	0	9	947	170	1117
6/25/2015	13:00	:00-15	905	0	2	9	34	0	11	961	156	1117
6/25/2015		:15-30	873	0	3	15	21	0	15	927	144	1071
6/25/2015		:30-45	887	1	0	16	29	0	10	943	193	1136
6/25/2015		:45-00	894	1	0	21	20	1	9	946	173	1119
6/25/2015	14:00	:00-15	822	0	3	16	30	0	14	885	199	1084
6/25/2015		:15-30	933	2	0	17	22	0	9	983	170	1153
6/25/2015		:30-45	896	0	1	24	20	1	16	958	171	1129
6/25/2015		:45-00	935	1	0	18	29	0	14	997	146	1143
6/25/2015	15:00	:00-15	908	2	1	15	39	0	12	977	162	1139
6/25/2015		:15-30	644	0	0	14	34	0	16	708	176	884
6/25/2015		:30-45	967	1	1	13	32	0	14	1028	156	1184
6/25/2015		:45-00	682	0	0	11	28	0	15	736	166	902
6/25/2015	16:00	:00-15	1001	1	0	10	24	0	17	1053	186	1239
6/25/2015		:15-30	1126	1	2	14	26	0	16	1185	153	1338
6/25/2015		:30-45	1186	0	2	15	27	1	14	1245	193	1438
6/25/2015		:45-00	1210	2	1	13	22	0	17	1265	165	1430
6/25/2015	17:00	:00-15	1262	0	0	12	25	0	13	1312	220	1532
6/25/2015		:15-30	1289	0	1	9	21	0	11	1331	216	1547
6/25/2015		:30-45	1303	1	0	8	20	0	14	1346	206	1552
6/25/2015		:45-00	1276	0	0	10	17	0	12	1315	219	1534
6/25/2015		:00-15	1294	0	1	7	14	0	10	1326	222	1548

6/25/2015	18:00	:15-30	1132	0	0	8	15	1	9	1165	177	1342
6/25/2015		:30-45	1001	2	1	7	16	0	7	1034	164	1198
6/25/2015		:45-00	889	0	0	6	12	0	8	915	164	1079
6/25/2015	19:00	:00-15	800	4	2	4	11	1	9	831	153	984
6/25/2015		:15-30	711	3	0	5	14	0	8	741	136	877
6/25/2015		:30-45	641	2	0	5	15	0	8	671	145	816
6/25/2015		:45-00	586	0	0	7	13	1	7	614	136	750
6/25/2015	20:00	:00-15	533	1	0	6	12	0	6	558	118	676
6/25/2015		:15-30	492	0	0	5	10	0	5	512	107	619
6/25/2015		:30-45	511	1	0	6	9	0	7	534	94	628
6/25/2015		:45-00	527	0	0	4	7	0	6	544	86	630
6/25/2015	21:00	:00-15	507	1	0	6	6	0	5	525	90	615
6/25/2015		:15-30	472	0	0	5	9	0	4	490	110	600
6/25/2015		:30-45	443	0	0	4	8	0	4	459	84	543
6/25/2015		:45-00	411	1	0	2	9	0	3	426	68	494
6/25/2015	22:00	:00-15	385	0	0	2	10	0	2	399	74	473
6/25/2015		:15-30	326	0	0	0	7	0	1	334	62	396
6/25/2015		:30-45	279	1	0	0	6	0	1	287	52	339
6/25/2015		:45-00	255	0	0	1	5	0	0	261	52	313
6/25/2015	23:00	:00-15	224	1	0	0	4	0	1	230	58	288
6/25/2015		:15-30	186	1	0	1	2	0	0	190	42	232
6/25/2015		:30-45	162	0	0	0	3	0	1	166	42	208
6/25/2015		:45-00	143	0	0	0	4	0	0	147	42	189

Location: I-2 West of FM 493
Direction: WB

Date: 6/23/2015 - 6/25/2015
Lanes Counted: 3

Date	Time Period		Cars+Pickups+Vans	Motorcycles	Buses	Single-Unit Trucks	Semi-Trailers	Semi-Double Trailer	Truck/Car with Trailer	Total	Frontage	ML + FR
6/23/2015	0:00	:00-15	109	0	0	1	7	0	0	117	14	131
6/23/2015		:15-30	82	0	0	1	3	0	0	86	18	104
6/23/2015		:30-45	85	0	1	0	3	1	0	90	17	107
6/23/2015		:45-00	69	0	0	1	3	0	0	73	26	99
6/23/2015	1:00	:00-15	49	0	0	0	2	0	0	51	16	67
6/23/2015		:15-30	38	0	0	0	5	0	0	43	8	51
6/23/2015		:30-45	41	0	1	1	1	0	0	44	10	54
6/23/2015		:45-00	32	0	1	0	4	1	0	38	7	45
6/23/2015	2:00	:00-15	48	0	0	2	2	1	0	53	11	64
6/23/2015		:15-30	28	0	0	0	4	0	1	33	11	44
6/23/2015		:30-45	43	0	0	2	5	1	0	51	8	59
6/23/2015		:45-00	37	0	0	1	2	0	0	40	10	50
6/23/2015	3:00	:00-15	35	0	0	1	3	0	0	39	1	40
6/23/2015		:15-30	45	0	0	2	3	0	0	50	6	56
6/23/2015		:30-45	37	0	0	1	2	0	0	40	8	48
6/23/2015		:45-00	61	0	0	1	2	0	0	64	7	71
6/23/2015	4:00	:00-15	44	0	0	2	5	0	0	51	7	58
6/23/2015		:15-30	67	0	0	6	8	2	1	84	6	90
6/23/2015		:30-45	73	0	0	4	6	0	0	83	8	91
6/23/2015		:45-00	83	0	0	6	7	0	0	96	12	108
6/23/2015	5:00	:00-15	101	0	0	5	9	0	1	116	17	133
6/23/2015		:15-30	136	0	0	5	4	1	0	146	17	163
6/23/2015		:30-45	188	1	0	9	8	0	1	207	18	225
6/23/2015		:45-00	209	0	1	12	15	1	1	239	26	265
6/23/2015	6:00	:00-15	236	1	0	13	12	0	2	264	28	292
6/23/2015		:15-30	405	1	2	9	8	0	7	432	39	471
6/23/2015		:30-45	497	1	3	12	15	0	3	531	61	592
6/23/2015		:45-00	523	1	2	6	15	0	6	553	77	630
6/23/2015	7:00	:00-15	666	1	3	12	7	0	9	698	110	808
6/23/2015		:15-30	986	3	3	12	12	0	10	1026	138	1164
6/23/2015		:30-45	1188	1	1	20	18	0	16	1244	191	1435
6/23/2015		:45-00	1037	1	2	10	12	0	12	1074	204	1278
6/23/2015	8:00	:00-15	885	0	5	23	20	0	12	945	156	1101
6/23/2015		:15-30	803	1	4	9	22	0	13	852	132	984
6/23/2015		:30-45	846	0	4	16	17	0	16	899	134	1033
6/23/2015		:45-00	701	1	1	17	24	0	8	752	128	880
6/23/2015	9:00	:00-15	627	0	2	18	32	0	15	694	126	820
6/23/2015		:15-30	613	0	2	11	24	1	8	659	116	775
6/23/2015		:30-45	623	0	1	23	21	0	12	680	82	762
6/23/2015		:45-00	640	3	1	23	22	0	8	697	112	809
6/23/2015	10:00	:00-15	543	1	0	9	4	1	11	569	120	689
6/23/2015		:15-30	547	3	0	20	30	0	20	620	109	729
6/23/2015		:30-45	548	1	0	18	35	0	11	613	108	721
6/23/2015		:45-00	535	0	1	16	35	0	2	589	125	714
6/23/2015	11:00	:00-15	564	1	0	24	32	0	8	629	102	731
6/23/2015		:15-30	544	0	0	25	21	0	10	600	92	692
6/23/2015		:30-45	612	2	1	12	41	0	10	678	114	792
6/23/2015		:45-00	658	3	4	17	39	1	10	732	112	844
6/23/2015	12:00	:00-15	618	3	2	11	37	0	9	680	112	792
6/23/2015		:15-30	685	0	3	14	34	0	9	745	148	893
6/23/2015		:30-45	701	1	5	9	39	0	8	763	122	885
6/23/2015		:45-00	644	1	3	19	28	0	11	706	127	833
6/23/2015	13:00	:00-15	633	0	3	23	26	0	9	694	122	816
6/23/2015		:15-30	633	0	1	21	27	0	12	694	154	848
6/23/2015		:30-45	616	1	0	14	33	0	10	674	167	841
6/23/2015		:45-00	685	0	0	12	26	0	7	730	160	890
6/23/2015	14:00	:00-15	594	0	1	9	21	0	5	630	144	774
6/23/2015		:15-30	655	0	1	14	35	0	13	718	162	880
6/23/2015		:30-45	568	0	4	13	23	0	8	616	172	788
6/23/2015		:45-00	687	1	0	17	28	0	11	744	162	906
6/23/2015	15:00	:00-15	616	1	0	12	22	0	2	653	122	775
6/23/2015		:15-30	647	0	11	14	24	0	12	708	142	850
6/23/2015		:30-45	657	0	2	20	19	0	8	706	132	838
6/23/2015		:45-00	685	0	0	21	28	0	8	742	125	867
6/23/2015	16:00	:00-15	740	0	4	19	19	0	16	798	135	933
6/23/2015		:15-30	743	0	0	9	26	0	10	788	136	924
6/23/2015		:30-45	689	0	4	20	19	0	17	749	130	879
6/23/2015		:45-00	754	1	0	17	24	0	15	811	122	933
6/23/2015	17:00	:00-15	903	0	0	9	20	0	17	949	118	1067
6/23/2015		:15-30	922	0	0	9	24	0	8	963	170	1133
6/23/2015		:30-45	783	0	0	13	20	0	11	827	142	969
6/23/2015		:45-00	817	0	2	8	18	0	5	850	132	982
6/23/2015	18:00	:00-15	700	0	2	16	8	0	15	741	152	893
6/23/2015		:15-30	670	2	0	13	17	0	10	712	151	863
6/23/2015		:30-45	684	0	0	11	15	0	10	720	132	852
6/23/2015		:45-00	515	1	0	11	9	0	3	539	114	653
6/23/2015	19:00	:00-15	530	0	1	3	21	0	4	559	98	657
6/23/2015		:15-30	491	2	0	5	14	0	7	519	120	639
6/23/2015		:30-45	432	0	0	6	7	0	3	448	98	546
6/23/2015		:45-00	433	2	0	4	6	1	6	452	75	527
6/23/2015	20:00	:00-15	373	2	1	2	9	1	6	394	94	488
6/23/2015		:15-30	398	0	3	6	8	0	3	418	97	515
6/23/2015		:30-45	376	4	1	5	5	0	6	397	96	493
6/23/2015		:45-00	359	0	1	5	11	0	3	379	98	477
6/23/2015		:00-15	377	2	0	5	7	1	0	392	98	490

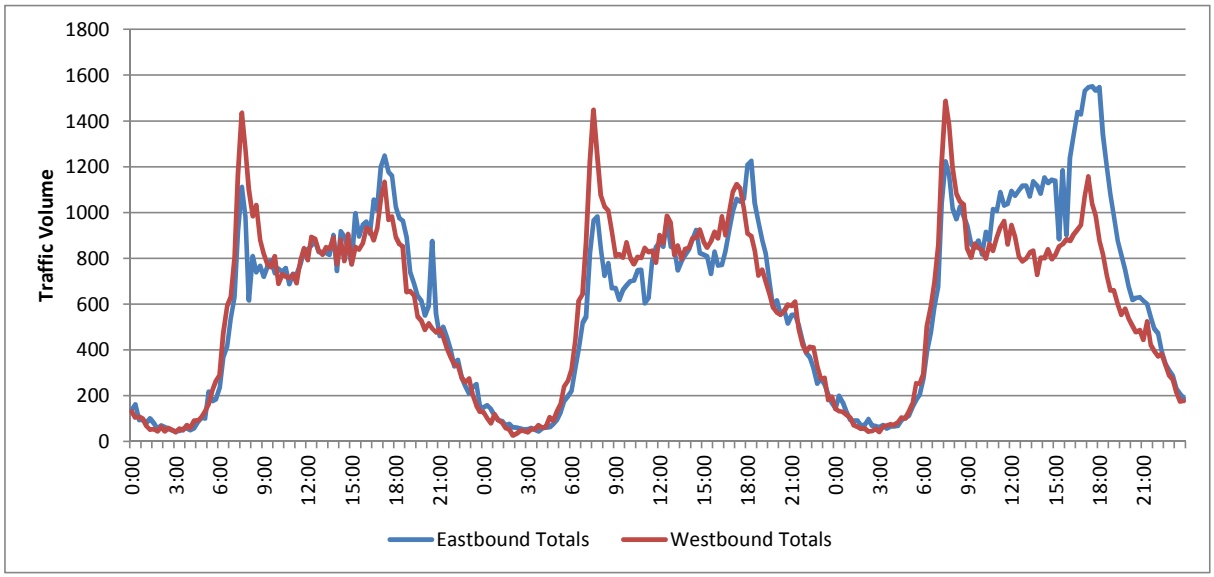
6/23/2015	21:00	:15-30	355	0	0	1	10	1	1	368	90	458
6/23/2015		:30-45	313	0	0	0	4	0	4	321	84	405
6/23/2015		:45-00	272	0	1	2	8	0	3	286	84	370
6/23/2015	22:00	:00-15	262	0	1	1	5	1	4	274	62	336
6/23/2015		:15-30	265	0	0	2	5	0	0	272	60	332
6/23/2015		:30-45	219	0	0	1	5	0	1	226	52	278
6/23/2015		:45-00	189	0	0	0	4	1	0	194	64	258
6/23/2015	23:00	:00-15	220	0	1	1	5	0	1	228	47	275
6/23/2015		:15-30	157	0	1	0	1	0	1	160	45	205
6/23/2015		:30-45	128	0	0	1	1	1	0	131	27	158
6/23/2015		:45-00	104	0	0	2	4	0	0	110	20	130
6/24/2015	0:00	:00-15	99	0	0	0	2	0	0	101	28	129
6/24/2015		:15-30	79	0	0	0	3	0	0	82	18	100
6/24/2015		:30-45	65	0	0	2	1	0	0	68	12	80
6/24/2015		:45-00	102	0	0	2	1	0	1	106	12	118
6/24/2015	1:00	:00-15	71	0	0	2	1	1	1	76	18	94
6/24/2015		:15-30	60	0	0	2	2	0	0	64	18	82
6/24/2015		:30-45	50	0	0	2	2	0	0	54	4	58
6/24/2015		:45-00	43	0	0	0	1	2	0	46	7	53
6/24/2015	2:00	:00-15	23	0	0	1	0	0	0	24	2	26
6/24/2015		:15-30	29	0	0	1	2	0	0	32	2	34
6/24/2015		:30-45	36	0	0	1	0	1	0	38	9	47
6/24/2015		:45-00	37	0	0	3	4	0	0	44	2	46
6/24/2015	3:00	:00-15	30	0	0	1	4	0	0	35	5	40
6/24/2015		:15-30	44	0	0	1	3	0	0	48	6	54
6/24/2015		:30-45	37	0	0	1	7	2	0	47	6	53
6/24/2015		:45-00	57	0	0	2	3	2	0	64	7	71
6/24/2015	4:00	:00-15	44	0	0	2	8	0	0	54	6	60
6/24/2015		:15-30	45	0	0	5	6	0	0	56	8	64
6/24/2015		:30-45	87	0	0	5	5	0	0	97	9	106
6/24/2015		:45-00	72	0	0	3	7	0	0	82	9	91
6/24/2015	5:00	:00-15	110	0	0	4	6	0	0	120	12	132
6/24/2015		:15-30	138	1	0	4	5	0	0	148	16	164
6/24/2015		:30-45	198	2	0	10	6	0	0	216	24	240
6/24/2015		:45-00	205	0	2	9	9	1	2	228	38	266
6/24/2015	6:00	:00-15	263	0	0	11	12	0	2	288	26	314
6/24/2015		:15-30	382	1	2	4	11	0	2	402	43	445
6/24/2015		:30-45	527	0	4	11	13	0	6	561	56	617
6/24/2015		:45-00	524	0	5	10	14	0	4	557	88	645
6/24/2015	7:00	:00-15	747	3	2	15	10	0	15	792	78	870
6/24/2015		:15-30	1029	2	2	9	18	0	8	1068	158	1226
6/24/2015		:30-45	1232	4	2	14	17	0	13	1282	166	1448
6/24/2015		:45-00	1001	0	1	19	22	0	29	1072	177	1249
6/24/2015	8:00	:00-15	837	1	4	19	34	0	16	911	162	1073
6/24/2015		:15-30	849	0	4	9	18	0	18	898	130	1028
6/24/2015		:30-45	840	1	3	13	33	0	13	903	106	1009
6/24/2015		:45-00	744	1	2	15	22	0	15	799	120	919
6/24/2015	9:00	:00-15	661	0	0	11	23	1	9	705	106	811
6/24/2015		:15-30	663	0	2	17	31	0	12	725	92	817
6/24/2015		:30-45	659	0	1	12	23	0	16	711	93	804
6/24/2015		:45-00	669	2	5	14	26	0	15	731	138	869
6/24/2015	10:00	:00-15	615	2	0	20	32	1	9	679	124	803
6/24/2015		:15-30	612	2	0	10	35	0	13	672	102	774
6/24/2015		:30-45	638	0	0	27	33	0	12	710	96	806
6/24/2015		:45-00	632	1	4	9	46	0	7	699	104	803
6/24/2015	11:00	:00-15	674	0	0	15	40	1	12	742	103	845
6/24/2015		:15-30	667	0	2	12	28	0	12	721	107	828
6/24/2015		:30-45	656	1	3	20	30	0	7	717	116	833
6/24/2015		:45-00	600	1	1	18	35	0	8	663	118	781
6/24/2015	12:00	:00-15	690	1	5	12	30	0	8	746	156	902
6/24/2015		:15-30	658	0	3	19	29	0	5	714	152	866
6/24/2015		:30-45	792	1	5	9	21	0	5	833	152	985
6/24/2015		:45-00	723	0	1	13	31	0	12	780	174	954
6/24/2015	13:00	:00-15	651	1	3	11	36	0	7	709	106	815
6/24/2015		:15-30	677	2	3	19	29	0	6	736	119	855
6/24/2015		:30-45	629	0	0	13	37	0	8	687	110	797
6/24/2015		:45-00	690	0	0	7	30	0	6	733	108	841
6/24/2015	14:00	:00-15	677	1	0	16	37	0	12	743	102	845
6/24/2015		:15-30	718	1	4	13	34	0	7	777	111	888
6/24/2015		:30-45	702	0	0	18	22	1	14	757	134	891
6/24/2015		:45-00	737	0	3	12	30	0	14	796	130	926
6/24/2015	15:00	:00-15	707	0	0	18	14	0	14	753	120	873
6/24/2015		:15-30	678	0	10	8	28	0	10	734	113	847
6/24/2015		:30-45	688	3	1	19	21	0	6	738	137	875
6/24/2015		:45-00	725	0	1	25	31	0	11	793	122	915
6/24/2015	16:00	:00-15	708	0	3	19	32	0	6	768	119	887
6/24/2015		:15-30	778	1	2	22	33	0	12	848	134	982
6/24/2015		:30-45	754	1	2	9	16	0	15	797	104	901
6/24/2015		:45-00	831	1	1	12	20	0	14	879	126	1005
6/24/2015	17:00	:00-15	905	1	4	5	20	0	12	947	144	1091
6/24/2015		:15-30	950	0	1	15	8	0	16	990	134	1124
6/24/2015		:30-45	950	1	0	6	13	0	14	984	122	1106
6/24/2015		:45-00	833	3	3	12	15	0	14	880	135	1015
6/24/2015	18:00	:00-15	748	0	2	9	11	0	14	784	125	909
6/24/2015		:15-30	704	0	0	11	9	0	13	737	160	897
6/24/2015		:30-45	638	3	0	14	11	0	8	674	157	831
6/24/2015		:45-00	585	0	0	4	12	1	10	612	114	726
6/24/2015	19:00	:00-15	583	1	0	8	15	0	5	612	138	750
6/24/2015		:15-30	541	0	2	12	17	0	5	577	120	697
6/24/2015		:30-45	507	0	0	4	14	0	8	533	110	643

6/24/2015		:45-00	457	0	1	9	11	0	5	483	102	585
6/24/2015	20:00	:00-15	467	0	0	7	9	0	4	487	76	563
6/24/2015		:15-30	422	2	3	4	10	0	8	449	104	553
6/24/2015		:30-45	410	2	1	3	8	1	2	427	143	570
6/24/2015		:45-00	432	0	0	0	9	0	1	442	156	598
6/24/2015	21:00	:00-15	430	3	1	3	9	2	3	451	142	593
6/24/2015		:15-30	401	5	0	4	10	0	0	420	191	611
6/24/2015		:30-45	340	2	0	5	7	0	0	354	136	490
6/24/2015		:45-00	286	0	1	2	5	1	1	296	127	423
6/24/2015	22:00	:00-15	276	1	0	1	6	0	3	287	104	391
6/24/2015		:15-30	296	0	0	4	4	0	0	304	109	413
6/24/2015		:30-45	280	0	0	0	1	0	2	283	128	411
6/24/2015		:45-00	223	0	1	1	5	0	1	231	98	329
6/24/2015	23:00	:00-15	187	0	0	2	6	0	2	197	77	274
6/24/2015		:15-30	192	0	0	1	3	0	0	196	82	278
6/24/2015		:30-45	126	0	0	1	4	0	0	131	50	181
6/24/2015		:45-00	131	0	0	0	3	0	0	134	62	196
6/25/2015	0:00	:00-15	97	0	0	1	3	0	0	101	42	143
6/25/2015		:15-30	84	0	0	1	2	0	0	87	46	133
6/25/2015		:30-45	78	0	0	1	5	0	0	84	46	130
6/25/2015		:45-00	89	0	0	1	1	0	0	91	26	117
6/25/2015	1:00	:00-15	68	0	0	2	3	0	0	73	32	105
6/25/2015		:15-30	54	1	0	0	2	0	0	57	14	71
6/25/2015		:30-45	43	0	0	2	3	0	0	48	16	64
6/25/2015		:45-00	30	0	0	1	4	0	0	35	20	55
6/25/2015	2:00	:00-15	37	0	0	1	4	0	0	42	14	56
6/25/2015		:15-30	27	0	0	0	4	0	0	31	12	43
6/25/2015		:30-45	34	0	0	1	3	0	0	38	8	46
6/25/2015		:45-00	43	0	0	0	0	0	0	43	12	55
6/25/2015	3:00	:00-15	32	0	0	0	2	0	0	34	8	42
6/25/2015		:15-30	43	0	0	2	4	0	0	49	17	66
6/25/2015		:30-45	60	0	0	1	4	0	0	65	4	69
6/25/2015		:45-00	53	0	0	2	7	0	1	63	12	75
6/25/2015	4:00	:00-15	47	0	0	5	7	0	0	59	12	71
6/25/2015		:15-30	60	0	0	3	8	0	0	71	13	84
6/25/2015		:30-45	76	0	0	6	3	1	0	86	18	104
6/25/2015		:45-00	67	0	0	6	7	0	1	81	20	101
6/25/2015	5:00	:00-15	94	0	0	5	8	0	0	107	21	128
6/25/2015		:15-30	127	0	0	4	7	0	0	138	28	166
6/25/2015		:30-45	189	0	0	8	10	0	0	207	47	254
6/25/2015		:45-00	190	1	1	10	11	0	2	215	36	251
6/25/2015	6:00	:00-15	229	2	0	9	10	0	3	253	43	296
6/25/2015		:15-30	411	2	2	10	7	0	5	437	66	503
6/25/2015		:30-45	491	2	2	10	7	0	8	520	72	592
6/25/2015		:45-00	532	0	0	8	4	0	10	554	142	696
6/25/2015	7:00	:00-15	658	2	5	12	24	0	17	718	141	859
6/25/2015		:15-30	963	2	4	16	15	0	18	1018	195	1213
6/25/2015		:30-45	1168	4	2	12	20	0	22	1228	259	1487
6/25/2015		:45-00	1034	0	2	16	22	0	14	1088	296	1384
6/25/2015	8:00	:00-15	872	1	3	11	30	0	13	930	268	1198
6/25/2015		:15-30	819	3	5	14	28	0	17	886	196	1082
6/25/2015		:30-45	826	2	1	18	24	0	16	887	162	1049
6/25/2015		:45-00	748	1	3	20	23	2	21	818	216	1034
6/25/2015	9:00	:00-15	627	1	0	13	23	0	12	676	166	842
6/25/2015		:15-30	582	1	2	15	28	0	6	634	170	804
6/25/2015		:30-45	612	1	0	11	33	0	8	665	199	864
6/25/2015		:45-00	605	0	2	12	38	0	10	667	179	846
6/25/2015	10:00	:00-15	595	2	1	23	35	0	8	664	172	836
6/25/2015		:15-30	599	2	1	12	15	0	14	643	156	799
6/25/2015		:30-45	660	1	0	17	28	0	10	716	147	863
6/25/2015		:45-00	590	2	1	19	38	0	11	661	172	833
6/25/2015	11:00	:00-15	658	0	0	19	32	0	19	728	164	892
6/25/2015		:15-30	639	1	2	18	39	1	15	715	220	935
6/25/2015		:30-45	694	2	1	21	44	0	11	773	190	963
6/25/2015		:45-00	638	3	3	14	28	0	15	701	160	861
6/25/2015	12:00	:00-15	650	1	6	16	32	0	9	714	231	945
6/25/2015		:15-30	680	0	1	13	45	0	8	747	148	895
6/25/2015		:30-45	691	1	5	22	38	0	5	762	46	808
6/25/2015		:45-00	678	2	1	15	40	0	11	747	40	787
6/25/2015	13:00	:00-15	701	0	4	17	33	0	16	771	28	799
6/25/2015		:15-30	709	2	1	11	42	0	14	779	46	825
6/25/2015		:30-45	732	0	5	24	20	0	10	791	42	833
6/25/2015		:45-00	618	1	0	17	35	0	11	682	46	728
6/25/2015	14:00	:00-15	690	1	2	10	24	0	9	736	66	802
6/25/2015		:15-30	689	1	1	17	36	0	11	755	46	801
6/25/2015		:30-45	727	0	2	13	41	0	13	796	42	838
6/25/2015		:45-00	703	1	0	15	31	0	11	761	36	797
6/25/2015	15:00	:00-15	714	0	1	11	24	0	17	767	48	815
6/25/2015		:15-30	730	1	6	17	23	0	7	784	68	852
6/25/2015		:30-45	751	0	2	15	38	0	13	819	43	862
6/25/2015		:45-00	764	0	3	23	31	0	15	836	48	884
6/25/2015	16:00	:00-15	765	1	2	16	28	0	12	824	52	876
6/25/2015		:15-30	797	2	2	19	25	0	6	851	54	905
6/25/2015		:30-45	808	1	0	18	37	0	11	875	50	925
6/25/2015		:45-00	835	1	1	16	28	1	11	893	54	947
6/25/2015	17:00	:00-15	979	1	1	16	17	0	10	1024	49	1073
6/25/2015		:15-30	1047	0	1	10	18	0	10	1086	72	1158
6/25/2015		:30-45	918	0	1	17	21	0	10	967	72	1039
6/25/2015		:45-00	878	3	3	10	28	0	9	931	56	987
6/25/2015		:00-15	795	0	0	9	15	0	16	835	42	877

6/25/2015	18:00	:15-30	742	1	0	6	17	0	9	775	41	816
6/25/2015		:30-45	649	0	0	15	12	0	9	685	39	724
6/25/2015		:45-00	589	3	0	9	8	0	8	617	42	659
6/25/2015	19:00	:00-15	573	4	1	15	20	0	11	624	36	660
6/25/2015		:15-30	531	0	1	7	19	1	7	566	34	600
6/25/2015		:30-45	493	0	0	5	15	1	6	520	34	554
6/25/2015		:45-00	511	0	0	6	14	0	3	534	46	580
6/25/2015	20:00	:00-15	471	0	0	7	12	0	5	495	42	537
6/25/2015		:15-30	453	1	1	4	10	1	1	471	34	505
6/25/2015		:30-45	414	0	1	6	10	2	3	436	42	478
6/25/2015		:45-00	442	1	0	1	5	1	0	450	36	486
6/25/2015	21:00	:00-15	400	2	0	5	7	1	1	416	29	445
6/25/2015		:15-30	456	1	1	2	6	0	4	470	54	524
6/25/2015		:30-45	362	0	0	3	5	0	0	370	53	423
6/25/2015		:45-00	353	0	0	2	5	0	0	360	37	397
6/25/2015	22:00	:00-15	328	6	1	2	3	0	3	343	28	371
6/25/2015		:15-30	327	2	0	4	8	0	2	343	40	383
6/25/2015		:30-45	295	0	1	0	7	0	3	306	30	336
6/25/2015		:45-00	251	0	0	0	5	2	0	258	32	290
6/25/2015	23:00	:00-15	243	0	4	0	2	0	0	249	22	271
6/25/2015		:15-30	186	0	0	1	2	1	1	191	24	215
6/25/2015		:30-45	155	1	0	1	1	0	0	158	16	174
6/25/2015		:45-00	142	2	0	1	6	0	0	151	26	177

Eastbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	6,025	8,731	54,877
6/24/2015	5,805	7,468	53,196
6/25/2015	7,154	11,610	68,572
Total	18,984	27,809	176,645

Westbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	7,992	7,820	54,563
6/24/2015	8,156	8,111	57,923
6/25/2015	8,511	7,910	56,823
Total	24,659	23,841	169,309



Time	19-May	20-May	21-May	Daily Avg
0:00	646	666	639	650
1:00	335	370	336	347
2:00	330	238	330	299
3:00	218	214	251	228
4:00	293	318	302	304
5:00	579	589	595	588
6:00	1580	1650	1568	1599
7:00	3614	3927	3607	3716
8:00	3691	3336	3254	3427
9:00	2779	3031	3063	2958
10:00	3024	3089	2881	2998
11:00	2994	3232	3381	3202
12:00	3236	3244	3260	3247
13:00	3338	3576	3585	3500
14:00	3612	3665	3294	3524
15:00	3874	3871	3602	3782
16:00	4105	4142	3907	4051
17:00	5048	5067	4911	5009
18:00	3822	3985	3601	3803
19:00	2694	2909	2684	2762
20:00	2331	2303	2347	2327
21:00	2146	2334	2593	2358
22:00	1361	1354	1442	1386
23:00	1016	863	914	931
TOTAL	56666	57973	56347	56995

AM Peak		19-May	20-May	21-May	Daily Avg
6:00	:00-15	298	295	272	289
	:15-30	379	364	362	368
	:30-45	407	443	443	431
	:45-00	496	548	491	512
7:00	:00-15	904	982	902	929
	:15-30	904	982	902	929
	:30-45	904	982	902	929
	:45-00	904	982	902	929
8:00	:00-15	1001	855	843	900
	:15-30	904	847	761	838
	:30-45	874	770	786	810
	:45-00	911	864	864	880

AM Peak		19-May	20-May	21-May	Daily Avg
6:00	:00-15	0.188629	0.178947	0.173606	0.18039
	:15-30	0.240134	0.220395	0.230769	0.23043
	:30-45	0.257525	0.268421	0.282287	0.26941
	:45-00	0.313712	0.332237	0.313338	0.31976
7:00	:00-15				
	:15-30				
	:30-45				
	:45-00				
8:00	:00-15	0.271197	0.256267	0.259071	0.26218
	:15-30	0.245039	0.253907	0.233927	0.24429
	:30-45	0.236921	0.230905	0.241566	0.23646
	:45-00	0.246843	0.258921	0.265436	0.25707

Site 5 (S143) only had hourly count data. In order to determine counts during AM peak (6:30-8:30) data from Site 6 was used to disaggregate the hourly, Site 5 data.

For 6-7AM and 8-9AM, the hourly total was divided by the 15-min total to get a percentage of hourly total per 15-min interval for Site 6 EB and WB data. This percentage was applied to the Site 5 hourly total to get an estimated volume for each 15-min interval.

Time	19-May	20-May	21-May	Daily Avg
0:00	541	384	355	427
1:00	272	217	203	231
2:00	330	179	147	219
3:00	262	207	243	237
4:00	511	442	413	455
5:00	1028	909	957	965
6:00	2314	2311	2293	2306
7:00	4500	4755	4469	4575
8:00	4562	4213	4373	4383
9:00	3680	3696	3624	3667
10:00	3566	3578	3333	3492
11:00	3446	3709	3581	3579
12:00	3480	3638	3704	3607
13:00	3556	3916	3668	3713
14:00	3548	3771	3408	3576
15:00	3363	3462	3250	3358
16:00	4023	4175	3851	4016
17:00	3948	4403	4267	4206
18:00	3751	3598	3255	3535
19:00	2468	2535	2518	2507
20:00	2026	1872	2013	1970
21:00	1764	1861	2064	1896
22:00	1055	1087	1096	1079
23:00	585	656	716	652
TOTAL	58579	59574	57801	58651

AM Peak		19-May	20-May	21-May	Daily Avg
6:00	:00-15	351	342	315	336
	:15-30	459	465	489	471
	:30-45	726	727	716	723
	:45-00	779	778	773	777
7:00	:00-15	1125	1189	1117	1144
	:15-30	1125	1189	1117	1144
	:30-45	1125	1189	1117	1144
	:45-00	1125	1189	1117	1144
8:00	:00-15	1283	1138	1212	1211
	:15-30	1102	1058	1115	1092
	:30-45	1072	977	1052	1034
	:45-00	1105	1040	994	1046

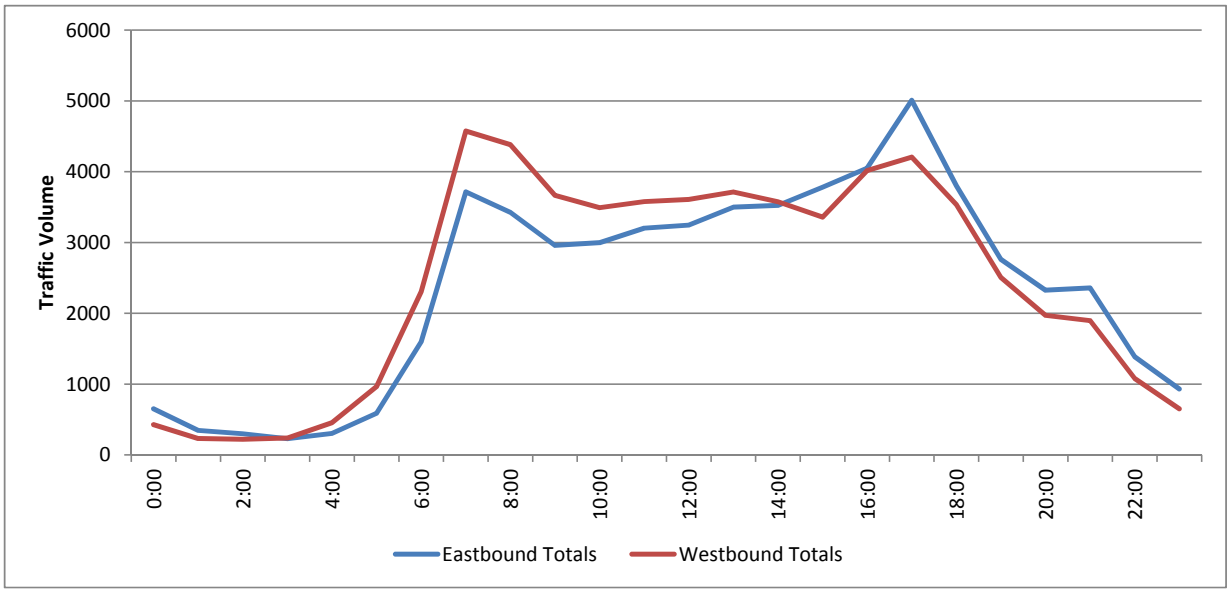
AM Peak		19-May	20-May	21-May	Daily Avg
6:00	:00-15	0.151568	0.147953	0.137549	0.14569
	:15-30	0.198171	0.201054	0.213043	0.20409
	:30-45	0.313589	0.314552	0.312253	0.31346
	:45-00	0.336672	0.336441	0.337154	0.33676
7:00	:00-15				
	:15-30				
	:30-45				
	:45-00				
8:00	:00-15	0.281262	0.270057	0.277198	0.27617
	:15-30	0.241564	0.251216	0.254984	0.24925
	:30-45	0.235014	0.231969	0.240554	0.23585
	:45-00	0.24216	0.246759	0.227264	0.23873

Site 5 (S143) only had hourly count data. In order to determine counts during AM peak (6:30-8:30) data from Site 6 was used to disaggregate the hourly, Site 5 data.

For 6-7AM and 8-9AM, the hourly total was divided by the 15-min total to get a percentage of hourly total per 15-min interval for Site 6 EB and WB data. This percentage was applied to the Site 5 hourly total to get an estimated volume for each 15-min interval.

Eastbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
5/19/2015	6,422	9,153	56,666
5/20/2015	6,620	9,209	57,973
5/21/2015	6,145	8,818	56,347
Total	19,187	27,180	170,986

Westbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
5/19/2015	8,390	7,971	58,579
5/20/2015	8,456	8,578	59,574
5/21/2015	8,285	8,118	57,801
Total	25,131	24,667	175,954



Location: I-2 West of I-69C
Direction: EB

Date: 6/23/2015 - 6/25/2015
Lanes Counted: 3

Date	Time Period		Cars+Pickups+Vans	Motorcycles	Buses	Single-Unit Trucks	Semi-Trailers	Semi-Double Trailer	Truck/Car with Trailer	Total	Frontage	ML + FR
6/23/2015	0:00	:00-15	123	0	0	0	2	0	1	126	81	207
6/23/2015		:15-30	135	0	0	0	5	0	1	141	64	205
6/23/2015		:30-45	68	0	0	2	5	0	1	76	68	144
6/23/2015		:45-00	66	0	0	1	5	0	1	73	39	112
6/23/2015	1:00	:00-15	60	0	0	0	2	0	0	62	37	99
6/23/2015		:15-30	83	0	0	0	2	0	0	85	42	127
6/23/2015		:30-45	57	1	0	1	3	1	0	63	22	85
6/23/2015		:45-00	39	0	0	1	4	0	0	44	40	84
6/23/2015	2:00	:00-15	56	0	0	2	1	0	0	59	35	94
6/23/2015		:15-30	45	0	0	3	2	0	0	50	29	79
6/23/2015		:30-45	48	0	0	0	2	0	0	50	20	70
6/23/2015		:45-00	37	0	0	2	4	0	0	43	23	66
6/23/2015	3:00	:00-15	33	0	1	3	2	0	0	39	13	52
6/23/2015		:15-30	35	0	0	1	0	0	0	36	12	48
6/23/2015		:30-45	43	0	0	2	4	0	0	49	10	59
6/23/2015		:45-00	37	0	0	5	11	0	1	54	17	71
6/23/2015	4:00	:00-15	36	0	0	2	1	0	0	39	24	63
6/23/2015		:15-30	46	1	0	1	4	0	0	52	13	65
6/23/2015		:30-45	69	0	0	5	5	0	0	79	20	99
6/23/2015		:45-00	71	0	0	9	11	0	1	92	18	110
6/23/2015	5:00	:00-15	74	0	0	4	8	0	0	86	22	108
6/23/2015		:15-30	169	0	1	16	24	0	0	210	16	226
6/23/2015		:30-45	127	0	0	4	17	0	0	148	27	175
6/23/2015		:45-00	144	0	0	7	14	1	0	166	42	208
6/23/2015	6:00	:00-15	182	0	1	12	19	0	0	214	36	250
6/23/2015		:15-30	298	0	3	6	25	0	1	333	66	399
6/23/2015		:30-45	337	0	1	9	11	0	3	361	47	408
6/23/2015		:45-00	401	1	4	3	22	0	12	443	92	535
6/23/2015	7:00	:00-15	479	2	6	10	24	0	7	528	97	625
6/23/2015		:15-30	700	0	7	7	22	0	13	749	114	863
6/23/2015		:30-45	838	2	3	21	18	0	17	899	168	1067
6/23/2015		:45-00	728	0	2	9	30	1	6	776	244	1020
6/23/2015	8:00	:00-15	365	1	1	12	32	1	12	424	226	650
6/23/2015		:15-30	617	1	3	12	26	0	11	670	194	864
6/23/2015		:30-45	550	3	0	24	19	0	8	604	192	796
6/23/2015		:45-00	590	3	1	13	19	0	16	642	199	841
6/23/2015	9:00	:00-15	556	0	3	19	20	0	8	606	196	802
6/23/2015		:15-30	571	2	6	15	25	0	13	632	214	846
6/23/2015		:30-45	599	1	3	22	27	0	13	665	240	905
6/23/2015		:45-00	556	0	1	15	29	1	6	608	262	870
6/23/2015	10:00	:00-15	562	2	0	11	36	0	15	626	240	866
6/23/2015		:15-30	537	1	0	12	18	0	13	581	270	851
6/23/2015		:30-45	565	0	2	9	28	0	6	610	272	882
6/23/2015		:45-00	517	1	0	11	33	0	12	574	286	860
6/23/2015	11:00	:00-15	554	2	0	16	30	0	6	608	282	890
6/23/2015		:15-30	522	3	3	12	40	0	8	588	282	870
6/23/2015		:30-45	593	0	0	15	30	0	10	648	282	930
6/23/2015		:45-00	625	1	1	15	31	0	9	682	288	970
6/23/2015	12:00	:00-15	609	1	0	17	24	0	13	664	274	938
6/23/2015		:15-30	642	0	2	7	25	0	14	690	338	1028
6/23/2015		:30-45	618	1	1	21	24	0	9	674	310	984
6/23/2015		:45-00	614	1	3	18	25	0	7	668	355	1023
6/23/2015	13:00	:00-15	610	1	3	9	17	0	7	647	334	981
6/23/2015		:15-30	591	0	2	19	14	0	5	631	312	943
6/23/2015		:30-45	583	0	3	4	21	0	9	620	326	946
6/23/2015		:45-00	667	0	1	15	30	0	7	720	358	1078
6/23/2015	14:00	:00-15	532	0	1	11	23	0	6	573	334	907
6/23/2015		:15-30	704	0	0	10	30	0	13	757	338	1095
6/23/2015		:30-45	665	0	2	10	19	0	9	705	324	1029
6/23/2015		:45-00	635	1	0	8	20	0	6	670	337	1007
6/23/2015	15:00	:00-15	583	0	1	7	27	0	4	622	331	953
6/23/2015		:15-30	775	1	2	16	18	0	10	822	364	1186
6/23/2015		:30-45	711	0	3	9	13	0	4	740	356	1096
6/23/2015		:45-00	742	1	2	9	18	0	7	779	392	1171
6/23/2015	16:00	:00-15	756	0	0	12	22	0	11	801	342	1143
6/23/2015		:15-30	715	2	0	19	21	0	3	760	366	1126
6/23/2015		:30-45	831	0	5	9	29	0	5	879	398	1277
6/23/2015		:45-00	804	1	1	7	16	0	6	835	390	1225
6/23/2015	17:00	:00-15	978	1	0	9	17	0	8	1013	400	1413
6/23/2015		:15-30	1012	3	1	9	11	0	13	1049	544	1593
6/23/2015		:30-45	939	2	4	10	20	0	8	983	566	1549
6/23/2015		:45-00	921	0	0	12	19	0	4	956	490	1446
6/23/2015	18:00	:00-15	772	2	1	7	23	1	8	814	408	1222
6/23/2015		:15-30	777	1	0	5	17	0	8	808	415	1223
6/23/2015		:30-45	760	1	1	4	20	3	5	794	366	1160
6/23/2015		:45-00	699	0	2	8	12	0	5	726	346	1072
6/23/2015	19:00	:00-15	588	1	1	5	20	0	5	620	306	926
6/23/2015		:15-30	544	1	1	3	10	0	3	562	318	880
6/23/2015		:30-45	521	3	0	2	8	0	6	540	291	831
6/23/2015		:45-00	471	0	1	5	3	1	6	487	246	733
6/23/2015	20:00	:00-15	434	0	0	4	9	0	0	447	245	692
6/23/2015		:15-30	475	3	1	3	9	0	3	494	199	693
6/23/2015		:30-45	766	0	1	3	7	0	4	781	232	1013
6/23/2015		:45-00	451	1	0	2	6	0	3	463	216	679
6/23/2015	21:00	:00-15	362	0	0	7	4	0	0	373	212	585
6/23/2015		:15-30	398	0	1	2	6	0	1	408	198	606
6/23/2015		:30-45	346	0	0	2	5	0	2	355	215	570
6/23/2015		:45-00	328	0	0	0	6	0	0	334	173	507
6/23/2015		:00-15	268	0	0	2	4	0	0	274	154	428

6/23/2015	22:00	:15-30	288	0	0	2	6	0	0	296	163	459
6/23/2015		:30-45	231	0	0	0	5	0	0	236	129	365
6/23/2015		:45-00	194	0	0	1	3	0	0	198	116	314
6/23/2015	23:00	:00-15	170	0	0	1	2	0	0	173	108	281
6/23/2015		:15-30	185	0	0	0	4	1	0	190	132	322
6/23/2015		:30-45	192	0	0	2	8	0	0	202	106	308
6/23/2015		:45-00	123	0	0	0	6	1	0	130	88	218
6/24/2015	0:00	:00-15	128	0	0	0	2	0	0	130	80	210
6/24/2015		:15-30	125	0	0	0	7	2	1	135	66	201
6/24/2015		:30-45	126	0	0	0	3	0	1	130	72	202
6/24/2015		:45-00	92	0	0	1	2	1	0	96	58	154
6/24/2015	1:00	:00-15	74	0	1	0	1	0	0	76	46	122
6/24/2015		:15-30	69	0	0	0	1	0	0	70	40	110
6/24/2015		:30-45	58	0	0	1	3	0	0	62	34	96
6/24/2015		:45-00	69	0	0	0	3	0	0	72	33	105
6/24/2015	2:00	:00-15	51	0	0	1	0	1	0	53	30	83
6/24/2015		:15-30	51	0	0	1	0	0	0	52	36	88
6/24/2015		:30-45	46	0	0	0	1	0	0	47	16	63
6/24/2015		:45-00	40	0	0	3	4	1	0	48	19	67
6/24/2015	3:00	:00-15	41	0	1	3	1	0	0	46	32	78
6/24/2015		:15-30	37	0	0	2	7	3	1	50	46	96
6/24/2015		:30-45	39	0	0	6	2	0	1	48	9	57
6/24/2015		:45-00	34	0	0	1	2	2	0	39	14	53
6/24/2015	4:00	:00-15	50	0	0	4	2	0	0	56	14	70
6/24/2015		:15-30	50	0	0	1	1	0	0	52	17	69
6/24/2015		:30-45	45	0	0	4	6	0	0	55	10	65
6/24/2015		:45-00	57	0	0	6	6	0	0	69	20	89
6/24/2015	5:00	:00-15	72	0	2	5	4	0	0	83	18	101
6/24/2015		:15-30	89	0	0	7	7	2	0	105	15	120
6/24/2015		:30-45	132	0	0	11	14	0	0	157	20	177
6/24/2015		:45-00	155	0	0	5	12	0	0	172	34	206
6/24/2015	6:00	:00-15	164	1	3	11	11	0	2	192	52	244
6/24/2015		:15-30	247	0	1	7	19	0	4	278	60	338
6/24/2015		:30-45	330	0	1	3	22	1	1	358	64	422
6/24/2015		:45-00	394	1	6	15	14	0	1	431	89	520
6/24/2015	7:00	:00-15	408	0	6	4	14	1	7	440	84	524
6/24/2015		:15-30	627	1	6	8	25	10	0	677	138	815
6/24/2015		:30-45	706	0	4	22	31	0	12	775	180	955
6/24/2015		:45-00	715	1	2	15	27	2	5	767	240	1007
6/24/2015	8:00	:00-15	619	1	1	10	23	0	14	668	250	918
6/24/2015		:15-30	539	1	2	18	25	1	9	595	198	793
6/24/2015		:30-45	605	0	2	14	16	0	11	648	185	833
6/24/2015		:45-00	495	0	2	18	19	0	6	540	234	774
6/24/2015	9:00	:00-15	485	0	0	9	22	1	8	525	234	759
6/24/2015		:15-30	428	0	3	7	25	0	6	469	218	687
6/24/2015		:30-45	483	0	2	20	27	0	5	537	232	769
6/24/2015		:45-00	492	2	1	14	30	0	10	549	226	775
6/24/2015	10:00	:00-15	511	0	0	14	31	0	4	560	246	806
6/24/2015		:15-30	538	0	2	8	22	1	6	577	260	837
6/24/2015		:30-45	560	1	0	7	33	0	7	608	246	854
6/24/2015		:45-00	574	0	1	11	22	0	9	617	290	907
6/24/2015	11:00	:00-15	420	0	1	15	25	0	5	466	282	748
6/24/2015		:15-30	444	0	3	8	18	0	12	485	285	770
6/24/2015		:30-45	610	0	2	4	19	0	11	646	274	920
6/24/2015		:45-00	623	1	0	10	31	0	10	675	308	983
6/24/2015	12:00	:00-15	603	0	2	15	25	0	8	653	314	967
6/24/2015		:15-30	632	1	0	15	25	0	7	680	311	991
6/24/2015		:30-45	729	0	2	11	14	0	10	766	322	1088
6/24/2015		:45-00	609	1	4	15	29	1	10	669	346	1015
6/24/2015	13:00	:00-15	630	1	7	7	19	0	2	666	366	1032
6/24/2015		:15-30	569	0	1	14	8	0	8	600	336	936
6/24/2015		:30-45	567	1	1	12	14	0	11	606	330	936
6/24/2015		:45-00	603	0	0	10	16	1	6	636	356	992
6/24/2015	14:00	:00-15	608	0	1	18	23	0	8	658	300	958
6/24/2015		:15-30	682	2	1	8	16	0	6	715	341	1056
6/24/2015		:30-45	713	0	2	13	20	0	10	758	349	1107
6/24/2015		:45-00	614	0	1	14	18	0	16	663	348	1011
6/24/2015	15:00	:00-15	605	1	1	15	28	0	6	656	323	979
6/24/2015		:15-30	602	0	2	10	33	0	3	650	373	1023
6/24/2015		:30-45	513	0	4	11	27	0	9	564	322	886
6/24/2015		:45-00	626	1	1	8	25	0	2	663	349	1012
6/24/2015	16:00	:00-15	552	0	0	4	17	0	18	591	352	943
6/24/2015		:15-30	564	0	0	5	21	0	7	597	400	997
6/24/2015		:30-45	618	1	3	10	18	0	6	656	354	1010
6/24/2015		:45-00	705	1	1	9	14	0	5	735	361	1096
6/24/2015	17:00	:00-15	754	1	1	12	21	0	9	798	362	1160
6/24/2015		:15-30	823	2	0	8	13	0	7	853	498	1351
6/24/2015		:30-45	815	1	2	9	22	0	5	854	441	1295
6/24/2015		:45-00	812	2	2	3	19	1	10	849	412	1261
6/24/2015	18:00	:00-15	961	1	1	10	26	0	14	1013	356	1369
6/24/2015		:15-30	994	2	4	7	14	1	13	1035	385	1420
6/24/2015		:30-45	813	2	1	2	18	0	10	846	359	1205
6/24/2015		:45-00	763	0	2	5	14	0	8	792	350	1142
6/24/2015	19:00	:00-15	714	0	0	4	9	1	9	737	278	1015
6/24/2015		:15-30	637	3	1	4	13	0	6	664	287	951
6/24/2015		:30-45	515	5	0	2	12	0	6	540	238	778
6/24/2015		:45-00	443	4	2	5	8	0	2	464	252	716
6/24/2015	20:00	:00-15	483	0	3	2	13	0	9	510	234	744
6/24/2015		:15-30	452	3	2	5	4	0	2	468	216	684
6/24/2015		:30-45	454	2	0	3	7	0	3	469	211	680
6/24/2015		:45-00	406	1	0	2	7	0	1	417	218	635
6/24/2015	21:00	:00-15	423	0	0	1	8	0	4	436	230	666
6/24/2015		:15-30	448	2	0	0	7	0	1	458	224	682
6/24/2015		:30-45	409	0	0	5	3	0	1	418	199	617

6/24/2015		:45-00	341	0	0	3	6	1	0	351	190	541
6/24/2015	22:00	:00-15	291	0	0	1	4	0	0	296	148	444
6/24/2015		:15-30	290	0	0	2	4	0	1	297	128	425
6/24/2015		:30-45	257	0	0	0	6	0	0	263	149	412
6/24/2015		:45-00	188	1	1	0	9	0	0	199	126	325
6/24/2015	23:00	:00-15	204	0	0	1	6	0	1	212	102	314
6/24/2015		:15-30	204	0	0	2	4	0	0	210	98	308
6/24/2015		:30-45	173	0	0	1	2	0	0	176	73	249
6/24/2015		:45-00	135	0	0	0	5	1	0	141	65	206
6/25/2015	0:00	:00-15	105	1	0	0	1	0	1	108	75	183
6/25/2015		:15-30	153	0	0	1	7	0	1	162	66	228
6/25/2015		:30-45	126	0	0	0	5	0	0	131	49	180
6/25/2015		:45-00	93	1	0	1	3	0	0	98	42	140
6/25/2015	1:00	:00-15	68	3	0	0	5	0	0	76	44	120
6/25/2015		:15-30	62	0	0	1	3	0	1	67	30	97
6/25/2015		:30-45	63	0	0	1	4	0	0	68	28	96
6/25/2015		:45-00	49	0	0	1	3	0	1	54	28	82
6/25/2015	2:00	:00-15	50	0	0	0	6	0	0	56	21	77
6/25/2015		:15-30	72	0	0	2	1	0	0	75	27	102
6/25/2015		:30-45	44	0	0	1	4	1	1	51	44	95
6/25/2015		:45-00	49	0	0	1	5	0	0	55	20	75
6/25/2015	3:00	:00-15	42	0	0	1	1	0	0	44	12	56
6/25/2015		:15-30	51	0	0	0	4	0	0	55	18	73
6/25/2015		:30-45	35	0	0	2	6	0	0	43	21	64
6/25/2015		:45-00	54	0	0	2	0	0	0	56	8	64
6/25/2015	4:00	:00-15	46	0	0	2	5	0	0	53	16	69
6/25/2015		:15-30	48	0	0	1	7	0	0	56	14	70
6/25/2015		:30-45	63	0	0	3	8	0	0	74	10	84
6/25/2015		:45-00	72	0	0	2	9	0	1	84	16	100
6/25/2015	5:00	:00-15	73	1	0	8	9	1	1	93	21	114
6/25/2015		:15-30	99	0	0	5	15	0	1	120	20	140
6/25/2015		:30-45	117	0	0	3	23	0	2	145	18	163
6/25/2015		:45-00	145	0	0	7	9	0	2	163	44	207
6/25/2015	6:00	:00-15	184	1	3	1	16	0	1	206	44	250
6/25/2015		:15-30	259	0	2	7	17	0	2	287	60	347
6/25/2015		:30-45	353	0	3	9	22	0	3	390	69	459
6/25/2015		:45-00	429	0	4	15	19	0	5	472	84	556
6/25/2015	7:00	:00-15	481	1	6	10	22	0	5	525	82	607
6/25/2015		:15-30	695	0	7	15	29	0	6	752	136	888
6/25/2015		:30-45	851	0	1	10	19	1	13	895	173	1068
6/25/2015		:45-00	768	0	1	14	45	6	17	851	237	1088
6/25/2015	8:00	:00-15	653	0	1	6	39	0	7	706	242	948
6/25/2015		:15-30	661	1	1	16	23	0	13	715	202	917
6/25/2015		:30-45	619	1	2	22	18	0	17	679	216	895
6/25/2015		:45-00	613	1	2	19	21	0	10	666	228	894
6/25/2015	9:00	:00-15	612	2	1	26	24	0	12	677	254	931
6/25/2015		:15-30	559	1	1	20	25	0	9	615	233	848
6/25/2015		:30-45	516	0	1	15	23	0	18	573	234	807
6/25/2015		:45-00	560	0	3	18	38	1	7	627	242	869
6/25/2015	10:00	:00-15	522	0	0	21	26	0	9	578	202	780
6/25/2015		:15-30	583	0	0	22	16	0	10	631	250	881
6/25/2015		:30-45	545	0	1	18	40	0	5	609	264	873
6/25/2015		:45-00	652	1	1	16	30	0	14	714	288	1002
6/25/2015	11:00	:00-15	632	0	1	30	24	0	13	700	270	970
6/25/2015		:15-30	705	0	2	21	23	0	11	762	286	1048
6/25/2015		:30-45	668	3	0	10	30	0	9	720	281	1001
6/25/2015		:45-00	646	2	0	17	31	0	13	709	290	999
6/25/2015	12:00	:00-15	671	2	0	10	32	0	15	730	306	1036
6/25/2015		:15-30	681	0	2	15	26	1	12	737	322	1059
6/25/2015		:30-45	698	2	1	16	22	0	10	749	332	1081
6/25/2015		:45-00	716	1	0	12	29	0	9	767	321	1088
6/25/2015	13:00	:00-15	724	0	2	9	34	0	11	780	338	1118
6/25/2015		:15-30	698	0	3	15	21	0	15	752	336	1088
6/25/2015		:30-45	709	1	0	16	29	0	10	765	362	1127
6/25/2015		:45-00	715	1	0	21	20	1	9	767	379	1146
6/25/2015	14:00	:00-15	657	0	3	16	30	0	14	720	353	1073
6/25/2015		:15-30	746	2	0	17	22	0	9	796	348	1144
6/25/2015		:30-45	716	0	1	24	20	1	16	778	345	1123
6/25/2015		:45-00	748	1	0	18	29	0	14	810	382	1192
6/25/2015	15:00	:00-15	803	2	1	12	36	0	10	864	366	1230
6/25/2015		:15-30	791	1	0	15	31	0	13	851	360	1211
6/25/2015		:30-45	781	0	3	17	27	0	15	843	331	1174
6/25/2015		:45-00	836	2	5	17	33	0	11	904	410	1314
6/25/2015	16:00	:00-15	820	0	0	12	29	0	14	875	356	1231
6/25/2015		:15-30	890	1	3	19	20	0	14	947	374	1321
6/25/2015		:30-45	889	2	1	7	31	1	17	948	362	1310
6/25/2015		:45-00	917	0	1	10	19	0	15	962	365	1327
6/25/2015	17:00	:00-15	1074	0	0	13	18	0	14	1119	402	1521
6/25/2015		:15-30	1161	2	0	7	22	0	17	1209	572	1781
6/25/2015		:30-45	1151	2	2	9	18	0	11	1193	588	1781
6/25/2015		:45-00	1123	7	6	24	20	0	14	1194	494	1688
6/25/2015	18:00	:00-15	1099	0	1	7	14	0	10	1131	438	1569
6/25/2015		:15-30	962	0	0	8	15	1	9	995	427	1422
6/25/2015		:30-45	850	2	1	7	16	0	7	883	354	1237
6/25/2015		:45-00	755	0	0	6	12	0	8	781	300	1081
6/25/2015	19:00	:00-15	680	4	2	4	11	1	9	711	295	1006
6/25/2015		:15-30	604	3	0	5	14	0	8	634	299	933
6/25/2015		:30-45	544	2	0	5	15	0	8	574	248	822
6/25/2015		:45-00	498	0	0	7	13	1	7	526	266	792
6/25/2015	20:00	:00-15	453	1	0	6	12	0	6	478	248	726
6/25/2015		:15-30	418	0	0	5	10	0	5	438	230	668
6/25/2015		:30-45	434	1	0	6	9	0	7	457	204	661
6/25/2015		:45-00	447	0	0	4	7	0	6	464	212	676
6/25/2015		:00-15	430	1	0	6	6	0	5	448	206	654

6/25/2015	21:00	:15-30	401	0	0	5	9	0	4	419	219	638
6/25/2015		:30-45	376	0	0	4	8	0	4	392	254	646
6/25/2015		:45-00	349	1	0	2	9	0	3	364	210	574
6/25/2015	22:00	:00-15	327	0	0	2	10	0	2	341	196	537
6/25/2015		:15-30	277	0	0	0	7	0	1	285	198	483
6/25/2015		:30-45	237	1	0	0	6	0	1	245	152	397
6/25/2015		:45-00	216	0	0	1	5	0	0	222	188	410
6/25/2015	23:00	:00-15	190	1	0	0	4	0	1	196	121	317
6/25/2015		:15-30	158	1	0	1	2	0	0	162	110	272
6/25/2015		:30-45	137	0	0	0	3	0	1	141	100	241
6/25/2015		:45-00	121	0	0	0	4	0	0	125	86	211

Location: I-2 West of FM 1015 Date: 6/23/2015 - 6/25/2015
Direction: WB Lanes Counted: 3

Date	Time Period		Cars+Pickups+Vans	Motorcycles	Buses	Single-Unit Trucks	Semi-Trailers	Semi-Double Trailer	Truck/Car with Trailer	Total	Frontage	ML + FR
6/23/2015	0:00	:00-15	143	1	1	2	8	0	0	155	36	191
6/23/2015		:15-30	109	0	0	2	2	0	0	113	32	145
6/23/2015		:30-45	95	1	1	0	8	0	0	105	35	140
6/23/2015		:45-00	87	0	0	1	7	0	0	95	29	124
6/23/2015	1:00	:00-15	57	0	0	2	2	0	0	61	26	87
6/23/2015		:15-30	55	0	0	4	3	0	0	62	21	83
6/23/2015		:30-45	47	0	0	0	0	2	0	49	12	61
6/23/2015		:45-00	52	0	1	2	7	0	0	62	12	74
6/23/2015	2:00	:00-15	58	0	0	0	4	1	0	63	16	79
6/23/2015		:15-30	45	0	1	1	3	0	0	50	26	76
6/23/2015		:30-45	24	0	1	2	7	0	0	34	27	61
6/23/2015		:45-00	51	0	0	3	6	0	1	61	23	84
6/23/2015	3:00	:00-15	45	0	0	2	5	0	1	53	9	62
6/23/2015		:15-30	41	0	0	1	1	0	1	44	12	56
6/23/2015		:30-45	59	0	0	3	3	0	0	65	32	97
6/23/2015		:45-00	78	0	0	3	3	0	0	84	14	98
6/23/2015	4:00	:00-15	47	0	0	2	6	0	0	55	21	76
6/23/2015		:15-30	87	0	0	7	6	0	0	100	14	114
6/23/2015		:30-45	144	1	0	3	5	0	0	153	30	183
6/23/2015		:45-00	124	0	1	7	13	0	0	145	32	177
6/23/2015	5:00	:00-15	92	1	0	7	12	0	0	112	34	146
6/23/2015		:15-30	173	0	2	9	10	0	0	194	40	234
6/23/2015		:30-45	264	0	1	9	12	0	1	287	50	337
6/23/2015		:45-00	260	0	2	15	10	0	2	289	74	363
6/23/2015	6:00	:00-15	246	0	1	5	16	0	0	268	80	348
6/23/2015		:15-30	358	2	1	15	19	0	4	399	56	455
6/23/2015		:30-45	574	0	0	15	16	0	7	612	108	720
6/23/2015		:45-00	595	2	2	8	20	0	2	629	144	773
6/23/2015	7:00	:00-15	587	0	1	8	16	0	6	618	147	765
6/23/2015		:15-30	816	0	0	8	23	0	7	854	166	1020
6/23/2015		:30-45	1075	1	1	7	24	0	8	1116	290	1406
6/23/2015		:45-00	1172	1	0	15	32	0	9	1229	390	1619
6/23/2015	8:00	:00-15	995	0	0	15	26	0	11	1047	370	1417
6/23/2015		:15-30	884	0	1	16	29	0	10	940	277	1217
6/23/2015		:30-45	825	2	1	17	31	0	17	893	291	1184
6/23/2015		:45-00	866	1	2	16	19	0	16	920	300	1220
6/23/2015	9:00	:00-15	712	0	2	23	36	0	9	782	278	1060
6/23/2015		:15-30	709	1	1	10	36	0	10	767	269	1036
6/23/2015		:30-45	786	0	1	16	14	0	8	825	341	1166
6/23/2015		:45-00	810	0	1	24	33	1	14	883	322	1205
6/23/2015	10:00	:00-15	750	0	0	22	31	0	7	810	301	1111
6/23/2015		:15-30	606	0	0	13	56	0	6	681	302	983
6/23/2015		:30-45	691	2	0	23	30	0	5	751	279	1030
6/23/2015		:45-00	673	2	1	13	35	0	11	735	340	1075
6/23/2015	11:00	:00-15	645	1	1	20	39	1	3	710	334	1044
6/23/2015		:15-30	746	0	0	15	39	0	12	812	360	1172
6/23/2015		:30-45	739	0	3	17	31	0	11	801	344	1145
6/23/2015		:45-00	781	1	2	13	43	0	7	847	332	1179
6/23/2015	12:00	:00-15	737	2	2	25	25	0	5	796	362	1158
6/23/2015		:15-30	778	2	3	11	39	0	6	839	370	1209
6/23/2015		:30-45	758	1	1	13	29	0	4	806	348	1154
6/23/2015		:45-00	795	1	2	9	33	0	10	850	374	1224
6/23/2015	13:00	:00-15	630	0	0	14	20	0	4	668	386	1054
6/23/2015		:15-30	637	1	1	25	31	0	10	705	366	1071
6/23/2015		:30-45	767	0	0	20	35	0	7	829	360	1189
6/23/2015		:45-00	734	0	0	14	32	0	9	789	403	1192
6/23/2015	14:00	:00-15	675	0	0	25	20	0	9	729	326	1055
6/23/2015		:15-30	660	0	0	18	24	0	15	717	292	1009
6/23/2015		:30-45	808	0	0	8	36	0	8	860	394	1254
6/23/2015		:45-00	761	1	2	17	28	0	5	814	385	1199
6/23/2015	15:00	:00-15	695	0	0	21	40	0	7	763	372	1135
6/23/2015		:15-30	711	1	2	18	25	0	11	768	340	1108
6/23/2015		:30-45	791	1	0	21	28	0	13	854	375	1229
6/23/2015		:45-00	753	0	0	19	21	0	8	801	395	1196
6/23/2015	16:00	:00-15	722	1	0	19	22	0	10	774	366	1140
6/23/2015		:15-30	767	0	0	22	21	0	6	816	383	1199
6/23/2015		:30-45	769	0	1	16	24	0	6	816	310	1126
6/23/2015		:45-00	785	0	1	17	22	0	4	829	350	1179
6/23/2015	17:00	:00-15	816	1	0	21	17	0	13	868	361	1229
6/23/2015		:15-30	930	1	0	15	18	0	6	970	403	1373
6/23/2015		:30-45	843	0	0	4	21	0	4	872	390	1262
6/23/2015		:45-00	783	0	1	6	23	0	4	817	406	1223
6/23/2015	18:00	:00-15	746	0	0	4	14	0	5	769	358	1127
6/23/2015		:15-30	720	1	0	10	22	0	8	761	326	1087
6/23/2015		:30-45	722	0	0	8	12	0	4	746	348	1094
6/23/2015		:45-00	673	1	0	8	15	0	10	707	328	1035
6/23/2015	19:00	:00-15	576	1	0	10	14	0	2	603	270	873
6/23/2015		:15-30	574	1	0	5	13	0	4	597	286	883
6/23/2015		:30-45	495	0	0	4	8	0	3	510	245	755
6/23/2015		:45-00	499	1	0	3	10	0	0	513	250	763
6/23/2015	20:00	:00-15	493	2	1	3	12	0	2	513	212	725
6/23/2015		:15-30	455	0	0	3	13	0	4	475	202	677
6/23/2015		:30-45	449	0	2	5	6	0	3	465	212	677
6/23/2015		:45-00	377	0	1	2	12	0	0	392	206	598
6/23/2015	21:00	:00-15	425	2	1	1	11	0	2	442	206	648
6/23/2015		:15-30	397	0	0	5	10	0	3	415	166	581

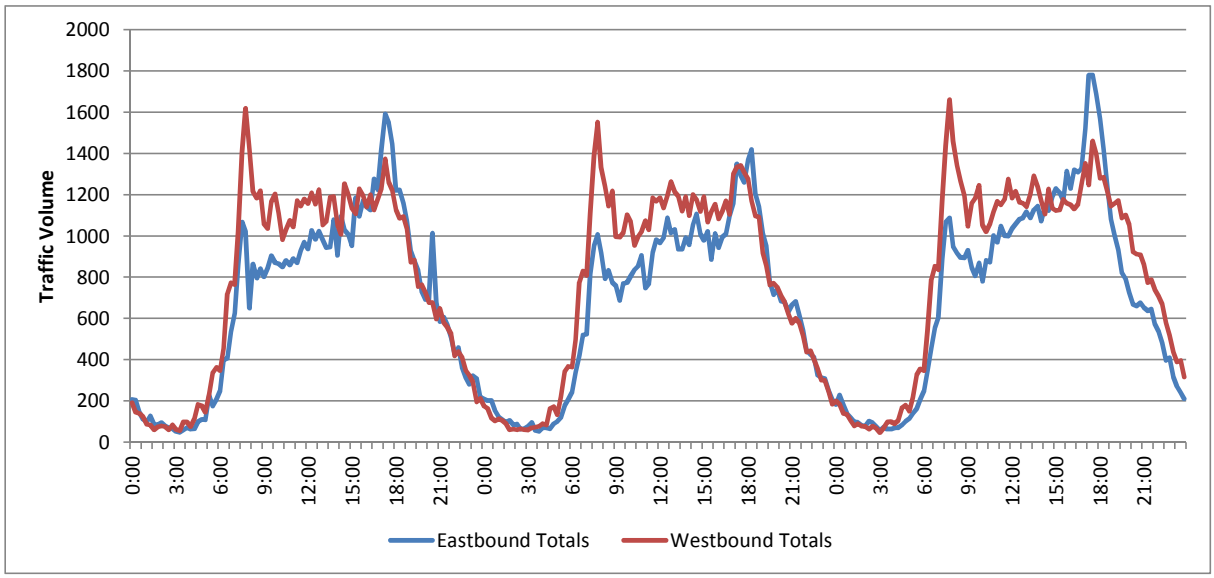
6/23/2015	21:00	:30-45	405	1	0	1	7	0	1	415	144	559
6/23/2015		:45-00	342	1	0	1	5	0	0	349	176	525
6/23/2015	22:00	:00-15	287	1	0	3	10	0	0	301	118	419
6/23/2015		:15-30	309	0	0	5	5	0	0	319	120	439
6/23/2015		:30-45	270	1	0	3	10	0	5	289	124	413
6/23/2015		:45-00	232	0	0	4	4	0	0	240	107	347
6/23/2015	23:00	:00-15	226	0	0	2	6	0	0	234	90	324
6/23/2015		:15-30	189	0	0	1	9	0	0	199	93	292
6/23/2015		:30-45	148	0	0	2	1	0	0	151	44	195
6/23/2015		:45-00	140	0	0	5	3	0	1	149	64	213
6/24/2015	0:00	:00-15	120	0	0	3	7	0	0	130	45	175
6/24/2015		:15-30	126	1	0	1	1	0	0	129	35	164
6/24/2015		:30-45	80	2	0	4	2	0	1	89	28	117
6/24/2015		:45-00	75	0	0	1	3	0	0	79	24	103
6/24/2015	1:00	:00-15	82	0	0	2	0	0	0	84	29	113
6/24/2015		:15-30	65	0	0	3	5	0	0	73	33	106
6/24/2015		:30-45	54	0	0	1	6	0	2	63	26	89
6/24/2015		:45-00	41	0	0	3	4	0	0	48	12	60
6/24/2015	2:00	:00-15	34	0	0	0	1	0	1	36	28	64
6/24/2015		:15-30	32	0	0	1	0	0	0	33	27	60
6/24/2015		:30-45	36	0	0	1	3	0	0	40	25	65
6/24/2015		:45-00	32	0	0	5	8	0	0	45	16	61
6/24/2015	3:00	:00-15	41	0	0	2	2	0	0	45	14	59
6/24/2015		:15-30	62	0	0	2	2	0	0	66	4	70
6/24/2015		:30-45	58	0	0	1	4	0	0	63	10	73
6/24/2015		:45-00	59	0	0	1	4	0	0	64	14	78
6/24/2015	4:00	:00-15	60	0	0	4	10	0	0	74	16	90
6/24/2015		:15-30	57	0	0	6	4	0	0	67	16	83
6/24/2015		:30-45	138	1	0	2	6	0	0	147	16	163
6/24/2015		:45-00	118	0	0	10	9	0	0	137	35	172
6/24/2015	5:00	:00-15	101	0	0	4	8	0	0	113	20	133
6/24/2015		:15-30	157	0	0	7	17	0	1	182	36	218
6/24/2015		:30-45	250	0	0	10	21	0	0	281	62	343
6/24/2015		:45-00	261	0	0	14	4	0	0	279	89	368
6/24/2015	6:00	:00-15	247	0	0	8	16	0	4	275	90	365
6/24/2015		:15-30	394	2	2	8	12	0	2	420	76	496
6/24/2015		:30-45	647	0	4	19	13	0	3	686	90	776
6/24/2015		:45-00	641	0	3	11	18	0	8	681	149	830
6/24/2015	7:00	:00-15	602	1	3	11	26	0	11	654	154	808
6/24/2015		:15-30	845	1	1	10	29	0	16	902	204	1106
6/24/2015		:30-45	1037	2	1	7	28	0	8	1083	305	1388
6/24/2015		:45-00	1138	1	1	6	14	0	13	1173	379	1552
6/24/2015	8:00	:00-15	942	0	1	12	36	0	12	1003	330	1333
6/24/2015		:15-30	872	2	0	11	41	0	14	940	300	1240
6/24/2015		:30-45	807	0	0	13	36	0	11	867	278	1145
6/24/2015		:45-00	830	6	4	16	32	0	12	900	318	1218
6/24/2015	9:00	:00-15	653	1	0	22	30	0	7	713	283	996
6/24/2015		:15-30	692	1	0	11	22	0	5	731	264	995
6/24/2015		:30-45	710	1	0	18	29	0	11	769	248	1017
6/24/2015		:45-00	755	1	0	14	23	0	14	807	296	1103
6/24/2015	10:00	:00-15	718	0	0	21	28	0	9	776	294	1070
6/24/2015		:15-30	610	0	0	12	33	1	7	663	292	955
6/24/2015		:30-45	666	0	0	14	36	1	2	719	278	997
6/24/2015		:45-00	681	1	0	15	39	0	9	745	276	1021
6/24/2015	11:00	:00-15	711	1	3	16	37	0	12	780	294	1074
6/24/2015		:15-30	654	0	0	17	34	0	6	711	320	1031
6/24/2015		:30-45	779	0	2	20	22	0	7	830	355	1185
6/24/2015		:45-00	750	1	2	18	29	0	7	807	361	1168
6/24/2015	12:00	:00-15	768	3	1	13	28	0	16	829	356	1185
6/24/2015		:15-30	744	0	1	15	25	0	3	788	348	1136
6/24/2015		:30-45	805	1	1	23	26	0	6	862	334	1196
6/24/2015		:45-00	803	2	2	16	34	0	5	862	402	1264
6/24/2015	13:00	:00-15	803	0	3	12	28	0	4	850	364	1214
6/24/2015		:15-30	763	1	0	10	31	0	8	813	380	1193
6/24/2015		:30-45	747	2	0	16	23	1	10	799	322	1121
6/24/2015		:45-00	824	0	0	12	26	0	5	867	324	1191
6/24/2015	14:00	:00-15	699	2	0	19	30	0	11	761	338	1099
6/24/2015		:15-30	808	1	3	17	30	0	2	861	340	1201
6/24/2015		:30-45	794	0	1	18	31	0	7	851	325	1176
6/24/2015		:45-00	762	1	2	13	24	0	10	812	307	1119
6/24/2015	15:00	:00-15	807	3	1	4	24	0	11	850	340	1190
6/24/2015		:15-30	764	1	4	17	21	0	2	809	259	1068
6/24/2015		:30-45	746	1	2	19	25	0	10	803	314	1117
6/24/2015		:45-00	804	0	1	20	11	0	8	844	310	1154
6/24/2015	16:00	:00-15	740	1	3	14	30	0	2	790	294	1084
6/24/2015		:15-30	765	0	2	19	29	0	5	820	302	1122
6/24/2015		:30-45	759	0	1	15	23	0	7	805	365	1170
6/24/2015		:45-00	769	0	0	14	18	0	4	805	300	1105
6/24/2015	17:00	:00-15	921	2	4	14	26	0	6	973	328	1301
6/24/2015		:15-30	967	0	0	12	10	0	12	1001	334	1335
6/24/2015		:30-45	930	0	0	14	18	0	10	972	370	1342
6/24/2015		:45-00	920	2	2	10	14	0	6	954	354	1308
6/24/2015	18:00	:00-15	893	1	1	14	19	0	8	936	342	1278
6/24/2015		:15-30	844	2	0	11	10	0	7	874	296	1170
6/24/2015		:30-45	781	2	0	5	5	0	1	794	304	1098
6/24/2015		:45-00	755	0	0	2	18	0	2	777	316	1093
6/24/2015	19:00	:00-15	650	1	0	4	13	0	5	673	246	919
6/24/2015		:15-30	566	2	1	5	11	0	0	585	272	857
6/24/2015		:30-45	529	1	1	5	12	0	2	550	214	764
6/24/2015		:45-00	531	0	0	5	6	0	3	545	226	771
6/24/2015		:00-15	528	0	1	5	8	0	3	545	207	752

6/24/2015	20:00	:15-30	471	1	0	3	13	0	4	492	218	710
6/24/2015		:30-45	459	1	2	2	15	0	1	480	200	680
6/24/2015		:45-00	410	2	0	3	11	0	0	426	196	622
6/24/2015	21:00	:00-15	403	2	0	4	11	0	1	421	156	577
6/24/2015		:15-30	414	2	2	1	10	0	0	429	172	601
6/24/2015		:30-45	392	0	0	2	9	0	0	403	176	579
6/24/2015		:45-00	367	0	0	3	6	0	1	377	139	516
6/24/2015	22:00	:00-15	307	1	0	2	10	0	0	320	117	437
6/24/2015		:15-30	328	0	0	3	5	0	0	336	108	444
6/24/2015		:30-45	296	0	0	0	5	0	0	301	100	401
6/24/2015		:45-00	253	0	0	4	4	0	1	262	94	356
6/24/2015	23:00	:00-15	202	0	0	1	1	0	1	205	96	301
6/24/2015		:15-30	231	0	1	0	7	0	0	239	60	299
6/24/2015		:30-45	176	2	0	0	5	0	0	183	62	245
6/24/2015		:45-00	131	1	0	0	6	0	0	138	47	185
6/25/2015	0:00	:00-15	144	0	0	3	6	0	0	153	47	200
6/25/2015		:15-30	134	0	0	1	5	0	0	140	44	184
6/25/2015		:30-45	108	0	0	1	5	0	1	115	25	140
6/25/2015		:45-00	95	1	0	1	5	1	2	105	29	134
6/25/2015	1:00	:00-15	70	0	0	2	8	0	1	81	23	104
6/25/2015		:15-30	61	0	0	4	0	0	0	65	14	79
6/25/2015		:30-45	59	0	0	0	6	0	0	65	24	89
6/25/2015		:45-00	45	0	1	5	1	0	0	52	26	78
6/25/2015	2:00	:00-15	38	0	1	0	4	0	0	43	32	75
6/25/2015		:15-30	36	0	2	1	4	0	1	44	20	64
6/25/2015		:30-45	40	0	0	1	6	0	1	48	30	78
6/25/2015		:45-00	44	0	0	0	4	0	0	48	18	66
6/25/2015	3:00	:00-15	23	0	0	2	4	1	0	30	16	46
6/25/2015		:15-30	50	0	0	2	2	0	0	54	16	70
6/25/2015		:30-45	63	0	0	4	6	0	0	73	24	97
6/25/2015		:45-00	77	0	0	8	8	0	0	93	6	99
6/25/2015	4:00	:00-15	67	0	3	4	5	0	0	79	10	89
6/25/2015		:15-30	74	0	0	6	7	0	0	87	18	105
6/25/2015		:30-45	133	0	0	7	7	0	0	147	21	168
6/25/2015		:45-00	120	0	1	5	4	0	0	130	50	180
6/25/2015	5:00	:00-15	89	2	0	6	7	0	4	108	42	150
6/25/2015		:15-30	169	0	0	7	11	0	0	187	30	217
6/25/2015		:30-45	247	0	1	12	13	0	3	276	50	326
6/25/2015		:45-00	259	1	0	13	15	0	3	291	64	355
6/25/2015	6:00	:00-15	216	2	2	12	20	0	2	254	94	348
6/25/2015		:15-30	442	1	0	5	13	0	2	463	76	539
6/25/2015		:30-45	630	0	4	12	20	0	4	670	120	790
6/25/2015		:45-00	682	1	1	11	13	0	5	713	140	853
6/25/2015	7:00	:00-15	608	0	1	15	29	0	11	664	172	836
6/25/2015		:15-30	889	2	1	15	27	0	17	951	221	1172
6/25/2015		:30-45	1113	1	2	20	25	0	10	1171	268	1439
6/25/2015		:45-00	1231	4	0	14	25	0	13	1287	374	1661
6/25/2015	8:00	:00-15	1027	1	1	28	25	0	12	1094	366	1460
6/25/2015		:15-30	953	1	1	23	37	0	8	1023	320	1343
6/25/2015		:30-45	881	0	5	14	45	0	19	964	303	1267
6/25/2015		:45-00	808	1	1	27	24	0	8	869	328	1197
6/25/2015	9:00	:00-15	723	1	0	25	32	0	7	788	260	1048
6/25/2015		:15-30	805	1	4	16	39	0	19	884	276	1160
6/25/2015		:30-45	821	0	1	14	43	0	12	891	293	1184
6/25/2015		:45-00	848	3	0	15	32	0	18	916	330	1246
6/25/2015	10:00	:00-15	694	0	2	18	40	0	9	763	289	1052
6/25/2015		:15-30	691	3	0	24	45	0	7	770	251	1021
6/25/2015		:30-45	679	2	2	28	39	1	3	754	306	1060
6/25/2015		:45-00	741	0	0	17	34	0	11	803	315	1118
6/25/2015	11:00	:00-15	790	1	0	19	42	0	6	858	310	1168
6/25/2015		:15-30	773	1	1	19	35	0	15	844	308	1152
6/25/2015		:30-45	769	1	1	20	35	0	5	831	348	1179
6/25/2015		:45-00	869	4	0	23	25	0	7	928	348	1276
6/25/2015	12:00	:00-15	749	0	3	10	26	0	8	796	388	1184
6/25/2015		:15-30	792	0	4	13	32	0	6	847	369	1216
6/25/2015		:30-45	754	1	1	6	45	0	5	812	352	1164
6/25/2015		:45-00	773	1	3	11	35	0	5	828	332	1160
6/25/2015	13:00	:00-15	724	7	2	16	38	0	4	791	352	1143
6/25/2015		:15-30	757	1	2	21	41	0	5	827	376	1203
6/25/2015		:30-45	793	3	1	19	22	0	10	848	444	1292
6/25/2015		:45-00	766	0	3	16	31	0	9	825	414	1239
6/25/2015	14:00	:00-15	731	1	0	17	28	0	8	785	386	1171
6/25/2015		:15-30	736	1	3	16	33	0	5	794	312	1106
6/25/2015		:30-45	854	0	0	18	34	0	1	907	320	1227
6/25/2015		:45-00	733	0	0	16	29	0	2	780	354	1134
6/25/2015	15:00	:00-15	753	2	0	18	44	0	4	821	302	1123
6/25/2015		:15-30	724	0	3	18	30	0	6	781	346	1127
6/25/2015		:30-45	794	2	2	15	29	0	4	846	332	1178
6/25/2015		:45-00	766	0	0	14	31	0	10	821	339	1160
6/25/2015	16:00	:00-15	758	2	1	16	22	0	1	800	352	1152
6/25/2015		:15-30	753	0	0	15	35	0	4	807	324	1131
6/25/2015		:30-45	808	0	0	21	30	0	0	859	296	1155
6/25/2015		:45-00	871	1	0	17	15	0	1	905	346	1251
6/25/2015	17:00	:00-15	908	2	1	14	22	0	3	950	402	1352
6/25/2015		:15-30	854	1	1	7	11	0	4	878	370	1248
6/25/2015		:30-45	1028	0	0	6	28	0	6	1068	393	1461
6/25/2015		:45-00	953	2	1	8	16	0	2	982	416	1398
6/25/2015	18:00	:00-15	901	0	1	10	15	0	9	936	344	1280
6/25/2015		:15-30	958	1	1	9	17	0	5	991	294	1285
6/25/2015		:30-45	892	2	1	5	10	0	5	915	300	1215
6/25/2015		:45-00	849	0	0	9	14	0	7	879	266	1145

6/25/2015	19:00	:00-15	841	0	0	5	16	0	4	866	292	1158
6/25/2015		:15-30	919	1	0	4	19	0	6	949	223	1172
6/25/2015		:30-45	812	0	0	3	17	0	5	837	251	1088
6/25/2015		:45-00	834	1	0	3	11	0	1	850	252	1102
6/25/2015	20:00	:00-15	859	0	0	4	13	0	0	876	180	1056
6/25/2015		:15-30	662	2	0	2	14	0	6	686	238	924
6/25/2015		:30-45	671	0	0	3	12	0	2	688	225	913
6/25/2015		:45-00	689	1	0	3	11	0	1	705	204	909
6/25/2015	21:00	:00-15	650	3	0	2	11	0	1	667	194	861
6/25/2015		:15-30	564	0	0	2	14	0	1	581	194	775
6/25/2015		:30-45	549	0	0	2	8	0	0	559	230	789
6/25/2015		:45-00	540	0	0	1	6	0	0	547	194	741
6/25/2015	22:00	:00-15	505	0	0	1	9	0	4	519	190	709
6/25/2015		:15-30	472	2	0	0	7	0	0	481	190	671
6/25/2015		:30-45	413	1	0	2	6	0	1	423	156	579
6/25/2015		:45-00	401	2	0	0	7	0	1	411	108	519
6/25/2015	23:00	:00-15	337	0	0	0	5	0	1	343	95	438
6/25/2015		:15-30	276	0	0	2	4	0	1	283	106	389
6/25/2015		:30-45	319	1	0	1	3	0	1	325	70	395
6/25/2015		:45-00	250	0	0	0	7	0	0	257	60	317

Eastbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	6,032	10,772	64,740
6/24/2015	5,954	9,113	62,270
6/25/2015	6,531	11,960	69,742
Total	18,517	31,845	196,752

Westbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	8,937	9,731	71,914
6/24/2015	9,033	9,767	71,942
6/25/2015	9,554	10,148	79,167
Total	27,524	29,646	223,023



Location: I-69C South of Nolana Loop
Direction: NB

Date: 6/23/2015 - 6/25/2015
Lanes Counted: 4

Date	Time Period		Cars+Pickups+Vans	Motorcycles	Buses	Single-Unit Trucks	Semi-Trailers	Semi-Double Trailer	Truck/Car with Trailer	Total	Frontage	ML + FR
6/23/2015	0:00	:00-15	127	0	0	0	15	0	0	142	41	183
6/23/2015		:15-30	151	0	0	0	11	0	1	163	42	205
6/23/2015		:30-45	108	0	0	0	19	0	0	127	41	168
6/23/2015		:45-00	94	0	0	0	11	0	0	105	27	132
6/23/2015	1:00	:00-15	68	0	0	2	9	0	1	80	24	104
6/23/2015		:15-30	53	1	0	1	14	0	0	69	28	97
6/23/2015		:30-45	46	0	1	2	11	0	0	60	26	86
6/23/2015		:45-00	53	1	0	2	10	0	1	67	12	79
6/23/2015	2:00	:00-15	55	0	0	1	8	0	0	64	10	74
6/23/2015		:15-30	56	1	0	1	10	0	0	68	14	82
6/23/2015		:30-45	42	0	0	1	6	0	0	49	14	63
6/23/2015		:45-00	38	0	0	0	5	0	0	43	9	52
6/23/2015	3:00	:00-15	42	0	0	0	7	0	0	49	17	66
6/23/2015		:15-30	43	0	0	0	7	0	1	51	10	61
6/23/2015		:30-45	45	0	0	0	9	0	0	54	14	68
6/23/2015		:45-00	56	1	0	1	10	0	0	68	13	81
6/23/2015	4:00	:00-15	51	0	0	1	8	0	1	61	11	72
6/23/2015		:15-30	70	0	0	5	9	1	0	85	12	97
6/23/2015		:30-45	75	0	0	4	13	0	0	92	20	112
6/23/2015		:45-00	85	0	0	7	12	0	0	104	34	138
6/23/2015	5:00	:00-15	102	1	0	3	7	0	2	115	34	149
6/23/2015		:15-30	142	0	0	6	7	0	2	157	26	183
6/23/2015		:30-45	163	0	0	6	9	0	2	180	44	224
6/23/2015		:45-00	231	0	0	11	8	0	3	253	69	322
6/23/2015	6:00	:00-15	198	0	1	11	6	1	4	221	72	293
6/23/2015		:15-30	342	1	3	16	13	0	1	376	54	430
6/23/2015		:30-45	415	0	1	6	19	0	1	442	69	511
6/23/2015		:45-00	515	2	0	15	25	2	4	563	122	685
6/23/2015	7:00	:00-15	494	0	3	10	26	0	4	537	132	669
6/23/2015		:15-30	813	1	2	13	20	1	7	857	165	1022
6/23/2015		:30-45	1015	0	2	9	21	0	8	1055	214	1269
6/23/2015		:45-00	1115	3	2	8	16	0	7	1151	311	1462
6/23/2015	8:00	:00-15	956	0	3	21	19	0	5	1004	274	1278
6/23/2015		:15-30	813	1	4	22	16	0	10	866	254	1120
6/23/2015		:30-45	791	2	4	15	24	0	10	846	240	1086
6/23/2015		:45-00	811	1	3	16	25	0	9	865	242	1107
6/23/2015	9:00	:00-15	751	0	2	14	22	0	9	798	216	1014
6/23/2015		:15-30	628	0	2	23	33	0	8	694	222	916
6/23/2015		:30-45	554	0	0	20	29	0	7	610	217	827
6/23/2015		:45-00	632	1	2	16	33	0	6	690	254	944
6/23/2015	10:00	:00-15	553	3	0	10	35	1	12	614	210	824
6/23/2015		:15-30	577	0	0	17	36	0	10	640	209	849
6/23/2015		:30-45	601	2	0	9	43	0	14	669	244	913
6/23/2015		:45-00	586	1	1	16	41	0	11	656	272	928
6/23/2015	11:00	:00-15	596	1	2	26	38	0	10	673	206	879
6/23/2015		:15-30	540	0	0	25	44	0	12	621	220	841
6/23/2015		:30-45	508	1	0	18	46	0	7	580	237	817
6/23/2015		:45-00	618	1	2	16	44	0	0	681	266	947
6/23/2015	12:00	:00-15	626	1	2	17	37	0	5	688	274	962
6/23/2015		:15-30	660	0	4	10	41	0	6	721	290	1011
6/23/2015		:30-45	658	1	2	16	41	1	4	723	282	1005
6/23/2015		:45-00	676	0	1	12	44	0	5	738	286	1024
6/23/2015	13:00	:00-15	635	1	1	15	31	0	10	693	272	965
6/23/2015		:15-30	700	0	2	11	29	0	6	748	280	1028
6/23/2015		:30-45	694	1	1	35	35	0	7	773	265	1038
6/23/2015		:45-00	660	0	1	17	42	0	7	727	300	1027
6/23/2015	14:00	:00-15	577	0	0	18	40	0	10	645	282	927
6/23/2015		:15-30	597	0	1	10	29	0	6	643	272	915
6/23/2015		:30-45	747	1	2	14	36	0	10	810	298	1108
6/23/2015		:45-00	699	0	0	17	40	0	4	760	292	1052
6/23/2015	15:00	:00-15	636	1	0	20	36	0	4	697	298	995
6/23/2015		:15-30	700	0	0	16	37	0	5	758	260	1018
6/23/2015		:30-45	692	1	3	18	39	0	7	760	232	992
6/23/2015		:45-00	687	0	3	12	40	0	5	747	271	1018
6/23/2015	16:00	:00-15	699	0	0	17	44	0	9	769	244	1013
6/23/2015		:15-30	733	1	1	17	34	0	8	794	242	1036
6/23/2015		:30-45	755	0	2	11	29	0	5	802	260	1062
6/23/2015		:45-00	731	0	2	9	34	0	3	779	275	1054
6/23/2015	17:00	:00-15	879	1	0	17	41	0	4	942	218	1160
6/23/2015		:15-30	957	1	1	9	34	0	7	1009	278	1287
6/23/2015		:30-45	891	1	0	9	39	0	5	945	259	1204
6/23/2015		:45-00	799	1	1	13	33	0	6	853	260	1113
6/23/2015	18:00	:00-15	804	2	0	7	29	1	4	847	226	1073
6/23/2015		:15-30	772	1	0	12	26	0	7	818	262	1080
6/23/2015		:30-45	698	0	0	8	31	0	2	739	216	955
6/23/2015		:45-00	656	1	0	8	24	0	1	690	206	896
6/23/2015	19:00	:00-15	577	0	0	7	38	1	2	625	180	805
6/23/2015		:15-30	589	1	0	4	33	0	4	631	218	849
6/23/2015		:30-45	521	0	0	6	8	0	1	536	196	732
6/23/2015		:45-00	498	1	0	3	28	1	5	536	192	728
6/23/2015	20:00	:00-15	475	0	0	6	30	1	4	516	168	684
6/23/2015		:15-30	445	0	0	3	23	0	3	474	160	634
6/23/2015		:30-45	466	2	1	4	25	0	1	499	144	643
6/23/2015		:45-00	424	0	0	5	19	0	1	449	154	603
6/23/2015		:00-15	451	1	0	4	18	2	2	478	142	620

6/23/2015	21:00	:15-30	421	0	0	2	27	3	2	455	151	606
6/23/2015		:30-45	390	1	0	1	21	2	3	418	141	559
6/23/2015		:45-00	382	1	1	0	19	3	2	408	128	536
6/23/2015	22:00	:00-15	531	1	0	3	22	0	0	557	115	672
6/23/2015		:15-30	336	1	1	0	13	3	1	355	92	447
6/23/2015		:30-45	247	0	0	1	17	1	0	266	90	356
6/23/2015		:45-00	220	0	2	1	18	2	0	243	73	316
6/23/2015	23:00	:00-15	221	0	1	2	15	0	0	239	86	325
6/23/2015		:15-30	225	0	0	0	17	1	1	244	70	314
6/23/2015		:30-45	172	0	0	0	16	0	0	188	61	249
6/23/2015		:45-00	159	0	3	1	18	0	4	185	46	231
6/24/2015	0:00	:00-15	158	0	0	1	8	0	0	167	42	209
6/24/2015		:15-30	137	0	0	2	10	0	0	149	32	181
6/24/2015		:30-45	104	0	0	1	8	0	1	114	26	140
6/24/2015		:45-00	100	0	0	1	4	0	0	105	40	145
6/24/2015	1:00	:00-15	92	0	0	1	8	0	0	101	31	132
6/24/2015		:15-30	66	0	0	0	8	0	0	74	34	108
6/24/2015		:30-45	59	0	0	2	3	0	0	64	27	91
6/24/2015		:45-00	49	0	0	1	7	0	0	57	15	72
6/24/2015	2:00	:00-15	37	0	0	3	2	0	0	42	12	54
6/24/2015		:15-30	45	0	0	1	4	0	0	50	20	70
6/24/2015		:30-45	41	0	0	3	3	0	0	47	17	64
6/24/2015		:45-00	36	0	0	2	3	0	0	41	18	59
6/24/2015	3:00	:00-15	44	0	0	3	1	0	0	48	9	57
6/24/2015		:15-30	42	0	0	6	0	0	0	48	7	55
6/24/2015		:30-45	33	0	0	1	5	0	0	39	16	55
6/24/2015		:45-00	46	0	0	2	5	0	0	53	12	65
6/24/2015	4:00	:00-15	54	0	0	5	3	0	0	62	11	73
6/24/2015		:15-30	71	1	0	1	5	0	0	78	11	89
6/24/2015		:30-45	9	0	0	6	5	0	0	20	22	42
6/24/2015		:45-00	91	0	0	1	6	0	0	98	33	131
6/24/2015	5:00	:00-15	86	0	0	6	13	0	0	105	22	127
6/24/2015		:15-30	116	0	0	4	8	0	1	129	34	163
6/24/2015		:30-45	164	0	0	8	8	0	0	180	40	220
6/24/2015		:45-00	202	0	0	11	10	0	2	225	60	285
6/24/2015	6:00	:00-15	207	0	1	8	6	0	0	222	72	294
6/24/2015		:15-30	281	0	2	7	15	0	0	305	59	364
6/24/2015		:30-45	436	1	1	9	14	0	3	464	70	534
6/24/2015		:45-00	537	1	0	20	8	0	0	566	109	675
6/24/2015	7:00	:00-15	567	2	3	17	9	1	1	600	133	733
6/24/2015		:15-30	747	0	2	5	13	0	3	770	160	930
6/24/2015		:30-45	936	1	1	10	18	0	2	968	218	1186
6/24/2015		:45-00	1063	1	2	10	13	0	6	1095	277	1372
6/24/2015	8:00	:00-15	942	2	2	16	21	0	2	985	288	1273
6/24/2015		:15-30	796	1	1	14	14	0	7	833	212	1045
6/24/2015		:30-45	701	0	3	18	21	0	5	748	238	986
6/24/2015		:45-00	804	3	2	16	17	0	3	845	227	1072
6/24/2015	9:00	:00-15	690	1	1	19	18	0	8	737	206	943
6/24/2015		:15-30	570	1	0	18	20	0	5	614	209	823
6/24/2015		:30-45	581	0	1	27	24	0	3	636	196	832
6/24/2015		:45-00	561	0	0	23	24	0	5	613	244	857
6/24/2015	10:00	:00-15	534	0	1	28	24	0	2	589	247	836
6/24/2015		:15-30	557	2	0	14	33	0	4	610	227	837
6/24/2015		:30-45	576	0	0	21	28	0	5	630	201	831
6/24/2015		:45-00	590	0	0	19	31	0	3	643	283	926
6/24/2015	11:00	:00-15	507	1	3	22	29	0	5	567	242	809
6/24/2015		:15-30	502	0	0	17	27	0	4	550	234	784
6/24/2015		:30-45	554	0	0	19	40	0	1	614	274	888
6/24/2015		:45-00	589	0	1	22	37	0	7	656	249	905
6/24/2015	12:00	:00-15	640	1	3	14	39	0	3	700	307	1007
6/24/2015		:15-30	670	0	5	10	38	0	12	735	285	1020
6/24/2015		:30-45	630	1	3	11	25	0	8	678	265	943
6/24/2015		:45-00	672	0	1	18	34	0	7	732	280	1012
6/24/2015	13:00	:00-15	700	0	0	10	35	0	6	751	276	1027
6/24/2015		:15-30	657	2	1	13	33	1	6	713	298	1011
6/24/2015		:30-45	676	1	2	23	48	1	7	758	274	1032
6/24/2015		:45-00	708	2	2	18	36	0	10	776	272	1048
6/24/2015	14:00	:00-15	692	0	0	23	40	0	6	761	240	1001
6/24/2015		:15-30	666	0	0	9	35	0	11	721	274	995
6/24/2015		:30-45	724	1	1	17	31	0	8	782	270	1052
6/24/2015		:45-00	669	0	1	12	33	0	8	723	266	989
6/24/2015	15:00	:00-15	630	2	3	14	37	0	7	693	303	996
6/24/2015		:15-30	621	0	2	17	40	0	6	686	236	922
6/24/2015		:30-45	731	1	3	23	46	0	6	810	264	1074
6/24/2015		:45-00	737	1	1	18	41	0	14	812	242	1054
6/24/2015	16:00	:00-15	696	1	2	27	32	0	7	765	262	1027
6/24/2015		:15-30	746	0	1	22	31	0	5	805	260	1065
6/24/2015		:30-45	748	0	4	16	34	0	4	806	260	1066
6/24/2015		:45-00	731	2	2	13	35	0	4	787	240	1027
6/24/2015	17:00	:00-15	867	1	2	10	45	0	4	929	248	1177
6/24/2015		:15-30	948	2	2	11	30	0	7	1000	282	1282
6/24/2015		:30-45	891	2	0	9	29	0	4	935	270	1205
6/24/2015		:45-00	850	2	0	14	35	0	7	908	257	1165
6/24/2015	18:00	:00-15	772	2	0	4	25	0	6	809	258	1067
6/24/2015		:15-30	768	0	0	11	29	1	0	809	238	1047
6/24/2015		:30-45	686	4	0	4	25	0	5	724	202	926
6/24/2015		:45-00	655	2	0	15	19	0	1	692	246	938
6/24/2015	19:00	:00-15	589	2	0	6	29	0	9	635	213	848
6/24/2015		:15-30	618	2	3	9	28	0	2	662	187	849
6/24/2015		:30-45	496	1	0	5	30	1	6	539	211	750

6/24/2015		:45-00	490	0	0	2	25	0	4	521	191	712
6/24/2015	20:00	:00-15	495	2	0	4	39	2	3	545	162	707
6/24/2015		:15-30	474	1	0	3	25	0	6	509	158	667
6/24/2015		:30-45	457	0	0	4	26	0	1	488	152	640
6/24/2015		:45-00	471	0	0	6	17	2	2	498	170	668
6/24/2015	21:00	:00-15	453	3	1	1	25	1	2	486	164	650
6/24/2015		:15-30	472	0	1	1	30	3	1	508	162	670
6/24/2015		:30-45	425	5	1	4	26	0	1	462	142	604
6/24/2015		:45-00	388	0	1	2	20	0	1	412	138	550
6/24/2015	22:00	:00-15	385	2	4	2	23	0	1	417	134	551
6/24/2015		:15-30	356	3	1	2	16	0	0	378	112	490
6/24/2015		:30-45	304	2	1	2	13	2	0	324	94	418
6/24/2015		:45-00	278	1	1	0	17	1	3	301	101	402
6/24/2015	23:00	:00-15	279	0	1	0	20	1	0	301	81	382
6/24/2015		:15-30	236	1	0	1	11	0	0	249	72	321
6/24/2015		:30-45	191	1	0	1	10	0	0	203	64	267
6/24/2015		:45-00	167	1	3	4	20	0	0	195	56	251
6/25/2015	0:00	:00-15	181	0	0	4	10	0	0	195	57	252
6/25/2015		:15-30	123	0	0	7	5	0	0	135	41	176
6/25/2015		:30-45	102	0	0	2	5	0	0	109	51	160
6/25/2015		:45-00	83	0	0	0	4	0	0	87	28	115
6/25/2015	1:00	:00-15	73	0	0	2	5	0	0	80	30	110
6/25/2015		:15-30	59	0	0	0	6	0	0	65	21	86
6/25/2015		:30-45	44	0	0	1	4	0	0	49	18	67
6/25/2015		:45-00	54	0	0	0	4	0	0	58	10	68
6/25/2015	2:00	:00-15	66	0	0	1	8	0	0	75	20	95
6/25/2015		:15-30	53	0	0	4	3	0	0	60	18	78
6/25/2015		:30-45	46	0	0	6	2	0	0	54	24	78
6/25/2015		:45-00	64	0	0	0	2	0	0	66	13	79
6/25/2015	3:00	:00-15	53	0	0	3	3	0	0	59	13	72
6/25/2015		:15-30	51	0	0	3	4	0	0	58	16	74
6/25/2015		:30-45	52	0	0	3	4	0	0	59	14	73
6/25/2015		:45-00	58	0	0	4	4	0	0	66	9	75
6/25/2015	4:00	:00-15	56	0	0	3	3	0	0	62	11	73
6/25/2015		:15-30	74	0	0	3	0	0	0	77	24	101
6/25/2015		:30-45	73	0	0	6	5	0	0	84	17	101
6/25/2015		:45-00	97	0	0	8	0	0	1	106	36	142
6/25/2015	5:00	:00-15	78	0	0	6	9	0	0	93	34	127
6/25/2015		:15-30	139	0	0	10	4	0	0	153	27	180
6/25/2015		:30-45	152	0	0	9	6	0	0	167	32	199
6/25/2015		:45-00	173	1	0	14	5	0	0	193	74	267
6/25/2015	6:00	:00-15	193	0	0	10	6	0	0	209	60	269
6/25/2015		:15-30	308	1	3	9	6	0	1	328	62	390
6/25/2015		:30-45	408	0	2	12	9	0	0	431	87	518
6/25/2015		:45-00	470	0	1	17	5	0	2	495	125	620
6/25/2015	7:00	:00-15	479	1	2	19	9	0	2	512	134	646
6/25/2015		:15-30	730	1	2	16	11	0	3	763	206	969
6/25/2015		:30-45	948	1	2	13	10	0	5	979	218	1197
6/25/2015		:45-00	1002	2	1	16	11	0	4	1036	278	1314
6/25/2015	8:00	:00-15	874	0	2	23	17	0	1	917	266	1183
6/25/2015		:15-30	765	1	1	23	19	0	6	815	244	1059
6/25/2015		:30-45	727	2	3	30	8	0	7	777	235	1012
6/25/2015		:45-00	655	1	0	19	16	0	4	695	224	919
6/25/2015	9:00	:00-15	640	0	1	19	14	0	6	680	220	900
6/25/2015		:15-30	622	1	1	28	12	0	6	670	216	886
6/25/2015		:30-45	646	2	0	31	25	1	6	711	241	952
6/25/2015		:45-00	551	1	1	33	32	0	3	621	208	829
6/25/2015	10:00	:00-15	511	1	0	28	26	0	5	571	214	785
6/25/2015		:15-30	536	0	0	16	33	0	3	588	211	799
6/25/2015		:30-45	641	0	1	22	27	0	6	697	220	917
6/25/2015		:45-00	604	1	0	18	36	0	2	661	244	905
6/25/2015	11:00	:00-15	551	0	0	23	23	0	4	601	218	819
6/25/2015		:15-30	540	0	0	33	45	0	1	619	316	935
6/25/2015		:30-45	587	0	0	18	33	0	4	642	273	915
6/25/2015		:45-00	579	4	1	13	24	0	5	626	274	900
6/25/2015	12:00	:00-15	619	0	1	21	40	0	4	685	292	977
6/25/2015		:15-30	701	1	4	19	30	0	9	764	282	1046
6/25/2015		:30-45	655	0	2	25	40	0	2	724	258	982
6/25/2015		:45-00	707	0	1	16	28	0	5	757	270	1027
6/25/2015	13:00	:00-15	614	0	2	22	33	0	9	680	252	932
6/25/2015		:15-30	662	1	2	17	38	0	7	727	336	1063
6/25/2015		:30-45	644	1	2	17	24	0	6	694	304	998
6/25/2015		:45-00	700	2	1	22	21	0	4	750	276	1026
6/25/2015	14:00	:00-15	666	0	1	22	31	0	6	726	279	1005
6/25/2015		:15-30	703	3	1	17	25	0	7	756	302	1058
6/25/2015		:30-45	750	0	1	24	35	1	4	815	270	1085
6/25/2015		:45-00	663	0	0	19	19	0	3	704	242	946
6/25/2015	15:00	:00-15	674	3	1	19	22	0	9	728	256	984
6/25/2015		:15-30	765	0	0	28	22	0	4	819	252	1071
6/25/2015		:30-45	668	0	1	25	31	0	6	731	248	979
6/25/2015		:45-00	786	1	3	21	30	0	8	849	281	1130
6/25/2015	16:00	:00-15	735	0	0	21	38	0	4	798	270	1068
6/25/2015		:15-30	764	2	1	23	29	0	4	823	254	1077
6/25/2015		:30-45	747	1	1	20	35	0	5	809	258	1067
6/25/2015		:45-00	773	3	2	13	34	0	6	831	279	1110
6/25/2015	17:00	:00-15	849	2	0	13	35	0	3	902	264	1166
6/25/2015		:15-30	949	1	1	15	24	0	4	994	262	1256
6/25/2015		:30-45	865	0	0	8	44	0	5	922	276	1198
6/25/2015		:45-00	826	4	0	8	37	0	5	880	282	1162
6/25/2015		:00-15	801	3	0	13	38	0	4	859	248	1107

6/25/2015	18:00	:15-30	796	1	0	5	30	0	2	834	242	1076
6/25/2015		:30-45	699	0	0	8	24	0	3	734	221	955
6/25/2015		:45-00	620	1	0	12	28	0	5	666	216	882
6/25/2015	19:00	:00-15	603	2	0	8	29	0	5	647	212	859
6/25/2015		:15-30	603	2	1	6	28	0	3	643	202	845
6/25/2015		:30-45	491	1	0	7	28	1	7	535	188	723
6/25/2015		:45-00	487	0	0	3	24	0	4	518	184	702
6/25/2015	20:00	:00-15	487	2	0	8	37	2	0	536	159	695
6/25/2015		:15-30	482	1	0	5	24	0	3	515	146	661
6/25/2015		:30-45	443	0	0	5	22	0	2	472	176	648
6/25/2015		:45-00	466	0	0	5	18	1	2	492	188	680
6/25/2015	21:00	:00-15	440	2	0	0	27	0	2	471	184	655
6/25/2015		:15-30	455	0	0	2	32	2	0	491	154	645
6/25/2015		:30-45	413	3	0	2	29	0	0	447	162	609
6/25/2015		:45-00	376	1	0	5	18	0	1	401	156	557
6/25/2015	22:00	:00-15	375	2	0	3	25	0	1	406	110	516
6/25/2015		:15-30	357	3	0	3	16	0	0	379	124	503
6/25/2015		:30-45	301	2	0	0	17	1	0	321	95	416
6/25/2015		:45-00	277	0	0	0	19	0	2	298	132	430
6/25/2015	23:00	:00-15	276	1	0	1	20	1	0	299	98	397
6/25/2015		:15-30	234	1	0	2	10	0	0	247	72	319
6/25/2015		:30-45	186	1	0	2	9	0	0	198	72	270
6/25/2015		:45-00	163	1	0	3	22	0	0	189	62	251

Location: I-69C South of Nolana Loop
Direction: SB

Date: 6/23/2015 - 6/25/2015
Lanes Counted: 4

Date	Time Period		Cars+Pickups+Vans	Motorcycles	Buses	Single-Unit Trucks	Semi-Trailers	Semi-Double Trailer	Truck/Car with Trailer	Total	Frontage	ML + FR
6/23/2015	0:00	:00-15	182	1	0	1	10	0	1	195	32	227
6/23/2015		:15-30	193	0	0	1	6	0	1	201	19	220
6/23/2015		:30-45	116	2	0	1	6	0	1	126	19	145
6/23/2015		:45-00	129	0	0	0	9	0	3	141	24	165
6/23/2015	1:00	:00-15	90	0	0	1	7	0	1	99	19	118
6/23/2015		:15-30	57	0	0	2	9	0	0	68	34	102
6/23/2015		:30-45	61	0	0	0	5	0	1	67	22	89
6/23/2015		:45-00	64	0	0	0	6	0	3	73	18	91
6/23/2015	2:00	:00-15	51	0	0	1	5	0	0	57	24	81
6/23/2015		:15-30	57	1	0	1	5	1	0	65	24	89
6/23/2015		:30-45	40	0	0	0	11	0	0	51	18	69
6/23/2015		:45-00	45	0	0	1	7	0	0	53	11	64
6/23/2015	3:00	:00-15	51	0	0	0	6	0	0	57	10	67
6/23/2015		:15-30	49	0	0	0	4	0	0	53	18	71
6/23/2015		:30-45	57	0	0	3	8	0	0	68	30	98
6/23/2015		:45-00	59	0	0	4	6	0	0	69	28	97
6/23/2015	4:00	:00-15	61	0	0	0	10	0	0	71	26	97
6/23/2015		:15-30	91	1	0	1	9	0	0	102	36	138
6/23/2015		:30-45	125	0	0	3	10	0	0	138	56	194
6/23/2015		:45-00	120	0	1	4	13	0	0	138	75	213
6/23/2015	5:00	:00-15	117	0	1	4	14	0	0	136	66	202
6/23/2015		:15-30	158	0	0	8	17	0	0	183	92	275
6/23/2015		:30-45	197	0	2	10	18	0	0	227	83	310
6/23/2015		:45-00	206	0	1	5	16	1	1	230	134	364
6/23/2015	6:00	:00-15	208	0	1	5	22	1	0	237	143	380
6/23/2015		:15-30	340	1	2	12	20	1	4	380	152	532
6/23/2015		:30-45	455	1	3	7	18	0	3	487	204	691
6/23/2015		:45-00	519	0	2	8	21	0	1	551	251	802
6/23/2015	7:00	:00-15	621	1	4	10	24	1	2	663	214	877
6/23/2015		:15-30	792	1	0	11	34	0	4	842	210	1052
6/23/2015		:30-45	878	2	1	14	26	1	3	925	228	1153
6/23/2015		:45-00	826	0	1	13	37	1	5	883	218	1101
6/23/2015	8:00	:00-15	775	1	1	20	39	0	8	844	228	1072
6/23/2015		:15-30	711	0	0	18	37	0	5	771	210	981
6/23/2015		:30-45	703	1	0	15	32	0	8	759	227	986
6/23/2015		:45-00	686	1	1	18	28	1	3	738	238	976
6/23/2015	9:00	:00-15	641	0	5	15	39	0	7	707	215	922
6/23/2015		:15-30	594	0	3	18	37	1	5	658	228	886
6/23/2015		:30-45	653	0	0	20	31	1	11	716	246	962
6/23/2015		:45-00	621	1	0	18	41	1	6	688	230	918
6/23/2015	10:00	:00-15	540	1	1	16	33	0	7	598	208	806
6/23/2015		:15-30	588	0	0	19	44	0	4	655	232	887
6/23/2015		:30-45	609	0	0	15	28	0	3	655	243	898
6/23/2015		:45-00	684	1	1	10	30	0	2	728	257	985
6/23/2015	11:00	:00-15	648	0	0	11	31	2	7	699	276	975
6/23/2015		:15-30	694	2	0	14	34	0	7	751	282	1033
6/23/2015		:30-45	671	0	2	16	45	0	8	742	268	1010
6/23/2015		:45-00	662	0	0	15	37	0	5	719	268	987
6/23/2015	12:00	:00-15	658	0	0	17	33	0	6	714	286	1000
6/23/2015		:15-30	686	0	0	8	35	0	5	734	279	1013
6/23/2015		:30-45	674	0	0	19	25	0	7	725	250	975
6/23/2015		:45-00	712	0	3	11	32	0	4	762	253	1015
6/23/2015	13:00	:00-15	663	0	1	15	42	0	2	723	241	964
6/23/2015		:15-30	625	0	3	16	29	0	4	677	249	926
6/23/2015		:30-45	696	1	0	15	37	0	5	754	289	1043
6/23/2015		:45-00	659	0	0	19	44	1	7	730	260	990
6/23/2015	14:00	:00-15	643	0	0	19	41	0	6	709	252	961
6/23/2015		:15-30	637	0	1	12	42	0	2	694	266	960
6/23/2015		:30-45	654	0	2	12	33	0	4	705	256	961
6/23/2015		:45-00	703	0	0	10	48	0	6	767	275	1042
6/23/2015	15:00	:00-15	697	0	0	13	36	1	2	749	252	1001
6/23/2015		:15-30	841	0	3	9	27	0	6	886	240	1126
6/23/2015		:30-45	835	0	3	21	29	0	7	895	236	1131
6/23/2015		:45-00	815	1	1	14	35	0	5	871	269	1140
6/23/2015	16:00	:00-15	878	1	1	19	25	0	4	928	288	1216
6/23/2015		:15-30	854	1	4	13	23	0	6	901	262	1163
6/23/2015		:30-45	805	0	1	19	36	0	6	867	223	1090
6/23/2015		:45-00	899	2	0	19	31	0	5	956	218	1174
6/23/2015	17:00	:00-15	991	1	0	16	24	0	9	1041	273	1314
6/23/2015		:15-30	915	0	4	11	28	0	3	961	191	1152
6/23/2015		:30-45	830	1	0	6	16	0	2	855	210	1065
6/23/2015		:45-00	787	0	1	16	28	0	6	838	196	1034
6/23/2015	18:00	:00-15	781	0	2	8	16	0	6	813	174	987
6/23/2015		:15-30	759	1	2	10	28	0	6	806	226	1032
6/23/2015		:30-45	843	0	0	6	25	0	3	877	145	1022
6/23/2015		:45-00	679	2	1	7	23	0	4	716	178	894
6/23/2015	19:00	:00-15	711	1	0	4	19	0	3	738	158	896
6/23/2015		:15-30	640	2	1	6	23	0	2	674	156	830
6/23/2015		:30-45	533	1	0	4	11	0	1	550	148	698
6/23/2015		:45-00	500	1	1	4	16	0	1	523	131	654
6/23/2015	20:00	:00-15	511	0	0	5	11	1	0	528	150	678
6/23/2015		:15-30	571	2	0	3	14	0	2	592	148	740
6/23/2015		:30-45	514	0	0	4	17	0	0	535	109	644
6/23/2015		:45-00	504	0	0	2	15	0	1	522	110	632
6/23/2015		:00-15	499	1	0	1	10	0	1	512	124	636

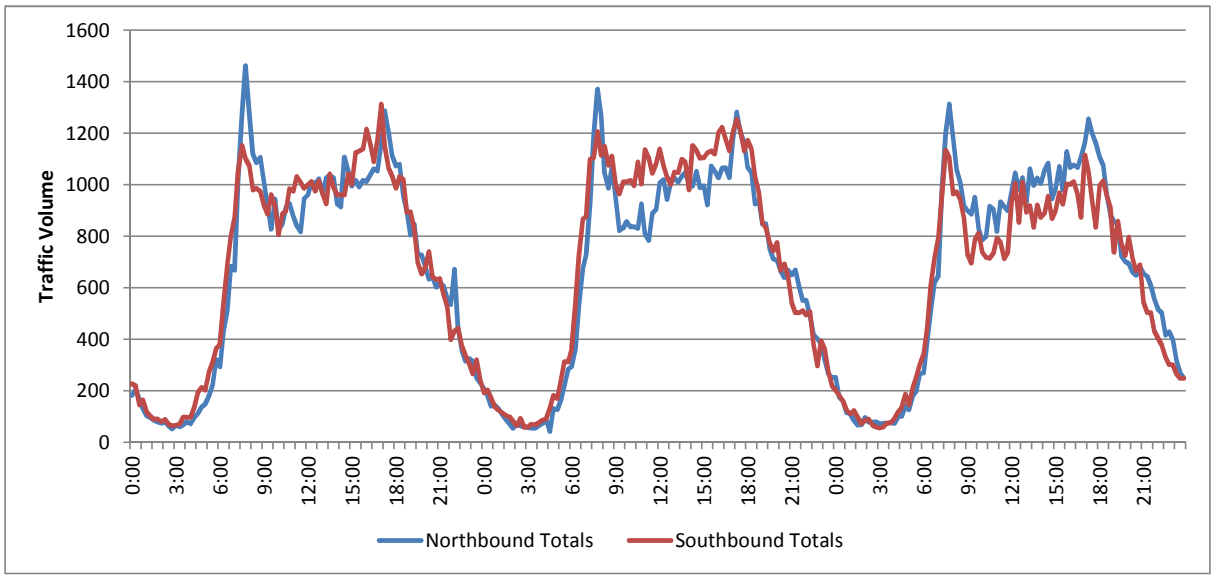
6/23/2015	21:00	:15-30	443	0	0	2	14	0	2	461	112	573
6/23/2015		:30-45	422	2	0	1	7	0	2	434	94	528
6/23/2015		:45-00	313	0	0	1	6	0	1	321	78	399
6/23/2015	22:00	:00-15	332	0	0	1	18	0	1	352	81	433
6/23/2015		:15-30	354	0	0	0	8	0	2	364	79	443
6/23/2015		:30-45	309	0	0	1	7	0	1	318	56	374
6/23/2015		:45-00	277	0	0	1	10	0	1	289	49	338
6/23/2015	23:00	:00-15	260	0	0	1	5	0	0	266	40	306
6/23/2015		:15-30	198	0	0	2	9	0	2	211	55	266
6/23/2015		:30-45	262	0	0	2	7	0	0	271	50	321
6/23/2015		:45-00	197	0	0	0	9	0	0	206	39	245
6/24/2015	0:00	:00-15	145	1	0	3	10	0	2	161	32	193
6/24/2015		:15-30	152	0	0	1	14	0	0	167	37	204
6/24/2015		:30-45	125	1	0	3	12	0	1	142	31	173
6/24/2015		:45-00	109	0	0	0	11	0	0	120	18	138
6/24/2015	1:00	:00-15	97	0	0	0	6	0	0	103	22	125
6/24/2015		:15-30	67	0	0	1	9	0	0	77	38	115
6/24/2015		:30-45	69	0	0	0	5	0	0	74	30	104
6/24/2015		:45-00	66	0	0	3	5	0	3	77	22	99
6/24/2015	2:00	:00-15	55	0	0	1	2	0	0	58	24	82
6/24/2015		:15-30	46	0	0	1	3	0	0	50	14	64
6/24/2015		:30-45	61	0	0	4	6	0	0	71	22	93
6/24/2015		:45-00	31	0	0	2	10	0	0	43	15	58
6/24/2015	3:00	:00-15	39	0	0	0	4	0	0	43	17	60
6/24/2015		:15-30	50	0	0	3	3	0	0	56	14	70
6/24/2015		:30-45	45	0	0	1	8	0	0	54	14	68
6/24/2015		:45-00	49	0	0	3	4	0	0	56	19	75
6/24/2015	4:00	:00-15	52	1	0	3	5	0	0	61	26	87
6/24/2015		:15-30	62	0	0	0	5	0	0	67	24	91
6/24/2015		:30-45	80	0	0	4	6	0	0	90	43	133
6/24/2015		:45-00	97	1	0	1	13	0	0	112	71	183
6/24/2015	5:00	:00-15	78	1	0	2	11	0	0	92	78	170
6/24/2015		:15-30	133	0	0	7	28	0	1	169	71	240
6/24/2015		:30-45	194	0	3	7	29	0	0	233	80	313
6/24/2015		:45-00	169	1	2	2	23	0	0	197	115	312
6/24/2015	6:00	:00-15	196	0	1	5	18	2	1	223	138	361
6/24/2015		:15-30	334	0	4	6	16	1	1	362	172	534
6/24/2015		:30-45	474	0	3	11	17	0	2	507	217	724
6/24/2015		:45-00	588	0	1	6	26	0	4	625	242	867
6/24/2015	7:00	:00-15	630	1	2	5	24	1	5	668	209	877
6/24/2015		:15-30	826	1	0	8	39	0	12	886	214	1100
6/24/2015		:30-45	844	3	1	13	48	0	5	914	192	1106
6/24/2015		:45-00	948	1	0	14	31	0	6	1000	206	1206
6/24/2015	8:00	:00-15	859	0	0	24	39	0	5	927	188	1115
6/24/2015		:15-30	867	0	2	29	40	1	10	949	201	1150
6/24/2015		:30-45	815	2	0	22	37	0	8	884	192	1076
6/24/2015		:45-00	805	3	2	13	42	0	15	880	232	1112
6/24/2015	9:00	:00-15	735	1	2	21	29	0	4	792	206	998
6/24/2015		:15-30	690	1	4	18	28	0	5	746	218	964
6/24/2015		:30-45	706	1	1	23	29	1	12	773	238	1011
6/24/2015		:45-00	738	1	0	14	36	0	5	794	218	1012
6/24/2015	10:00	:00-15	746	0	0	19	26	1	6	798	220	1018
6/24/2015		:15-30	680	0	0	21	38	0	7	746	251	997
6/24/2015		:30-45	760	1	0	12	33	1	10	817	272	1089
6/24/2015		:45-00	671	1	0	10	39	0	13	734	269	1003
6/24/2015	11:00	:00-15	793	0	0	22	36	0	12	863	274	1137
6/24/2015		:15-30	787	1	0	15	30	1	5	839	264	1103
6/24/2015		:30-45	709	0	1	24	29	0	8	771	274	1045
6/24/2015		:45-00	764	1	0	13	32	0	10	820	262	1082
6/24/2015	12:00	:00-15	761	1	1	17	42	0	4	826	314	1140
6/24/2015		:15-30	746	0	2	11	30	0	5	794	281	1075
6/24/2015		:30-45	700	0	1	18	37	0	8	764	266	1030
6/24/2015		:45-00	693	2	3	13	36	1	6	754	248	1002
6/24/2015	13:00	:00-15	726	0	3	12	38	0	7	786	264	1050
6/24/2015		:15-30	731	0	2	8	29	0	5	775	272	1047
6/24/2015		:30-45	772	0	0	14	41	0	3	830	270	1100
6/24/2015		:45-00	777	0	1	10	27	0	11	826	263	1089
6/24/2015	14:00	:00-15	668	2	1	12	29	1	5	718	262	980
6/24/2015		:15-30	820	0	1	15	32	0	6	874	279	1153
6/24/2015		:30-45	826	1	1	10	38	0	9	885	248	1133
6/24/2015		:45-00	750	0	1	16	43	0	3	813	291	1104
6/24/2015	15:00	:00-15	797	3	0	8	31	0	8	847	258	1105
6/24/2015		:15-30	819	0	2	18	33	0	6	878	247	1125
6/24/2015		:30-45	791	2	2	7	39	0	3	844	288	1132
6/24/2015		:45-00	813	2	0	15	28	0	11	869	250	1119
6/24/2015	16:00	:00-15	850	0	3	18	27	0	7	905	299	1204
6/24/2015		:15-30	856	2	2	14	40	0	8	922	302	1224
6/24/2015		:30-45	871	0	2	17	25	0	10	925	253	1178
6/24/2015		:45-00	842	1	0	15	38	0	4	900	232	1132
6/24/2015	17:00	:00-15	923	1	1	8	34	0	3	970	236	1206
6/24/2015		:15-30	954	1	4	9	28	0	7	1003	252	1255
6/24/2015		:30-45	935	1	2	8	29	1	5	981	230	1211
6/24/2015		:45-00	871	0	1	10	30	0	4	916	216	1132
6/24/2015	18:00	:00-15	913	0	2	15	26	0	5	961	212	1173
6/24/2015		:15-30	928	3	1	7	19	0	8	966	172	1138
6/24/2015		:30-45	830	4	1	8	22	0	2	867	165	1032
6/24/2015		:45-00	778	1	0	6	29	0	5	819	152	971
6/24/2015	19:00	:00-15	639	0	0	4	27	0	4	674	178	852
6/24/2015		:15-30	680	4	0	5	16	0	2	707	126	833
6/24/2015		:30-45	595	0	1	9	17	0	4	626	148	774

6/24/2015		:45-00	573	2	0	6	15	0	1	597	146	743
6/24/2015	20:00	:00-15	600	3	0	8	13	1	3	628	148	776
6/24/2015		:15-30	505	2	0	4	19	0	5	535	132	667
6/24/2015		:30-45	531	0	0	2	15	0	1	549	144	693
6/24/2015		:45-00	502	0	0	6	20	0	3	531	112	643
6/24/2015	21:00	:00-15	404	1	0	2	17	0	0	424	117	541
6/24/2015		:15-30	380	0	0	2	10	0	3	395	108	503
6/24/2015		:30-45	406	1	0	1	15	0	2	425	78	503
6/24/2015		:45-00	391	0	0	2	13		2	408	104	512
6/24/2015	22:00	:00-15	404	0	0	3	16	0	1	424	71	495
6/24/2015		:15-30	394	1	0	1	14	0	1	411	96	507
6/24/2015		:30-45	303	1	0	1	12	0	1	318	61	379
6/24/2015		:45-00	229	0	0	3	13	0	3	248	49	297
6/24/2015	23:00	:00-15	320	0	0	2	8	0	1	331	64	395
6/24/2015		:15-30	294	0	0	0	9	0	0	303	58	361
6/24/2015		:30-45	213	0	0	3	5	1	1	223	53	276
6/24/2015		:45-00	186	2	0	0	2	0	2	192	26	218
6/25/2015	0:00	:00-15	139	0	0	2	11	0	2	154	48	202
6/25/2015		:15-30	140	0	0	2	13	0	0	155	28	183
6/25/2015		:30-45	109	1	0	1	12	0	1	124	36	160
6/25/2015		:45-00	79	5	0	3	8	0	2	97	28	125
6/25/2015	1:00	:00-15	60	0	0	5	11	0	2	78	33	111
6/25/2015		:15-30	73	0	0	2	5	0	0	80	44	124
6/25/2015		:30-45	54	0	0	0	10	0	0	64	34	98
6/25/2015		:45-00	40	0	1	2	8	0	1	52	21	73
6/25/2015	2:00	:00-15	56	0	0	2	3	0	1	62	24	86
6/25/2015		:15-30	63	0	0	5	6	0	0	74	17	91
6/25/2015		:30-45	44	0	0	3	8	0	0	55	12	67
6/25/2015		:45-00	30	0	0	3	6	0	0	39	21	60
6/25/2015	3:00	:00-15	30	0	0	2	10	0	0	42	14	56
6/25/2015		:15-30	41	0	0	3	4	0	1	49	11	60
6/25/2015		:30-45	43	0	0	3	6	0	0	52	22	74
6/25/2015		:45-00	38	1	0	9	2	0	2	52	24	76
6/25/2015	4:00	:00-15	46	0	0	8	9	0	2	65	26	91
6/25/2015		:15-30	68	0	0	11	6	0	3	88	28	116
6/25/2015		:30-45	72	0	0	10	1	0	0	83	52	135
6/25/2015		:45-00	95	0	0	13	0	0	0	108	79	187
6/25/2015	5:00	:00-15	61	1	0	10	5	0	0	77	68	145
6/25/2015		:15-30	128	1	0	8	6	0	5	148	64	212
6/25/2015		:30-45	157	0	0	16	4	0	1	178	76	254
6/25/2015		:45-00	153	0	1	16	9	0	1	180	123	303
6/25/2015	6:00	:00-15	168	1	3	15	9	0	0	196	147	343
6/25/2015		:15-30	253	0	2	9	12	0	0	276	170	446
6/25/2015		:30-45	362	0	3	20	24	0	0	409	202	611
6/25/2015		:45-00	433	0	0	10	26	0	1	470	248	718
6/25/2015	7:00	:00-15	528	0	2	13	3	1	8	555	242	797
6/25/2015		:15-30	683	1	0	22	29	0	5	740	211	951
6/25/2015		:30-45	829	2	1	19	48	2	5	906	228	1134
6/25/2015		:45-00	867	2	0	9	44	0	2	924	182	1106
6/25/2015	8:00	:00-15	698	1	2	18	35	0	6	760	206	966
6/25/2015		:15-30	698	0	0	30	37	1	11	777	196	973
6/25/2015		:30-45	668	0	0	17	40	0	13	738	207	945
6/25/2015		:45-00	595	0	1	33	33	0	9	671	199	870
6/25/2015	9:00	:00-15	465	0	1	27	32	0	4	529	202	731
6/25/2015		:15-30	423	0	2	16	32	0	5	478	218	696
6/25/2015		:30-45	487	0	0	17	35	1	6	546	239	785
6/25/2015		:45-00	515	1	0	12	30	0	5	563	249	812
6/25/2015	10:00	:00-15	427	1	1	19	26	0	8	482	257	739
6/25/2015		:15-30	441	1	0	20	25	0	3	490	228	718
6/25/2015		:30-45	424	0	0	18	34	0	5	481	234	715
6/25/2015		:45-00	430	0	0	31	26	0	3	490	244	734
6/25/2015	11:00	:00-15	459	1	1	20	19	0	4	504	290	794
6/25/2015		:15-30	418	1	1	14	29	0	3	466	310	776
6/25/2015		:30-45	397	0	0	23	24	0	3	447	266	713
6/25/2015		:45-00	449	1	0	14	16	0	1	481	256	737
6/25/2015	12:00	:00-15	608	0	0	20	27	0	2	657	276	933
6/25/2015		:15-30	628	0	2	20	22	0	5	677	330	1007
6/25/2015		:30-45	526	0	2	10	28	0	8	574	279	853
6/25/2015		:45-00	651	1	2	17	34	0	4	709	301	1010
6/25/2015	13:00	:00-15	548	1	2	27	33	0	2	613	280	893
6/25/2015		:15-30	571	1	3	17	31	0	4	627	292	919
6/25/2015		:30-45	502	1	1	14	25	0	4	547	288	835
6/25/2015		:45-00	583	1	1	19	32	0	4	640	282	922
6/25/2015	14:00	:00-15	562	0	0	18	38	0	6	624	250	874
6/25/2015		:15-30	577	0	1	21	34	0	6	639	251	890
6/25/2015		:30-45	642	0	2	20	36	0	4	704	252	956
6/25/2015		:45-00	569	0	0	18	28	0	4	619	250	869
6/25/2015	15:00	:00-15	574	1	1	20	36	0	5	637	263	900
6/25/2015		:15-30	632	2	3	23	53	0	6	719	250	969
6/25/2015		:30-45	591	1	2	18	39	0	7	658	266	924
6/25/2015		:45-00	659	0	1	13	36	0	7	716	288	1004
6/25/2015	16:00	:00-15	637	2	2	14	34	0	7	696	306	1002
6/25/2015		:15-30	686	1	3	14	35	0	7	746	267	1013
6/25/2015		:30-45	650	1	0	11	37	0	3	702	261	963
6/25/2015		:45-00	588	1	1	14	25	0	8	637	236	873
6/25/2015	17:00	:00-15	767	1	0	13	34	0	4	819	297	1116
6/25/2015		:15-30	751	1	3	14	29	0	4	802	250	1052
6/25/2015		:30-45	661	5	2	8	28	0	4	708	225	933
6/25/2015		:45-00	611	2	2	9	23	0	4	651	184	835
6/25/2015		:00-15	768	1	0	8	29	1	3	810	188	998

6/25/2015	18:00	:15-30	786	1	1	5	24	0	3	820	196	1016
6/25/2015		:30-45	752	2	2	7	21	0	1	785	170	955
6/25/2015		:45-00	681	0	0	5	34	0	3	723	188	911
6/25/2015	19:00	:00-15	567	1	0	6	21	0	5	600	138	738
6/25/2015		:15-30	668	0	0	5	23	0	2	698	160	858
6/25/2015		:30-45	615	0	0	6	21	0	3	645	126	771
6/25/2015		:45-00	578	0	1	4	18	0	1	602	124	726
6/25/2015	20:00	:00-15	620	1	0	5	19	0	4	649	148	797
6/25/2015		:15-30	540	3	0	3	15	0	4	565	148	713
6/25/2015		:30-45	493	2	0	4	22	0	3	524	142	666
6/25/2015		:45-00	542	2	0	1	14	0	1	560	130	690
6/25/2015	21:00	:00-15	411	0	0	4	14	0	4	433	111	544
6/25/2015		:15-30	346	0	0	4	14	0	0	364	139	503
6/25/2015		:30-45	364	0	0	3	12	0	2	381	122	503
6/25/2015		:45-00	315	0	0	2	12	0	1	330	101	431
6/25/2015	22:00	:00-15	298	1	0	3	13	0	3	318	84	402
6/25/2015		:15-30	282	0	0	3	7	0	0	292	85	377
6/25/2015		:30-45	233	1	0	6	6	0	0	246	84	330
6/25/2015		:45-00	223	0	0	1	8	0	1	233	69	302
6/25/2015	23:00	:00-15	204	1	0	2	15	0	1	223	77	300
6/25/2015		:15-30	199	1	0	2	2	0	0	204	62	266
6/25/2015		:30-45	195	4	0	3	4	0	0	206	42	248
6/25/2015		:45-00	186	0	0	2	14	0	0	202	46	248

Northbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	8,016	8,929	64,456
6/24/2015	7,748	9,014	63,994
6/25/2015	7,506	9,104	64,300
Total	23,270	27,047	192,750

Southbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	7,729	9,208	65,483
6/24/2015	8,145	9,542	69,145
6/25/2015	7,256	7,787	58,737
Total	23,130	26,537	193,365



Data File: '6-29-15-0290.rdf'
Site Code: '0064A-0290'
Start Date: 6/22/2015
Start Time: 1:30:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'TX 107 EB - NEAR TOWER RD'
'Direction': 'TX 107 EB'
'Weather': 'GOOD'

Channel: LEFT LANE

Bad data highlighted in red.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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	
6/23/2015	12:00 AM	15	0	6	7	0	2	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	11	0	6	4	0	1	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	10	0	4	4	0	2	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	14	0	10	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	10	0	6	2	0	2	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	10	0	7	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	10	0	6	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	5	0	1	2	0	1	0	0	0	1	0	0	0	0
6/23/2015	2:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	9	0	4	4	0	1	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	5	0	1	2	0	2	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	4	0	0	1	0	3	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	3	0	0	1	0	1	1	0	0	0	0	0	0	0
6/23/2015	5:15 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	6	0	2	2	0	2	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	10	0	5	3	0	2	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	3	0	0	1	0	2	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	20	0	7	5	1	7	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	15	0	7	4	0	4	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	17	0	7	4	0	6	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	26	0	8	9	0	8	0	0	0	1	0	0	0	0
6/23/2015	7:30 AM	27	0	11	9	0	7	0	0	0	0	0	0	0	0
6/23/2015	7:45 AM	35	0	18	12	0	3	1	0	1	0	0	0	0	0
6/23/2015	8:00 AM	32	0	12	15	0	4	0	0	1	0	0	0	0	0
6/23/2015	8:15 AM	42	0	12	20	0	9	0	0	0	0	0	1	0	0
6/23/2015	8:30 AM	44	0	13	18	0	11	1	0	1	0	0	0	0	0
6/23/2015	8:45 AM	29	0	11	10	0	8	0	0	0	0	0	0	0	0
6/23/2015	9:00 AM	46	1	17	16	0	12	0	0	0	0	0	0	0	0
6/23/2015	9:15 AM	33	0	12	13	0	8	0	0	0	0	0	0	0	0
6/23/2015	9:30 AM	38	0	11	16	0	11	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	38	0	14	17	0	7	0	0	0	0	0	0	0	0
6/23/2015	10:00 AM	38	0	15	16	0	7	0	0	0	0	0	0	0	0
6/23/2015	10:15 AM	43	0	10	20	0	12	0	0	1	0	0	0	0	0
6/23/2015	10:30 AM	59	0	20	26	0	12	0	0	0	1	0	0	0	0
6/23/2015	10:45 AM	49	0	13	24	0	11	0	0	0	1	0	0	0	0
6/23/2015	11:00 AM	50	0	14	21	0	15	0	0	0	0	0	0	0	0
6/23/2015	11:15 AM	54	0	18	22	1	13	0	0	0	0	0	0	0	0
6/23/2015	11:30 AM	46	0	18	21	0	7	0	0	0	0	0	0	0	0
6/23/2015	11:45 AM	54	1	27	15	0	11	0	0	0	0	0	0	0	0
6/23/2015	12:00 PM	57	0	26	22	0	9	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	68	0	24	33	0	11	0	0	0	0	0	0	0	0
6/23/2015	12:30 PM	69	0	20	36	0	13	0	0	0	0	0	0	0	0
6/23/2015	12:45 PM	50	0	18	16	0	16	0	0	0	0	0	0	0	0
6/23/2015	1:00 PM	63	0	27	19	0	16	0	0	1	0	0	0	0	0
6/23/2015	1:15 PM	73	0	35	24	0	13	0	0	0	1	0	0	0	0
6/23/2015	1:30 PM	59	0	17	22	0	19	1	0	0	0	0	0	0	0
6/23/2015	1:45 PM	51	1	15	21	0	13	0	0	1	0	0	0	0	0
6/23/2015	2:00 PM	61	0	22	19	2	15	0	0	2	1	0	0	0	0
6/23/2015	2:15 PM	62	0	20	30	0	12	0	0	0	0	0	0	0	0
6/23/2015	2:30 PM	63	1	24	23	1	12	0	0	1	1	0	0	0	0
6/23/2015	2:45 PM	73	0	31	23	0	17	0	0	2	0	0	0	0	0
6/23/2015	3:00 PM	55	0	21	21	1	10	0	0	2	0	0	0	0	0
6/23/2015	3:15 PM	66	0	24	28	0	13	0	0	1	0	0	0	0	0
6/23/2015	3:30 PM	80	0	29	33	0	18	0	0	0	0	0	0	0	0
6/23/2015	3:45 PM	72	0	28	26	0	17	1	0	0	0	0	0	0	0
6/23/2015	4:00 PM	76	1	24	32	1	17	0	0	1	0	0	0	0	0
6/23/2015	4:15 PM	67	0	28	29	0	10	0	0	0	0	0	0	0	0
6/23/2015	4:30 PM	83	1	30	35	0	16	0	0	0	1	0	0	0	0

6/23/2015	4:45 PM	73	0	27	30	0	14	0	0	2	0	0	0	0	0
6/23/2015	5:00 PM	77	0	32	31	0	13	0	0	1	0	0	0	0	0
6/23/2015	5:15 PM	86	0	32	37	0	17	0	0	0	0	0	0	0	0
6/23/2015	5:30 PM	112	2	46	42	0	22	0	0	0	0	0	0	0	0
6/23/2015	5:45 PM	113	0	51	39	0	23	0	0	0	0	0	0	0	0
6/23/2015	6:00 PM	99	0	36	50	0	11	0	0	2	0	0	0	0	0
6/23/2015	6:15 PM	84	0	36	36	0	11	0	0	1	0	0	0	0	0
6/23/2015	6:30 PM	90	1	35	38	0	15	0	0	1	0	0	0	0	0
6/23/2015	6:45 PM	78	0	33	37	0	8	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	81	1	34	34	0	12	0	0	0	0	0	0	0	0
6/23/2015	7:15 PM	60	0	19	32	0	9	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	68	0	29	25	1	12	0	0	1	0	0	0	0	0
6/23/2015	7:45 PM	46	0	18	19	0	8	0	0	1	0	0	0	0	0
6/23/2015	8:00 PM	41	0	16	19	0	6	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	54	0	15	25	0	12	0	0	1	1	0	0	0	0
6/23/2015	8:30 PM	50	0	16	22	0	12	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	43	0	19	19	0	5	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	44	0	17	20	0	6	0	0	1	0	0	0	0	0
6/23/2015	9:15 PM	50	0	23	16	0	11	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	51	0	21	24	0	6	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	38	0	21	12	0	5	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	37	0	18	13	0	5	0	0	0	1	0	0	0	0
6/23/2015	10:15 PM	41	0	19	17	1	4	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	37	0	16	17	0	4	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	22	0	7	12	0	3	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	21	0	11	10	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	18	0	7	8	0	3	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	19	1	10	5	0	2	0	0	0	1	0	0	0	0
6/23/2015	11:45 PM	16	0	7	5	0	4	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	12	0	7	4	0	1	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	19	0	11	6	0	2	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	21	0	13	6	0	2	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	14	0	5	8	0	1	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	10	0	3	4	1	2	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	10	0	7	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	9	0	4	4	0	1	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	4	0	1	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	4	0	2	1	0	0	0	0	0	1	0	0	0	0
6/24/2015	3:30 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	4	0	1	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	3	0	0	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	7	0	6	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	8	0	1	4	0	2	0	0	0	1	0	0	0	0
6/24/2015	6:30 AM	6	0	3	1	0	2	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	7	0	3	1	0	3	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	12	0	8	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	14	0	6	4	0	4	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	22	0	8	9	0	5	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	36	0	19	9	1	4	0	0	3	0	0	0	0	0
6/24/2015	8:00 AM	40	0	17	15	0	8	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	37	0	11	12	1	13	0	0	0	0	0	0	0	0
6/24/2015	8:30 AM	37	0	11	16	0	9	0	0	1	0	0	0	0	0
6/24/2015	8:45 AM	37	0	11	17	0	9	0	0	0	0	0	0	0	0
6/24/2015	9:00 AM	35	0	16	11	0	7	0	0	1	0	0	0	0	0
6/24/2015	9:15 AM	33	0	10	15	0	5	0	0	3	0	0	0	0	0
6/24/2015	9:30 AM	33	0	14	13	0	6	0	0	0	0	0	0	0	0
6/24/2015	9:45 AM	40	1	12	15	1	10	0	0	1	0	0	0	0	0
6/24/2015	10:00 AM	34	0	12	13	0	8	0	0	0	1	0	0	0	0
6/24/2015	10:15 AM	45	0	18	15	0	10	1	0	1	0	0	0	0	0
6/24/2015	10:30 AM	40	0	14	19	0	7	0	0	0	0	0	0	0	0
6/24/2015	10:45 AM	38	0	15	17	0	6	0	0	0	0	0	0	0	0
6/24/2015	11:00 AM	46	0	16	20	0	8	0	0	2	0	0	0	0	0
6/24/2015	11:15 AM	43	0	20	16	0	7	0	0	0	0	0	0	0	0
6/24/2015	11:30 AM	66	0	21	26	0	18	1	0	0	0	0	0	0	0
6/24/2015	11:45 AM	65	0	21	27	1	16	0	0	0	0	0	0	0	0
6/24/2015	12:00 PM	42	0	16	17	0	8	0	0	1	0	0	0	0	0
6/24/2015	12:15 PM	75	1	26	30	0	18	0	0	0	0	0	0	0	0
6/24/2015	12:30 PM	51	0	22	20	0	8	0	0	1	0	0	0	0	0

6/24/2015	12:45 PM	61	1	19	31	0	9	0	0	0	1	0	0	0	0
6/24/2015	1:00 PM	60	0	21	27	0	12	0	0	0	0	0	0	0	0
6/24/2015	1:15 PM	42	0	17	17	0	8	0	0	0	0	0	0	0	0
6/24/2015	1:30 PM	59	0	24	21	0	13	0	0	1	0	0	0	0	0
6/24/2015	1:45 PM	53	0	16	26	0	11	0	0	0	0	0	0	0	0
6/24/2015	2:00 PM	68	0	31	25	0	12	0	0	0	0	0	0	0	0
6/24/2015	2:15 PM	56	0	19	21	0	15	0	0	1	0	0	0	0	0
6/24/2015	2:30 PM	67	0	19	28	0	19	0	0	0	1	0	0	0	0
6/24/2015	2:45 PM	63	1	15	31	0	16	0	0	0	0	0	0	0	0
6/24/2015	3:00 PM	55	0	24	21	0	9	0	0	1	0	0	0	0	0
6/24/2015	3:15 PM	66	0	23	29	1	12	0	0	0	1	0	0	0	0
6/24/2015	3:30 PM	78	0	31	26	0	20	0	0	0	0	1	0	0	0
6/24/2015	3:45 PM	79	0	26	32	0	20	0	0	1	0	0	0	0	0
6/24/2015	4:00 PM	75	0	29	27	0	19	0	0	0	0	0	0	0	0
6/24/2015	4:15 PM	77	0	31	29	0	15	0	0	0	2	0	0	0	0
6/24/2015	4:30 PM	90	0	36	32	0	19	1	0	0	2	0	0	0	0
6/24/2015	4:45 PM	97	0	38	33	1	22	1	0	2	0	0	0	0	0
6/24/2015	5:00 PM	75	0	30	31	0	14	0	0	0	0	0	0	0	0
6/24/2015	5:15 PM	80	0	35	36	0	7	1	0	1	0	0	0	0	0
6/24/2015	5:30 PM	103	0	40	41	0	22	0	0	0	0	0	0	0	0
6/24/2015	5:45 PM	111	1	50	42	1	16	0	0	1	0	0	0	0	0
6/24/2015	6:00 PM	101	0	37	48	0	16	0	0	0	0	0	0	0	0
6/24/2015	6:15 PM	100	0	37	42	0	19	0	0	2	0	0	0	0	0
6/24/2015	6:30 PM	74	0	31	30	0	13	0	0	0	0	0	0	0	0
6/24/2015	6:45 PM	90	0	28	45	0	15	0	0	1	1	0	0	0	0
6/24/2015	7:00 PM	78	0	31	36	0	11	0	0	0	0	0	0	0	0
6/24/2015	7:15 PM	74	0	29	28	0	16	0	0	1	0	0	0	0	0
6/24/2015	7:30 PM	60	0	21	28	0	11	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	50	0	21	24	0	5	0	0	0	0	0	0	0	0
6/24/2015	8:00 PM	51	1	18	26	0	6	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	35	0	13	16	0	6	0	0	0	0	0	0	0	0
6/24/2015	8:30 PM	45	0	17	20	0	8	0	0	0	0	0	0	0	0
6/24/2015	8:45 PM	60	0	26	20	0	14	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	47	2	21	18	0	6	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	50	0	20	20	0	10	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	41	1	12	19	0	8	0	0	0	1	0	0	0	0
6/24/2015	9:45 PM	60	1	28	19	0	12	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	59	0	27	20	0	12	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	41	1	11	19	0	10	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	37	0	15	18	0	4	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	40	0	22	12	0	6	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	31	0	16	12	0	3	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	31	0	12	13	0	6	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	16	0	7	8	0	1	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	11	0	6	4	0	1	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	15	0	5	7	0	3	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	16	1	8	5	0	2	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	12	0	8	2	0	2	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	20	0	11	8	0	1	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	8	0	4	3	0	1	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	6	0	2	3	0	1	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	8	0	3	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	9	0	4	4	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	4	0	0	2	0	2	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	5	0	2	1	0	2	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	12	0	4	4	1	3	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	7	0	2	2	0	3	0	0	0	0	0	0	0	0
6/25/2015	7:00 AM	17	0	12	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 AM	11	0	4	5	0	2	0	0	0	0	0	0	0	0
6/25/2015	7:30 AM	18	0	9	4	0	5	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	35	0	14	14	0	7	0	0	0	0	0	0	0	0
6/25/2015	8:00 AM	30	0	15	11	0	4	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	30	0	7	14	0	9	0	0	0	0	0	0	0	0
6/25/2015	8:30 AM	34	0	14	14	0	5	0	0	1	0	0	0	0	0

6/25/2015	8:45 AM	34	0	14	15	0	4	0	0	0	1	0	0	0	0
6/25/2015	9:00 AM	33	0	13	9	0	11	0	0	0	0	0	0	0	0
6/25/2015	9:15 AM	48	0	15	24	0	6	1	0	1	1	0	0	0	0
6/25/2015	9:30 AM	30	0	14	11	0	5	0	0	0	0	0	0	0	0
6/25/2015	9:45 AM	36	0	11	16	0	8	0	0	0	1	0	0	0	0
6/25/2015	10:00 AM	35	0	14	14	0	6	0	0	1	0	0	0	0	0
6/25/2015	10:15 AM	37	0	11	21	0	4	0	0	0	1	0	0	0	0
6/25/2015	10:30 AM	46	0	14	21	2	8	0	0	1	0	0	0	0	0
6/25/2015	10:45 AM	38	0	12	15	0	9	0	0	1	1	0	0	0	0
6/25/2015	11:00 AM	53	0	13	27	0	13	0	0	0	0	0	0	0	0
6/25/2015	11:15 AM	44	0	14	22	0	8	0	0	0	0	0	0	0	0
6/25/2015	11:30 AM	43	0	19	16	0	8	0	0	0	0	0	0	0	0
6/25/2015	11:45 AM	60	0	23	23	0	11	0	0	2	1	0	0	0	0
6/25/2015	12:00 PM	37	0	14	18	1	4	0	0	0	0	0	0	0	0
6/25/2015	12:15 PM	60	0	22	20	0	18	0	0	0	0	0	0	0	0
6/25/2015	12:30 PM	54	0	17	23	0	14	0	0	0	0	0	0	0	0
6/25/2015	12:45 PM	62	0	24	21	0	16	0	0	0	1	0	0	0	0
6/25/2015	1:00 PM	51	0	18	26	0	7	0	0	0	0	0	0	0	0
6/25/2015	1:15 PM	56	0	20	26	2	8	0	0	0	0	0	0	0	0
6/25/2015	1:30 PM	53	0	22	20	0	11	0	0	0	0	0	0	0	0
6/25/2015	1:45 PM	53	0	22	21	0	9	0	0	0	1	0	0	0	0
6/25/2015	2:00 PM	64	0	19	34	0	11	0	0	0	0	0	0	0	0
6/25/2015	2:15 PM	60	0	21	26	0	13	0	0	0	0	0	0	0	0
6/25/2015	2:30 PM	56	0	19	23	0	14	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	51	0	17	19	0	15	0	0	0	0	0	0	0	0
6/25/2015	3:00 PM	61	0	22	29	0	10	0	0	0	0	0	0	0	0
6/25/2015	3:15 PM	67	0	25	28	0	13	0	0	1	0	0	0	0	0
6/25/2015	3:30 PM	62	0	24	23	0	15	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	82	1	30	37	0	13	0	0	1	0	0	0	0	0
6/25/2015	4:00 PM	51	0	20	19	0	11	0	0	1	0	0	0	0	0
6/25/2015	4:15 PM	70	0	24	31	2	12	0	0	1	0	0	0	0	0
6/25/2015	4:30 PM	61	0	28	21	1	10	0	0	1	0	0	0	0	0
6/25/2015	4:45 PM	77	0	32	25	0	19	0	0	1	0	0	0	0	0
6/25/2015	5:00 PM	89	0	39	27	0	22	0	0	0	1	0	0	0	0
6/25/2015	5:15 PM	82	0	34	33	0	15	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	88	1	33	33	2	18	0	0	1	0	0	0	0	0
6/25/2015	5:45 PM	125	0	48	52	0	24	0	0	1	0	0	0	0	0
6/25/2015	6:00 PM	110	0	43	44	0	20	0	0	3	0	0	0	0	0
6/25/2015	6:15 PM	114	0	43	48	2	21	0	0	0	0	0	0	0	0
6/25/2015	6:30 PM	91	0	33	46	0	11	0	0	1	0	0	0	0	0
6/25/2015	6:45 PM	98	0	42	42	0	14	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	84	0	34	39	0	11	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	76	1	25	28	0	21	0	0	0	1	0	0	0	0
6/25/2015	7:30 PM	58	0	16	25	0	16	0	0	1	0	0	0	0	0
6/25/2015	7:45 PM	69	0	28	32	0	8	0	0	1	0	0	0	0	0
6/25/2015	8:00 PM	66	0	29	24	0	12	0	0	0	1	0	0	0	0
6/25/2015	8:15 PM	55	0	19	27	0	9	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	49	0	18	18	0	13	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	35	0	14	14	0	7	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	45	2	16	20	0	7	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	39	0	23	9	1	6	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	49	0	25	16	0	8	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	42	0	17	22	0	3	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	44	1	19	15	0	8	0	0	1	0	0	0	0	0
6/25/2015	10:15 PM	49	0	21	17	0	11	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	41	0	17	18	0	6	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	38	1	19	8	1	8	0	0	1	0	0	0	0	0
6/25/2015	11:00 PM	26	0	12	7	0	7	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	32	0	20	8	0	4	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	24	0	9	11	0	4	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	30	0	12	12	0	6	0	0	0	0	0	0	0	0

Channel: RIGHT LANE

Date	Time	Total	Motor Bike	Cars & Trai	2 Axle Long	Buses	2 Axle 6 Tir	3 Axle Sing	4 Axle Sing	<5 Axle Do	5 Axle Dou	>6 Axle Do	<6 Axle Mu	6 Axle Mult	>6 Axle Mu
6/23/2015	12:00 AM	32	0	22	9	0	1	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	24	0	13	10	0	1	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	19	0	11	6	0	2	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	28	0	15	11	0	2	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	19	0	13	4	0	2	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	18	0	11	6	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	17	0	12	3	0	2	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	13	0	11	0	0	2	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	9	0	6	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	14	0	10	2	0	1	0	0	0	1	0	0	0	0
6/23/2015	2:30 AM	9	0	5	2	0	1	0	0	0	1	0	0	0	0
6/23/2015	2:45 AM	5	1	4	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	11	0	6	2	0	2	0	0	0	1	0	0	0	0
6/23/2015	3:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	8	0	4	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0

6/23/2015	4:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	6	0	1	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	4	0	1	1	0	2	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	5	0	1	2	0	1	1	0	0	0	0	0	0	0
6/23/2015	5:15 AM	9	0	4	2	0	2	0	0	0	1	0	0	0	0
6/23/2015	5:30 AM	9	0	5	2	1	1	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	13	0	6	3	0	4	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	22	0	9	6	0	6	0	0	1	0	0	0	0	0
6/23/2015	6:15 AM	23	0	8	4	1	9	0	0	0	1	0	0	0	0
6/23/2015	6:30 AM	27	0	12	5	1	8	0	0	0	1	0	0	0	0
6/23/2015	6:45 AM	42	0	20	13	1	7	0	0	1	0	0	0	0	0
6/23/2015	7:00 AM	31	0	16	6	0	9	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	40	0	16	17	0	5	0	0	1	1	0	0	0	0
6/23/2015	7:30 AM	63	0	30	18	1	13	0	0	0	1	0	0	0	0
6/23/2015	7:45 AM	76	0	43	24	1	5	1	0	2	0	0	0	0	0
6/23/2015	8:00 AM	80	0	39	25	2	11	0	0	1	1	1	0	0	0
6/23/2015	8:15 AM	79	0	36	29	1	12	0	0	1	0	0	0	0	0
6/23/2015	8:30 AM	91	0	34	38	1	16	1	0	1	0	0	0	0	0
6/23/2015	8:45 AM	64	0	32	23	0	9	0	0	0	0	0	0	0	0
6/23/2015	9:00 AM	66	0	30	26	0	10	0	0	0	0	0	0	0	0
6/23/2015	9:15 AM	76	0	33	29	0	11	0	0	3	0	0	0	0	0
6/23/2015	9:30 AM	79	0	30	26	1	21	0	0	1	0	0	0	0	0
6/23/2015	9:45 AM	86	0	40	30	0	12	1	0	3	0	0	0	0	0
6/23/2015	10:00 AM	95	0	42	35	0	17	0	0	0	1	0	0	0	0
6/23/2015	10:15 AM	87	0	28	36	0	19	0	0	2	2	0	0	0	0
6/23/2015	10:30 AM	99	0	45	37	0	14	1	0	1	1	0	0	0	0
6/23/2015	10:45 AM	93	0	36	39	1	14	0	0	2	1	0	0	0	0
6/23/2015	11:00 AM	97	0	37	36	1	20	0	0	2	1	0	0	0	0
6/23/2015	11:15 AM	100	1	51	33	1	14	0	0	0	0	0	0	0	0
6/23/2015	11:30 AM	100	0	51	32	1	15	0	0	1	0	0	0	0	0
6/23/2015	11:45 AM	104	0	58	28	1	13	0	0	3	1	0	0	0	0
6/23/2015	12:00 PM	102	1	49	36	0	15	0	0	1	0	0	0	0	0
6/23/2015	12:15 PM	120	0	53	48	1	16	1	0	1	0	0	0	0	0
6/23/2015	12:30 PM	123	0	48	55	1	16	2	0	1	0	0	0	0	0
6/23/2015	12:45 PM	96	0	43	35	0	18	0	0	0	0	0	0	0	0
6/23/2015	1:00 PM	124	0	56	45	1	21	0	0	0	1	0	0	0	0
6/23/2015	1:15 PM	125	1	55	45	2	20	0	0	2	0	0	0	0	0
6/23/2015	1:30 PM	112	0	48	39	0	21	1	0	2	1	0	0	0	0
6/23/2015	1:45 PM	116	1	54	41	1	19	0	0	0	0	0	0	0	0
6/23/2015	2:00 PM	133	0	63	46	1	21	0	0	2	0	0	0	0	0
6/23/2015	2:15 PM	109	0	55	42	1	9	1	0	0	1	0	0	0	0
6/23/2015	2:30 PM	118	1	46	46	3	19	0	0	2	1	0	0	0	0
6/23/2015	2:45 PM	132	0	55	51	0	21	1	0	3	0	0	1	0	0
6/23/2015	3:00 PM	116	0	46	49	2	16	0	0	2	1	0	0	0	0
6/23/2015	3:15 PM	127	0	62	46	1	18	0	0	0	0	0	0	0	0
6/23/2015	3:30 PM	150	0	61	59	1	21	3	0	3	0	0	2	0	0
6/23/2015	3:45 PM	131	0	73	39	0	18	0	0	0	1	0	0	0	0
6/23/2015	4:00 PM	148	0	64	60	2	21	0	0	1	0	0	0	0	0
6/23/2015	4:15 PM	129	0	60	37	3	25	1	0	1	2	0	0	0	0
6/23/2015	4:30 PM	152	0	73	48	0	28	0	0	2	1	0	0	0	0
6/23/2015	4:45 PM	152	0	70	59	0	19	0	0	4	0	0	0	0	0
6/23/2015	5:00 PM	143	0	75	47	0	19	1	0	1	0	0	0	0	0
6/23/2015	5:15 PM	152	0	73	53	0	20	2	0	4	0	0	0	0	0
6/23/2015	5:30 PM	166	2	88	50	2	22	0	0	1	1	0	0	0	0
6/23/2015	5:45 PM	196	0	98	63	3	29	0	0	3	0	0	0	0	0
6/23/2015	6:00 PM	182	0	109	55	0	17	0	0	1	0	0	0	0	0
6/23/2015	6:15 PM	158	0	78	57	0	21	0	0	2	0	0	0	0	0
6/23/2015	6:30 PM	141	0	66	54	1	20	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	137	0	74	49	1	12	0	0	1	0	0	0	0	0
6/23/2015	7:00 PM	154	0	74	58	0	20	0	0	1	1	0	0	0	0
6/23/2015	7:15 PM	107	0	59	36	0	12	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	112	1	57	36	0	16	0	0	2	0	0	0	0	0
6/23/2015	7:45 PM	98	0	44	38	0	14	0	0	2	0	0	0	0	0
6/23/2015	8:00 PM	93	1	44	40	0	8	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	99	0	47	35	0	14	0	0	2	1	0	0	0	0
6/23/2015	8:30 PM	93	0	45	37	0	11	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	84	0	40	32	1	11	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	75	0	45	24	0	5	0	0	1	0	0	0	0	0
6/23/2015	9:15 PM	84	0	48	27	0	8	0	0	1	0	0	0	0	0
6/23/2015	9:30 PM	85	0	49	30	0	6	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	70	0	44	17	0	8	0	0	1	0	0	0	0	0
6/23/2015	10:00 PM	78	0	50	20	0	7	1	0	0	0	0	0	0	0
6/23/2015	10:15 PM	60	0	37	22	0	0	0	0	1	0	0	0	0	0
6/23/2015	10:30 PM	72	0	40	29	0	3	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	53	0	34	16	0	3	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	40	0	27	10	0	3	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	44	0	27	15	0	2	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	44	2	28	10	0	2	1	0	0	1	0	0	0	0
6/23/2015	11:45 PM	33	0	16	15	0	2	0	0	0	0	0	0	0	0

6/24/2015	12:00 AM	27	0	19	6	0	2	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	35	0	21	9	0	5	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	47	0	29	14	0	4	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	35	0	20	14	0	1	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	15	0	9	4	1	1	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	28	0	23	4	0	1	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	15	0	6	6	0	3	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	8	0	4	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	7	0	4	2	0	0	0	0	0	1	0	0	0	0
6/24/2015	3:30 AM	9	0	5	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	9	0	3	4	0	1	0	0	0	1	0	0	0	0
6/24/2015	4:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	7	0	3	2	0	2	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	8	0	3	4	0	0	0	0	0	1	0	0	0	0
6/24/2015	5:45 AM	9	0	1	5	1	2	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	17	0	10	3	0	3	0	0	1	0	0	0	0	0
6/24/2015	6:15 AM	16	0	8	4	1	2	0	0	0	1	0	0	0	0
6/24/2015	6:30 AM	19	0	9	5	1	4	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	26	0	14	6	0	6	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	28	0	10	12	1	5	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	37	0	17	13	0	6	1	0	0	0	0	0	0	0
6/24/2015	7:30 AM	55	0	25	21	1	8	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	80	0	46	19	2	8	1	0	3	1	0	0	0	0
6/24/2015	8:00 AM	85	0	34	32	1	16	1	0	0	0	0	1	0	0
6/24/2015	8:15 AM	77	0	39	22	0	14	1	0	0	0	0	1	0	0
6/24/2015	8:30 AM	80	0	45	27	1	5	0	0	0	1	0	1	0	0
6/24/2015	8:45 AM	72	0	27	31	1	12	0	0	0	1	0	0	0	0
6/24/2015	9:00 AM	73	0	28	30	2	11	1	0	1	0	0	0	0	0
6/24/2015	9:15 AM	80	0	38	25	2	11	0	0	3	1	0	0	0	0
6/24/2015	9:30 AM	60	0	27	22	0	11	0	0	0	0	0	0	0	0
6/24/2015	9:45 AM	76	1	36	25	1	12	0	0	1	0	0	0	0	0
6/24/2015	10:00 AM	77	0	31	30	3	11	0	0	0	2	0	0	0	0
6/24/2015	10:15 AM	83	0	37	29	1	10	1	0	3	1	0	1	0	0
6/24/2015	10:30 AM	101	1	47	37	2	13	1	0	0	0	0	0	0	0
6/24/2015	10:45 AM	81	0	32	34	0	13	0	0	2	0	0	0	0	0
6/24/2015	11:00 AM	86	0	29	38	0	19	0	0	0	0	0	0	0	0
6/24/2015	11:15 AM	80	0	47	18	0	13	0	0	1	0	0	1	0	0
6/24/2015	11:30 AM	98	1	39	40	0	15	1	0	0	1	0	1	0	0
6/24/2015	11:45 AM	114	0	44	41	3	21	0	0	1	3	0	1	0	0
6/24/2015	12:00 PM	101	0	48	38	1	11	0	0	3	0	0	0	0	0
6/24/2015	12:15 PM	138	0	64	50	1	23	0	0	0	0	0	0	0	0
6/24/2015	12:30 PM	116	0	58	41	1	10	1	0	3	2	0	0	0	0
6/24/2015	12:45 PM	109	0	51	39	0	16	0	0	0	2	0	1	0	0
6/24/2015	1:00 PM	121	0	52	41	1	26	0	0	1	0	0	0	0	0
6/24/2015	1:15 PM	101	0	56	30	1	14	0	0	0	0	0	0	0	0
6/24/2015	1:30 PM	117	0	52	40	1	18	0	0	4	0	0	2	0	0
6/24/2015	1:45 PM	103	0	42	38	1	16	2	0	3	1	0	0	0	0
6/24/2015	2:00 PM	132	0	70	42	0	19	0	0	1	0	0	0	0	0
6/24/2015	2:15 PM	110	0	40	50	1	18	0	0	1	0	0	0	0	0
6/24/2015	2:30 PM	131	0	65	32	2	27	0	0	1	2	0	2	0	0
6/24/2015	2:45 PM	119	0	48	47	0	22	0	0	1	1	0	0	0	0
6/24/2015	3:00 PM	114	0	53	38	0	22	0	0	0	1	0	0	0	0
6/24/2015	3:15 PM	111	0	53	35	1	17	1	0	2	1	0	1	0	0
6/24/2015	3:30 PM	138	0	60	51	0	27	0	0	0	0	0	0	0	0
6/24/2015	3:45 PM	129	0	55	41	4	26	1	0	2	0	0	0	0	0
6/24/2015	4:00 PM	132	0	63	39	0	25	0	0	2	3	0	0	0	0
6/24/2015	4:15 PM	146	0	64	57	2	19	0	0	0	4	0	0	0	0
6/24/2015	4:30 PM	147	1	71	47	0	24	2	0	1	1	0	0	0	0
6/24/2015	4:45 PM	155	0	76	48	3	24	1	0	2	0	0	1	0	0
6/24/2015	5:00 PM	146	0	83	38	0	22	0	0	2	1	0	0	0	0
6/24/2015	5:15 PM	137	1	66	56	0	11	1	0	1	0	0	1	0	0
6/24/2015	5:30 PM	171	0	90	53	0	25	0	0	3	0	0	0	0	0
6/24/2015	5:45 PM	181	1	82	68	4	23	0	0	1	1	0	1	0	0
6/24/2015	6:00 PM	183	0	93	67	2	19	0	0	1	1	0	0	0	0
6/24/2015	6:15 PM	171	2	77	58	5	25	0	0	4	0	0	0	0	0
6/24/2015	6:30 PM	146	0	72	56	2	14	0	0	2	0	0	0	0	0
6/24/2015	6:45 PM	160	1	74	62	3	19	0	0	1	0	0	0	0	0
6/24/2015	7:00 PM	128	0	66	53	0	9	0	0	0	0	0	0	0	0
6/24/2015	7:15 PM	136	1	72	45	1	16	0	0	1	0	0	0	0	0
6/24/2015	7:30 PM	123	0	65	41	0	13	0	0	2	2	0	0	0	0
6/24/2015	7:45 PM	110	0	51	43	0	15	0	0	0	0	0	1	0	0

6/24/2015	8:00 PM	120	1	60	46	0	11	0	0	2	0	0	0	0	0
6/24/2015	8:15 PM	83	0	44	28	0	9	0	0	2	0	0	0	0	0
6/24/2015	8:30 PM	97	0	51	28	1	16	0	0	1	0	0	0	0	0
6/24/2015	8:45 PM	110	0	58	39	1	11	0	0	0	1	0	0	0	0
6/24/2015	9:00 PM	106	2	58	36	0	9	0	0	1	0	0	0	0	0
6/24/2015	9:15 PM	97	0	51	32	0	14	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	82	1	41	31	0	8	0	0	0	1	0	0	0	0
6/24/2015	9:45 PM	91	0	46	30	0	14	0	0	1	0	0	0	0	0
6/24/2015	10:00 PM	89	0	46	29	0	13	0	0	1	0	0	0	0	0
6/24/2015	10:15 PM	68	1	39	17	0	11	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	68	0	31	28	0	9	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	75	0	48	17	0	9	0	0	0	0	0	1	0	0
6/24/2015	11:00 PM	67	0	42	19	0	6	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	56	0	27	22	0	7	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	40	0	20	16	0	4	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	39	1	26	10	0	2	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	34	1	24	6	0	3	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	37	0	22	14	0	1	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	22	0	13	5	0	3	0	0	1	0	0	0	0	0
6/25/2015	12:45 AM	39	0	26	10	0	3	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	18	0	10	6	0	2	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	16	0	15	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	15	0	8	7	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	11	0	6	4	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	11	0	7	1	0	1	0	0	0	2	0	0	0	0
6/25/2015	2:15 AM	11	1	9	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	13	0	9	3	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	13	0	8	2	0	2	0	0	0	1	0	0	0	0
6/25/2015	3:15 AM	11	0	4	5	0	2	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	6	0	2	3	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	8	0	5	1	0	2	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	5	0	1	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	8	0	6	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	10	0	3	3	0	3	0	0	0	1	0	0	0	0
6/25/2015	5:30 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	11	0	6	3	1	1	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	16	0	7	5	1	3	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	17	0	7	4	0	2	1	0	3	0	0	0	0	0
6/25/2015	6:30 AM	28	0	11	8	3	5	0	0	1	0	0	0	0	0
6/25/2015	6:45 AM	17	0	8	4	1	3	0	0	1	0	0	0	0	0
6/25/2015	7:00 AM	40	0	20	12	0	7	0	0	1	0	0	0	0	0
6/25/2015	7:15 AM	31	0	13	11	1	6	0	0	0	0	0	0	0	0
6/25/2015	7:30 AM	48	0	25	13	0	10	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	69	0	27	23	1	14	1	0	3	0	0	0	0	0
6/25/2015	8:00 AM	81	0	40	24	1	12	1	0	2	1	0	0	0	0
6/25/2015	8:15 AM	85	0	27	41	1	15	0	0	0	1	0	0	0	0
6/25/2015	8:30 AM	72	0	32	31	0	5	1	0	1	2	0	0	0	0
6/25/2015	8:45 AM	74	1	35	28	1	8	0	0	0	1	0	0	0	0
6/25/2015	9:00 AM	73	0	38	20	0	14	0	0	1	0	0	0	0	0
6/25/2015	9:15 AM	87	1	36	35	0	10	0	0	4	1	0	0	0	0
6/25/2015	9:30 AM	65	0	29	21	0	12	0	0	3	0	0	0	0	0
6/25/2015	9:45 AM	78	0	29	33	0	14	0	0	1	1	0	0	0	0
6/25/2015	10:00 AM	77	0	31	31	0	9	0	0	4	1	0	1	0	0
6/25/2015	10:15 AM	74	0	32	30	1	10	0	0	1	0	0	0	0	0
6/25/2015	10:30 AM	75	0	32	32	4	7	0	0	0	0	0	0	0	0
6/25/2015	10:45 AM	72	0	28	27	0	15	0	0	2	0	0	0	0	0
6/25/2015	11:00 AM	101	0	43	39	0	17	0	0	2	0	0	0	0	0
6/25/2015	11:15 AM	88	0	43	34	0	10	1	0	0	0	0	0	0	0
6/25/2015	11:30 AM	91	0	42	32	1	14	0	0	1	1	0	0	0	0
6/25/2015	11:45 AM	106	1	46	38	2	15	0	0	3	1	0	0	0	0
6/25/2015	12:00 PM	74	0	36	24	1	12	0	0	0	1	0	0	0	0
6/25/2015	12:15 PM	97	1	43	35	2	14	0	0	1	0	0	1	0	0
6/25/2015	12:30 PM	101	2	38	33	1	25	1	0	1	0	0	0	0	0
6/25/2015	12:45 PM	116	2	46	43	1	22	1	0	0	1	0	0	0	0
6/25/2015	1:00 PM	111	1	50	42	0	15	0	0	2	1	0	0	0	0
6/25/2015	1:15 PM	104	0	44	35	2	22	0	0	1	0	0	0	0	0
6/25/2015	1:30 PM	94	0	45	34	1	14	0	0	0	0	0	0	0	0
6/25/2015	1:45 PM	100	0	50	35	2	11	1	0	0	1	0	0	0	0
6/25/2015	2:00 PM	118	0	53	47	0	18	0	0	0	0	0	0	0	0
6/25/2015	2:15 PM	127	0	55	47	1	21	0	0	1	2	0	0	0	0
6/25/2015	2:30 PM	106	0	43	43	1	16	0	0	1	2	0	0	0	0
6/25/2015	2:45 PM	103	0	51	35	0	16	0	0	0	1	0	0	0	0
6/25/2015	3:00 PM	151	0	56	43	2	8	0	0	1	2	0	0	0	0
6/25/2015	3:15 PM	152	0	34	23	2	9	0	0	1	0	0	1	0	0
6/25/2015	3:30 PM	146	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	124	0	0	0	0	0	0	0	0	0	0	0	0	0

6/25/2015	4:00 PM	136	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	128	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 PM	139	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 PM	143	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 PM	139	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 PM	166	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	160	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 PM	186	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	185	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	176	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 PM	190	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 PM	143	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	141	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	138	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	114	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	101	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	95	0	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	93	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	106	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	84	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	81	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	84	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	80	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	68	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	53	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	69	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	52	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	52	1	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	45	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	46	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	52	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	44	0	0	0	0	0	0	0	0	0	0	0	0	0

Data File: '6-29-15-0878.rdf'
Site Code: '0064A-0878'
Start Date: 6/22/2015
Start Time: 1:45:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'TX 107 WB - NEAR TOWER RD'
'Direction': 'TX 107 WB'
'Weather': 'GOOD'

Channel: LEFT LANE All data is good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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	
6/23/2015	12:00 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	7	0	5	1	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	12:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	21	0	18	2	0	0	0	0	1	0	0	0	0	0	0
6/23/2015	5:45 AM	31	0	22	8	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	16	0	14	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	24	0	20	4	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	16	0	10	3	0	3	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	28	0	19	8	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	30	0	21	9	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	77	0	68	8	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 AM	115	0	93	19	1	2	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 AM	152	0	124	28	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 AM	106	1	81	23	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 AM	84	0	71	12	0	0	0	0	1	0	0	0	0	0	0
6/23/2015	8:30 AM	88	0	74	11	0	3	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 AM	88	0	73	15	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 AM	68	0	55	12	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 AM	62	0	41	17	0	3	0	0	1	0	0	0	0	0	0
6/23/2015	9:30 AM	66	0	51	15	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	62	0	50	8	0	3	0	0	0	1	0	0	0	0	0
6/23/2015	10:00 AM	51	0	36	13	0	1	0	0	0	1	0	0	0	0	0
6/23/2015	10:15 AM	52	0	42	9	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	10:30 AM	74	2	52	20	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 AM	57	0	48	8	0	0	0	0	1	0	0	0	0	0	0
6/23/2015	11:00 AM	57	0	42	11	1	2	0	0	1	0	0	0	0	0	0
6/23/2015	11:15 AM	40	0	28	9	0	1	0	0	2	0	0	0	0	0	0
6/23/2015	11:30 AM	47	0	36	10	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 AM	74	0	47	26	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	12:00 PM	76	0	56	18	0	2	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	73	1	57	15	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 PM	75	0	59	16	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 PM	63	0	44	15	0	2	0	0	0	2	0	0	0	0	0
6/23/2015	1:00 PM	57	0	40	12	0	5	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 PM	63	0	43	17	0	1	0	0	1	1	0	0	0	0	0
6/23/2015	1:30 PM	79	0	64	13	0	2	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 PM	54	0	30	23	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 PM	57	0	46	10	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	2:15 PM	76	0	51	23	0	1	0	0	1	0	0	0	0	0	0
6/23/2015	2:30 PM	66	0	46	18	0	1	0	0	1	0	0	0	0	0	0
6/23/2015	2:45 PM	68	0	52	13	0	2	0	0	1	0	0	0	0	0	0
6/23/2015	3:00 PM	55	0	45	9	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 PM	56	0	37	16	1	2	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 PM	57	0	39	16	0	1	1	0	0	0	0	0	0	0	0
6/23/2015	3:45 PM	57	0	43	12	0	2	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 PM	57	0	48	9	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 PM	59	0	43	15	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 PM	53	0	41	11	0	1	0	0	0	0	0	0	0	0	0

6/23/2015	4:45 PM	60	1	54	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 PM	56	0	43	12	0	0	1	0	0	0	0	0	0	0
6/23/2015	5:15 PM	55	0	44	11	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 PM	51	0	38	12	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:45 PM	53	0	44	7	1	0	0	0	0	1	0	0	0	0
6/23/2015	6:00 PM	61	0	50	10	1	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	53	0	41	11	0	1	0	0	0	0	0	0	0	0
6/23/2015	6:30 PM	64	0	51	11	0	2	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	52	0	41	11	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	43	0	36	7	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 PM	50	0	43	7	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	43	0	38	3	0	0	1	0	1	0	0	0	0	0
6/23/2015	7:45 PM	44	0	34	10	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	28	0	19	9	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	38	0	33	4	0	1	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	32	0	25	5	0	2	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	27	0	23	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	29	0	26	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	37	0	32	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	35	0	31	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	35	0	26	9	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	24	0	20	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	22	0	18	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	21	0	18	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	16	0	12	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	16	0	16	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	12	0	12	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	15	0	15	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	26	0	21	4	0	0	0	0	0	1	0	0	0	0
6/24/2015	5:45 AM	20	0	14	5	0	0	0	0	1	0	0	0	0	0
6/24/2015	6:00 AM	20	0	16	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	23	0	21	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	39	0	30	8	0	1	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	64	0	47	15	0	2	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	56	0	36	18	1	1	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	101	0	76	23	0	2	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	127	0	103	23	0	1	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	167	0	148	19	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 AM	99	0	87	11	0	1	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	77	0	62	14	1	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 AM	89	0	67	20	0	2	0	0	0	0	0	0	0	0
6/24/2015	8:45 AM	83	0	60	22	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:00 AM	68	0	54	12	0	1	0	0	0	1	0	0	0	0
6/24/2015	9:15 AM	67	0	56	9	0	1	1	0	0	0	0	0	0	0
6/24/2015	9:30 AM	57	0	40	17	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:45 AM	75	0	56	18	0	0	0	0	0	1	0	0	0	0
6/24/2015	10:00 AM	65	0	55	8	0	2	0	0	0	0	0	0	0	0
6/24/2015	10:15 AM	60	0	42	17	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:30 AM	62	1	44	16	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:45 AM	55	0	41	12	1	1	0	0	0	0	0	0	0	0
6/24/2015	11:00 AM	46	0	36	10	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 AM	44	0	32	12	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 AM	52	0	43	6	0	3	0	0	0	0	0	0	0	0
6/24/2015	11:45 AM	63	0	39	19	1	2	0	0	2	0	0	0	0	0
6/24/2015	12:00 PM	59	0	48	10	0	1	0	0	0	0	0	0	0	0
6/24/2015	12:15 PM	52	0	43	8	1	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 PM	57	1	41	14	0	1	0	0	0	0	0	0	0	0

6/24/2015	12:45 PM	72	0	56	15	0	1	0	0	0	0	0	0	0	0
6/24/2015	1:00 PM	59	0	42	17	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 PM	63	0	49	13	0	1	0	0	0	0	0	0	0	0
6/24/2015	1:30 PM	79	0	57	19	1	0	1	0	1	0	0	0	0	0
6/24/2015	1:45 PM	56	2	43	9	0	1	0	0	0	1	0	0	0	0
6/24/2015	2:00 PM	63	0	50	12	0	0	0	0	1	0	0	0	0	0
6/24/2015	2:15 PM	51	0	38	12	0	1	0	0	0	0	0	0	0	0
6/24/2015	2:30 PM	60	0	51	9	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 PM	74	0	58	14	0	0	1	0	1	0	0	0	0	0
6/24/2015	3:00 PM	51	0	37	12	0	1	0	0	1	0	0	0	0	0
6/24/2015	3:15 PM	52	0	39	12	0	1	0	0	0	0	0	0	0	0
6/24/2015	3:30 PM	53	0	39	13	1	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 PM	56	0	44	9	0	1	1	0	1	0	0	0	0	0
6/24/2015	4:00 PM	57	0	47	8	0	2	0	0	0	0	0	0	0	0
6/24/2015	4:15 PM	61	0	48	12	0	1	0	0	0	0	0	0	0	0
6/24/2015	4:30 PM	65	0	47	15	0	2	1	0	0	0	0	0	0	0
6/24/2015	4:45 PM	56	0	38	15	0	3	0	0	0	0	0	0	0	0
6/24/2015	5:00 PM	51	0	40	11	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 PM	61	0	50	10	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:30 PM	53	0	42	8	1	2	0	0	0	0	0	0	0	0
6/24/2015	5:45 PM	64	0	50	12	0	1	0	0	1	0	0	0	0	0
6/24/2015	6:00 PM	63	0	43	18	0	2	0	0	0	0	0	0	0	0
6/24/2015	6:15 PM	54	0	42	12	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 PM	55	0	42	12	0	0	0	0	1	0	0	0	0	0
6/24/2015	6:45 PM	63	0	51	10	1	1	0	0	0	0	0	0	0	0
6/24/2015	7:00 PM	46	0	37	7	1	1	0	0	0	0	0	0	0	0
6/24/2015	7:15 PM	64	1	55	7	0	0	1	0	0	0	0	0	0	0
6/24/2015	7:30 PM	42	0	38	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	45	0	41	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 PM	42	0	33	9	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	33	0	29	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 PM	36	0	26	10	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 PM	34	0	28	6	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	31	0	23	8	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	31	0	24	5	1	1	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	26	0	20	6	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	26	0	22	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	28	0	24	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	19	0	16	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	26	0	22	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	18	0	13	4	0	1	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	21	0	16	5	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	14	0	12	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	12	0	11	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	6	0	5	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	2:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	3	0	2	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	4:45 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	16	0	14	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	25	0	20	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	17	0	13	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	38	0	29	7	1	1	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	46	0	34	12	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 AM	61	0	46	14	1	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 AM	73	1	56	14	0	2	0	0	0	0	0	0	0	0
6/25/2015	7:30 AM	129	0	104	24	0	1	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	175	0	135	34	0	4	1	0	1	0	0	0	0	0
6/25/2015	8:00 AM	104	0	81	22	0	1	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	83	0	73	10	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 AM	87	0	77	8	1	1	0	0	0	0	0	0	0	0

6/25/2015	8:45 AM	87	1	62	22	0	2	0	0	0	0	0	0	0	0
6/25/2015	9:00 AM	55	0	42	12	0	0	1	0	0	0	0	0	0	0
6/25/2015	9:15 AM	68	0	47	19	0	1	0	0	1	0	0	0	0	0
6/25/2015	9:30 AM	60	0	44	15	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:45 AM	80	1	57	21	0	0	0	0	0	1	0	0	0	0
6/25/2015	10:00 AM	58	0	45	12	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:15 AM	58	0	45	10	0	3	0	0	0	0	0	0	0	0
6/25/2015	10:30 AM	57	1	46	9	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:45 AM	59	0	43	16	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 AM	59	0	40	17	1	1	0	0	0	0	0	0	0	0
6/25/2015	11:15 AM	54	0	39	14	0	1	0	0	0	0	0	0	0	0
6/25/2015	11:30 AM	58	0	43	13	0	2	0	0	0	0	0	0	0	0
6/25/2015	11:45 AM	67	0	51	14	0	1	0	0	1	0	0	0	0	0
6/25/2015	12:00 PM	48	0	45	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	12:15 PM	64	1	50	13	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 PM	74	1	62	10	1	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 PM	65	0	52	11	0	1	0	0	1	0	0	0	0	0
6/25/2015	1:00 PM	63	0	46	16	0	1	0	0	0	0	0	0	0	0
6/25/2015	1:15 PM	65	0	50	12	0	2	0	0	0	1	0	0	0	0
6/25/2015	1:30 PM	70	1	59	7	1	2	0	0	0	0	0	0	0	0
6/25/2015	1:45 PM	67	0	56	11	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 PM	49	0	39	7	0	0	1	0	1	1	0	0	0	0
6/25/2015	2:15 PM	63	0	44	17	0	1	1	0	0	0	0	0	0	0
6/25/2015	2:30 PM	70	0	58	8	0	4	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	77	0	60	14	0	2	0	0	1	0	0	0	0	0
6/25/2015	3:00 PM	52	0	44	6	1	1	0	0	0	0	0	0	0	0
6/25/2015	3:15 PM	67	1	46	17	0	1	2	0	0	0	0	0	0	0
6/25/2015	3:30 PM	70	0	57	13	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	55	0	46	8	1	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 PM	66	0	51	15	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	63	0	55	7	1	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 PM	62	3	54	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 PM	73	0	56	14	1	1	0	0	1	0	0	0	0	0
6/25/2015	5:00 PM	67	0	55	12	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 PM	72	0	62	10	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	58	0	45	11	1	1	0	0	0	0	0	0	0	0
6/25/2015	5:45 PM	60	1	48	10	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	79	0	70	8	0	0	0	0	0	1	0	0	0	0
6/25/2015	6:15 PM	59	0	45	11	0	3	0	0	0	0	0	0	0	0
6/25/2015	6:30 PM	60	0	45	13	0	2	0	0	0	0	0	0	0	0
6/25/2015	6:45 PM	54	0	45	8	0	0	0	0	1	0	0	0	0	0
6/25/2015	7:00 PM	66	1	50	14	0	0	1	0	0	0	0	0	0	0
6/25/2015	7:15 PM	51	0	43	8	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	53	1	41	10	0	1	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	56	0	49	7	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	36	0	28	8	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	35	1	26	7	0	1	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	37	0	28	9	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	33	0	28	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	36	0	32	3	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	35	0	27	8	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	32	0	23	7	0	2	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	34	0	29	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	31	0	26	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	19	0	15	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	19	0	13	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	19	0	17	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	13	0	7	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	14	0	12	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	18	0	16	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	7	0	5	2	0	0	0	0	0	0	0	0	0	0

Channel: RIGHT LANE

Date	Time	Total	Motor Bike	Cars & Trai	2 Axle Long	Buses	2 Axle 6 Tir	3 Axle Sing	4 Axle Sing	<5 Axle Do	5 Axle Doul	>6 Axle Do	<6 Axle Mu	6 Axle Multi	>6 Axle Mu
6/23/2015	12:00 AM	11	0	8	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	6	0	5	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	12:45 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	7	0	3	3	0	1	0	0	0	0	0	0	0	0

6/23/2015	4:00 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	4	0	2	1	1	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	13	0	10	2	0	0	0	0	0	1	0	0	0	0
6/23/2015	5:15 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	30	0	23	5	1	0	0	0	0	1	0	0	0	0
6/23/2015	5:45 AM	37	0	26	9	1	1	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	21	0	15	5	0	1	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	42	0	28	13	0	1	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	47	0	33	11	0	2	1	0	0	0	0	0	0	0
6/23/2015	6:45 AM	62	0	33	23	0	6	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	71	0	52	15	2	2	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	122	0	89	29	3	0	0	0	1	0	0	0	0	0
6/23/2015	7:30 AM	173	4	125	33	5	2	0	0	4	0	0	0	0	0
6/23/2015	7:45 AM	206	2	151	38	7	1	1	0	6	0	0	0	0	0
6/23/2015	8:00 AM	148	1	106	28	5	6	1	0	0	1	0	0	0	0
6/23/2015	8:15 AM	134	0	102	30	0	1	0	0	1	0	0	0	0	0
6/23/2015	8:30 AM	133	0	93	30	3	7	0	0	0	0	0	0	0	0
6/23/2015	8:45 AM	130	1	96	25	2	5	0	0	0	1	0	0	0	0
6/23/2015	9:00 AM	108	0	76	26	0	5	0	0	1	0	0	0	0	0
6/23/2015	9:15 AM	86	0	58	21	3	4	0	0	0	0	0	0	0	0
6/23/2015	9:30 AM	111	0	84	25	1	1	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	120	0	81	32	1	4	0	0	1	1	0	0	0	0
6/23/2015	10:00 AM	88	1	52	28	1	3	1	0	2	0	0	0	0	0
6/23/2015	10:15 AM	94	1	65	23	0	3	0	0	2	0	0	0	0	0
6/23/2015	10:30 AM	108	1	66	37	1	0	3	0	0	0	0	0	0	0
6/23/2015	10:45 AM	106	0	79	20	3	1	1	0	1	1	0	0	0	0
6/23/2015	11:00 AM	111	0	74	29	2	5	0	0	1	0	0	0	0	0
6/23/2015	11:15 AM	94	0	67	18	0	5	0	0	2	2	0	0	0	0
6/23/2015	11:30 AM	75	0	54	19	1	0	1	0	0	0	0	0	0	0
6/23/2015	11:45 AM	117	0	80	30	2	2	0	0	2	1	0	0	0	0
6/23/2015	12:00 PM	99	0	73	22	2	2	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	128	0	96	28	0	3	0	0	0	1	0	0	0	0
6/23/2015	12:30 PM	122	0	94	25	1	2	0	0	0	0	0	0	0	0
6/23/2015	12:45 PM	113	0	73	31	2	4	1	0	1	1	0	0	0	0
6/23/2015	1:00 PM	101	0	71	18	2	8	1	0	0	1	0	0	0	0
6/23/2015	1:15 PM	108	0	78	26	1	2	0	0	1	0	0	0	0	0
6/23/2015	1:30 PM	125	0	76	42	1	3	0	0	0	2	0	1	0	0
6/23/2015	1:45 PM	106	1	67	34	0	2	0	0	1	1	0	0	0	0
6/23/2015	2:00 PM	105	0	73	25	3	2	1	0	1	0	0	0	0	0
6/23/2015	2:15 PM	118	0	85	26	3	2	0	0	2	0	0	0	0	0
6/23/2015	2:30 PM	117	0	83	27	5	1	0	0	1	0	0	0	0	0
6/23/2015	2:45 PM	91	0	64	21	1	2	0	0	2	1	0	0	0	0
6/23/2015	3:00 PM	100	0	68	28	1	2	0	0	1	0	0	0	0	0
6/23/2015	3:15 PM	89	0	61	27	0	1	0	0	0	0	0	0	0	0
6/23/2015	3:30 PM	95	0	64	27	1	2	1	0	0	0	0	0	0	0
6/23/2015	3:45 PM	108	0	74	27	0	4	1	0	2	0	0	0	0	0
6/23/2015	4:00 PM	102	0	75	22	1	4	0	0	0	0	0	0	0	0
6/23/2015	4:15 PM	94	0	63	24	2	4	0	0	0	1	0	0	0	0
6/23/2015	4:30 PM	109	0	82	23	0	2	0	0	1	1	0	0	0	0
6/23/2015	4:45 PM	96	1	75	14	1	4	0	0	1	0	0	0	0	0
6/23/2015	5:00 PM	94	0	65	22	1	5	0	0	1	0	0	0	0	0
6/23/2015	5:15 PM	110	0	88	19	0	1	1	0	1	0	0	0	0	0
6/23/2015	5:30 PM	104	0	70	28	1	4	0	0	0	1	0	0	0	0
6/23/2015	5:45 PM	95	1	73	19	1	0	0	0	1	0	0	0	0	0
6/23/2015	6:00 PM	104	0	78	23	1	2	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	96	0	68	24	1	2	1	0	0	0	0	0	0	0
6/23/2015	6:30 PM	106	1	82	21	0	1	0	0	1	0	0	0	0	0
6/23/2015	6:45 PM	88	1	69	14	0	2	0	0	1	1	0	0	0	0
6/23/2015	7:00 PM	81	0	68	12	0	0	0	0	1	0	0	0	0	0
6/23/2015	7:15 PM	98	0	79	17	0	2	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	75	1	61	11	2	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	75	0	55	16	2	1	0	0	1	0	0	0	0	0
6/23/2015	8:00 PM	58	0	41	14	0	1	0	0	1	1	0	0	0	0
6/23/2015	8:15 PM	51	0	40	11	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	54	0	39	14	0	1	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	48	0	42	5	0	1	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	55	0	37	16	0	0	1	0	0	1	0	0	0	0
6/23/2015	9:15 PM	54	0	44	9	1	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	57	1	46	8	0	1	0	0	1	0	0	0	0	0
6/23/2015	9:45 PM	49	0	37	12	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	38	0	30	7	0	0	0	0	0	1	0	0	0	0
6/23/2015	10:15 PM	31	1	24	5	0	1	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	29	1	25	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	24	0	20	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	23	0	21	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	22	0	20	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	13	0	12	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	16	0	15	1	0	0	0	0	0	0	0	0	0	0

6/24/2015	12:00 AM	14	0	10	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	14	0	12	0	1	0	0	0	1	0	0	0	0	0
6/24/2015	12:45 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	7	0	7	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	6	0	4	1	0	0	0	0	0	1	0	0	0	0
6/24/2015	5:00 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	12	0	11	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	36	0	26	9	1	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	30	0	22	6	0	0	1	0	1	0	0	0	0	0
6/24/2015	6:00 AM	30	0	24	5	0	1	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	33	0	27	5	0	1	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	60	0	43	15	0	2	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	104	0	72	22	7	3	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	85	1	60	21	2	1	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	132	0	99	27	2	3	0	0	1	0	0	0	0	0
6/24/2015	7:30 AM	178	0	131	38	4	3	0	0	2	0	0	0	0	0
6/24/2015	7:45 AM	205	1	148	32	14	7	0	0	3	0	0	0	0	0
6/24/2015	8:00 AM	155	0	120	25	3	5	0	0	2	0	0	0	0	0
6/24/2015	8:15 AM	144	0	115	25	1	2	0	0	1	0	0	0	0	0
6/24/2015	8:30 AM	136	0	103	29	2	2	0	0	0	0	0	0	0	0
6/24/2015	8:45 AM	120	2	87	24	1	5	0	0	1	0	0	0	0	0
6/24/2015	9:00 AM	104	0	82	20	0	1	0	0	0	1	0	0	0	0
6/24/2015	9:15 AM	117	1	88	24	1	2	0	0	1	0	0	0	0	0
6/24/2015	9:30 AM	109	0	76	31	0	1	0	0	0	1	0	0	0	0
6/24/2015	9:45 AM	121	0	85	32	3	0	0	0	1	0	0	0	0	0
6/24/2015	10:00 AM	119	0	86	25	1	3	0	0	2	2	0	0	0	0
6/24/2015	10:15 AM	103	0	74	26	0	3	0	0	0	0	0	0	0	0
6/24/2015	10:30 AM	92	1	65	20	1	4	1	0	0	0	0	0	0	0
6/24/2015	10:45 AM	117	0	89	21	2	3	1	0	1	0	0	0	0	0
6/24/2015	11:00 AM	87	0	66	19	0	0	1	0	1	0	0	0	0	0
6/24/2015	11:15 AM	93	0	57	30	1	5	0	0	0	0	0	0	0	0
6/24/2015	11:30 AM	104	0	74	22	0	6	0	0	2	0	0	0	0	0
6/24/2015	11:45 AM	106	0	73	27	1	2	0	0	3	0	0	0	0	0
6/24/2015	12:00 PM	92	0	70	20	0	2	0	0	0	0	0	0	0	0
6/24/2015	12:15 PM	86	0	61	22	2	0	0	0	1	0	0	0	0	0
6/24/2015	12:30 PM	85	2	59	21	1	2	0	0	0	0	0	0	0	0
6/24/2015	12:45 PM	115	3	81	24	1	3	0	0	3	0	0	0	0	0
6/24/2015	1:00 PM	102	0	71	28	0	1	0	0	1	1	0	0	0	0
6/24/2015	1:15 PM	99	0	73	19	2	2	1	0	2	0	0	0	0	0
6/24/2015	1:30 PM	119	0	86	26	2	4	0	0	1	0	0	0	0	0
6/24/2015	1:45 PM	114	1	82	26	1	3	1	0	0	0	0	0	0	0
6/24/2015	2:00 PM	100	0	78	19	1	1	0	0	1	0	0	0	0	0
6/24/2015	2:15 PM	101	0	70	25	3	1	1	0	1	0	0	0	0	0
6/24/2015	2:30 PM	96	0	67	25	1	2	0	0	0	1	0	0	0	0
6/24/2015	2:45 PM	116	1	81	26	0	6	1	0	1	0	0	0	0	0
6/24/2015	3:00 PM	91	1	57	20	5	7	0	0	1	0	0	0	0	0
6/24/2015	3:15 PM	90	0	68	20	0	1	0	0	0	1	0	0	0	0
6/24/2015	3:30 PM	99	0	65	32	0	1	0	0	0	1	0	0	0	0
6/24/2015	3:45 PM	95	0	70	16	1	4	2	0	0	2	0	0	0	0
6/24/2015	4:00 PM	99	2	83	9	0	5	0	0	0	0	0	0	0	0
6/24/2015	4:15 PM	106	0	78	23	1	2	0	0	1	0	1	0	0	0
6/24/2015	4:30 PM	106	0	77	22	1	3	1	0	2	0	0	0	0	0
6/24/2015	4:45 PM	107	0	70	32	0	3	0	0	1	1	0	0	0	0
6/24/2015	5:00 PM	76	0	60	14	0	0	0	0	1	1	0	0	0	0
6/24/2015	5:15 PM	99	0	77	17	1	3	0	0	0	1	0	0	0	0
6/24/2015	5:30 PM	103	0	80	20	0	2	1	0	0	0	0	0	0	0
6/24/2015	5:45 PM	99	0	72	25	0	1	0	0	1	0	0	0	0	0
6/24/2015	6:00 PM	96	0	60	33	0	1	0	0	2	0	0	0	0	0
6/24/2015	6:15 PM	101	0	76	23	1	1	0	0	0	0	0	0	0	0
6/24/2015	6:30 PM	94	1	72	18	1	1	0	0	1	0	0	0	0	0
6/24/2015	6:45 PM	91	0	65	21	2	0	1	0	1	1	0	0	0	0
6/24/2015	7:00 PM	95	0	73	18	1	1	0	0	1	0	0	1	0	0
6/24/2015	7:15 PM	91	2	68	17	2	2	0	0	0	0	0	0	0	0
6/24/2015	7:30 PM	67	0	50	15	1	0	0	0	1	0	0	0	0	0
6/24/2015	7:45 PM	61	0	51	9	0	0	0	0	1	0	0	0	0	0

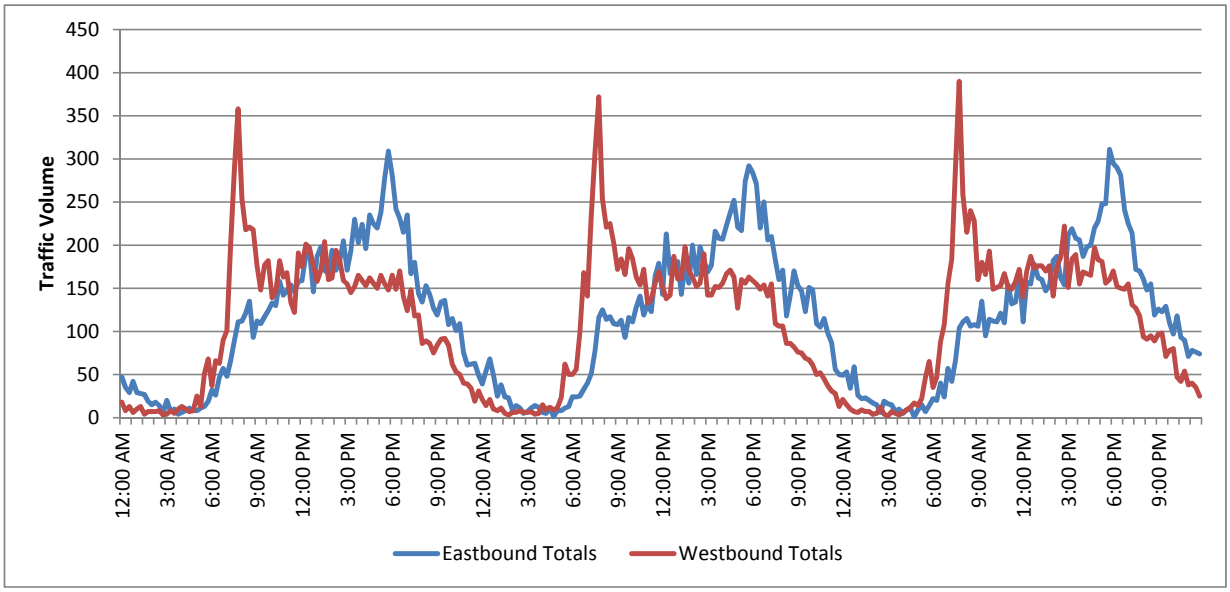
6/24/2015	8:00 PM	64	1	46	14	3	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	53	0	41	11	0	0	0	0	1	0	0	0	0	0
6/24/2015	8:30 PM	50	0	37	12	0	0	0	0	1	0	0	0	0	0
6/24/2015	8:45 PM	48	0	41	5	0	1	0	0	1	0	0	0	0	0
6/24/2015	9:00 PM	45	0	35	9	1	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	44	0	30	10	1	3	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	43	0	35	6	0	2	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	41	0	33	7	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	33	0	24	8	0	0	1	0	0	0	0	0	0	0
6/24/2015	10:15 PM	31	0	24	7	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	26	0	24	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	27	0	19	8	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	16	1	12	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	17	0	16	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	16	0	11	4	0	1	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	9	0	9	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	14	0	9	4	0	1	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	8	0	7	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	5	0	4	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	1:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	9	0	6	2	0	0	0	0	0	1	0	0	0	0
6/25/2015	4:45 AM	12	0	9	2	0	0	0	0	0	1	0	0	0	0
6/25/2015	5:00 AM	9	0	5	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	15	0	12	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	31	0	21	8	0	0	0	0	0	2	0	0	0	0
6/25/2015	5:45 AM	40	0	28	11	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	23	0	17	5	0	0	0	0	1	0	0	0	0	0
6/25/2015	6:15 AM	30	0	21	9	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	50	0	35	13	1	1	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	62	0	48	12	1	1	0	0	0	0	0	0	0	0
6/25/2015	7:00 AM	94	0	64	25	2	2	0	0	1	0	0	0	0	0
6/25/2015	7:15 AM	111	0	82	25	0	2	1	0	1	0	0	0	0	0
6/25/2015	7:30 AM	157	1	104	35	7	5	0	0	4	1	0	0	0	0
6/25/2015	7:45 AM	215	2	151	46	4	6	1	0	4	1	0	0	0	0
6/25/2015	8:00 AM	155	0	113	34	4	3	0	0	1	0	0	0	0	0
6/25/2015	8:15 AM	132	0	98	26	2	3	0	0	2	1	0	0	0	0
6/25/2015	8:30 AM	153	0	106	31	4	9	0	0	2	1	0	0	0	0
6/25/2015	8:45 AM	141	1	93	36	2	6	0	0	1	1	0	1	0	0
6/25/2015	9:00 AM	105	0	66	30	1	4	2	0	1	1	0	0	0	0
6/25/2015	9:15 AM	112	0	77	32	0	1	0	0	2	0	0	0	0	0
6/25/2015	9:30 AM	106	1	68	34	0	3	0	0	0	0	0	0	0	0
6/25/2015	9:45 AM	113	2	77	29	0	1	0	0	3	0	1	0	0	0
6/25/2015	10:00 AM	91	0	67	18	2	1	0	0	2	1	0	0	0	0
6/25/2015	10:15 AM	93	0	73	17	0	2	0	0	1	0	0	0	0	0
6/25/2015	10:30 AM	96	1	73	17	1	3	0	0	0	1	0	0	0	0
6/25/2015	10:45 AM	108	0	79	27	1	0	0	0	0	1	0	0	0	0
6/25/2015	11:00 AM	92	0	70	18	1	2	0	0	1	0	0	0	0	0
6/25/2015	11:15 AM	95	0	65	25	2	2	0	0	1	0	0	0	0	0
6/25/2015	11:30 AM	100	0	63	30	3	3	0	0	1	0	0	0	0	0
6/25/2015	11:45 AM	105	0	77	18	3	4	0	0	2	1	0	0	0	0
6/25/2015	12:00 PM	92	0	72	14	3	3	0	0	0	0	0	0	0	0
6/25/2015	12:15 PM	106	1	69	31	1	3	1	0	0	0	0	0	0	0
6/25/2015	12:30 PM	113	0	90	18	3	1	0	0	1	0	0	0	0	0
6/25/2015	12:45 PM	108	0	79	24	1	3	0	0	0	1	0	0	0	0
6/25/2015	1:00 PM	113	0	82	26	0	4	0	0	1	0	0	0	0	0
6/25/2015	1:15 PM	111	0	84	20	0	4	0	0	2	1	0	0	0	0
6/25/2015	1:30 PM	100	1	83	10	0	5	0	0	1	0	0	0	0	0
6/25/2015	1:45 PM	109	0	82	22	1	1	2	0	1	0	0	0	0	0
6/25/2015	2:00 PM	92	0	71	18	0	1	0	0	1	1	0	0	0	0
6/25/2015	2:15 PM	112	0	76	26	2	5	1	0	0	2	0	0	0	0
6/25/2015	2:30 PM	116	1	86	23	0	5	0	0	1	0	0	0	0	0
6/25/2015	2:45 PM	145	0	108	29	1	4	1	0	2	0	0	0	0	0
6/25/2015	3:00 PM	99	0	72	22	2	0	1	0	2	0	0	0	0	0
6/25/2015	3:15 PM	117	1	80	29	1	4	1	0	0	1	0	0	0	0
6/25/2015	3:30 PM	119	0	95	18	2	4	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	100	0	73	24	1	1	0	0	1	0	0	0	0	0

6/25/2015	4:00 PM	103	0	69	29	1	2	0	0	2	0	0	0	0	0
6/25/2015	4:15 PM	104	1	82	14	2	3	0	0	1	1	0	0	0	0
6/25/2015	4:30 PM	103	1	83	17	0	1	0	0	1	0	0	0	0	0
6/25/2015	4:45 PM	124	0	91	24	5	2	1	0	1	0	0	0	0	0
6/25/2015	5:00 PM	116	0	84	23	2	2	0	0	5	0	0	0	0	0
6/25/2015	5:15 PM	109	1	76	26	2	1	1	0	1	1	0	0	0	0
6/25/2015	5:30 PM	98	0	74	21	0	3	0	0	0	0	0	0	0	0
6/25/2015	5:45 PM	100	0	78	18	2	2	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	91	1	67	20	2	1	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	93	0	71	17	2	2	0	0	0	1	0	0	0	0
6/25/2015	6:30 PM	90	0	64	24	0	2	0	0	0	0	0	0	0	0
6/25/2015	6:45 PM	95	1	65	25	0	4	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	89	0	67	18	2	0	0	0	1	1	0	0	0	0
6/25/2015	7:15 PM	80	1	59	19	1	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	74	1	56	16	1	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	62	0	54	7	1	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	58	1	43	11	1	0	0	0	0	2	0	0	0	0
6/25/2015	8:15 PM	56	1	36	16	0	2	0	0	0	1	0	0	0	0
6/25/2015	8:30 PM	58	0	47	10	0	1	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	56	0	42	11	0	3	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	61	1	54	3	0	2	0	0	0	1	0	0	0	0
6/25/2015	9:15 PM	63	0	50	13	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	39	0	27	10	0	2	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	44	0	32	11	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	49	0	41	8	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	28	1	20	5	1	0	0	0	0	1	0	0	0	0
6/25/2015	10:30 PM	23	0	18	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	35	0	29	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	25	0	18	6	0	1	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	26	0	22	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	17	0	13	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	18	0	13	3	0	2	0	0	0	0	0	0	0	0

Eastbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	652	1,925	11,267
6/24/2015	581	1,923	11,363
6/25/2015	559	1,840	11,016
Total	1,792	5,688	33,646

Westbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	1,571	1,248	10,520
6/24/2015	1,793	1,263	10,557
6/25/2015	1,685	1,378	10,875
Total	5,049	3,889	31,952

Bad or incomplete data



Data File: '6-29-15-2564.rdf'
Site Code: '0064A-2564'
Start Date: 6/22/2015
Start Time: 3:30:00 PM
Sensor Layout: '52'
Sensor Spacing: '192'
'Location': 'FM 490 EB E. OF US 281'
'Direction': 'FM 490 EB'
'Weather': 'GOOD'

Channel: EB

All data is good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	5	0	1	2	0	1	0	0	1	0	0	0	0	0
6/23/2015	6:45 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	7	0	5	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	7:15 AM	8	0	2	3	0	0	0	0	3	0	0	0	0	0
6/23/2015	7:30 AM	7	0	3	1	0	2	0	0	1	0	0	0	0	0
6/23/2015	7:45 AM	14	0	9	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 AM	7	0	5	0	0	2	0	0	0	0	0	0	0	0
6/23/2015	8:15 AM	7	0	3	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	8:30 AM	11	0	4	5	1	1	0	0	0	0	0	0	0	0
6/23/2015	8:45 AM	3	0	0	1	0	1	0	0	1	0	0	0	0	0
6/23/2015	9:00 AM	7	0	3	1	0	1	0	0	2	0	0	0	0	0
6/23/2015	9:15 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 AM	8	0	2	4	1	0	0	0	1	0	0	0	0	0
6/23/2015	9:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 AM	7	0	4	0	1	1	0	0	1	0	0	0	0	0
6/23/2015	10:30 AM	10	0	3	4	0	0	0	0	3	0	0	0	0	0
6/23/2015	10:45 AM	6	0	2	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 AM	11	0	6	4	0	1	0	0	0	0	0	0	0	0
6/23/2015	11:15 AM	8	0	3	4	0	0	0	0	0	1	0	0	0	0
6/23/2015	11:30 AM	11	0	5	4	0	0	0	0	2	0	0	0	0	0
6/23/2015	11:45 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:00 PM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	8	0	3	3	0	2	0	0	0	0	0	0	0	0
6/23/2015	12:30 PM	6	0	5	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	12:45 PM	5	0	2	1	0	1	0	0	1	0	0	0	0	0
6/23/2015	1:00 PM	10	0	4	2	2	0	0	0	2	0	0	0	0	0
6/23/2015	1:15 PM	10	0	2	3	2	0	0	0	3	0	0	0	0	0
6/23/2015	1:30 PM	6	0	3	1	1	0	0	0	0	1	0	0	0	0
6/23/2015	1:45 PM	8	0	3	3	0	1	0	0	1	0	0	0	0	0
6/23/2015	2:00 PM	11	0	6	1	1	2	0	0	1	0	0	0	0	0
6/23/2015	2:15 PM	5	0	1	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 PM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 PM	8	0	4	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	3:15 PM	14	0	12	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 PM	15	0	6	3	1	1	1	0	3	0	0	0	0	0
6/23/2015	3:45 PM	7	0	3	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	4:00 PM	9	0	4	3	0	1	0	0	1	0	0	0	0	0
6/23/2015	4:15 PM	13	1	7	3	0	2	0	0	0	0	0	0	0	0
6/23/2015	4:30 PM	12	0	6	4	1	0	0	0	0	1	0	0	0	0

6/23/2015	4:45 PM	17	0	10	5	0	2	0	0	0	0	0	0	0	0
6/23/2015	5:00 PM	13	0	9	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:15 PM	14	0	13	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:30 PM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 PM	19	0	15	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 PM	9	0	4	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	12	0	8	3	1	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 PM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	9	0	4	5	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	7	0	5	1	0	0	1	0	0	0	0	0	0	0
6/23/2015	9:00 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	5	0	4	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	2	0	0	1	0	0	1	0	0	0	0	0	0	0
6/24/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	6	0	5	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	6:30 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	3	0	0	0	0	0	0	0	1	2	0	0	0	0
6/24/2015	7:00 AM	5	0	4	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	7:15 AM	9	0	4	1	1	1	0	0	2	0	0	0	0	0
6/24/2015	7:30 AM	11	0	4	4	0	0	0	0	2	1	0	0	0	0
6/24/2015	7:45 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 AM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	8:30 AM	7	0	3	2	0	2	0	0	0	0	0	0	0	0
6/24/2015	8:45 AM	6	0	1	2	1	1	0	0	1	0	0	0	0	0
6/24/2015	9:00 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:15 AM	10	0	6	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:30 AM	11	0	5	2	1	1	0	0	2	0	0	0	0	0
6/24/2015	9:45 AM	8	0	1	6	0	0	0	0	1	0	0	0	0	0
6/24/2015	10:00 AM	3	0	1	1	0	0	0	0	1	0	0	0	0	0
6/24/2015	10:15 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:30 AM	9	0	3	3	0	1	0	0	2	0	0	0	0	0
6/24/2015	10:45 AM	9	0	3	3	1	0	0	0	0	2	0	0	0	0
6/24/2015	11:00 AM	9	0	5	2	0	1	0	0	0	1	0	0	0	0
6/24/2015	11:15 AM	7	0	4	1	0	1	0	0	1	0	0	0	0	0
6/24/2015	11:30 AM	7	0	3	2	1	0	0	0	1	0	0	0	0	0
6/24/2015	11:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 PM	8	0	3	3	0	1	0	0	1	0	0	0	0	0
6/24/2015	12:15 PM	5	0	2	1	0	0	0	0	2	0	0	0	0	0
6/24/2015	12:30 PM	11	0	3	3	1	2	1	0	0	1	0	0	0	0

6/24/2015	12:45 PM	4	0	2	1	0	0	0	0	1	0	0	0	0	0
6/24/2015	1:00 PM	5	0	2	2	1	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 PM	5	0	2	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	1:30 PM	9	0	4	3	0	1	0	0	1	0	0	0	0	0
6/24/2015	1:45 PM	7	0	3	2	1	0	0	0	0	1	0	0	0	0
6/24/2015	2:00 PM	12	0	8	3	1	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 PM	9	0	6	1	1	0	1	0	0	0	0	0	0	0
6/24/2015	2:30 PM	6	0	2	3	0	0	0	0	1	0	0	0	0	0
6/24/2015	2:45 PM	14	0	10	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 PM	8	0	4	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 PM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 PM	18	0	11	3	0	0	0	0	3	1	0	0	0	0
6/24/2015	3:45 PM	15	0	7	5	0	1	1	0	1	0	0	0	0	0
6/24/2015	4:00 PM	14	0	7	6	0	1	0	0	0	0	0	0	0	0
6/24/2015	4:15 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 PM	11	0	8	2	1	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 PM	9	0	4	4	0	0	0	0	1	0	0	0	0	0
6/24/2015	5:00 PM	18	0	9	8	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:15 PM	12	0	8	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:30 PM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 PM	15	0	12	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	6:00 PM	11	1	4	6	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 PM	13	0	7	6	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 PM	12	0	10	1	1	0	0	0	0	0	0	0	0	0
6/24/2015	6:45 PM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 PM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:15 PM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 PM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	11	0	9	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 PM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	12:15 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	12:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	6	0	4	1	0	0	1	0	0	0	0	0	0	0
6/25/2015	6:45 AM	4	0	1	1	0	1	0	0	1	0	0	0	0	0
6/25/2015	7:00 AM	10	0	4	2	0	1	2	0	1	0	0	0	0	0
6/25/2015	7:15 AM	10	0	6	3	0	0	0	0	0	1	0	0	0	0
6/25/2015	7:30 AM	5	0	1	2	0	2	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	8	0	5	2	0	0	0	0	0	1	0	0	0	0
6/25/2015	8:00 AM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 AM	4	0	2	0	0	2	0	0	0	0	0	0	0	0

6/25/2015	8:45 AM	7	0	2	4	1	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 AM	7	0	2	3	1	1	0	0	0	0	0	0	0	0
6/25/2015	9:15 AM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:30 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:45 AM	7	0	3	3	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 AM	13	0	7	4	0	2	0	0	0	0	0	0	0	0
6/25/2015	10:30 AM	10	0	7	2	0	0	0	0	1	0	0	0	0	0
6/25/2015	10:45 AM	9	0	2	5	0	1	0	0	1	0	0	0	0	0
6/25/2015	11:00 AM	6	0	3	1	0	1	0	0	1	0	0	0	0	0
6/25/2015	11:15 AM	4	0	1	2	0	0	0	0	0	1	0	0	0	0
6/25/2015	11:30 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 AM	6	0	2	2	0	1	0	0	1	0	0	0	0	0
6/25/2015	12:00 PM	7	0	3	2	0	1	0	0	1	0	0	0	0	0
6/25/2015	12:15 PM	6	0	3	1	0	1	0	0	1	0	0	0	0	0
6/25/2015	12:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 PM	6	0	1	3	2	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 PM	7	0	2	2	1	1	0	0	1	0	0	0	0	0
6/25/2015	1:15 PM	13	0	4	3	1	2	0	0	3	0	0	0	0	0
6/25/2015	1:30 PM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 PM	6	0	2	3	1	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 PM	6	0	2	2	1	0	0	0	1	0	0	0	0	0
6/25/2015	2:15 PM	12	0	5	4	0	3	0	0	0	0	0	0	0	0
6/25/2015	2:30 PM	7	0	3	2	0	2	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	11	0	5	5	0	0	0	0	1	0	0	0	0	0
6/25/2015	3:00 PM	7	0	0	1	1	3	0	0	2	0	0	0	0	0
6/25/2015	3:15 PM	8	0	4	3	0	0	1	0	0	0	0	0	0	0
6/25/2015	3:30 PM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	11	0	8	0	1	2	0	0	0	0	0	0	0	0
6/25/2015	4:00 PM	8	0	5	2	0	0	0	0	1	0	0	0	0	0
6/25/2015	4:15 PM	17	0	10	6	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:30 PM	10	0	3	7	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 PM	13	0	10	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 PM	20	0	13	4	1	2	0	0	0	0	0	0	0	0
6/25/2015	5:15 PM	12	0	7	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	14	0	9	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 PM	21	0	16	4	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	7	0	3	2	0	1	0	0	0	1	0	0	0	0
6/25/2015	6:15 PM	14	0	9	4	1	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 PM	12	0	6	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 PM	14	1	7	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	15	0	11	3	0	0	0	0	1	0	0	0	0	0
6/25/2015	7:15 PM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	7	0	6	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	4	0	0	2	0	2	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	7	0	6	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0

Data File: '6-29-15-0300.rdf'
Site Code: '0064A-0300'
Start Date: 6/22/2015
Start Time: 3:45:00 PM
Sensor Layout: '52'
Sensor Spacing: '192'
'Location': 'FM 490 WB E. OF US 281'
'Direction': 'FM 490 WB'
'Weather': 'GOOD'

Channel: WB

All data is good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	13	0	8	4	0	1	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	7	0	4	1	1	1	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	13	0	7	6	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 AM	19	0	13	4	0	2	0	0	0	0	0	0	0	0
6/23/2015	7:45 AM	22	0	18	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	8:00 AM	18	0	11	6	0	1	0	0	0	0	0	0	0	0
6/23/2015	8:15 AM	15	0	11	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	8:30 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 AM	14	0	5	3	0	4	2	0	0	0	0	0	0	0
6/23/2015	9:00 AM	7	0	1	5	0	0	0	0	0	0	1	0	0	0
6/23/2015	9:15 AM	9	0	3	6	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 AM	12	0	8	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	9	0	5	1	0	1	0	0	0	2	0	0	0	0
6/23/2015	10:00 AM	10	0	6	3	0	0	0	0	0	1	0	0	0	0
6/23/2015	10:15 AM	8	0	4	2	0	0	0	0	1	1	0	0	0	0
6/23/2015	10:30 AM	7	0	3	1	0	1	0	0	0	2	0	0	0	0
6/23/2015	10:45 AM	12	1	8	2	0	0	0	0	1	0	0	0	0	0
6/23/2015	11:00 AM	9	0	2	5	0	1	0	0	0	1	0	0	0	0
6/23/2015	11:15 AM	9	0	6	1	1	1	0	0	0	0	0	0	0	0
6/23/2015	11:30 AM	8	0	4	3	1	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 AM	11	0	6	3	0	0	0	0	1	1	0	0	0	0
6/23/2015	12:00 PM	8	0	2	6	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	9	0	3	3	1	0	0	0	1	0	1	0	0	0
6/23/2015	12:30 PM	10	0	7	1	0	0	1	0	1	0	0	0	0	0
6/23/2015	12:45 PM	9	0	3	1	0	0	0	0	3	2	0	0	0	0
6/23/2015	1:00 PM	2	0	0	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	1:15 PM	4	0	2	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	1:30 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 PM	7	0	1	4	0	0	0	0	1	1	0	0	0	0
6/23/2015	2:00 PM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	2:15 PM	8	0	3	3	0	0	0	0	2	0	0	0	0	0
6/23/2015	2:30 PM	5	0	4	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	2:45 PM	10	0	7	1	0	1	0	0	0	1	0	0	0	0
6/23/2015	3:00 PM	12	0	7	0	1	1	0	0	0	3	0	0	0	0
6/23/2015	3:15 PM	9	0	4	3	0	0	0	0	0	2	0	0	0	0
6/23/2015	3:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 PM	7	0	3	2	0	1	0	0	1	0	0	0	0	0
6/23/2015	4:00 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 PM	10	0	5	2	0	2	1	0	0	0	0	0	0	0
6/23/2015	4:30 PM	6	0	2	2	1	1	0	0	0	0	0	0	0	0

6/23/2015	4:45 PM	9	0	4	4	0	0	0	0	1	0	0	0	0	0
6/23/2015	5:00 PM	13	0	9	3	0	0	0	0	0	1	0	0	0	0
6/23/2015	5:15 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 PM	4	0	2	0	0	1	0	0	1	0	0	0	0	0
6/23/2015	5:45 PM	17	0	10	5	0	0	0	0	2	0	0	0	0	0
6/23/2015	6:00 PM	15	0	10	4	0	1	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	7	0	6	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	6:30 PM	9	0	4	3	0	1	0	0	0	1	0	0	0	0
6/23/2015	6:45 PM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	7:15 PM	4	0	1	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	5	0	3	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	8:15 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	5	0	4	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	9:45 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	5	0	3	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	17	0	11	6	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	7	0	3	2	1	1	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	13	0	8	5	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	15	0	12	1	0	1	0	0	1	0	0	0	0	0
6/24/2015	7:45 AM	20	0	13	6	0	1	0	0	0	0	0	0	0	0
6/24/2015	8:00 AM	20	0	16	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	19	0	9	6	0	2	0	0	2	0	0	0	0	0
6/24/2015	8:30 AM	13	0	7	5	0	0	0	0	1	0	0	0	0	0
6/24/2015	8:45 AM	17	0	14	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:00 AM	9	0	4	4	0	0	0	0	0	1	0	0	0	0
6/24/2015	9:15 AM	9	0	3	4	0	1	0	0	0	1	0	0	0	0
6/24/2015	9:30 AM	14	0	8	5	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:45 AM	11	0	5	1	0	2	0	0	2	1	0	0	0	0
6/24/2015	10:00 AM	10	0	4	3	0	0	0	0	1	2	0	0	0	0
6/24/2015	10:15 AM	4	0	1	1	0	0	0	0	2	0	0	0	0	0
6/24/2015	10:30 AM	10	0	5	3	0	0	0	0	0	2	0	0	0	0
6/24/2015	10:45 AM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	11:00 AM	7	0	3	1	0	1	0	0	1	1	0	0	0	0
6/24/2015	11:15 AM	10	0	5	2	0	1	0	0	1	0	1	0	0	0
6/24/2015	11:30 AM	7	0	2	4	1	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 AM	12	0	5	5	0	1	0	0	0	1	0	0	0	0
6/24/2015	12:00 PM	16	0	6	7	1	0	0	0	2	0	0	0	0	0
6/24/2015	12:15 PM	5	0	2	1	1	1	0	0	0	0	0	0	0	0
6/24/2015	12:30 PM	7	0	3	1	0	0	0	0	2	1	0	0	0	0

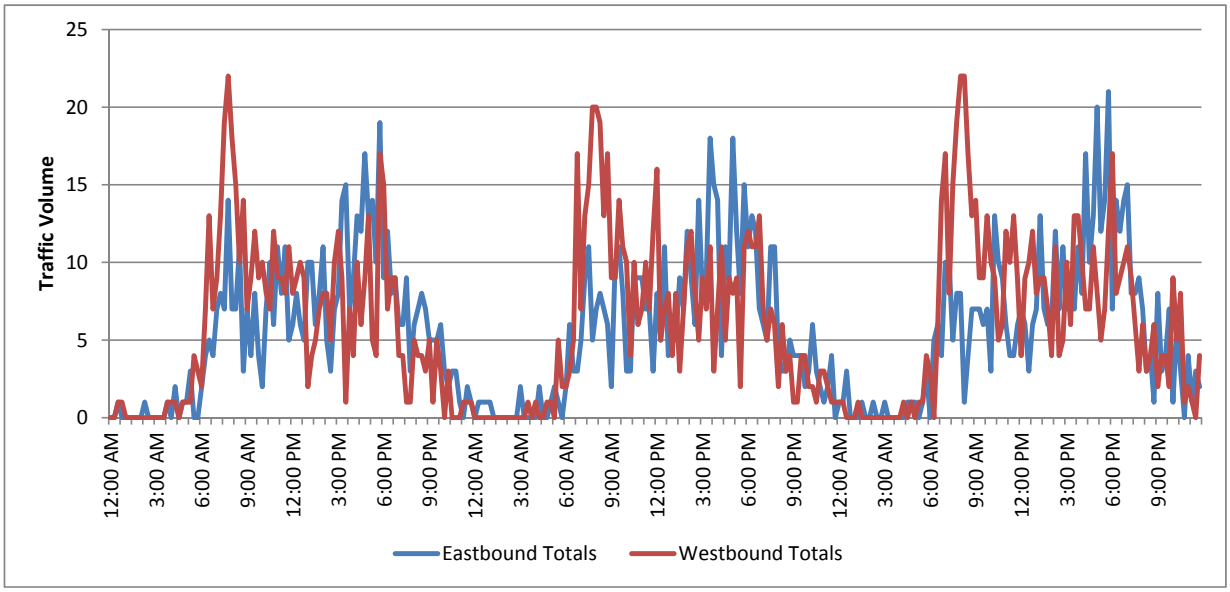
6/24/2015	12:45 PM	8	0	4	2	0	1	0	0	0	1	0	0	0	0
6/24/2015	1:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 PM	8	0	3	2	0	1	0	0	1	1	0	0	0	0
6/24/2015	1:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 PM	7	0	5	1	0	0	0	0	1	0	0	0	0	0
6/24/2015	2:00 PM	11	0	7	3	0	0	1	0	0	0	0	0	0	0
6/24/2015	2:15 PM	12	0	7	4	0	0	0	0	0	0	0	1	0	0
6/24/2015	2:30 PM	8	0	7	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	2:45 PM	5	0	1	2	0	0	0	0	0	2	0	0	0	0
6/24/2015	3:00 PM	9	0	6	0	0	0	2	0	0	1	0	0	0	0
6/24/2015	3:15 PM	7	0	4	0	0	0	0	0	1	2	0	0	0	0
6/24/2015	3:30 PM	11	0	6	2	0	0	1	0	1	0	0	1	0	0
6/24/2015	3:45 PM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	4:00 PM	7	0	3	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	4:15 PM	11	0	3	3	1	4	0	0	0	0	0	0	0	0
6/24/2015	4:30 PM	5	0	3	1	0	0	0	0	0	1	0	0	0	0
6/24/2015	4:45 PM	9	0	8	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 PM	8	0	5	2	1	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 PM	9	0	7	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	5:30 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 PM	11	0	6	1	0	2	0	0	1	1	0	0	0	0
6/24/2015	6:00 PM	12	0	5	6	0	0	0	0	1	0	0	0	0	0
6/24/2015	6:15 PM	11	0	2	5	0	4	0	0	0	0	0	0	0	0
6/24/2015	6:30 PM	11	0	5	4	0	2	0	0	0	0	0	0	0	0
6/24/2015	6:45 PM	13	2	9	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	7:00 PM	7	0	4	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:15 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 PM	7	1	4	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	6	0	1	4	0	0	0	0	1	0	0	0	0	0
6/24/2015	8:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 PM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
6/24/2015	9:30 PM	4	0	1	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	4	0	3	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	3	0	0	2	0	0	0	0	1	0	0	0	0	0
6/24/2015	11:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	6	0	4	1	0	0	0	0	0	0	1	0	0	0
6/25/2015	6:45 AM	14	0	10	2	0	1	0	0	0	1	0	0	0	0
6/25/2015	7:00 AM	17	0	9	7	0	0	0	0	0	1	0	0	0	0
6/25/2015	7:15 AM	8	0	3	3	1	1	0	0	0	0	0	0	0	0
6/25/2015	7:30 AM	15	0	10	4	0	0	0	0	1	0	0	0	0	0
6/25/2015	7:45 AM	19	0	12	7	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 AM	22	0	18	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	22	0	16	4	0	2	0	0	0	0	0	0	0	0
6/25/2015	8:30 AM	17	0	10	3	0	3	0	0	0	1	0	0	0	0

6/25/2015	8:45 AM	13	0	7	3	0	2	0	0	1	0	0	0	0	0
6/25/2015	9:00 AM	14	0	11	2	0	0	0	0	0	1	0	0	0	0
6/25/2015	9:15 AM	9	0	1	4	0	4	0	0	0	0	0	0	0	0
6/25/2015	9:30 AM	9	0	4	3	0	1	0	0	1	0	0	0	0	0
6/25/2015	9:45 AM	13	0	6	2	0	4	0	0	0	1	0	0	0	0
6/25/2015	10:00 AM	10	0	6	2	0	0	1	0	1	0	0	0	0	0
6/25/2015	10:15 AM	9	0	4	3	0	1	0	0	0	1	0	0	0	0
6/25/2015	10:30 AM	5	0	3	1	0	0	0	0	0	1	0	0	0	0
6/25/2015	10:45 AM	6	0	4	1	0	0	0	0	0	1	0	0	0	0
6/25/2015	11:00 AM	12	0	5	5	0	0	0	0	1	1	0	0	0	0
6/25/2015	11:15 AM	10	0	5	3	0	1	0	0	1	0	0	0	0	0
6/25/2015	11:30 AM	13	0	8	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 AM	9	0	3	2	1	1	0	0	0	2	0	0	0	0
6/25/2015	12:00 PM	4	0	2	1	0	0	1	0	0	0	0	0	0	0
6/25/2015	12:15 PM	9	0	4	3	1	0	0	0	0	1	0	0	0	0
6/25/2015	12:30 PM	10	0	4	4	0	0	0	0	0	1	1	0	0	0
6/25/2015	12:45 PM	12	0	5	3	1	1	0	0	2	0	0	0	0	0
6/25/2015	1:00 PM	8	0	2	2	0	3	0	0	1	0	0	0	0	0
6/25/2015	1:15 PM	9	0	2	3	1	1	1	0	1	0	0	0	0	0
6/25/2015	1:30 PM	9	0	5	1	0	1	0	0	0	2	0	0	0	0
6/25/2015	1:45 PM	7	0	4	2	0	0	0	0	1	0	0	0	0	0
6/25/2015	2:00 PM	4	0	1	2	0	0	1	0	0	0	0	0	0	0
6/25/2015	2:15 PM	11	0	8	2	0	0	1	0	0	0	0	0	0	0
6/25/2015	2:30 PM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	5	0	2	1	1	1	0	0	0	0	0	0	0	0
6/25/2015	3:00 PM	10	0	5	1	0	1	1	0	1	1	0	0	0	0
6/25/2015	3:15 PM	6	0	4	1	0	0	0	0	0	1	0	0	0	0
6/25/2015	3:30 PM	13	0	7	2	0	1	1	0	1	1	0	0	0	0
6/25/2015	3:45 PM	13	0	6	4	0	2	0	0	0	1	0	0	0	0
6/25/2015	4:00 PM	10	0	7	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:30 PM	7	0	3	2	0	1	0	0	1	0	0	0	0	0
6/25/2015	4:45 PM	11	0	7	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 PM	8	1	3	2	0	1	0	0	1	0	0	0	0	0
6/25/2015	5:15 PM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	7	0	3	2	0	1	0	0	1	0	0	0	0	0
6/25/2015	5:45 PM	12	0	4	3	0	4	1	0	0	0	0	0	0	0
6/25/2015	6:00 PM	17	0	13	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	8	0	2	4	0	0	1	0	0	1	0	0	0	0
6/25/2015	6:30 PM	9	0	3	4	0	2	0	0	0	0	0	0	0	0
6/25/2015	6:45 PM	10	0	9	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	11	0	7	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	6	0	1	5	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	3	0	0	1	0	2	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	4	0	3	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	9:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	9	0	6	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0

Eastbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	59	107	534
6/24/2015	51	91	527
6/25/2015	52	115	548
Total	162	313	1,609

Westbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	116	68	543
6/24/2015	116	62	569
6/25/2015	123	67	621
Total	355	197	1,733

Bad or incomplete data



Data File: '6-29-15-0968-SETUP-21.rdf'
Site Code: '0064A-0968'
Start Date: 6/22/2015
Start Time: 5:00:00 PM
Sensor Layout '21'

'Location': 'FM 88 NB S. OF TX 186'
'Direction': 'FM 88 NB'

All data (even count-only data) after 8 PM on 6/23 looks questionable.

Classification data not available for this counter (the software only produces 20 or 30 classified vehicles for the week) - the tubes were ripped up many times during the week.

'Weather': 'GOOD'

Use NB1 NB2 probably OK for 6/25 Bad data highlighted in red.

Date	Time	Total	NB1	NB2
6/23/2015	12:00 AM	0	0	0
6/23/2015	12:15 AM	2	1	1
6/23/2015	12:30 AM	0	0	0
6/23/2015	12:45 AM	0	0	0
6/23/2015	1:00 AM	8	4	4
6/23/2015	1:15 AM	0	0	0
6/23/2015	1:30 AM	0	0	0
6/23/2015	1:45 AM	0	0	0
6/23/2015	2:00 AM	0	0	0
6/23/2015	2:15 AM	0	0	0
6/23/2015	2:30 AM	0	0	0
6/23/2015	2:45 AM	2	1	1
6/23/2015	3:00 AM	0	0	0
6/23/2015	3:15 AM	2	1	1
6/23/2015	3:30 AM	4	2	2
6/23/2015	3:45 AM	6	3	3
6/23/2015	4:00 AM	8	4	4
6/23/2015	4:15 AM	4	2	2
6/23/2015	4:30 AM	6	3	3
6/23/2015	4:45 AM	4	2	2
6/23/2015	5:00 AM	2	1	1
6/23/2015	5:15 AM	0	0	0
6/23/2015	5:30 AM	4	2	2
6/23/2015	5:45 AM	10	5	5
6/23/2015	6:00 AM	8	4	4
6/23/2015	6:15 AM	8	4	4
6/23/2015	6:30 AM	16	8	8
6/23/2015	6:45 AM	10	5	5
6/23/2015	7:00 AM	17	8	9
6/23/2015	7:15 AM	10	5	5
6/23/2015	7:30 AM	16	8	8
6/23/2015	7:45 AM	32	16	16
6/23/2015	8:00 AM	16	8	8
6/23/2015	8:15 AM	16	8	8
6/23/2015	8:30 AM	14	7	7
6/23/2015	8:45 AM	17	8	9
6/23/2015	9:00 AM	16	8	8

6/23/2015	9:15 AM	26	12	14
6/23/2015	9:30 AM	12	6	6
6/23/2015	9:45 AM	18	9	9
6/23/2015	10:00 AM	10	5	5
6/23/2015	10:15 AM	20	10	10
6/23/2015	10:30 AM	6	3	3
6/23/2015	10:45 AM	11	5	6
6/23/2015	11:00 AM	6	3	3
6/23/2015	11:15 AM	32	16	16
6/23/2015	11:30 AM	7	4	3
6/23/2015	11:45 AM	16	8	8
6/23/2015	12:00 PM	9	4	5
6/23/2015	12:15 PM	16	8	8
6/23/2015	12:30 PM	12	6	6
6/23/2015	12:45 PM	6	3	3
6/23/2015	1:00 PM	8	4	4
6/23/2015	1:15 PM	18	9	9
6/23/2015	1:30 PM	8	4	4
6/23/2015	1:45 PM	9	4	5
6/23/2015	2:00 PM	6	3	3
6/23/2015	2:15 PM	10	5	5
6/23/2015	2:30 PM	25	14	11
6/23/2015	2:45 PM	14	7	7
6/23/2015	3:00 PM	7	4	3
6/23/2015	3:15 PM	16	8	8
6/23/2015	3:30 PM	8	4	4
6/23/2015	3:45 PM	14	8	6
6/23/2015	4:00 PM	6	3	3
6/23/2015	4:15 PM	12	6	6
6/23/2015	4:30 PM	12	6	6
6/23/2015	4:45 PM	6	3	3
6/23/2015	5:00 PM	28	16	12
6/23/2015	5:15 PM	16	8	8
6/23/2015	5:30 PM	32	18	14
6/23/2015	5:45 PM	26	14	12
6/23/2015	6:00 PM	18	10	8
6/23/2015	6:15 PM	11	6	5
6/23/2015	6:30 PM	16	8	8
6/23/2015	6:45 PM	8	4	4
6/23/2015	7:00 PM	23	13	10
6/23/2015	7:15 PM	20	10	10
6/23/2015	7:30 PM	13	7	6
6/23/2015	7:45 PM	4	2	2
6/23/2015	8:00 PM	4	2	2
6/23/2015	8:15 PM	5	3	2
6/23/2015	8:30 PM	2	1	1
6/23/2015	8:45 PM	7	3	4
6/23/2015	9:00 PM	4	2	2
6/23/2015	9:15 PM	0	0	0
6/23/2015	9:30 PM	2	1	1

6/23/2015	9:45 PM	16	10	6
6/23/2015	10:00 PM	0	0	0
6/23/2015	10:15 PM	7	4	3
6/23/2015	10:30 PM	0	0	0
6/23/2015	10:45 PM	5	3	2
6/23/2015	11:00 PM	0	0	0
6/23/2015	11:15 PM	0	0	0
6/23/2015	11:30 PM	2	1	1
6/23/2015	11:45 PM	0	0	0
6/24/2015	12:00 AM	0	0	0
6/24/2015	12:15 AM	0	0	0
6/24/2015	12:30 AM	0	0	0
6/24/2015	12:45 AM	0	0	0
6/24/2015	1:00 AM	0	0	0
6/24/2015	1:15 AM	0	0	0
6/24/2015	1:30 AM	7	4	3
6/24/2015	1:45 AM	3	2	1
6/24/2015	2:00 AM	0	0	0
6/24/2015	2:15 AM	0	0	0
6/24/2015	2:30 AM	0	0	0
6/24/2015	2:45 AM	7	4	3
6/24/2015	3:00 AM	0	0	0
6/24/2015	3:15 AM	3	2	1
6/24/2015	3:30 AM	0	0	0
6/24/2015	3:45 AM	2	1	1
6/24/2015	4:00 AM	6	4	2
6/24/2015	4:15 AM	0	0	0
6/24/2015	4:30 AM	9	5	4
6/24/2015	4:45 AM	2	1	1
6/24/2015	5:00 AM	4	2	2
6/24/2015	5:15 AM	8	4	4
6/24/2015	5:30 AM	0	0	0
6/24/2015	5:45 AM	7	3	4
6/24/2015	6:00 AM	11	6	5
6/24/2015	6:15 AM	14	8	6
6/24/2015	6:30 AM	26	16	10
6/24/2015	6:45 AM	9	5	4
6/24/2015	7:00 AM	20	12	8
6/24/2015	7:15 AM	16	8	8
6/24/2015	7:30 AM	2	1	1
6/24/2015	7:45 AM	21	12	9
6/24/2015	8:00 AM	24	14	10
6/24/2015	8:15 AM	15	8	7
6/24/2015	8:30 AM	21	12	9
6/24/2015	8:45 AM	18	10	8
6/24/2015	9:00 AM	31	18	13
6/24/2015	9:15 AM	22	12	10
6/24/2015	9:30 AM	17	9	8
6/24/2015	9:45 AM	41	22	19
6/24/2015	10:00 AM	15	8	7

6/24/2015	10:15 AM	7	4	3
6/24/2015	10:30 AM	28	16	12
6/24/2015	10:45 AM	12	6	6
6/24/2015	11:00 AM	14	7	7
6/24/2015	11:15 AM	6	3	3
6/24/2015	11:30 AM	16	8	8
6/24/2015	11:45 AM	21	11	10
6/24/2015	12:00 PM	6	3	3
6/24/2015	12:15 PM	4	2	2
6/24/2015	12:30 PM	14	7	7
6/24/2015	12:45 PM	10	5	5
6/24/2015	1:00 PM	12	6	6
6/24/2015	1:15 PM	13	7	6
6/24/2015	1:30 PM	13	7	6
6/24/2015	1:45 PM	6	3	3
6/24/2015	2:00 PM	17	9	8
6/24/2015	2:15 PM	14	8	6
6/24/2015	2:30 PM	18	10	8
6/24/2015	2:45 PM	18	10	8
6/24/2015	3:00 PM	5	3	2
6/24/2015	3:15 PM	14	8	6
6/24/2015	3:30 PM	2	1	1
6/24/2015	3:45 PM	16	10	6
6/24/2015	4:00 PM	12	7	5
6/24/2015	4:15 PM	30	19	11
6/24/2015	4:30 PM	22	12	10
6/24/2015	4:45 PM	12	6	6
6/24/2015	5:00 PM	23	14	9
6/24/2015	5:15 PM	42	24	18
6/24/2015	5:30 PM	44	24	20
6/24/2015	5:45 PM	14	8	6
6/24/2015	6:00 PM	10	6	4
6/24/2015	6:15 PM	26	12	14
6/24/2015	6:30 PM	24	14	10
6/24/2015	6:45 PM	7	3	4
6/24/2015	7:00 PM	16	8	8
6/24/2015	7:15 PM	50	26	24
6/24/2015	7:30 PM	12	8	4
6/24/2015	7:45 PM	11	5	6
6/24/2015	8:00 PM	4	2	2
6/24/2015	8:15 PM	14	6	8
6/24/2015	8:30 PM	7	3	4
6/24/2015	8:45 PM	0	0	0
6/24/2015	9:00 PM	8	4	4
6/24/2015	9:15 PM	12	6	6
6/24/2015	9:30 PM	30	14	16
6/24/2015	9:45 PM	29	15	14
6/24/2015	10:00 PM	3	1	2
6/24/2015	10:15 PM	0	0	0
6/24/2015	10:30 PM	26	12	14

6/24/2015	10:45 PM	0	0	0
6/24/2015	11:00 PM	0	0	0
6/24/2015	11:15 PM	0	0	0
6/24/2015	11:30 PM	10	4	6
6/24/2015	11:45 PM	14	6	8
6/25/2015	12:00 AM	10	4	6
6/25/2015	12:15 AM	3	1	2
6/25/2015	12:30 AM	0	0	0
6/25/2015	12:45 AM	0	0	0
6/25/2015	1:00 AM	3	1	2
6/25/2015	1:15 AM	4	2	2
6/25/2015	1:30 AM	0	0	0
6/25/2015	1:45 AM	4	2	2
6/25/2015	2:00 AM	8	4	4
6/25/2015	2:15 AM	0	0	0
6/25/2015	2:30 AM	4	2	2
6/25/2015	2:45 AM	0	0	0
6/25/2015	3:00 AM	0	0	0
6/25/2015	3:15 AM	0	0	0
6/25/2015	3:30 AM	0	0	0
6/25/2015	3:45 AM	0	0	0
6/25/2015	4:00 AM	0	0	0
6/25/2015	4:15 AM	12	6	6
6/25/2015	4:30 AM	12	6	6
6/25/2015	4:45 AM	37	17	20
6/25/2015	5:00 AM	5	2	3
6/25/2015	5:15 AM	4	2	2
6/25/2015	5:30 AM	8	4	4
6/25/2015	5:45 AM	14	5	9
6/25/2015	6:00 AM	30	14	16
6/25/2015	6:15 AM	26	12	14
6/25/2015	6:30 AM	38	16	22
6/25/2015	6:45 AM	20	9	11
6/25/2015	7:00 AM	19	8	11
6/25/2015	7:15 AM	10	4	6
6/25/2015	7:30 AM	42	20	22
6/25/2015	7:45 AM	30	12	18
6/25/2015	8:00 AM	28	12	16
6/25/2015	8:15 AM	28	12	16
6/25/2015	8:30 AM	28	14	14
6/25/2015	8:45 AM	47	21	26
6/25/2015	9:00 AM	28	14	14
6/25/2015	9:15 AM	22	10	12
6/25/2015	9:30 AM	29	13	16
6/25/2015	9:45 AM	57	28	29
6/25/2015	10:00 AM	31	15	16
6/25/2015	10:15 AM	6	3	3
6/25/2015	10:30 AM	14	8	6
6/25/2015	10:45 AM	2	1	1
6/25/2015	11:00 AM	18	9	9

6/25/2015	11:15 AM	26	13	13
6/25/2015	11:30 AM	20	10	10
6/25/2015	11:45 AM	14	8	6
6/25/2015	12:00 PM	20	6	14
6/25/2015	12:15 PM	6	0	6
6/25/2015	12:30 PM	6	0	6
6/25/2015	12:45 PM	7	0	7
6/25/2015	1:00 PM	7	0	7
6/25/2015	1:15 PM	6	0	6
6/25/2015	1:30 PM	4	0	4
6/25/2015	1:45 PM	8	0	8
6/25/2015	2:00 PM	6	0	6
6/25/2015	2:15 PM	3	0	3
6/25/2015	2:30 PM	12	0	12
6/25/2015	2:45 PM	13	0	13
6/25/2015	3:00 PM	16	0	16
6/25/2015	3:15 PM	13	0	13
6/25/2015	3:30 PM	13	0	13
6/25/2015	3:45 PM	14	0	14
6/25/2015	4:00 PM	8	0	8
6/25/2015	4:15 PM	8	0	8
6/25/2015	4:30 PM	14	0	14
6/25/2015	4:45 PM	16	0	16
6/25/2015	5:00 PM	13	0	13
6/25/2015	5:15 PM	8	0	8
6/25/2015	5:30 PM	14	0	14
6/25/2015	5:45 PM	12	0	12
6/25/2015	6:00 PM	10	0	10
6/25/2015	6:15 PM	8	0	8
6/25/2015	6:30 PM	6	0	6
6/25/2015	6:45 PM	4	0	4
6/25/2015	7:00 PM	7	0	7
6/25/2015	7:15 PM	16	0	16
6/25/2015	7:30 PM	4	0	4
6/25/2015	7:45 PM	5	0	5
6/25/2015	8:00 PM	2	0	2
6/25/2015	8:15 PM	4	0	4
6/25/2015	8:30 PM	10	0	10
6/25/2015	8:45 PM	3	0	3
6/25/2015	9:00 PM	6	1	5
6/25/2015	9:15 PM	10	1	9
6/25/2015	9:30 PM	16	1	15
6/25/2015	9:45 PM	8	1	7
6/25/2015	10:00 PM	5	0	5
6/25/2015	10:15 PM	13	2	11
6/25/2015	10:30 PM	12	2	10
6/25/2015	10:45 PM	5	1	4
6/25/2015	11:00 PM	3	0	3
6/25/2015	11:15 PM	0	0	0
6/25/2015	11:30 PM	2	0	2

6/25/2015	11:45 PM	0	0	0

Data File: '6-29-15-2569-SETUP-21.rdf'
Site Code: '0064A-2569'
Start Date: 6/22/2015
Start Time: 5:00:00 PM
Sensor Layout: '21'

'Location': 'FM 88 SB S. OF TX 186'
'Direction': 'FM 88 SB'

All data (even count-only data) after 5 PM on 6/24 looks questionable.

Classification data does not look good for this counter (the software produces very few classified vehicles (around 100 per day) - the tubes were ripped up many times during the week.

'Weather': 'GOOD'

Use SB1

Bad data highlighted in red.

Date	Time	Total	SB1	SB2
6/23/2015	12:00 AM	2	1	1
6/23/2015	12:15 AM	2	1	1
6/23/2015	12:30 AM	2	1	1
6/23/2015	12:45 AM	0	0	0
6/23/2015	1:00 AM	0	0	0
6/23/2015	1:15 AM	4	2	2
6/23/2015	1:30 AM	4	2	2
6/23/2015	1:45 AM	0	0	0
6/23/2015	2:00 AM	3	1	2
6/23/2015	2:15 AM	0	0	0
6/23/2015	2:30 AM	0	0	0
6/23/2015	2:45 AM	0	0	0
6/23/2015	3:00 AM	2	1	1
6/23/2015	3:15 AM	0	0	0
6/23/2015	3:30 AM	0	0	0
6/23/2015	3:45 AM	0	0	0
6/23/2015	4:00 AM	4	2	2
6/23/2015	4:15 AM	8	4	4
6/23/2015	4:30 AM	2	1	1
6/23/2015	4:45 AM	0	0	0
6/23/2015	5:00 AM	0	0	0
6/23/2015	5:15 AM	0	0	0
6/23/2015	5:30 AM	8	4	4
6/23/2015	5:45 AM	2	1	1
6/23/2015	6:00 AM	2	1	1
6/23/2015	6:15 AM	0	0	0
6/23/2015	6:30 AM	12	6	6
6/23/2015	6:45 AM	8	4	4
6/23/2015	7:00 AM	8	4	4
6/23/2015	7:15 AM	4	2	2
6/23/2015	7:30 AM	16	8	8
6/23/2015	7:45 AM	16	8	8
6/23/2015	8:00 AM	14	7	7
6/23/2015	8:15 AM	11	6	5
6/23/2015	8:30 AM	2	1	1
6/23/2015	8:45 AM	8	4	4

6/23/2015	9:00 AM	18	9	9
6/23/2015	9:15 AM	10	5	5
6/23/2015	9:30 AM	8	4	4
6/23/2015	9:45 AM	6	3	3
6/23/2015	10:00 AM	10	5	5
6/23/2015	10:15 AM	4	2	2
6/23/2015	10:30 AM	9	5	4
6/23/2015	10:45 AM	32	16	16
6/23/2015	11:00 AM	2	1	1
6/23/2015	11:15 AM	30	16	14
6/23/2015	11:30 AM	16	8	8
6/23/2015	11:45 AM	8	4	4
6/23/2015	12:00 PM	8	4	4
6/23/2015	12:15 PM	12	6	6
6/23/2015	12:30 PM	17	8	9
6/23/2015	12:45 PM	8	4	4
6/23/2015	1:00 PM	15	7	8
6/23/2015	1:15 PM	10	5	5
6/23/2015	1:30 PM	10	5	5
6/23/2015	1:45 PM	20	10	10
6/23/2015	2:00 PM	9	5	4
6/23/2015	2:15 PM	20	10	10
6/23/2015	2:30 PM	20	10	10
6/23/2015	2:45 PM	14	7	7
6/23/2015	3:00 PM	20	10	10
6/23/2015	3:15 PM	18	9	9
6/23/2015	3:30 PM	12	6	6
6/23/2015	3:45 PM	10	5	5
6/23/2015	4:00 PM	12	6	6
6/23/2015	4:15 PM	32	16	16
6/23/2015	4:30 PM	29	15	14
6/23/2015	4:45 PM	12	6	6
6/23/2015	5:00 PM	2	1	1
6/23/2015	5:15 PM	20	10	10
6/23/2015	5:30 PM	25	12	13
6/23/2015	5:45 PM	19	9	10
6/23/2015	6:00 PM	14	7	7
6/23/2015	6:15 PM	16	8	8
6/23/2015	6:30 PM	22	11	11
6/23/2015	6:45 PM	18	9	9
6/23/2015	7:00 PM	10	5	5
6/23/2015	7:15 PM	10	5	5
6/23/2015	7:30 PM	24	12	12
6/23/2015	7:45 PM	8	4	4
6/23/2015	8:00 PM	12	6	6
6/23/2015	8:15 PM	4	2	2
6/23/2015	8:30 PM	8	4	4
6/23/2015	8:45 PM	16	8	8
6/23/2015	9:00 PM	12	6	6

6/23/2015	9:15 PM	2	1	1
6/23/2015	9:30 PM	8	4	4
6/23/2015	9:45 PM	12	6	6
6/23/2015	10:00 PM	12	6	6
6/23/2015	10:15 PM	4	2	2
6/23/2015	10:30 PM	4	2	2
6/23/2015	10:45 PM	2	1	1
6/23/2015	11:00 PM	4	2	2
6/23/2015	11:15 PM	4	2	2
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6/23/2015	11:45 PM	6	3	3
6/24/2015	12:00 AM	2	1	1
6/24/2015	12:15 AM	8	4	4
6/24/2015	12:30 AM	2	1	1
6/24/2015	12:45 AM	4	2	2
6/24/2015	1:00 AM	12	6	6
6/24/2015	1:15 AM	0	0	0
6/24/2015	1:30 AM	2	1	1
6/24/2015	1:45 AM	2	1	1
6/24/2015	2:00 AM	0	0	0
6/24/2015	2:15 AM	4	2	2
6/24/2015	2:30 AM	0	0	0
6/24/2015	2:45 AM	2	1	1
6/24/2015	3:00 AM	4	2	2
6/24/2015	3:15 AM	0	0	0
6/24/2015	3:30 AM	4	2	2
6/24/2015	3:45 AM	0	0	0
6/24/2015	4:00 AM	0	0	0
6/24/2015	4:15 AM	2	1	1
6/24/2015	4:30 AM	2	1	1
6/24/2015	4:45 AM	7	3	4
6/24/2015	5:00 AM	0	0	0
6/24/2015	5:15 AM	2	1	1
6/24/2015	5:30 AM	2	1	1
6/24/2015	5:45 AM	0	0	0
6/24/2015	6:00 AM	2	1	1
6/24/2015	6:15 AM	4	2	2
6/24/2015	6:30 AM	6	3	3
6/24/2015	6:45 AM	4	2	2
6/24/2015	7:00 AM	19	9	10
6/24/2015	7:15 AM	2	1	1
6/24/2015	7:30 AM	22	11	11
6/24/2015	7:45 AM	16	8	8
6/24/2015	8:00 AM	12	6	6
6/24/2015	8:15 AM	16	8	8
6/24/2015	8:30 AM	8	4	4
6/24/2015	8:45 AM	8	4	4
6/24/2015	9:00 AM	12	6	6
6/24/2015	9:15 AM	4	2	2

6/24/2015	9:30 AM	12	6	6
6/24/2015	9:45 AM	6	3	3
6/24/2015	10:00 AM	19	10	9
6/24/2015	10:15 AM	8	4	4
6/24/2015	10:30 AM	18	10	8
6/24/2015	10:45 AM	6	3	3
6/24/2015	11:00 AM	6	3	3
6/24/2015	11:15 AM	16	8	8
6/24/2015	11:30 AM	2	1	1
6/24/2015	11:45 AM	18	9	9
6/24/2015	12:00 PM	16	8	8
6/24/2015	12:15 PM	20	10	10
6/24/2015	12:30 PM	6	3	3
6/24/2015	12:45 PM	16	8	8
6/24/2015	1:00 PM	12	6	6
6/24/2015	1:15 PM	20	10	10
6/24/2015	1:30 PM	8	4	4
6/24/2015	1:45 PM	9	5	4
6/24/2015	2:00 PM	17	9	8
6/24/2015	2:15 PM	20	11	9
6/24/2015	2:30 PM	10	6	4
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6/24/2015	4:30 PM	15	9	6
6/24/2015	4:45 PM	14	8	6
6/24/2015	5:00 PM	54	31	23
6/24/2015	5:15 PM	47	26	21
6/24/2015	5:30 PM	36	20	16
6/24/2015	5:45 PM	36	20	16
6/24/2015	6:00 PM	50	28	22
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6/24/2015	7:45 PM	18	10	8
6/24/2015	8:00 PM	20	12	8
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6/24/2015	9:15 PM	10	6	4
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6/24/2015	10:15 PM	18	10	8
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6/25/2015	12:15 AM	4	2	2
6/25/2015	12:30 AM	3	1	2
6/25/2015	12:45 AM	0	0	0
6/25/2015	1:00 AM	4	2	2
6/25/2015	1:15 AM	0	0	0
6/25/2015	1:30 AM	0	0	0
6/25/2015	1:45 AM	4	2	2
6/25/2015	2:00 AM	3	1	2
6/25/2015	2:15 AM	0	0	0
6/25/2015	2:30 AM	0	0	0
6/25/2015	2:45 AM	10	6	4
6/25/2015	3:00 AM	0	0	0
6/25/2015	3:15 AM	0	0	0
6/25/2015	3:30 AM	0	0	0
6/25/2015	3:45 AM	16	10	6
6/25/2015	4:00 AM	0	0	0
6/25/2015	4:15 AM	3	2	1
6/25/2015	4:30 AM	10	6	4
6/25/2015	4:45 AM	0	0	0
6/25/2015	5:00 AM	0	0	0
6/25/2015	5:15 AM	0	0	0
6/25/2015	5:30 AM	0	0	0
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6/25/2015	6:00 AM	4	2	2
6/25/2015	6:15 AM	16	8	8
6/25/2015	6:30 AM	0	0	0
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6/25/2015	7:45 AM	20	10	10
6/25/2015	8:00 AM	19	9	10
6/25/2015	8:15 AM	40	22	18
6/25/2015	8:30 AM	24	14	10
6/25/2015	8:45 AM	12	6	6
6/25/2015	9:00 AM	6	4	2
6/25/2015	9:15 AM	22	12	10
6/25/2015	9:30 AM	4	2	2
6/25/2015	9:45 AM	20	11	9

6/25/2015	10:00 AM	30	16	14
6/25/2015	10:15 AM	14	7	7
6/25/2015	10:30 AM	2	1	1
6/25/2015	10:45 AM	16	8	8
6/25/2015	11:00 AM	8	4	4
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6/25/2015	11:30 AM	8	4	4
6/25/2015	11:45 AM	24	12	12
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6/25/2015	12:30 PM	12	6	6
6/25/2015	12:45 PM	16	8	8
6/25/2015	1:00 PM	0	0	0
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6/25/2015	1:30 PM	12	6	6
6/25/2015	1:45 PM	8	4	4
6/25/2015	2:00 PM	18	9	9
6/25/2015	2:15 PM	42	22	20
6/25/2015	2:30 PM	22	12	10
6/25/2015	2:45 PM	20	8	12
6/25/2015	3:00 PM	27	15	12
6/25/2015	3:15 PM	32	16	16
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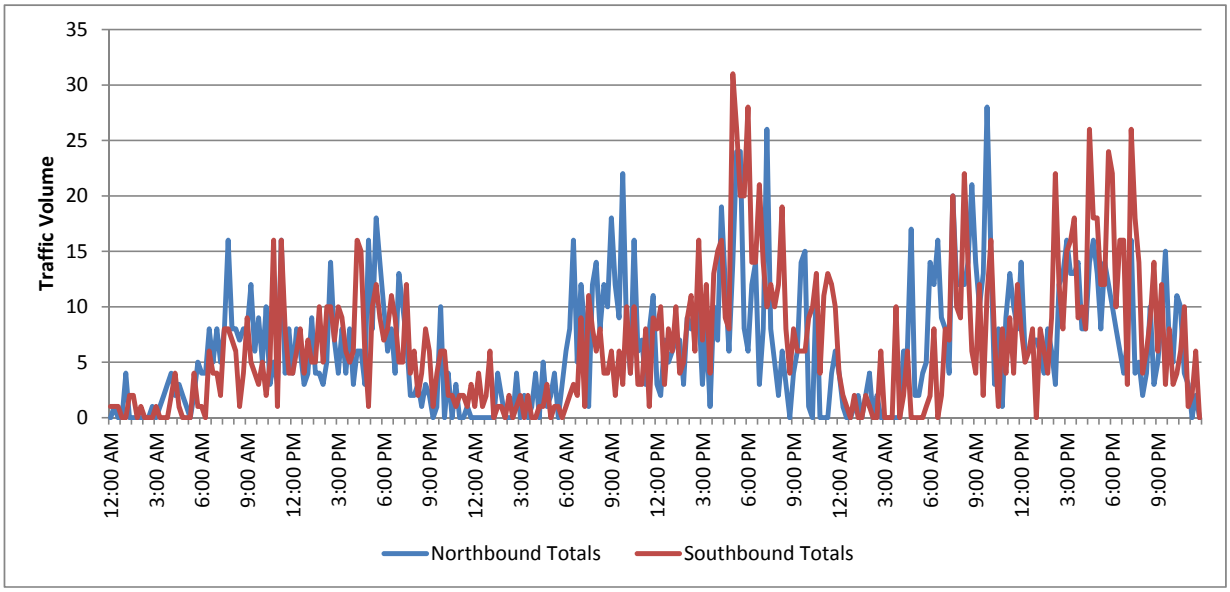
6/25/2015	5:00 PM	32	18	14
6/25/2015	5:15 PM	26	12	14
6/25/2015	5:30 PM	22	12	10
6/25/2015	5:45 PM	43	24	19
6/25/2015	6:00 PM	42	22	20
6/25/2015	6:15 PM	21	10	11
6/25/2015	6:30 PM	30	16	14
6/25/2015	6:45 PM	31	16	15
6/25/2015	7:00 PM	6	3	3
6/25/2015	7:15 PM	43	26	17
6/25/2015	7:30 PM	36	18	18
6/25/2015	7:45 PM	27	14	13
6/25/2015	8:00 PM	7	4	3
6/25/2015	8:15 PM	12	6	6
6/25/2015	8:30 PM	18	9	9
6/25/2015	8:45 PM	22	14	8
6/25/2015	9:00 PM	11	6	5
6/25/2015	9:15 PM	22	12	10
6/25/2015	9:30 PM	7	3	4
6/25/2015	9:45 PM	15	8	7
6/25/2015	10:00 PM	6	3	3

6/25/2015	10:15 PM	6	4	2
6/25/2015	10:30 PM	10	6	4
6/25/2015	10:45 PM	18	10	8
6/25/2015	11:00 PM	3	1	2
6/25/2015	11:15 PM	4	2	2
6/25/2015	11:30 PM	13	6	7
6/25/2015	11:45 PM	0	0	0

Northbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	66	74	468
6/24/2015	76	114	636
6/25/2015	93	93	735
Total	235	281	1,839

Southbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	45	75	453
6/24/2015	48	145	705
6/25/2015	78	128	736
Total	171	348	1,894

Bad or incomplete data



Data File: '6-29-15-0970.rdf'
Site Code: '0064A-0970'
Start Date: 6/22/2015
Start Time: 4:15:00 PM
Sensor Layout: '52'
Sensor Spacing: '192'
'Location': 'FM 493 NB S. OF TX 186'
'Direction': 'FM 493 NB'
'Weather': 'GOOD'

Channel: NB All data is good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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	
6/23/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	3	0	0	2	0	0	0	0	1	0	0	0	0	0	0
6/23/2015	6:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	5	0	2	2	0	0	0	0	1	0	0	0	0	0	0
6/23/2015	7:00 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	7	0	3	3	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 AM	13	0	4	1	2	1	1	0	4	0	0	0	0	0	0
6/23/2015	7:45 AM	7	0	2	3	0	2	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 AM	4	0	1	1	1	0	0	0	1	0	0	0	0	0	0
6/23/2015	8:30 AM	6	0	1	3	0	0	0	0	2	0	0	0	0	0	0
6/23/2015	8:45 AM	8	0	4	1	1	2	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 AM	5	0	1	2	0	2	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 AM	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	5	0	2	2	0	0	0	0	1	0	0	0	0	0	0
6/23/2015	10:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 AM	4	0	1	1	1	0	0	0	1	0	0	0	0	0	0
6/23/2015	11:15 AM	5	0	1	1	0	2	0	0	1	0	0	0	0	0	0
6/23/2015	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 AM	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0
6/23/2015	12:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 PM	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 PM	4	0	0	1	0	1	0	0	2	0	0	0	0	0	0
6/23/2015	1:30 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 PM	3	0	1	0	0	2	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 PM	3	0	1	1	0	0	0	0	1	0	0	0	0	0	0
6/23/2015	3:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 PM	5	0	4	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 PM	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0
6/23/2015	4:15 PM	4	0	0	2	0	1	0	0	1	0	0	0	0	0	0
6/23/2015	4:30 PM	6	0	2	2	0	2	0	0	0	0	0	0	0	0	0

6/23/2015	4:45 PM	4	0	2	2	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 PM	3	0	2	1	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 PM	7	0	6	0	0	0	0	0	0	1	0	0	0
6/23/2015	5:30 PM	5	0	3	2	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 PM	4	0	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	5	0	2	2	0	1	0	0	0	0	0	0	0
6/23/2015	6:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	3	0	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	2	0	1	0	0	0	0	0	1	0	0	0	0
6/23/2015	7:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0
6/23/2015	9:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	3	0	1	2	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0
6/23/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	4	0	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	3	0	2	0	0	1	0	0	0	0	0	0	0
6/24/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	3	0	1	1	0	1	0	0	0	0	0	0	0
6/24/2015	6:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0
6/24/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	6	0	2	2	0	1	0	0	1	0	0	0	0
6/24/2015	7:15 AM	5	0	3	2	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	8	0	5	2	0	1	0	0	0	0	0	0	0
6/24/2015	7:45 AM	6	0	1	2	1	0	0	0	2	0	0	0	0
6/24/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	4	0	2	2	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 AM	5	0	3	1	0	0	0	0	0	1	0	0	0
6/24/2015	8:45 AM	9	0	4	1	0	2	1	0	1	0	0	0	0
6/24/2015	9:00 AM	6	0	0	0	1	4	0	0	1	0	0	0	0
6/24/2015	9:15 AM	5	0	1	3	0	1	0	0	0	0	0	0	0
6/24/2015	9:30 AM	3	0	1	1	0	1	0	0	0	0	0	0	0
6/24/2015	9:45 AM	5	0	1	3	0	1	0	0	0	0	0	0	0
6/24/2015	10:00 AM	2	0	0	1	0	1	0	0	0	0	0	0	0
6/24/2015	10:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 AM	3	0	1	2	0	0	0	0	0	0	0	0	0
6/24/2015	10:45 AM	9	0	4	4	0	0	0	0	1	0	0	0	0
6/24/2015	11:00 AM	2	0	0	1	0	0	0	0	1	0	0	0	0
6/24/2015	11:15 AM	4	0	3	0	0	1	0	0	0	0	0	0	0
6/24/2015	11:30 AM	8	0	2	1	0	3	0	0	2	0	0	0	0
6/24/2015	11:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0
6/24/2015	12:00 PM	4	0	2	2	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 PM	3	0	1	0	0	1	0	0	1	0	0	0	0

6/24/2015	12:45 PM	3	0	0	1	0	1	0	0	1	0	0	0	0	0
6/24/2015	1:00 PM	4	0	1	1	0	1	0	0	1	0	0	0	0	0
6/24/2015	1:15 PM	2	0	1	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	1:30 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 PM	3	0	0	1	1	0	0	0	1	0	0	0	0	0
6/24/2015	2:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 PM	3	0	0	1	1	0	0	0	1	0	0	0	0	0
6/24/2015	4:15 PM	4	0	1	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	4:30 PM	7	0	2	3	0	2	0	0	0	0	0	0	0	0
6/24/2015	4:45 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	5:30 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	6:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
6/24/2015	6:15 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 PM	5	0	1	2	0	0	0	0	2	0	0	0	0	0
6/24/2015	6:45 PM	3	0	1	1	0	0	0	0	1	0	0	0	0	0
6/24/2015	7:00 PM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	3	0	2	0	0	0	0	0	0	1	0	0	0	0
6/24/2015	8:30 PM	2	0	1	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	8:45 PM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	1:15 AM	3	0	0	1	1	0	0	0	1	0	0	0	0	0
6/25/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	4	0	0	2	1	0	0	0	1	0	0	0	0	0
6/25/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	2	0	0	0	0	0	0	0	1	1	0	0	0	0
6/25/2015	5:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0
6/25/2015	6:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	3	0	0	1	0	2	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 AM	6	0	3	1	0	2	0	0	0	0	0	0	0	0
6/25/2015	7:15 AM	4	0	0	3	0	0	0	0	0	1	0	0	0	0
6/25/2015	7:30 AM	9	0	6	2	1	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	7	0	3	4	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 AM	4	0	1	3	0	0	0	0	0	0	0	0	0	0

6/25/2015	8:45 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 AM	6	0	1	3	0	2	0	0	0	0	0	0	0	0
6/25/2015	9:30 AM	4	0	2	1	0	0	0	0	1	0	0	0	0	0
6/25/2015	9:45 AM	5	0	1	2	0	1	0	0	1	0	0	0	0	0
6/25/2015	10:00 AM	4	0	1	1	0	2	0	0	0	0	0	0	0	0
6/25/2015	10:15 AM	2	0	1	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	10:30 AM	2	0	0	0	0	1	0	0	1	0	0	0	0	0
6/25/2015	10:45 AM	6	0	2	0	0	1	0	0	3	0	0	0	0	0
6/25/2015	11:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	11:15 AM	4	0	1	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	11:30 AM	5	0	1	2	0	0	0	0	1	0	0	1	0	0
6/25/2015	11:45 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	12:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 PM	4	0	1	1	0	1	0	0	1	0	0	0	0	0
6/25/2015	1:00 PM	2	0	1	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	1:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 PM	5	0	2	1	1	0	0	0	1	0	0	0	0	0
6/25/2015	1:45 PM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	2:15 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 PM	5	0	2	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 PM	5	0	1	3	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:15 PM	2	0	1	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	3:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	5	0	2	1	1	1	0	0	0	0	0	0	0	0
6/25/2015	4:30 PM	6	0	3	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	5:00 PM	3	0	2	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	5:15 PM	6	0	1	3	1	0	0	0	1	0	0	0	0	0
6/25/2015	5:30 PM	8	0	1	5	0	0	0	0	2	0	0	0	0	0
6/25/2015	5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	5	0	4	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	6:30 PM	5	0	2	1	2	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	7	0	3	3	0	0	0	0	1	0	0	0	0	0
6/25/2015	7:15 PM	3	0	2	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	7:30 PM	3	0	2	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	7:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	3	0	1	1	0	0	0	0	0	1	0	0	0	0
6/25/2015	8:15 PM	2	0	1	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	8:30 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	9:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	9:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	9:45 PM	2	0	0	0	1	0	0	0	1	0	0	0	0	0
6/25/2015	10:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	10:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0

Data File: '6-29-15-1761.rdf'
Site Code: '0064A-1761'
Start Date: 6/22/2015
Start Time: 4:15:00 PM
Sensor Layout: '52'
Sensor Spacing: '192'
'Location': 'FM 493 SB S. OF TX 186'
'Direction': 'FM 493 SB'
'Weather': 'GOOD'

Channel: SB

All data is good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	4	0	3	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	5	0	2	2	0	1	0	0	0	0	0	0	0	0
6/23/2015	7:30 AM	5	0	4	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	7:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	8:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 AM	3	0	1	1	0	0	0	0	0	1	0	0	0	0
6/23/2015	9:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	9:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 AM	2	0	0	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 AM	3	0	1	1	0	0	0	0	0	1	0	0	0	0
6/23/2015	11:30 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:00 PM	5	0	2	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	5	0	3	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	12:30 PM	4	0	1	1	0	2	0	0	0	0	0	0	0	0
6/23/2015	12:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	1:00 PM	5	0	2	2	1	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 PM	7	0	2	3	0	1	0	0	1	0	0	0	0	0
6/23/2015	1:30 PM	4	0	2	0	0	0	0	0	2	0	0	0	0	0
6/23/2015	1:45 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	2:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 PM	3	0	1	0	0	2	0	0	0	0	0	0	0	0
6/23/2015	2:30 PM	3	0	1	0	0	1	0	0	1	0	0	0	0	0
6/23/2015	2:45 PM	7	0	2	2	0	1	0	0	2	0	0	0	0	0
6/23/2015	3:00 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 PM	5	0	1	3	1	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 PM	5	0	1	2	1	0	0	1	0	0	0	0	0	0
6/23/2015	4:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0

6/23/2015	4:45 PM	3	0	2	1	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 PM	3	0	1	2	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 PM	10	0	4	3	0	0	0	0	3	0	0	0	0
6/23/2015	5:30 PM	7	0	3	2	0	2	0	0	0	0	0	0	0
6/23/2015	5:45 PM	9	0	4	2	0	2	0	0	0	1	0	0	0
6/23/2015	6:00 PM	5	0	2	2	0	1	0	0	0	0	0	0	0
6/23/2015	6:15 PM	6	0	4	2	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 PM	4	0	1	2	0	1	0	0	0	0	0	0	0
6/23/2015	6:45 PM	3	0	2	1	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	2	0	0	0	0	1	0	0	1	0	0	0	0
6/23/2015	7:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	4	0	2	1	0	0	0	0	1	0	0	0	0
6/23/2015	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	4	0	1	2	0	1	0	0	0	0	0	0	0
6/23/2015	8:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	4	0	2	1	0	0	0	0	0	1	0	0	0
6/23/2015	9:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0
6/23/2015	10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	3	0	2	1	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0
6/23/2015	11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0
6/24/2015	12:00 AM	4	0	3	0	0	0	0	0	0	1	0	0	0
6/24/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0
6/24/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	4	0	2	2	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	5	0	3	1	0	1	0	0	0	0	0	0	0
6/24/2015	7:15 AM	8	0	5	3	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	4	0	1	1	0	2	0	0	0	0	0	0	0
6/24/2015	8:00 AM	4	0	2	1	0	0	0	0	0	1	0	0	0
6/24/2015	8:15 AM	2	0	1	0	0	1	0	0	0	0	0	0	0
6/24/2015	8:30 AM	7	0	2	3	0	0	0	0	2	0	0	0	0
6/24/2015	8:45 AM	8	0	4	1	0	1	0	0	0	2	0	0	0
6/24/2015	9:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 AM	3	0	0	1	0	2	0	0	0	0	0	0	0
6/24/2015	9:30 AM	3	0	1	1	0	1	0	0	0	0	0	0	0
6/24/2015	9:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 AM	2	0	1	0	0	0	1	0	0	0	0	0	0
6/24/2015	10:30 AM	3	0	1	2	0	0	0	0	0	0	0	0	0
6/24/2015	10:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 AM	4	0	0	2	0	2	0	0	0	0	0	0	0
6/24/2015	11:45 AM	5	0	1	1	1	2	0	0	0	0	0	0	0
6/24/2015	12:00 PM	5	0	1	1	0	0	0	0	3	0	0	0	0
6/24/2015	12:15 PM	7	0	2	4	0	1	0	0	0	0	0	0	0
6/24/2015	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

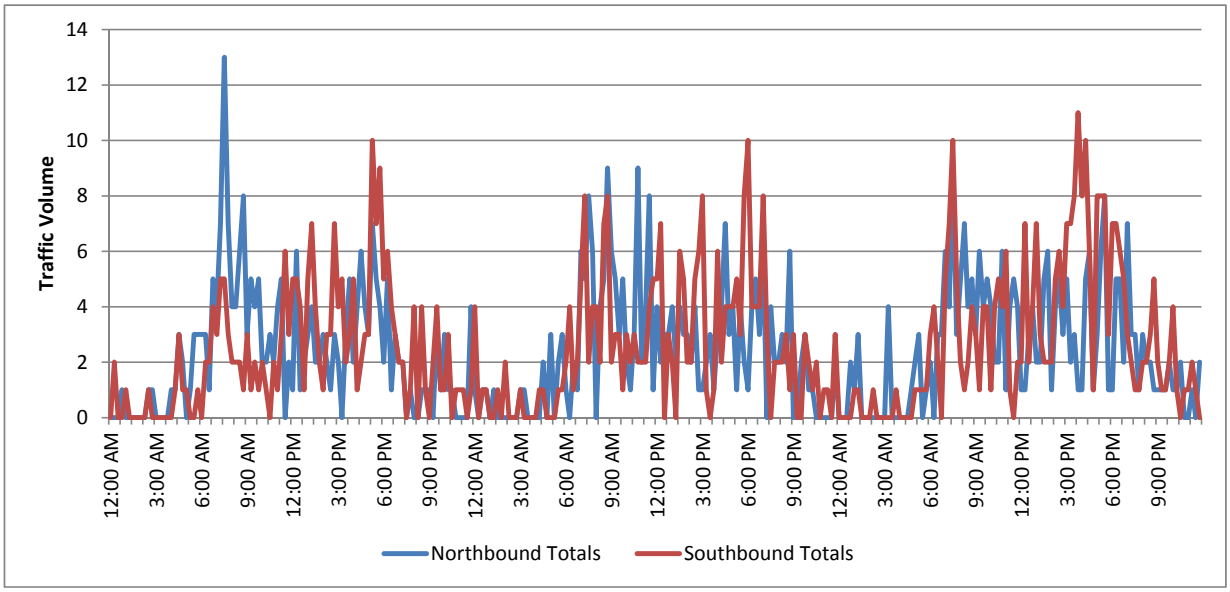
6/24/2015	12:45 PM	3	0	1	1	0	0	0	0	1	0	0	0	0
6/24/2015	1:00 PM	2	0	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 PM	6	0	5	0	0	1	0	0	0	0	0	0	0
6/24/2015	1:45 PM	5	0	3	2	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 PM	5	0	4	1	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 PM	6	0	2	1	0	2	1	0	0	0	0	0	0
6/24/2015	3:00 PM	8	0	4	2	0	1	0	0	1	0	0	0	0
6/24/2015	3:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0
6/24/2015	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 PM	6	0	3	2	1	0	0	0	0	0	0	0	0
6/24/2015	4:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 PM	4	0	1	1	0	1	0	0	0	1	0	0	0
6/24/2015	4:45 PM	4	0	2	1	0	1	0	0	0	0	0	0	0
6/24/2015	5:00 PM	4	0	2	0	0	0	0	0	2	0	0	0	0
6/24/2015	5:15 PM	5	0	2	2	0	0	0	0	0	1	0	0	0
6/24/2015	5:30 PM	3	0	1	1	0	0	0	0	1	0	0	0	0
6/24/2015	5:45 PM	8	0	2	3	0	0	0	0	3	0	0	0	0
6/24/2015	6:00 PM	10	0	3	5	0	1	0	0	0	1	0	0	0
6/24/2015	6:15 PM	4	0	4	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 PM	4	0	2	1	0	1	0	0	0	0	0	0	0
6/24/2015	6:45 PM	4	0	3	0	0	0	0	0	0	1	0	0	0
6/24/2015	7:00 PM	8	0	4	2	1	1	0	0	0	0	0	0	0
6/24/2015	7:15 PM	3	0	2	1	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	2	0	0	1	0	0	0	0	0	1	0	0	0
6/24/2015	8:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 PM	3	0	0	1	0	0	0	0	1	1	0	0	0
6/24/2015	8:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	3	0	1	2	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	2	0	1	0	0	1	0	0	0	0	0	0	0
6/24/2015	10:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	0
6/24/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0
6/24/2015	11:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	3	0	2	1	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0
6/25/2015	5:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	3	0	2	0	0	0	0	0	1	0	0	0	0
6/25/2015	6:15 AM	4	0	2	2	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	2	0	1	1	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 AM	7	0	5	2	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 AM	10	0	6	1	0	0	0	0	0	3	0	0	0
6/25/2015	7:45 AM	5	0	3	1	0	0	0	0	0	1	0	0	0
6/25/2015	8:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0
6/25/2015	8:30 AM	2	0	1	0	0	0	0	0	0	1	0	0	0

6/25/2015	8:45 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:00 AM	3	0	2	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	9:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	9:30 AM	4	0	1	2	0	0	0	0	1	0	0	0	0	0
6/25/2015	9:45 AM	4	0	1	1	1	0	1	0	0	0	0	0	0	0
6/25/2015	10:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	10:15 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:30 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 AM	6	0	2	2	0	0	0	0	1	1	0	0	0	0
6/25/2015	11:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 PM	7	0	0	2	0	1	1	0	2	1	0	0	0	0
6/25/2015	12:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 PM	4	0	0	1	0	0	0	0	2	1	0	0	0	0
6/25/2015	1:00 PM	7	0	4	1	0	0	0	0	0	2	0	0	0	0
6/25/2015	1:15 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 PM	2	0	1	0	0	0	1	0	0	0	0	0	0	0
6/25/2015	1:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 PM	5	0	2	2	0	0	0	0	0	1	0	0	0	0
6/25/2015	2:30 PM	6	0	3	1	0	2	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	4	0	1	1	0	1	0	0	0	1	0	0	0	0
6/25/2015	3:00 PM	7	0	4	2	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:15 PM	7	0	2	2	0	0	0	0	2	1	0	0	0	0
6/25/2015	3:30 PM	8	0	4	3	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	11	0	5	6	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 PM	8	0	0	2	2	0	0	0	3	1	0	0	0	0
6/25/2015	4:15 PM	10	0	3	1	0	3	0	0	2	1	0	0	0	0
6/25/2015	4:30 PM	6	0	3	0	0	2	0	0	0	1	0	0	0	0
6/25/2015	4:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 PM	8	0	4	1	0	2	0	0	1	0	0	0	0	0
6/25/2015	5:15 PM	8	0	5	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	8	0	2	2	0	1	0	0	1	2	0	0	0	0
6/25/2015	5:45 PM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	7	0	4	2	0	0	0	0	1	0	0	0	0	0
6/25/2015	6:15 PM	7	0	3	2	0	1	0	0	1	0	0	0	0	0
6/25/2015	6:30 PM	6	0	2	1	0	0	0	0	3	0	0	0	0	0
6/25/2015	6:45 PM	5	0	2	1	0	0	0	0	1	1	0	0	0	0
6/25/2015	7:00 PM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	2	0	0	0	0	0	0	0	1	1	0	0	0	0
6/25/2015	8:15 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	5	0	1	2	0	2	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	2	0	1	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	9:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	4	0	1	1	0	2	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Eastbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	45	35	226
6/24/2015	32	28	229
6/25/2015	40	31	240
Total	117	94	695

Westbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	26	40	215
6/24/2015	28	36	243
6/25/2015	32	52	279
Total	86	128	737

Bad or incomplete data



Data File: '6-29-15-1766.rdf'
Site Code: '0064A-1766'
Start Date: 6/22/2015
Start Time: 4:45:00 PM
Sensor Layout: '52'
Sensor Spacing: '192'
'Location': 'TX 186 EB - WEST OF US 281'
'Direction': 'TX 186 EB'
'Weather': ' GOOD'

Channel: EB

All data is good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	4	0	3	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	2:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	2:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	5	0	4	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	4:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	4:45 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	2	0	0	0	0	0	0	0	2	0	0	0	0	0
6/23/2015	5:30 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	3	0	1	0	1	0	0	0	1	0	0	0	0	0
6/23/2015	6:00 AM	5	0	0	1	1	0	0	0	3	0	0	0	0	0
6/23/2015	6:15 AM	6	0	1	4	0	0	0	0	1	0	0	0	0	0
6/23/2015	6:30 AM	4	0	2	1	1	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	14	0	4	4	0	3	0	0	3	0	0	0	0	0
6/23/2015	7:00 AM	12	0	3	5	1	0	0	0	3	0	0	0	0	0
6/23/2015	7:15 AM	13	0	1	2	2	2	0	0	5	1	0	0	0	0
6/23/2015	7:30 AM	10	0	0	5	2	0	0	0	3	0	0	0	0	0
6/23/2015	7:45 AM	11	0	2	3	0	4	0	0	2	0	0	0	0	0
6/23/2015	8:00 AM	12	0	2	5	0	2	0	0	3	0	0	0	0	0
6/23/2015	8:15 AM	9	0	4	3	1	0	0	0	1	0	0	0	0	0
6/23/2015	8:30 AM	6	0	2	2	0	1	0	0	0	1	0	0	0	0
6/23/2015	8:45 AM	10	0	3	1	1	1	0	0	4	0	0	0	0	0
6/23/2015	9:00 AM	9	0	4	2	0	2	0	0	1	0	0	0	0	0
6/23/2015	9:15 AM	16	0	5	4	2	1	0	0	4	0	0	0	0	0
6/23/2015	9:30 AM	7	0	1	2	1	0	0	0	3	0	0	0	0	0
6/23/2015	9:45 AM	8	0	4	2	0	0	0	0	2	0	0	0	0	0
6/23/2015	10:00 AM	8	0	4	1	1	1	0	0	1	0	0	0	0	0
6/23/2015	10:15 AM	5	0	2	1	1	1	0	0	0	0	0	0	0	0
6/23/2015	10:30 AM	8	0	4	0	0	2	0	0	2	0	0	0	0	0
6/23/2015	10:45 AM	12	0	0	3	2	2	0	0	5	0	0	0	0	0
6/23/2015	11:00 AM	6	0	4	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	11:15 AM	13	0	3	2	1	1	0	0	6	0	0	0	0	0
6/23/2015	11:30 AM	8	0	3	4	0	0	0	0	1	0	0	0	0	0
6/23/2015	11:45 AM	12	0	5	4	0	1	0	0	1	1	0	0	0	0
6/23/2015	12:00 PM	11	0	3	2	0	0	1	0	5	0	0	0	0	0
6/23/2015	12:15 PM	6	0	3	2	0	0	0	0	1	0	0	0	0	0
6/23/2015	12:30 PM	9	0	2	3	0	2	0	0	2	0	0	0	0	0
6/23/2015	12:45 PM	7	0	2	3	0	2	0	0	0	0	0	0	0	0
6/23/2015	1:00 PM	13	0	3	3	2	1	0	0	3	1	0	0	0	0
6/23/2015	1:15 PM	10	1	2	1	1	0	0	0	5	0	0	0	0	0
6/23/2015	1:30 PM	9	0	4	0	1	1	0	0	3	0	0	0	0	0
6/23/2015	1:45 PM	7	0	2	3	0	1	0	0	1	0	0	0	0	0
6/23/2015	2:00 PM	7	0	2	3	1	1	0	0	0	0	0	0	0	0
6/23/2015	2:15 PM	7	0	4	2	0	0	0	0	1	0	0	0	0	0
6/23/2015	2:30 PM	4	0	1	1	1	0	0	0	1	0	0	0	0	0
6/23/2015	2:45 PM	3	0	2	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	3:00 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 PM	18	0	6	4	0	3	0	0	4	1	0	0	0	0
6/23/2015	3:30 PM	6	0	2	0	1	0	0	0	2	1	0	0	0	0
6/23/2015	3:45 PM	7	0	4	1	0	0	0	0	2	0	0	0	0	0
6/23/2015	4:00 PM	7	0	3	2	1	1	0	0	0	0	0	0	0	0
6/23/2015	4:15 PM	11	0	2	1	1	0	0	0	7	0	0	0	0	0
6/23/2015	4:30 PM	14	0	7	3	1	2	0	0	1	0	0	0	0	0
6/23/2015	4:45 PM	9	0	2	3	1	0	0	0	3	0	0	0	0	0
6/23/2015	5:00 PM	11	0	2	3	3	0	0	0	3	0	0	0	0	0
6/23/2015	5:15 PM	13	0	6	3	0	1	0	0	3	0	0	0	0	0

6/23/2015	5:30 PM	11	0	1	7	0	0	0	0	3	0	0	0	0	0
6/23/2015	5:45 PM	12	0	6	1	0	2	0	0	3	0	0	0	0	0
6/23/2015	6:00 PM	6	0	1	3	0	1	0	0	1	0	0	0	0	0
6/23/2015	6:15 PM	5	0	1	4	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 PM	6	0	4	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	6	0	3	1	0	0	0	0	2	0	0	0	0	0
6/23/2015	7:00 PM	6	0	1	1	1	1	0	0	2	0	0	0	0	0
6/23/2015	7:15 PM	7	0	4	1	1	0	0	0	1	0	0	0	0	0
6/23/2015	7:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	6	1	1	1	1	0	0	0	2	0	0	0	0	0
6/23/2015	8:00 PM	3	0	2	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	5	0	3	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	8:30 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	5	0	2	2	0	0	0	0	1	0	0	0	0	0
6/23/2015	9:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	5	0	3	0	0	1	0	0	1	0	0	0	0	0
6/23/2015	9:45 PM	3	0	1	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	10:00 PM	3	0	2	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	10:15 PM	5	0	1	2	0	1	0	0	1	0	0	0	0	0
6/23/2015	10:30 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	3	0	1	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	11:00 PM	3	0	0	1	0	1	0	0	1	0	0	0	0	0
6/23/2015	11:15 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	11:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	4	0	2	0	0	0	0	0	2	0	0	0	0	0
6/24/2015	12:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
6/24/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	3	0	0	0	2	0	0	0	1	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	3:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	6	0	0	1	1	1	0	0	3	0	0	0	0	0
6/24/2015	5:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	4	0	1	1	0	0	0	0	2	0	0	0	0	0
6/24/2015	6:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	6:30 AM	8	0	4	1	1	0	0	0	2	0	0	0	0	0
6/24/2015	6:45 AM	18	0	9	3	0	3	0	0	2	1	0	0	0	0
6/24/2015	7:00 AM	14	0	3	1	0	3	0	0	7	0	0	0	0	0
6/24/2015	7:15 AM	16	0	3	5	2	1	0	0	5	0	0	0	0	0
6/24/2015	7:30 AM	13	0	5	2	0	2	0	0	4	0	0	0	0	0
6/24/2015	7:45 AM	9	0	4	2	0	1	0	0	2	0	0	0	0	0
6/24/2015	8:00 AM	7	0	3	1	1	0	0	0	2	0	0	0	0	0
6/24/2015	8:15 AM	8	0	2	0	1	1	0	0	4	0	0	0	0	0
6/24/2015	8:30 AM	11	0	3	2	0	0	1	0	5	0	0	0	0	0
6/24/2015	8:45 AM	10	0	2	6	0	1	0	0	1	0	0	0	0	0
6/24/2015	9:00 AM	7	0	3	3	0	0	0	0	1	0	0	0	0	0
6/24/2015	9:15 AM	8	0	1	2	0	0	0	0	5	0	0	0	0	0
6/24/2015	9:30 AM	9	0	5	2	0	0	0	0	2	0	0	0	0	0
6/24/2015	9:45 AM	6	0	3	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	10:00 AM	8	0	2	3	0	1	0	0	2	0	0	0	0	0
6/24/2015	10:15 AM	11	0	6	2	0	1	0	0	2	0	0	0	0	0
6/24/2015	10:30 AM	10	0	4	2	0	0	0	0	4	0	0	0	0	0
6/24/2015	10:45 AM	6	0	0	3	0	0	0	0	3	0	0	0	0	0
6/24/2015	11:00 AM	7	0	1	3	2	1	0	0	0	0	0	0	0	0
6/24/2015	11:15 AM	5	0	4	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	11:30 AM	10	0	3	2	1	1	0	0	2	1	0	0	0	0
6/24/2015	11:45 AM	7	0	2	1	0	2	0	0	2	0	0	0	0	0
6/24/2015	12:00 PM	10	0	9	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	12:15 PM	14	0	10	2	0	0	0	0	2	0	0	0	0	0
6/24/2015	12:30 PM	15	0	4	3	1	1	0	0	6	0	0	0	0	0
6/24/2015	12:45 PM	10	0	5	2	1	2	0	0	0	0	0	0	0	0
6/24/2015	1:00 PM	13	0	5	1	3	0	0	0	4	0	0	0	0	0
6/24/2015	1:15 PM	14	0	2	4	2	3	0	0	3	0	0	0	0	0
6/24/2015	1:30 PM	11	0	2	5	0	0	0	0	4	0	0	0	0	0
6/24/2015	1:45 PM	6	0	1	3	1	0	0	0	1	0	0	0	0	0
6/24/2015	2:00 PM	15	0	4	5	0	1	0	0	5	0	0	0	0	0

6/24/2015	2:15 PM	9	0	3	3	0	0	0	0	3	0	0	0	0	0
6/24/2015	2:30 PM	9	0	3	2	1	0	0	0	3	0	0	0	0	0
6/24/2015	2:45 PM	14	0	4	4	2	2	0	0	2	0	0	0	0	0
6/24/2015	3:00 PM	12	0	5	6	0	0	0	0	1	0	0	0	0	0
6/24/2015	3:15 PM	11	0	4	3	0	2	2	0	0	0	0	0	0	0
6/24/2015	3:30 PM	10	0	6	3	0	1	0	0	0	0	0	0	0	0
6/24/2015	3:45 PM	4	0	0	1	2	0	0	0	1	0	0	0	0	0
6/24/2015	4:00 PM	8	0	1	3	2	0	0	0	2	0	0	0	0	0
6/24/2015	4:15 PM	21	0	13	4	0	3	0	0	1	0	0	0	0	0
6/24/2015	4:30 PM	16	0	2	1	2	5	1	0	5	0	0	0	0	0
6/24/2015	4:45 PM	8	0	1	2	0	1	0	0	4	0	0	0	0	0
6/24/2015	5:00 PM	8	0	2	2	0	0	0	0	4	0	0	0	0	0
6/24/2015	5:15 PM	9	0	2	4	0	0	0	0	3	0	0	0	0	0
6/24/2015	5:30 PM	10	0	5	3	0	0	0	0	2	0	0	0	0	0
6/24/2015	5:45 PM	15	0	4	5	0	0	0	0	6	0	0	0	0	0
6/24/2015	6:00 PM	10	0	3	4	0	2	0	0	1	0	0	0	0	0
6/24/2015	6:15 PM	11	0	5	2	0	2	0	0	2	0	0	0	0	0
6/24/2015	6:30 PM	13	0	7	1	0	2	0	0	3	0	0	0	0	0
6/24/2015	6:45 PM	8	0	1	4	1	1	0	0	1	0	0	0	0	0
6/24/2015	7:00 PM	12	0	6	3	1	0	0	0	2	0	0	0	0	0
6/24/2015	7:15 PM	8	0	1	3	0	2	0	0	2	0	0	0	0	0
6/24/2015	7:30 PM	3	0	1	1	0	0	0	0	1	0	0	0	0	0
6/24/2015	7:45 PM	5	0	2	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	8:00 PM	6	1	3	2	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 PM	9	0	7	0	0	0	0	0	2	0	0	0	0	0
6/24/2015	8:30 PM	6	0	2	1	0	0	0	0	3	0	0	0	0	0
6/24/2015	8:45 PM	7	0	3	2	1	1	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 PM	3	0	0	1	0	0	0	0	2	0	0	0	0	0
6/24/2015	9:30 PM	4	0	1	1	1	1	0	0	0	0	0	0	0	0
6/24/2015	9:45 PM	7	0	5	1	0	0	0	0	1	0	0	0	0	0
6/24/2015	10:00 PM	4	0	1	1	1	0	0	0	1	0	0	0	0	0
6/24/2015	10:15 PM	3	0	1	0	0	1	0	0	1	0	0	0	0	0
6/24/2015	10:30 PM	5	0	1	0	0	0	0	0	4	0	0	0	0	0
6/24/2015	10:45 PM	2	0	1	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	11:00 PM	6	0	4	1	0	0	0	0	1	0	0	0	0	0
6/24/2015	11:15 PM	4	0	1	1	0	1	0	0	1	0	0	0	0	0
6/24/2015	11:30 PM	6	0	2	1	2	1	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	4	0	2	1	1	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	4	0	1	2	0	0	0	0	1	0	0	0	0	0
6/25/2015	12:30 AM	2	0	0	0	0	0	0	0	2	0	0	0	0	0
6/25/2015	12:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	3	0	1	1	0	0	0	0	1	0	0	0	0	0
6/25/2015	1:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	2	0	0	0	0	1	0	0	1	0	0	0	0	0
6/25/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	2	0	0	1	1	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	3	0	2	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	6:00 AM	7	0	1	2	0	1	0	0	2	1	0	0	0	0
6/25/2015	6:15 AM	4	0	1	1	1	0	0	0	1	0	0	0	0	0
6/25/2015	6:30 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	8	0	5	0	0	3	0	0	0	0	0	0	0	0
6/25/2015	7:00 AM	16	0	1	2	3	0	0	0	9	1	0	0	0	0
6/25/2015	7:15 AM	19	0	5	3	0	2	0	0	9	0	0	0	0	0
6/25/2015	7:30 AM	13	0	3	3	0	1	0	0	6	0	0	0	0	0
6/25/2015	7:45 AM	14	0	6	3	1	0	0	0	4	0	0	0	0	0
6/25/2015	8:00 AM	11	0	7	3	1	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	5	0	1	1	0	0	0	0	3	0	0	0	0	0
6/25/2015	8:30 AM	12	0	6	2	0	1	0	0	3	0	0	0	0	0
6/25/2015	8:45 AM	19	0	7	2	1	0	0	0	9	0	0	0	0	0
6/25/2015	9:00 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 AM	9	0	4	2	0	1	0	0	2	0	0	0	0	0
6/25/2015	9:30 AM	11	0	1	3	0	0	1	0	6	0	0	0	0	0
6/25/2015	9:45 AM	7	0	1	0	1	2	1	0	2	0	0	0	0	0
6/25/2015	10:00 AM	8	0	0	0	5	2	0	0	1	0	0	0	0	0
6/25/2015	10:15 AM	10	0	1	2	2	2	0	0	3	0	0	0	0	0
6/25/2015	10:30 AM	18	0	5	4	1	0	0	0	8	0	0	0	0	0
6/25/2015	10:45 AM	7	0	2	1	1	0	0	0	3	0	0	0	0	0

6/25/2015	11:00 AM	8	0	2	2	2	0	0	0	2	0	0	0	0	0
6/25/2015	11:15 AM	12	0	4	2	1	3	1	0	1	0	0	0	0	0
6/25/2015	11:30 AM	7	0	1	3	0	1	0	0	2	0	0	0	0	0
6/25/2015	11:45 AM	7	0	2	1	0	1	0	0	3	0	0	0	0	0
6/25/2015	12:00 PM	10	0	2	5	0	0	0	0	3	0	0	0	0	0
6/25/2015	12:15 PM	12	0	5	3	0	2	0	0	2	0	0	0	0	0
6/25/2015	12:30 PM	11	0	2	4	0	1	1	0	3	0	0	0	0	0
6/25/2015	12:45 PM	9	0	3	2	1	0	0	0	3	0	0	0	0	0
6/25/2015	1:00 PM	10	0	3	3	0	1	0	0	3	0	0	0	0	0
6/25/2015	1:15 PM	3	0	0	0	0	0	0	0	3	0	0	0	0	0
6/25/2015	1:30 PM	6	0	2	0	1	2	0	0	1	0	0	0	0	0
6/25/2015	1:45 PM	4	0	3	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 PM	14	0	3	1	8	2	0	0	0	0	0	0	0	0
6/25/2015	2:15 PM	4	0	1	0	2	0	0	0	1	0	0	0	0	0
6/25/2015	2:30 PM	4	0	2	0	2	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	4	1	1	0	0	1	0	0	1	0	0	0	0	0
6/25/2015	3:00 PM	8	2	2	1	1	1	0	0	1	0	0	0	0	0
6/25/2015	3:15 PM	16	3	2	2	4	3	0	0	2	0	0	0	0	0
6/25/2015	3:30 PM	5	1	2	0	2	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 PM	7	0	3	2	2	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 PM	7	2	2	2	1	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	5	1	4	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 PM	5	1	3	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	4:45 PM	20	1	4	2	9	4	0	0	0	0	0	0	0	0
6/25/2015	5:00 PM	10	1	2	3	1	2	0	0	1	0	0	0	0	0
6/25/2015	5:15 PM	4	1	1	0	2	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	6	1	1	0	4	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 PM	2	0	1	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	4	1	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	8	3	3	0	2	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	5	1	1	1	2	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	4	3	0	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	2	1	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	2	0	0	1	0	0	0	0	1	0	0	0	0	0
6/25/2015	8:00 PM	7	1	3	1	2	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	2	1	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	3	0	1	0	1	0	0	0	1	0	0	0	0	0
6/25/2015	8:45 PM	5	0	1	1	1	2	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	4	1	3	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	5	1	2	0	2	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	3	0	0	0	0	2	0	0	1	0	0	0	0	0
6/25/2015	10:45 PM	2	1	0	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	2	1	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	2	2	0	0	0	0	0	0	0	0	0	0	0	0

Data File: '6-29-15-3121.rdf'
Site Code: '0064A-3121'
Start Date: 6/22/2015
Start Time: 5:00:00 PM
Sensor Layout: '52'
Sensor Spacing: '192'
'Location': 'TX 186 WB W. OF US 281'
'Direction': 'TX 186 WB'
'Weather': 'GOOD'

Channel: WB

All data is good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	3	0	2	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	12:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	3	0	2	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	3:45 AM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	3	0	1	0	0	0	0	0	2	0	0	0	0	0
6/23/2015	4:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	5	0	1	0	1	0	1	0	0	2	0	0	0	0
6/23/2015	5:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	5	0	0	2	0	2	0	0	1	0	0	0	0	0
6/23/2015	5:45 AM	6	0	2	1	0	3	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	10	0	5	1	2	1	0	0	1	0	0	0	0	0
6/23/2015	6:15 AM	5	0	1	1	1	0	0	0	2	0	0	0	0	0
6/23/2015	6:30 AM	10	0	4	1	0	3	0	0	2	0	0	0	0	0
6/23/2015	6:45 AM	6	0	0	1	1	3	0	0	1	0	0	0	0	0
6/23/2015	7:00 AM	14	0	7	1	0	2	0	0	3	1	0	0	0	0
6/23/2015	7:15 AM	6	0	0	1	0	1	0	0	4	0	0	0	0	0
6/23/2015	7:30 AM	10	0	4	2	1	1	1	0	1	0	0	0	0	0
6/23/2015	7:45 AM	14	0	2	4	2	3	1	0	2	0	0	0	0	0
6/23/2015	8:00 AM	11	0	2	3	1	1	0	0	4	0	0	0	0	0
6/23/2015	8:15 AM	10	0	2	3	0	2	0	0	3	0	0	0	0	0
6/23/2015	8:30 AM	13	0	3	2	1	3	0	0	4	0	0	0	0	0
6/23/2015	8:45 AM	17	0	5	3	1	2	0	0	4	2	0	0	0	0
6/23/2015	9:00 AM	9	0	2	4	0	2	0	0	1	0	0	0	0	0
6/23/2015	9:15 AM	12	1	3	2	1	2	1	0	2	0	0	0	0	0
6/23/2015	9:30 AM	9	0	2	3	1	0	0	0	2	1	0	0	0	0
6/23/2015	9:45 AM	15	0	5	3	1	1	0	0	4	1	0	0	0	0
6/23/2015	10:00 AM	12	0	1	3	1	1	0	0	6	0	0	0	0	0
6/23/2015	10:15 AM	9	0	2	4	0	1	0	0	2	0	0	0	0	0
6/23/2015	10:30 AM	11	0	3	5	1	0	1	0	1	0	0	0	0	0
6/23/2015	10:45 AM	11	0	3	0	3	0	0	0	5	0	0	0	0	0
6/23/2015	11:00 AM	10	0	5	1	0	2	0	0	1	1	0	0	0	0
6/23/2015	11:15 AM	10	0	1	0	0	1	2	0	6	0	0	0	0	0
6/23/2015	11:30 AM	9	0	1	0	2	0	0	0	6	0	0	0	0	0
6/23/2015	11:45 AM	5	0	3	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	12:00 PM	12	0	3	1	1	1	0	0	4	2	0	0	0	0
6/23/2015	12:15 PM	11	0	3	1	1	2	1	0	3	0	0	0	0	0
6/23/2015	12:30 PM	11	0	1	2	2	1	0	0	5	0	0	0	0	0
6/23/2015	12:45 PM	19	0	6	5	2	2	0	0	4	0	0	0	0	0
6/23/2015	1:00 PM	18	0	8	3	1	2	0	0	3	1	0	0	0	0
6/23/2015	1:15 PM	14	0	3	1	0	3	2	0	5	0	0	0	0	0
6/23/2015	1:30 PM	7	0	1	5	0	0	0	0	1	0	0	0	0	0
6/23/2015	1:45 PM	6	0	2	2	0	1	0	0	1	0	0	0	0	0
6/23/2015	2:00 PM	5	0	1	1	0	0	0	0	3	0	0	0	0	0
6/23/2015	2:15 PM	18	0	6	4	0	2	0	0	4	2	0	0	0	0
6/23/2015	2:30 PM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 PM	11	0	6	2	0	2	0	0	1	0	0	0	0	0
6/23/2015	3:00 PM	12	0	5	1	0	3	1	0	2	0	0	0	0	0
6/23/2015	3:15 PM	9	0	4	1	2	0	0	0	2	0	0	0	0	0
6/23/2015	3:30 PM	8	0	1	1	2	2	1	0	1	0	0	0	0	0
6/23/2015	3:45 PM	7	0	3	1	2	1	0	0	0	0	0	0	0	0
6/23/2015	4:00 PM	9	0	6	3	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 PM	8	0	4	2	0	0	0	0	2	0	0	0	0	0
6/23/2015	4:30 PM	10	0	6	2	0	1	0	0	1	0	0	0	0	0

6/23/2015	4:45 PM	8	0	2	4	1	1	0	0	0	0	0	0	0	0
6/23/2015	5:00 PM	5	0	1	3	0	1	0	0	0	0	0	0	0	0
6/23/2015	5:15 PM	19	0	5	4	0	8	0	0	2	0	0	0	0	0
6/23/2015	5:30 PM	13	0	1	5	0	0	0	0	6	1	0	0	0	0
6/23/2015	5:45 PM	17	0	3	6	0	4	1	0	2	1	0	0	0	0
6/23/2015	6:00 PM	10	0	5	3	0	0	2	0	0	0	0	0	0	0
6/23/2015	6:15 PM	8	0	1	2	1	3	1	0	0	0	0	0	0	0
6/23/2015	6:30 PM	4	0	2	1	0	0	1	0	0	0	0	0	0	0
6/23/2015	6:45 PM	4	0	3	0	0	0	0	0	1	0	0	0	0	0
6/23/2015	7:00 PM	10	0	1	3	0	0	0	0	6	0	0	0	0	0
6/23/2015	7:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	7	0	1	2	0	1	0	0	2	1	0	0	0	0
6/23/2015	7:45 PM	8	0	3	1	2	0	0	0	0	2	0	0	0	0
6/23/2015	8:00 PM	6	0	3	2	0	0	0	0	1	0	0	0	0	0
6/23/2015	8:15 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	6	0	2	2	0	1	0	0	1	0	0	0	0	0
6/23/2015	9:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
6/23/2015	9:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	5	0	4	0	0	0	1	0	0	0	0	0	0	0
6/23/2015	9:45 PM	4	0	1	0	0	1	0	0	2	0	0	0	0	0
6/23/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	4	0	1	2	0	0	0	0	1	0	0	0	0	0
6/23/2015	10:30 PM	3	0	1	0	0	0	0	0	2	0	0	0	0	0
6/23/2015	10:45 PM	3	0	1	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	11:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	4	0	2	1	0	0	0	0	1	0	0	0	0	0
6/23/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	1:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	4:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	3	0	1	0	0	1	0	0	1	0	0	0	0	0
6/24/2015	5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	3	0	0	1	0	1	1	0	0	0	0	0	0	0
6/24/2015	5:45 AM	8	0	2	3	0	3	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	5	0	0	2	0	1	0	0	2	0	0	0	0	0
6/24/2015	6:15 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	10	0	1	1	1	2	0	0	4	1	0	0	0	0
6/24/2015	6:45 AM	9	0	3	3	0	1	0	0	2	0	0	0	0	0
6/24/2015	7:00 AM	9	0	2	2	2	0	0	0	2	1	0	0	0	0
6/24/2015	7:15 AM	11	0	2	5	0	0	0	0	3	1	0	0	0	0
6/24/2015	7:30 AM	9	0	3	5	0	1	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	16	0	6	3	1	2	0	0	4	0	0	0	0	0
6/24/2015	8:00 AM	11	0	4	3	1	0	0	0	2	1	0	0	0	0
6/24/2015	8:15 AM	10	0	3	4	1	0	0	0	2	0	0	0	0	0
6/24/2015	8:30 AM	9	0	1	0	1	3	0	0	4	0	0	0	0	0
6/24/2015	8:45 AM	17	0	1	3	1	2	0	0	6	4	0	0	0	0
6/24/2015	9:00 AM	10	1	5	1	1	2	0	0	0	0	0	0	0	0
6/24/2015	9:15 AM	12	0	2	2	1	3	0	0	2	2	0	0	0	0
6/24/2015	9:30 AM	11	1	1	5	1	0	0	0	3	0	0	0	0	0
6/24/2015	9:45 AM	17	0	5	8	0	2	0	0	2	0	0	0	0	0
6/24/2015	10:00 AM	19	0	5	6	2	2	0	0	4	0	0	0	0	0
6/24/2015	10:15 AM	8	0	3	2	0	1	1	0	1	0	0	0	0	0
6/24/2015	10:30 AM	20	0	5	4	1	3	2	0	4	1	0	0	0	0
6/24/2015	10:45 AM	19	0	3	6	1	4	0	0	5	0	0	0	0	0
6/24/2015	11:00 AM	12	0	5	1	1	3	0	0	2	0	0	0	0	0
6/24/2015	11:15 AM	11	0	2	3	1	3	0	0	2	0	0	0	0	0
6/24/2015	11:30 AM	15	0	7	2	1	2	1	0	2	0	0	0	0	0
6/24/2015	11:45 AM	11	0	3	4	1	0	0	0	3	0	0	0	0	0
6/24/2015	12:00 PM	11	0	3	2	1	2	0	0	3	0	0	0	0	0
6/24/2015	12:15 PM	9	0	6	1	0	0	0	0	2	0	0	0	0	0
6/24/2015	12:30 PM	9	0	1	2	0	3	0	0	3	0	0	0	0	0

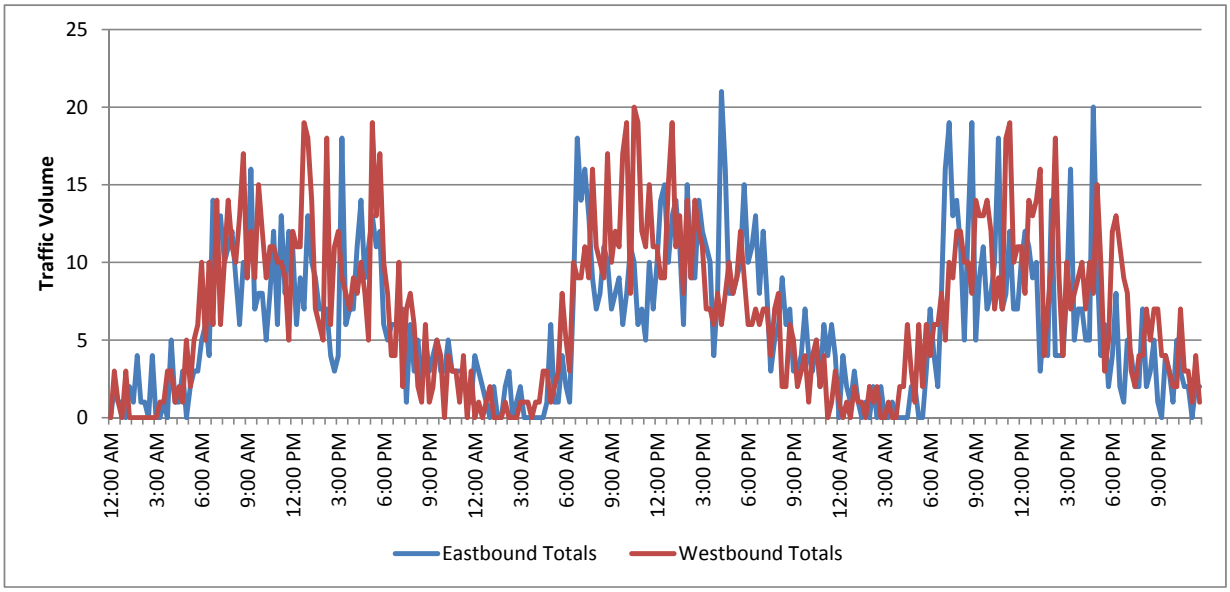
6/24/2015	12:45 PM	15	0	3	5	0	1	1	0	5	0	0	0	0	0
6/24/2015	1:00 PM	19	0	5	3	3	3	0	0	5	0	0	0	0	0
6/24/2015	1:15 PM	11	0	4	2	0	0	0	0	4	1	0	0	0	0
6/24/2015	1:30 PM	13	0	4	0	0	2	0	0	7	0	0	0	0	0
6/24/2015	1:45 PM	8	0	1	2	0	3	0	0	2	0	0	0	0	0
6/24/2015	2:00 PM	14	0	5	4	0	2	0	0	3	0	0	0	0	0
6/24/2015	2:15 PM	9	1	1	1	1	2	0	0	3	0	0	0	0	0
6/24/2015	2:30 PM	14	0	6	3	0	3	0	0	2	0	0	0	0	0
6/24/2015	2:45 PM	12	0	3	5	1	1	0	0	2	0	0	0	0	0
6/24/2015	3:00 PM	11	0	2	2	1	1	0	0	5	0	0	0	0	0
6/24/2015	3:15 PM	7	0	2	0	1	1	0	0	3	0	0	0	0	0
6/24/2015	3:30 PM	7	0	4	0	0	0	0	0	3	0	0	0	0	0
6/24/2015	3:45 PM	6	0	0	2	2	0	0	0	2	0	0	0	0	0
6/24/2015	4:00 PM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
6/24/2015	4:15 PM	6	0	2	2	1	1	0	0	0	0	0	0	0	0
6/24/2015	4:30 PM	8	0	2	3	0	1	0	0	2	0	0	0	0	0
6/24/2015	4:45 PM	10	0	4	2	2	0	1	0	1	0	0	0	0	0
6/24/2015	5:00 PM	8	0	3	3	0	1	0	0	1	0	0	0	0	0
6/24/2015	5:15 PM	9	0	4	2	1	1	0	0	1	0	0	0	0	0
6/24/2015	5:30 PM	12	0	5	4	1	1	0	0	1	0	0	0	0	0
6/24/2015	5:45 PM	9	0	1	3	1	2	0	0	2	0	0	0	0	0
6/24/2015	6:00 PM	6	0	0	2	0	2	0	0	2	0	0	0	0	0
6/24/2015	6:15 PM	6	0	2	1	1	0	1	0	1	0	0	0	0	0
6/24/2015	6:30 PM	7	0	3	1	0	0	0	0	3	0	0	0	0	0
6/24/2015	6:45 PM	6	0	3	1	0	1	0	0	0	1	0	0	0	0
6/24/2015	7:00 PM	7	0	2	4	1	0	0	0	0	0	0	0	0	0
6/24/2015	7:15 PM	7	0	3	1	1	0	0	0	2	0	0	0	0	0
6/24/2015	7:30 PM	4	0	2	0	2	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 PM	7	0	3	1	0	1	0	0	1	1	0	0	0	0
6/24/2015	8:00 PM	8	0	2	2	1	1	0	0	2	0	0	0	0	0
6/24/2015	8:15 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/24/2015	8:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 PM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 PM	5	0	2	0	1	0	0	0	2	0	0	0	0	0
6/24/2015	9:15 PM	2	0	0	1	0	0	0	0	1	0	0	0	0	0
6/24/2015	9:30 PM	3	0	1	0	0	0	0	0	1	1	0	0	0	0
6/24/2015	9:45 PM	4	0	0	1	1	0	1	0	0	0	0	1	0	0
6/24/2015	10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	4	0	2	0	1	0	0	0	1	0	0	0	0	0
6/24/2015	10:30 PM	5	0	2	1	0	0	0	0	1	1	0	0	0	0
6/24/2015	10:45 PM	2	0	0	0	1	0	0	0	1	0	0	0	0	0
6/24/2015	11:00 PM	4	0	0	1	0	0	1	0	2	0	0	0	0	0
6/24/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/24/2015	11:45 PM	3	0	0	1	1	1	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	2	0	0	0	0	0	0	0	1	1	0	0	0	0
6/25/2015	1:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	2	0	0	1	0	0	0	0	1	0	0	0	0	0
6/25/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	2	0	0	0	1	0	0	0	1	0	0	0	0	0
6/25/2015	4:15 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	6	0	3	0	0	1	0	0	2	0	0	0	0	0
6/25/2015	4:45 AM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	6	0	2	2	0	1	0	0	0	0	0	1	0	0
6/25/2015	5:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	6	0	4	0	0	1	0	0	1	0	0	0	0	0
6/25/2015	6:00 AM	4	0	2	0	0	0	0	0	0	2	0	0	0	0
6/25/2015	6:15 AM	6	0	2	1	1	1	0	0	1	0	0	0	0	0
6/25/2015	6:30 AM	6	0	0	1	1	2	1	0	1	0	0	0	0	0
6/25/2015	6:45 AM	8	0	2	5	0	0	0	0	1	0	0	0	0	0
6/25/2015	7:00 AM	5	0	3	0	0	0	0	0	2	0	0	0	0	0
6/25/2015	7:15 AM	10	0	2	4	0	1	0	0	3	0	0	0	0	0
6/25/2015	7:30 AM	9	0	4	1	1	2	1	0	0	0	0	0	0	0
6/25/2015	7:45 AM	12	0	5	5	0	1	0	0	1	0	0	0	0	0
6/25/2015	8:00 AM	12	0	2	4	1	0	0	0	4	1	0	0	0	0
6/25/2015	8:15 AM	10	0	4	2	0	2	0	0	2	0	0	0	0	0
6/25/2015	8:30 AM	10	0	1	2	3	1	0	0	3	0	0	0	0	0

6/25/2015	8:45 AM	8	0	3	2	1	1	0	0	1	0	0	0	0	0
6/25/2015	9:00 AM	14	0	3	3	1	1	1	0	4	1	0	0	0	0
6/25/2015	9:15 AM	13	1	2	3	1	0	0	0	5	1	0	0	0	0
6/25/2015	9:30 AM	13	1	0	4	1	3	1	0	3	0	0	0	0	0
6/25/2015	9:45 AM	14	0	3	1	2	3	0	0	5	0	0	0	0	0
6/25/2015	10:00 AM	12	0	4	1	3	1	0	0	3	0	0	0	0	0
6/25/2015	10:15 AM	7	0	3	1	0	0	0	0	2	1	0	0	0	0
6/25/2015	10:30 AM	9	0	0	3	2	0	0	0	3	1	0	0	0	0
6/25/2015	10:45 AM	7	0	2	1	1	3	0	0	0	0	0	0	0	0
6/25/2015	11:00 AM	18	0	6	1	3	4	1	0	3	0	0	0	0	0
6/25/2015	11:15 AM	19	0	3	4	2	2	0	0	8	0	0	0	0	0
6/25/2015	11:30 AM	10	0	3	3	0	1	0	0	2	1	0	0	0	0
6/25/2015	11:45 AM	11	1	2	4	1	1	0	0	2	0	0	0	0	0
6/25/2015	12:00 PM	11	0	3	1	2	1	0	0	3	1	0	0	0	0
6/25/2015	12:15 PM	8	0	1	3	2	2	0	0	0	0	0	0	0	0
6/25/2015	12:30 PM	14	0	2	3	0	2	1	0	6	0	0	0	0	0
6/25/2015	12:45 PM	13	0	5	1	0	2	0	0	5	0	0	0	0	0
6/25/2015	1:00 PM	14	0	1	2	4	1	0	0	6	0	0	0	0	0
6/25/2015	1:15 PM	16	0	2	2	2	3	0	0	7	0	0	0	0	0
6/25/2015	1:30 PM	4	0	1	1	0	0	0	0	2	0	0	0	0	0
6/25/2015	1:45 PM	7	0	0	3	0	0	0	0	3	1	0	0	0	0
6/25/2015	2:00 PM	10	0	5	1	2	0	0	0	2	0	0	0	0	0
6/25/2015	2:15 PM	18	0	1	5	3	2	1	0	6	0	0	0	0	0
6/25/2015	2:30 PM	9	0	5	2	0	1	0	0	1	0	0	0	0	0
6/25/2015	2:45 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 PM	10	0	4	2	1	0	0	0	3	0	0	0	0	0
6/25/2015	3:15 PM	7	0	2	3	0	0	0	0	2	0	0	0	0	0
6/25/2015	3:30 PM	8	0	4	2	0	0	1	0	1	0	0	0	0	0
6/25/2015	3:45 PM	9	0	3	3	1	2	0	0	0	0	0	0	0	0
6/25/2015	4:00 PM	10	0	4	3	0	3	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	7	0	4	2	0	0	0	0	1	0	0	0	0	0
6/25/2015	4:30 PM	10	0	4	3	0	3	0	0	0	0	0	0	0	0
6/25/2015	4:45 PM	8	0	3	2	0	2	0	0	1	0	0	0	0	0
6/25/2015	5:00 PM	15	0	6	4	1	2	0	0	2	0	0	0	0	0
6/25/2015	5:15 PM	10	1	5	2	0	1	0	0	1	0	0	0	0	0
6/25/2015	5:30 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 PM	5	0	1	1	0	0	0	0	3	0	0	0	0	0
6/25/2015	6:00 PM	12	0	3	5	0	4	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	13	0	2	2	1	3	1	0	4	0	0	0	0	0
6/25/2015	6:30 PM	11	0	5	0	2	2	0	0	2	0	0	0	0	0
6/25/2015	6:45 PM	9	0	2	3	1	2	0	0	1	0	0	0	0	0
6/25/2015	7:00 PM	8	0	2	1	0	0	0	0	3	1	0	1	0	0
6/25/2015	7:15 PM	3	0	1	1	1	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	2	0	0	0	0	0	0	0	2	0	0	0	0	0
6/25/2015	7:45 PM	4	0	1	1	0	0	0	0	2	0	0	0	0	0
6/25/2015	8:00 PM	4	0	2	0	0	1	0	0	1	0	0	0	0	0
6/25/2015	8:15 PM	7	0	2	0	3	1	0	0	1	0	0	0	0	0
6/25/2015	8:30 PM	5	0	1	1	2	1	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	7	0	2	2	2	0	0	0	1	0	0	0	0	0
6/25/2015	9:00 PM	7	0	2	2	0	1	0	0	2	0	0	0	0	0
6/25/2015	9:15 PM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	4	0	0	0	0	1	0	0	1	2	0	0	0	0
6/25/2015	9:45 PM	3	0	0	1	1	1	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	2	0	1	0	0	0	0	0	0	1	0	0	0	0
6/25/2015	10:15 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	7	0	3	3	0	0	0	0	1	0	0	0	0	0
6/25/2015	10:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	3	0	2	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	11:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	4	0	0	1	1	0	0	0	2	0	0	0	0	0
6/25/2015	11:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0

Eastbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	85	88	571
6/24/2015	93	95	665
6/25/2015	88	59	519
Total	266	242	1,755

Westbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	81	89	646
6/24/2015	85	70	661
6/25/2015	72	68	643
Total	238	227	1,950

Bad or incomplete data



Data File: '6-29-15-2645.rdf'
Site Code: '0064A-2645'
Start Date: 6/22/2015
Start Time: 5:15:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'US 281 NB N. OF TX 186'
'Direction': 'US 281 NB'
'Weather': 'GOOD'

Channel: RIGHT LANE

All data appears good. The counts might be 5% low for 6/24 and 6/25.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	30	0	2	5	5	4	0	0	13	1	0	0	0	0
6/23/2015	12:15 AM	25	0	3	2	6	5	1	0	7	1	0	0	0	0
6/23/2015	12:30 AM	22	0	3	1	4	3	0	0	9	1	0	1	0	0
6/23/2015	12:45 AM	16	0	4	2	3	0	1	0	6	0	0	0	0	0
6/23/2015	1:00 AM	21	0	4	0	7	2	1	0	7	0	0	0	0	0
6/23/2015	1:15 AM	25	0	5	2	3	2	2	0	11	0	0	0	0	0
6/23/2015	1:30 AM	16	0	2	1	3	1	0	0	8	1	0	0	0	0
6/23/2015	1:45 AM	25	0	3	3	9	2	1	0	6	1	0	0	0	0
6/23/2015	2:00 AM	18	0	3	5	3	0	0	0	6	1	0	0	0	0
6/23/2015	2:15 AM	15	0	0	1	1	0	3	0	8	2	0	0	0	0
6/23/2015	2:30 AM	16	0	6	4	3	1	0	0	1	1	0	0	0	0
6/23/2015	2:45 AM	18	0	1	2	4	3	0	0	7	1	0	0	0	0
6/23/2015	3:00 AM	18	1	2	1	2	3	1	0	7	0	0	1	0	0
6/23/2015	3:15 AM	24	0	4	4	8	4	0	0	4	0	0	0	0	0
6/23/2015	3:30 AM	20	0	6	2	2	2	0	0	7	1	0	0	0	0
6/23/2015	3:45 AM	37	0	5	7	11	6	0	0	6	1	0	1	0	0
6/23/2015	4:00 AM	23	0	5	3	5	1	1	0	6	2	0	0	0	0
6/23/2015	4:15 AM	22	0	2	4	3	2	1	0	10	0	0	0	0	0
6/23/2015	4:30 AM	21	0	10	2	4	0	0	0	4	1	0	0	0	0
6/23/2015	4:45 AM	36	0	8	6	6	5	2	0	7	1	0	1	0	0
6/23/2015	5:00 AM	52	0	16	6	11	8	0	0	10	1	0	0	0	0
6/23/2015	5:15 AM	41	0	6	10	6	12	0	0	5	2	0	0	0	0
6/23/2015	5:30 AM	37	0	7	15	1	9	0	0	4	1	0	0	0	0
6/23/2015	5:45 AM	38	0	12	10	3	3	1	0	9	0	0	0	0	0
6/23/2015	6:00 AM	46	0	17	13	7	5	0	0	3	1	0	0	0	0
6/23/2015	6:15 AM	50	1	17	12	7	8	0	0	5	0	0	0	0	0
6/23/2015	6:30 AM	51	0	9	18	3	11	0	0	9	0	0	1	0	0
6/23/2015	6:45 AM	61	0	23	19	7	3	0	0	9	0	0	0	0	0
6/23/2015	7:00 AM	64	0	20	17	9	8	0	0	8	2	0	0	0	0
6/23/2015	7:15 AM	71	0	16	10	9	13	0	0	16	7	0	0	0	0
6/23/2015	7:30 AM	59	0	15	9	8	11	0	1	13	2	0	0	0	0
6/23/2015	7:45 AM	55	0	21	11	3	9	0	0	9	2	0	0	0	0
6/23/2015	8:00 AM	62	1	23	16	5	5	0	0	10	2	0	0	0	0
6/23/2015	8:15 AM	55	0	15	14	8	5	0	0	12	0	0	1	0	0
6/23/2015	8:30 AM	69	0	29	15	4	8	0	0	11	2	0	0	0	0
6/23/2015	8:45 AM	50	0	24	15	2	2	0	0	7	0	0	0	0	0
6/23/2015	9:00 AM	74	1	24	13	8	9	0	0	16	3	0	0	0	0
6/23/2015	9:15 AM	69	0	21	12	9	10	0	0	14	3	0	0	0	0
6/23/2015	9:30 AM	65	0	22	16	9	3	1	0	13	1	0	0	0	0
6/23/2015	9:45 AM	73	0	22	21	4	7	1	0	17	1	0	0	0	0
6/23/2015	10:00 AM	78	0	21	17	8	9	0	0	19	4	0	0	0	0
6/23/2015	10:15 AM	56	0	21	11	2	6	0	0	14	2	0	0	0	0
6/23/2015	10:30 AM	59	0	18	18	1	9	1	0	11	1	0	0	0	0
6/23/2015	10:45 AM	69	0	29	8	6	7	3	0	14	2	0	0	0	0
6/23/2015	11:00 AM	78	0	25	12	8	8	0	0	24	1	0	0	0	0
6/23/2015	11:15 AM	78	1	28	13	7	4	1	0	22	2	0	0	0	0
6/23/2015	11:30 AM	70	0	23	7	9	10	1	0	16	4	0	0	0	0
6/23/2015	11:45 AM	73	0	24	16	7	8	2	0	14	2	0	0	0	0
6/23/2015	12:00 PM	65	0	19	6	6	9	1	0	22	2	0	0	0	0
6/23/2015	12:15 PM	74	0	21	15	6	6	1	0	22	3	0	0	0	0
6/23/2015	12:30 PM	77	0	28	11	9	6	0	0	19	4	0	0	0	0
6/23/2015	12:45 PM	70	0	20	6	14	5	0	0	23	2	0	0	0	0
6/23/2015	1:00 PM	78	0	23	14	7	7	2	0	20	5	0	0	0	0
6/23/2015	1:15 PM	91	0	28	8	8	18	1	0	26	2	0	0	0	0
6/23/2015	1:30 PM	68	1	23	8	5	7	0	0	20	4	0	0	0	0
6/23/2015	1:45 PM	72	0	22	8	9	7	2	0	21	3	0	0	0	0
6/23/2015	2:00 PM	74	0	25	11	9	12	0	0	17	0	0	0	0	0
6/23/2015	2:15 PM	66	1	20	9	4	9	2	0	17	4	0	0	0	0
6/23/2015	2:30 PM	81	1	21	18	9	14	0	0	17	1	0	0	0	0
6/23/2015	2:45 PM	59	0	23	11	6	5	1	0	12	1	0	0	0	0
6/23/2015	3:00 PM	62	1	24	10	4	9	3	0	10	1	0	0	0	0
6/23/2015	3:15 PM	70	0	24	14	10	5	1	0	15	1	0	0	0	0
6/23/2015	3:30 PM	62	1	25	7	8	3	0	0	16	2	0	0	0	0
6/23/2015	3:45 PM	76	0	18	10	19	11	0	0	16	2	0	0	0	0
6/23/2015	4:00 PM	58	0	21	16	6	3	2	0	10	0	0	0	0	0
6/23/2015	4:15 PM	59	0	22	9	6	6	1	0	13	2	0	0	0	0
6/23/2015	4:30 PM	70	1	25	7	10	8	1	0	17	1	0	0	0	0
6/23/2015	4:45 PM	55	0	17	10	8	6	0	0	14	0	0	0	0	0
6/23/2015	5:00 PM	65	1	18	12	8	13	0	0	13	0	0	0	0	0
6/23/2015	5:15 PM	67	0	19	9	12	10	4	0	11	2	0	0	0	0
6/23/2015	5:30 PM	62	0	15	14	10	6	0	0	16	1	0	0	0	0
6/23/2015	5:45 PM	58	0	14	7	10	6	1	0	18	1	0	1	0	0
6/23/2015	6:00 PM	56	0	16	3	10	7	0	0	19	1	0	0	0	0

6/23/2015	6:15 PM	65	0	11	12	16	4	1	0	18	2	0	1	0	0
6/23/2015	6:30 PM	47	0	16	8	2	5	0	0	15	1	0	0	0	0
6/23/2015	6:45 PM	58	0	17	3	10	3	0	0	19	5	0	1	0	0
6/23/2015	7:00 PM	50	0	10	4	13	7	0	0	15	1	0	0	0	0
6/23/2015	7:15 PM	60	0	20	6	9	12	0	0	11	2	0	0	0	0
6/23/2015	7:30 PM	50	0	9	13	7	3	0	0	15	3	0	0	0	0
6/23/2015	7:45 PM	47	0	10	7	5	2	1	0	20	2	0	0	0	0
6/23/2015	8:00 PM	51	0	8	7	11	9	0	0	16	0	0	0	0	0
6/23/2015	8:15 PM	41	0	11	6	5	1	1	0	16	0	0	1	0	0
6/23/2015	8:30 PM	44	0	11	7	6	2	1	0	17	0	0	0	0	0
6/23/2015	8:45 PM	48	0	8	6	6	4	1	0	22	1	0	0	0	0
6/23/2015	9:00 PM	40	0	6	5	6	4	0	0	18	1	0	0	0	0
6/23/2015	9:15 PM	39	0	5	3	6	8	1	0	14	1	0	1	0	0
6/23/2015	9:30 PM	40	0	11	4	4	7	0	0	13	0	0	1	0	0
6/23/2015	9:45 PM	44	0	11	3	5	2	0	0	19	3	0	1	0	0
6/23/2015	10:00 PM	33	0	4	2	8	0	0	0	18	1	0	0	0	0
6/23/2015	10:15 PM	47	0	7	3	11	4	0	0	20	1	0	1	0	0
6/23/2015	10:30 PM	35	0	5	1	7	4	1	0	17	0	0	0	0	0
6/23/2015	10:45 PM	27	0	2	2	4	2	3	0	11	2	0	1	0	0
6/23/2015	11:00 PM	32	0	4	7	4	0	0	0	15	1	0	1	0	0
6/23/2015	11:15 PM	30	0	5	2	5	3	0	0	14	1	0	0	0	0
6/23/2015	11:30 PM	25	0	3	3	5	1	0	0	10	1	0	1	1	0
6/23/2015	11:45 PM	22	0	4	2	4	3	0	0	8	0	0	1	0	0
6/24/2015	12:00 AM	27	0	2	1	5	4	0	0	13	2	0	0	0	0
6/24/2015	12:15 AM	33	0	2	3	6	2	0	0	20	0	0	0	0	0
6/24/2015	12:30 AM	19	0	5	0	4	2	0	0	7	1	0	0	0	0
6/24/2015	12:45 AM	30	0	3	2	5	2	0	0	17	0	0	1	0	0
6/24/2015	1:00 AM	21	0	3	3	2	2	0	0	10	1	0	0	0	0
6/24/2015	1:15 AM	13	0	5	2	2	2	0	0	2	0	0	0	0	0
6/24/2015	1:30 AM	9	0	1	2	1	1	0	0	4	0	0	0	0	0
6/24/2015	1:45 AM	15	0	1	2	5	0	1	0	6	0	0	0	0	0
6/24/2015	2:00 AM	12	0	4	1	2	1	0	0	4	0	0	0	0	0
6/24/2015	2:15 AM	13	0	3	5	1	0	0	0	4	0	0	0	0	0
6/24/2015	2:30 AM	20	0	3	4	5	0	0	0	7	1	0	0	0	0
6/24/2015	2:45 AM	15	0	4	2	0	0	0	0	9	0	0	0	0	0
6/24/2015	3:00 AM	20	0	3	4	1	3	0	0	7	0	0	2	0	0
6/24/2015	3:15 AM	19	0	1	6	5	1	0	0	6	0	0	0	0	0
6/24/2015	3:30 AM	12	0	4	1	1	2	0	0	4	0	0	0	0	0
6/24/2015	3:45 AM	13	0	3	2	3	1	0	0	4	0	0	0	0	0
6/24/2015	4:00 AM	15	0	5	3	3	1	0	0	2	1	0	0	0	0
6/24/2015	4:15 AM	17	0	2	4	2	1	0	0	7	1	0	0	0	0
6/24/2015	4:30 AM	23	0	12	2	4	2	0	0	3	0	0	0	0	0
6/24/2015	4:45 AM	32	0	13	9	0	1	0	0	9	0	0	0	0	0
6/24/2015	5:00 AM	40	0	7	11	4	5	1	0	12	0	0	0	0	0
6/24/2015	5:15 AM	40	0	16	7	6	5	0	0	5	1	0	0	0	0
6/24/2015	5:30 AM	27	0	7	4	5	6	0	0	5	0	0	0	0	0
6/24/2015	5:45 AM	36	0	14	10	3	5	0	0	4	0	0	0	0	0
6/24/2015	6:00 AM	35	0	12	7	7	2	0	0	7	0	0	0	0	0
6/24/2015	6:15 AM	41	0	10	11	5	7	0	0	7	1	0	0	0	0
6/24/2015	6:30 AM	35	0	11	10	2	3	1	0	8	0	0	0	0	0
6/24/2015	6:45 AM	54	0	16	15	5	6	1	0	11	0	0	0	0	0
6/24/2015	7:00 AM	45	0	12	11	3	10	0	0	9	0	0	0	0	0
6/24/2015	7:15 AM	44	0	10	10	5	5	0	0	12	2	0	0	0	0
6/24/2015	7:30 AM	53	0	13	17	4	7	0	0	12	0	0	0	0	0
6/24/2015	7:45 AM	43	0	16	15	4	4	0	0	4	0	0	0	0	0
6/24/2015	8:00 AM	62	1	21	16	4	6	0	0	14	0	0	0	0	0
6/24/2015	8:15 AM	59	0	21	15	8	6	0	0	8	1	0	0	0	0
6/24/2015	8:30 AM	51	0	18	8	3	8	0	0	12	2	0	0	0	0
6/24/2015	8:45 AM	54	0	20	9	3	7	1	0	13	1	0	0	0	0
6/24/2015	9:00 AM	60	0	24	15	2	6	1	0	11	1	0	0	0	0
6/24/2015	9:15 AM	74	0	27	15	5	11	0	0	15	1	0	0	0	0
6/24/2015	9:30 AM	43	0	8	11	5	6	0	0	13	0	0	0	0	0
6/24/2015	9:45 AM	64	0	24	8	7	4	0	0	21	0	0	0	0	0
6/24/2015	10:00 AM	53	0	12	17	6	2	0	0	14	2	0	0	0	0
6/24/2015	10:15 AM	62	0	20	12	9	6	0	0	12	3	0	0	0	0
6/24/2015	10:30 AM	55	0	17	11	4	5	1	0	17	0	0	0	0	0
6/24/2015	10:45 AM	72	0	16	21	9	10	1	0	14	0	0	1	0	0
6/24/2015	11:00 AM	65	0	22	9	4	7	0	0	23	0	0	0	0	0
6/24/2015	11:15 AM	64	0	23	13	9	9	0	0	7	2	1	0	0	0
6/24/2015	11:30 AM	60	0	21	13	8	2	2	0	14	0	0	0	0	0
6/24/2015	11:45 AM	61	1	15	14	2	13	1	0	13	1	0	1	0	0
6/24/2015	12:00 PM	69	0	32	9	3	4	1	0	19	1	0	0	0	0
6/24/2015	12:15 PM	63	2	19	13	3	10	1	0	14	1	0	0	0	0
6/24/2015	12:30 PM	72	0	21	16	6	7	0	0	18	4	0	0	0	0
6/24/2015	12:45 PM	66	0	13	22	4	5	0	0	22	0	0	0	0	0
6/24/2015	1:00 PM	56	0	24	12	4	3	0	0	13	0	0	0	0	0
6/24/2015	1:15 PM	76	0	25	11	8	13	1	0	17	1	0	0	0	0
6/24/2015	1:30 PM	74	0	25	15	4	11	0	0	19	0	0	0	0	0
6/24/2015	1:45 PM	61	0	17	10	3	11	0	0	17	3	0	0	0	0
6/24/2015	2:00 PM	48	0	18	13	1	4	0	0	12	0	0	0	0	0
6/24/2015	2:15 PM	65	1	24	12	2	7	0	0	18	1	0	0	0	0
6/24/2015	2:30 PM	61	0	22	7	9	11	0	0	11	1	0	0	0	0
6/24/2015	2:45 PM	70	1	24	12	7	5	2	0	19	0	0	0	0	0
6/24/2015	3:00 PM	52	1	16	9	6	7	0	0	13	0	0	0	0	0
6/24/2015	3:15 PM	60	0	22	9	5	8	0	0	16	0	0	0	0	0
6/24/2015	3:30 PM	73	0	24	17	3	5	0	0	23	1	0	0	0	0

6/24/2015	3:45 PM	54	1	13	11	3	5	0	0	19	2	0	0	0	0
6/24/2015	4:00 PM	47	0	21	9	4	3	0	0	10	0	0	0	0	0
6/24/2015	4:15 PM	55	1	17	9	5	5	1	0	16	1	0	0	0	0
6/24/2015	4:30 PM	45	1	12	8	4	6	2	0	11	1	0	0	0	0
6/24/2015	4:45 PM	52	0	18	6	8	8	3	0	9	0	0	0	0	0
6/24/2015	5:00 PM	50	0	16	8	7	1	0	0	16	2	0	0	0	0
6/24/2015	5:15 PM	54	0	21	7	8	5	0	0	10	3	0	0	0	0
6/24/2015	5:30 PM	55	0	14	8	3	5	1	0	22	1	0	1	0	0
6/24/2015	5:45 PM	40	0	11	7	2	5	0	0	14	0	0	1	0	0
6/24/2015	6:00 PM	49	0	18	6	3	4	1	0	15	0	0	2	0	0
6/24/2015	6:15 PM	41	0	11	7	4	6	0	0	13	0	0	0	0	0
6/24/2015	6:30 PM	56	0	15	9	4	4	0	0	24	0	0	0	0	0
6/24/2015	6:45 PM	52	0	8	5	7	5	0	0	26	1	0	0	0	0
6/24/2015	7:00 PM	43	0	12	6	6	3	0	0	16	0	0	0	0	0
6/24/2015	7:15 PM	52	0	10	9	5	7	0	0	21	0	0	0	0	0
6/24/2015	7:30 PM	39	0	9	5	5	5	0	0	15	0	0	0	0	0
6/24/2015	7:45 PM	31	0	8	5	5	5	0	0	8	0	0	0	0	0
6/24/2015	8:00 PM	40	0	11	7	5	2	0	0	12	3	0	0	0	0
6/24/2015	8:15 PM	46	0	11	6	5	3	0	0	20	1	0	0	0	0
6/24/2015	8:30 PM	37	0	4	2	6	4	0	0	20	0	0	1	0	0
6/24/2015	8:45 PM	33	0	4	3	12	2	0	0	11	1	0	0	0	0
6/24/2015	9:00 PM	23	0	8	3	2	2	0	0	7	0	0	1	0	0
6/24/2015	9:15 PM	32	0	2	2	3	2	0	0	23	0	0	0	0	0
6/24/2015	9:30 PM	28	0	5	3	6	4	0	0	10	0	0	0	0	0
6/24/2015	9:45 PM	28	0	5	2	4	5	0	0	11	0	0	1	0	0
6/24/2015	10:00 PM	27	0	4	5	3	0	0	0	12	2	0	1	0	0
6/24/2015	10:15 PM	36	1	4	1	8	3	0	0	16	1	0	2	0	0
6/24/2015	10:30 PM	31	0	3	0	9	5	0	0	13	1	0	0	0	0
6/24/2015	10:45 PM	22	0	7	0	1	1	0	0	12	1	0	0	0	0
6/24/2015	11:00 PM	35	0	5	2	5	4	0	0	17	1	0	1	0	0
6/24/2015	11:15 PM	29	0	4	3	3	2	1	0	16	0	0	0	0	0
6/24/2015	11:30 PM	37	0	3	4	2	2	0	0	24	1	0	1	0	0
6/24/2015	11:45 PM	21	0	2	4	3	2	1	0	8	0	0	1	0	0
6/25/2015	12:00 AM	21	0	3	2	0	4	1	0	11	0	0	0	0	0
6/25/2015	12:15 AM	16	0	1	2	3	0	0	0	10	0	0	0	0	0
6/25/2015	12:30 AM	20	0	1	0	8	0	1	0	9	1	0	0	0	0
6/25/2015	12:45 AM	22	0	3	5	3	1	0	0	10	0	0	0	0	0
6/25/2015	1:00 AM	18	0	2	1	4	2	0	0	9	0	0	0	0	0
6/25/2015	1:15 AM	16	0	5	0	2	1	0	0	7	0	0	1	0	0
6/25/2015	1:30 AM	14	0	6	0	4	2	0	0	2	0	0	0	0	0
6/25/2015	1:45 AM	9	0	1	2	3	0	0	0	3	0	0	0	0	0
6/25/2015	2:00 AM	22	0	4	6	1	2	0	0	9	0	0	0	0	0
6/25/2015	2:15 AM	9	0	2	0	3	1	0	0	3	0	0	0	0	0
6/25/2015	2:30 AM	9	0	2	3	3	0	0	0	1	0	0	0	0	0
6/25/2015	2:45 AM	13	0	2	0	5	2	0	0	3	1	0	0	0	0
6/25/2015	3:00 AM	23	0	7	7	1	1	0	0	7	0	0	0	0	0
6/25/2015	3:15 AM	13	0	6	2	2	0	0	0	3	0	0	0	0	0
6/25/2015	3:30 AM	11	0	2	4	1	1	0	0	1	1	0	1	0	0
6/25/2015	3:45 AM	17	0	5	2	4	1	1	0	4	0	0	0	0	0
6/25/2015	4:00 AM	17	0	3	3	2	0	0	0	8	0	0	1	0	0
6/25/2015	4:15 AM	25	0	8	6	1	8	0	0	2	0	0	0	0	0
6/25/2015	4:30 AM	23	0	10	5	1	1	0	0	6	0	0	0	0	0
6/25/2015	4:45 AM	23	0	3	6	3	0	0	0	11	0	0	0	0	0
6/25/2015	5:00 AM	27	0	12	8	3	1	0	0	3	0	0	0	0	0
6/25/2015	5:15 AM	30	0	14	11	1	0	0	0	4	0	0	0	0	0
6/25/2015	5:30 AM	33	0	14	4	4	7	1	0	3	0	0	0	0	0
6/25/2015	5:45 AM	31	0	8	11	0	5	0	0	7	0	0	0	0	0
6/25/2015	6:00 AM	40	0	12	11	5	8	0	0	4	0	0	0	0	0
6/25/2015	6:15 AM	41	0	12	11	2	7	0	0	9	0	0	0	0	0
6/25/2015	6:30 AM	49	0	13	7	4	14	0	0	10	1	0	0	0	0
6/25/2015	6:45 AM	53	0	16	16	4	6	1	0	8	2	0	0	0	0
6/25/2015	7:00 AM	58	0	25	14	3	6	0	0	10	0	0	0	0	0
6/25/2015	7:15 AM	44	0	11	11	5	6	0	0	11	0	0	0	0	0
6/25/2015	7:30 AM	34	0	17	9	0	5	0	0	3	0	0	0	0	0
6/25/2015	7:45 AM	46	0	15	13	2	4	1	0	11	0	0	0	0	0
6/25/2015	8:00 AM	49	0	12	13	6	4	0	0	13	1	0	0	0	0
6/25/2015	8:15 AM	47	0	20	9	3	5	0	0	9	1	0	0	0	0
6/25/2015	8:30 AM	57	0	24	15	3	3	0	0	11	1	0	0	0	0
6/25/2015	8:45 AM	52	0	18	17	4	4	0	0	9	0	0	0	0	0
6/25/2015	9:00 AM	51	2	14	17	6	4	1	0	7	0	0	0	0	0
6/25/2015	9:15 AM	57	0	16	14	7	9	0	0	11	0	0	0	0	0
6/25/2015	9:30 AM	60	0	22	12	6	5	1	0	14	0	0	0	0	0
6/25/2015	9:45 AM	47	0	13	7	6	5	1	0	15	0	0	0	0	0
6/25/2015	10:00 AM	67	1	22	8	4	8	2	0	21	1	0	0	0	0
6/25/2015	10:15 AM	51	0	18	13	2	7	1	0	10	0	0	0	0	0
6/25/2015	10:30 AM	60	0	13	12	7	11	0	0	17	0	0	0	0	0
6/25/2015	10:45 AM	58	1	15	13	6	5	0	0	18	0	0	0	0	0
6/25/2015	11:00 AM	62	0	22	13	4	8	1	0	14	0	0	0	0	0
6/25/2015	11:15 AM	66	0	30	8	2	8	1	0	14	3	0	0	0	0
6/25/2015	11:30 AM	59	0	23	8	4	6	0	0	18	0	0	0	0	0
6/25/2015	11:45 AM	53	0	14	14	2	6	0	0	17	0	0	0	0	0
6/25/2015	12:00 PM	55	0	18	10	2	7	0	0	17	1	0	0	0	0
6/25/2015	12:15 PM	57	2	16	12	5	3	0	0	16	3	0	0	0	0
6/25/2015	12:30 PM	76	0	17	13	12	8	0	0	22	2	0	2	0	0
6/25/2015	12:45 PM	56	0	22	12	6	2	2	0	11	1	0	0	0	0
6/25/2015	1:00 PM	64	0	18	16	10	3	0	0	17	0	0	0	0	0

6/25/2015	1:15 PM	62	0	22	13	3	4	1	0	18	1	0	0	0	0
6/25/2015	1:30 PM	69	0	18	14	5	4	0	0	25	3	0	0	0	0
6/25/2015	1:45 PM	62	0	19	17	5	6	0	0	14	1	0	0	0	0
6/25/2015	2:00 PM	58	0	17	12	4	10	0	0	13	2	0	0	0	0
6/25/2015	2:15 PM	51	0	21	10	2	4	1	0	12	1	0	0	0	0
6/25/2015	2:30 PM	67	1	30	9	5	6	1	0	14	1	0	0	0	0
6/25/2015	2:45 PM	60	0	25	12	3	3	1	0	16	0	0	0	0	0
6/25/2015	3:00 PM	64	0	21	13	3	7	1	0	17	2	0	0	0	0
6/25/2015	3:15 PM	56	0	25	9	4	7	1	0	9	1	0	0	0	0
6/25/2015	3:30 PM	52	0	18	13	1	6	1	0	12	1	0	0	0	0
6/25/2015	3:45 PM	62	1	21	15	1	4	0	0	18	2	0	0	0	0
6/25/2015	4:00 PM	59	1	19	9	6	5	0	0	18	1	0	0	0	0
6/25/2015	4:15 PM	45	0	17	9	3	2	1	0	11	2	0	0	0	0
6/25/2015	4:30 PM	58	0	22	15	3	6	0	0	11	1	0	0	0	0
6/25/2015	4:45 PM	53	0	17	13	3	3	1	0	16	0	0	0	0	0
6/25/2015	5:00 PM	58	0	26	13	2	4	1	0	11	1	0	0	0	0
6/25/2015	5:15 PM	56	0	18	10	5	3	1	0	18	1	0	0	0	0
6/25/2015	5:30 PM	68	0	18	7	4	12	0	0	25	0	0	2	0	0
6/25/2015	5:45 PM	56	0	20	5	5	6	2	0	17	0	0	1	0	0
6/25/2015	6:00 PM	71	0	18	18	10	7	0	0	17	1	0	0	0	0
6/25/2015	6:15 PM	48	0	11	8	4	7	1	0	16	1	0	0	0	0
6/25/2015	6:30 PM	42	0	13	6	2	2	1	0	17	0	0	1	0	0
6/25/2015	6:45 PM	43	0	6	10	4	5	0	0	18	0	0	0	0	0
6/25/2015	7:00 PM	38	1	14	4	1	4	0	0	12	2	0	0	0	0
6/25/2015	7:15 PM	46	0	9	13	5	1	2	0	16	0	0	0	0	0
6/25/2015	7:30 PM	46	0	17	8	3	2	1	0	15	0	0	0	0	0
6/25/2015	7:45 PM	33	0	11	5	5	2	0	0	10	0	0	0	0	0
6/25/2015	8:00 PM	40	0	8	9	3	7	1	0	11	0	0	1	0	0
6/25/2015	8:15 PM	50	0	10	8	8	3	1	0	20	0	0	0	0	0
6/25/2015	8:30 PM	42	0	9	4	5	1	0	0	21	1	0	1	0	0
6/25/2015	8:45 PM	39	1	8	2	2	4	1	0	21	0	0	0	0	0
6/25/2015	9:00 PM	44	0	9	9	2	1	0	0	19	4	0	0	0	0
6/25/2015	9:15 PM	37	0	5	4	6	9	0	0	13	0	0	0	0	0
6/25/2015	9:30 PM	21	0	3	2	6	1	0	0	8	1	0	0	0	0
6/25/2015	9:45 PM	38	0	8	6	6	5	0	0	13	0	0	0	0	0
6/25/2015	10:00 PM	38	0	5	1	8	3	1	0	18	2	0	0	0	0
6/25/2015	10:15 PM	33	0	4	3	7	1	0	0	18	0	0	0	0	0
6/25/2015	10:30 PM	23	0	5	2	2	2	1	0	11	0	0	0	0	0
6/25/2015	10:45 PM	40	0	12	2	8	3	0	0	14	0	0	1	0	0
6/25/2015	11:00 PM	37	0	5	3	9	4	1	0	15	0	0	0	0	0
6/25/2015	11:15 PM	18	0	2	0	3	1	1	0	10	0	0	1	0	0
6/25/2015	11:30 PM	23	0	1	2	4	3	0	0	12	1	0	0	0	0
6/25/2015	11:45 PM	18	0	1	2	2	0	0	0	13	0	0	0	0	0

Channel: LEFT LANE

Date	Time	Total	Motor Bike	Cars & Trai	2 Axle Long	Buses	2 Axle 6 Tir	3 Axle Sing	4 Axle Sing	<5 Axle Do	5 Axle Dou	>6 Axle Do	<6 Axle Mu	6 Axle Mul	>6 Axle Mu
6/23/2015	12:00 AM	30	0	6	3	3	4	0	0	10	4	0	0	0	0
6/23/2015	12:15 AM	22	0	5	2	3	1	1	0	6	4	0	0	0	0
6/23/2015	12:30 AM	25	0	6	6	3	3	1	0	2	2	0	2	0	0
6/23/2015	12:45 AM	14	0	6	1	0	0	1	0	5	1	0	0	0	0
6/23/2015	1:00 AM	26	0	9	1	4	0	1	0	5	6	0	0	0	0
6/23/2015	1:15 AM	24	0	5	1	2	2	0	0	9	5	0	0	0	0
6/23/2015	1:30 AM	14	0	2	1	3	1	0	0	3	4	0	0	0	0
6/23/2015	1:45 AM	23	0	4	3	3	3	0	0	4	6	0	0	0	0
6/23/2015	2:00 AM	19	0	4	4	3	2	0	0	2	4	0	0	0	0
6/23/2015	2:15 AM	16	1	3	1	1	2	0	0	5	3	0	0	0	0
6/23/2015	2:30 AM	13	0	4	4	0	2	0	0	2	1	0	0	0	0
6/23/2015	2:45 AM	22	0	4	4	2	5	0	0	6	1	0	0	0	0
6/23/2015	3:00 AM	16	1	3	1	3	2	0	0	5	0	0	1	0	0
6/23/2015	3:15 AM	29	1	12	3	1	3	0	0	6	2	0	1	0	0
6/23/2015	3:30 AM	25	0	11	4	2	1	0	0	3	3	0	1	0	0
6/23/2015	3:45 AM	39	0	12	6	4	4	0	0	9	3	0	1	0	0
6/23/2015	4:00 AM	27	0	13	3	0	4	0	0	3	3	0	1	0	0
6/23/2015	4:15 AM	29	0	10	5	7	4	0	0	3	0	0	0	0	0
6/23/2015	4:30 AM	19	0	7	3	2	2	1	0	3	1	0	0	0	0
6/23/2015	4:45 AM	39	0	10	5	5	4	1	0	11	3	0	0	0	0
6/23/2015	5:00 AM	57	0	21	13	0	8	0	0	12	3	0	0	0	0
6/23/2015	5:15 AM	38	0	13	10	4	2	1	0	5	3	0	0	0	0
6/23/2015	5:30 AM	46	1	23	13	1	3	0	0	2	3	0	0	0	0
6/23/2015	5:45 AM	51	0	19	14	1	9	0	0	7	1	0	0	0	0
6/23/2015	6:00 AM	55	0	22	12	3	9	2	0	3	4	0	0	0	0
6/23/2015	6:15 AM	65	0	28	16	5	7	1	0	5	3	0	0	0	0
6/23/2015	6:30 AM	75	0	25	22	1	15	0	0	9	2	0	1	0	0
6/23/2015	6:45 AM	84	0	39	23	1	5	0	0	10	6	0	0	0	0
6/23/2015	7:00 AM	54	0	15	10	7	7	1	0	10	4	0	0	0	0
6/23/2015	7:15 AM	102	0	28	23	6	16	1	0	19	9	0	0	0	0
6/23/2015	7:30 AM	62	0	17	15	1	11	1	1	12	4	0	0	0	0
6/23/2015	7:45 AM	58	0	25	12	2	6	2	0	8	3	0	0	0	0
6/23/2015	8:00 AM	75	1	34	18	5	4	1	0	9	3	0	0	0	0
6/23/2015	8:15 AM	73	0	37	12	7	7	0	0	8	1	0	1	0	0
6/23/2015	8:30 AM	85	1	44	14	5	8	1	0	6	6	0	0	0	0
6/23/2015	8:45 AM	96	1	38	31	2	12	0	0	8	4	0	0	0	0
6/23/2015	9:00 AM	87	1	31	22	6	7	2	0	17	1	0	0	0	0
6/23/2015	9:15 AM	68	0	29	12	2	6	1	0	12	6	0	0	0	0
6/23/2015	9:30 AM	62	1	24	15	2	6	1	0	10	3	0	0	0	0
6/23/2015	9:45 AM	79	1	31	19	6	5	0	0	12	5	0	0	0	0

6/23/2015	10:00 AM	94	0	34	21	4	7	1	0	20	6	0	1	0	0
6/23/2015	10:15 AM	70	0	32	12	3	6	0	0	11	6	0	0	0	0
6/23/2015	10:30 AM	55	0	24	11	3	6	0	0	10	1	0	0	0	0
6/23/2015	10:45 AM	79	1	34	10	7	7	1	0	13	6	0	0	0	0
6/23/2015	11:00 AM	78	0	28	16	10	8	1	0	13	2	0	0	0	0
6/23/2015	11:15 AM	78	0	34	10	10	3	0	0	17	4	0	0	0	0
6/23/2015	11:30 AM	86	1	34	9	12	5	3	0	18	4	0	0	0	0
6/23/2015	11:45 AM	76	0	30	14	7	6	2	0	12	5	0	0	0	0
6/23/2015	12:00 PM	74	0	28	11	5	7	0	0	18	5	0	0	0	0
6/23/2015	12:15 PM	70	0	31	13	5	4	1	0	10	6	0	0	0	0
6/23/2015	12:30 PM	79	0	30	9	6	10	0	0	19	5	0	0	0	0
6/23/2015	12:45 PM	66	0	22	10	4	4	1	0	19	6	0	0	0	0
6/23/2015	1:00 PM	89	0	34	14	9	6	2	0	20	4	0	0	0	0
6/23/2015	1:15 PM	104	0	38	10	11	17	3	0	20	5	0	0	0	0
6/23/2015	1:30 PM	86	1	32	14	5	6	2	0	21	5	0	0	0	0
6/23/2015	1:45 PM	77	0	35	12	4	5	0	0	16	4	0	1	0	0
6/23/2015	2:00 PM	59	1	26	6	6	9	0	0	9	2	0	0	0	0
6/23/2015	2:15 PM	64	0	23	7	10	5	1	0	15	3	0	0	0	0
6/23/2015	2:30 PM	100	1	39	20	11	8	3	0	12	6	0	0	0	0
6/23/2015	2:45 PM	76	0	35	16	4	8	0	0	11	2	0	0	0	0
6/23/2015	3:00 PM	64	1	25	15	3	4	4	0	6	6	0	0	0	0
6/23/2015	3:15 PM	78	0	30	13	10	7	5	0	7	5	0	0	1	0
6/23/2015	3:30 PM	69	0	27	12	7	6	2	0	12	3	0	0	0	0
6/23/2015	3:45 PM	75	0	25	9	12	9	0	0	19	1	0	0	0	0
6/23/2015	4:00 PM	65	0	24	9	11	10	2	0	7	2	0	0	0	0
6/23/2015	4:15 PM	60	1	26	7	6	4	1	0	13	2	0	0	0	0
6/23/2015	4:30 PM	76	1	30	9	9	7	3	0	13	4	0	0	0	0
6/23/2015	4:45 PM	68	0	29	10	4	8	0	0	11	6	0	0	0	0
6/23/2015	5:00 PM	65	0	26	9	4	16	1	0	7	2	0	0	0	0
6/23/2015	5:15 PM	80	0	24	16	14	8	3	0	10	5	0	0	0	0
6/23/2015	5:30 PM	52	0	18	9	4	6	2	0	9	4	0	0	0	0
6/23/2015	5:45 PM	67	1	19	8	10	2	0	0	20	7	0	0	0	0
6/23/2015	6:00 PM	70	0	23	10	9	9	1	0	12	6	0	0	0	0
6/23/2015	6:15 PM	88	0	26	15	10	14	0	0	18	5	0	0	0	0
6/23/2015	6:30 PM	70	0	26	11	4	10	1	0	14	4	0	0	0	0
6/23/2015	6:45 PM	77	1	33	4	14	8	1	0	14	1	0	1	0	0
6/23/2015	7:00 PM	62	0	21	12	6	1	1	0	20	1	0	0	0	0
6/23/2015	7:15 PM	53	0	21	8	3	8	0	0	10	3	0	0	0	0
6/23/2015	7:30 PM	54	1	15	11	10	5	1	0	8	2	0	1	0	0
6/23/2015	7:45 PM	46	0	10	4	11	3	2	0	14	2	0	0	0	0
6/23/2015	8:00 PM	41	0	5	10	7	3	2	0	12	2	0	0	0	0
6/23/2015	8:15 PM	37	0	10	1	8	2	2	0	12	1	0	1	0	0
6/23/2015	8:30 PM	45	2	14	7	4	3	0	0	11	4	0	0	0	0
6/23/2015	8:45 PM	46	0	12	4	9	6	0	0	14	1	0	0	0	0
6/23/2015	9:00 PM	38	0	8	6	3	4	0	0	10	7	0	0	0	0
6/23/2015	9:15 PM	37	0	10	3	11	2	1	0	9	1	0	0	0	0
6/23/2015	9:30 PM	40	0	12	6	4	2	1	0	12	2	0	1	0	0
6/23/2015	9:45 PM	33	0	9	3	5	2	0	0	10	3	0	1	0	0
6/23/2015	10:00 PM	33	0	6	2	6	7	0	0	11	1	0	0	0	0
6/23/2015	10:15 PM	41	0	8	4	9	3	1	0	14	1	0	1	0	0
6/23/2015	10:30 PM	39	0	8	3	5	4	1	0	15	3	0	0	0	0
6/23/2015	10:45 PM	22	0	5	0	1	1	0	0	11	3	0	1	0	0
6/23/2015	11:00 PM	40	0	11	7	7	1	0	0	11	3	0	0	0	0
6/23/2015	11:15 PM	28	0	5	3	7	1	0	0	10	2	0	0	0	0
6/23/2015	11:30 PM	24	0	3	3	6	1	1	0	7	2	0	1	0	0
6/23/2015	11:45 PM	23	0	5	4	2	4	1	0	7	0	0	0	0	0
6/24/2015	12:00 AM	26	0	6	2	3	2	0	0	11	1	0	0	1	0
6/24/2015	12:15 AM	30	0	2	0	8	1	0	0	14	4	0	1	0	0
6/24/2015	12:30 AM	16	0	5	1	3	1	1	0	5	0	0	0	0	0
6/24/2015	12:45 AM	20	0	1	1	6	2	2	0	7	1	0	0	0	0
6/24/2015	1:00 AM	22	0	6	2	6	0	1	0	4	3	0	0	0	0
6/24/2015	1:15 AM	11	0	3	1	2	2	0	0	3	0	0	0	0	0
6/24/2015	1:30 AM	9	0	2	2	0	1	0	0	3	1	0	0	0	0
6/24/2015	1:45 AM	18	0	6	0	4	1	2	0	5	0	0	0	0	0
6/24/2015	2:00 AM	14	0	4	2	2	1	0	0	2	2	0	1	0	0
6/24/2015	2:15 AM	7	0	2	2	1	0	0	0	2	0	0	0	0	0
6/24/2015	2:30 AM	20	0	4	3	4	0	1	0	7	1	0	0	0	0
6/24/2015	2:45 AM	14	0	7	0	1	0	0	0	4	2	0	0	0	0
6/24/2015	3:00 AM	19	0	7	1	1	1	0	0	6	2	0	1	0	0
6/24/2015	3:15 AM	13	0	2	2	3	0	1	0	3	2	0	0	0	0
6/24/2015	3:30 AM	14	0	6	1	2	2	0	0	1	2	0	0	0	0
6/24/2015	3:45 AM	14	0	4	2	2	3	2	0	1	0	0	0	0	0
6/24/2015	4:00 AM	22	0	11	3	1	2	0	0	2	2	0	1	0	0
6/24/2015	4:15 AM	30	0	11	7	5	1	0	0	4	2	0	0	0	0
6/24/2015	4:30 AM	22	0	12	5	2	1	1	0	1	0	0	0	0	0
6/24/2015	4:45 AM	30	0	19	2	2	5	0	0	1	1	0	0	0	0
6/24/2015	5:00 AM	52	0	24	10	4	4	0	0	10	0	0	0	0	0
6/24/2015	5:15 AM	49	0	25	6	6	6	0	0	6	0	0	0	0	0
6/24/2015	5:30 AM	38	1	12	11	1	4	1	0	5	3	0	0	0	0
6/24/2015	5:45 AM	55	0	27	16	4	4	1	0	2	1	0	0	0	0
6/24/2015	6:00 AM	50	0	24	7	3	6	2	0	6	2	0	0	0	0
6/24/2015	6:15 AM	45	0	24	9	2	4	2	0	4	0	0	0	0	0
6/24/2015	6:30 AM	52	0	29	9	5	6	0	0	1	2	0	0	0	0
6/24/2015	6:45 AM	78	0	35	22	0	3	1	0	14	3	0	0	0	0
6/24/2015	7:00 AM	69	0	35	17	4	8	0	0	4	1	0	0	0	0
6/24/2015	7:15 AM	52	0	18	11	7	3	0	0	9	4	0	0	0	0

6/24/2015	7:30 AM	71	1	29	18	5	7	1	0	7	2	0	0	1	0
6/24/2015	7:45 AM	47	0	24	17	1	1	0	0	4	0	0	0	0	0
6/24/2015	8:00 AM	62	0	29	14	4	6	1	0	7	1	0	0	0	0
6/24/2015	8:15 AM	56	0	22	14	8	5	0	0	6	1	0	0	0	0
6/24/2015	8:30 AM	51	0	25	6	6	4	0	0	7	3	0	0	0	0
6/24/2015	8:45 AM	55	1	24	11	5	2	1	0	9	2	0	0	0	0
6/24/2015	9:00 AM	61	0	34	10	4	6	0	0	7	0	0	0	0	0
6/24/2015	9:15 AM	63	0	32	11	4	6	1	0	9	0	0	0	0	0
6/24/2015	9:30 AM	63	0	27	7	7	7	1	0	14	0	0	0	0	0
6/24/2015	9:45 AM	67	0	26	15	6	2	1	0	15	2	0	0	0	0
6/24/2015	10:00 AM	70	0	29	19	6	4	1	0	10	1	0	0	0	0
6/24/2015	10:15 AM	62	0	24	15	4	4	0	0	14	1	0	0	0	0
6/24/2015	10:30 AM	69	0	27	12	7	5	0	0	15	3	0	0	0	0
6/24/2015	10:45 AM	57	0	18	15	6	7	0	0	11	0	0	0	0	0
6/24/2015	11:00 AM	78	0	23	20	12	8	0	0	14	0	0	1	0	0
6/24/2015	11:15 AM	61	0	29	11	7	7	0	0	6	1	0	0	0	0
6/24/2015	11:30 AM	63	0	23	15	8	4	0	0	13	0	0	0	0	0
6/24/2015	11:45 AM	63	1	29	13	4	3	2	0	10	0	0	1	0	0
6/24/2015	12:00 PM	50	0	17	10	2	8	0	0	10	3	0	0	0	0
6/24/2015	12:15 PM	68	2	26	9	6	8	3	0	14	0	0	0	0	0
6/24/2015	12:30 PM	73	1	30	15	6	3	1	0	13	4	0	0	0	0
6/24/2015	12:45 PM	52	0	16	10	7	9	1	0	9	0	0	0	0	0
6/24/2015	1:00 PM	63	0	24	17	9	2	0	0	9	2	0	0	0	0
6/24/2015	1:15 PM	66	0	22	16	6	5	3	0	13	1	0	0	0	0
6/24/2015	1:30 PM	67	0	23	15	7	7	0	0	13	2	0	0	0	0
6/24/2015	1:45 PM	87	0	30	15	10	12	1	0	16	3	0	0	0	0
6/24/2015	2:00 PM	82	2	31	18	9	8	0	0	12	2	0	0	0	0
6/24/2015	2:15 PM	65	2	26	11	6	8	1	0	11	0	0	0	0	0
6/24/2015	2:30 PM	58	0	15	16	4	10	3	0	9	1	0	0	0	0
6/24/2015	2:45 PM	63	1	28	10	5	6	1	0	12	0	0	0	0	0
6/24/2015	3:00 PM	56	1	18	13	13	5	0	0	6	0	0	0	0	0
6/24/2015	3:15 PM	74	0	35	12	6	8	0	0	13	0	0	0	0	0
6/24/2015	3:30 PM	63	0	23	17	4	6	2	0	11	0	0	0	0	0
6/24/2015	3:45 PM	40	0	12	12	1	1	3	0	9	1	0	1	0	0
6/24/2015	4:00 PM	50	0	26	7	5	3	0	0	8	1	0	0	0	0
6/24/2015	4:15 PM	57	0	23	9	5	3	2	0	12	3	0	0	0	0
6/24/2015	4:30 PM	49	0	17	6	7	5	1	0	12	1	0	0	0	0
6/24/2015	4:45 PM	51	0	17	9	5	4	3	0	10	3	0	0	0	0
6/24/2015	5:00 PM	56	0	18	12	5	5	0	0	13	2	1	0	0	0
6/24/2015	5:15 PM	49	0	16	7	8	5	2	0	10	1	0	0	0	0
6/24/2015	5:30 PM	65	0	22	10	7	4	1	0	17	3	0	1	0	0
6/24/2015	5:45 PM	42	0	17	5	7	3	0	0	8	0	0	2	0	0
6/24/2015	6:00 PM	47	0	17	4	7	3	2	0	12	0	0	2	0	0
6/24/2015	6:15 PM	33	0	12	5	3	1	2	0	10	0	0	0	0	0
6/24/2015	6:30 PM	58	1	21	9	8	3	0	0	14	1	0	1	0	0
6/24/2015	6:45 PM	47	0	12	6	5	6	0	0	16	2	0	0	0	0
6/24/2015	7:00 PM	44	0	15	6	8	2	1	0	11	1	0	0	0	0
6/24/2015	7:15 PM	56	0	16	16	6	1	0	0	14	3	0	0	0	0
6/24/2015	7:30 PM	42	0	9	7	5	4	0	0	15	2	0	0	0	0
6/24/2015	7:45 PM	23	0	7	3	3	4	0	0	5	1	0	0	0	0
6/24/2015	8:00 PM	31	0	9	7	2	1	1	0	11	0	0	0	0	0
6/24/2015	8:15 PM	47	0	18	3	6	3	2	0	13	2	0	0	0	0
6/24/2015	8:30 PM	38	0	8	4	6	7	0	0	11	2	0	0	0	0
6/24/2015	8:45 PM	40	0	12	5	9	4	1	0	7	2	0	0	0	0
6/24/2015	9:00 PM	28	0	11	3	3	0	0	0	9	1	0	1	0	0
6/24/2015	9:15 PM	40	0	7	2	11	1	0	0	17	2	0	0	0	0
6/24/2015	9:30 PM	33	0	12	3	3	3	2	0	9	1	0	0	0	0
6/24/2015	9:45 PM	34	0	9	3	2	6	1	0	10	1	0	2	0	0
6/24/2015	10:00 PM	29	0	7	5	6	1	0	0	8	1	0	1	0	0
6/24/2015	10:15 PM	54	0	13	4	8	4	0	0	20	3	0	2	0	0
6/24/2015	10:30 PM	36	0	7	0	9	4	2	0	11	3	0	0	0	0
6/24/2015	10:45 PM	28	0	10	2	4	2	2	0	6	2	0	0	0	0
6/24/2015	11:00 PM	35	0	6	4	5	4	1	0	12	3	0	0	0	0
6/24/2015	11:15 PM	36	0	10	5	4	1	0	0	12	3	0	1	0	0
6/24/2015	11:30 PM	38	0	9	4	3	0	3	0	13	4	0	2	0	0
6/24/2015	11:45 PM	21	0	2	4	5	1	1	0	6	2	0	0	0	0
6/25/2015	12:00 AM	18	0	2	2	5	2	1	0	6	0	0	0	0	0
6/25/2015	12:15 AM	19	0	2	4	4	2	0	0	5	2	0	0	0	0
6/25/2015	12:30 AM	21	0	5	0	1	2	1	0	8	4	0	0	0	0
6/25/2015	12:45 AM	22	0	7	2	3	2	1	0	6	0	0	1	0	0
6/25/2015	1:00 AM	17	0	5	1	4	2	1	0	3	1	0	0	0	0
6/25/2015	1:15 AM	11	0	2	1	3	1	0	0	3	0	0	1	0	0
6/25/2015	1:30 AM	16	0	8	2	1	0	1	0	3	1	0	0	0	0
6/25/2015	1:45 AM	6	0	0	1	1	0	0	0	2	2	0	0	0	0
6/25/2015	2:00 AM	24	0	7	5	3	0	0	0	6	3	0	0	0	0
6/25/2015	2:15 AM	8	0	2	0	1	1	0	0	3	1	0	0	0	0
6/25/2015	2:30 AM	5	0	1	0	1	1	0	0	1	1	0	0	0	0
6/25/2015	2:45 AM	17	0	6	1	0	3	1	0	4	2	0	0	0	0
6/25/2015	3:00 AM	19	0	7	3	1	1	0	0	4	3	0	0	0	0
6/25/2015	3:15 AM	16	0	7	3	1	2	1	0	0	2	0	0	0	0
6/25/2015	3:30 AM	14	0	9	2	0	1	0	0	0	1	0	1	0	0
6/25/2015	3:45 AM	20	0	9	1	2	2	1	0	5	0	0	0	0	0
6/25/2015	4:00 AM	28	0	12	4	4	0	0	0	4	3	0	1	0	0
6/25/2015	4:15 AM	26	0	13	4	3	3	1	0	2	0	0	0	0	0
6/25/2015	4:30 AM	22	0	10	7	0	2	1	0	0	2	0	0	0	0
6/25/2015	4:45 AM	42	0	16	11	3	2	1	0	8	1	0	0	0	0

6/25/2015	5:00 AM	28	0	14	7	2	1	0	0	2	2	0	0	0	0
6/25/2015	5:15 AM	30	0	16	9	2	1	0	0	1	1	0	0	0	0
6/25/2015	5:30 AM	41	0	18	11	4	3	1	0	2	1	0	1	0	0
6/25/2015	5:45 AM	44	0	25	6	1	5	0	0	7	0	0	0	0	0
6/25/2015	6:00 AM	44	1	22	11	1	4	0	0	5	0	0	0	0	0
6/25/2015	6:15 AM	51	0	26	12	1	4	0	0	6	2	0	0	0	0
6/25/2015	6:30 AM	71	0	27	23	3	7	0	0	9	2	0	0	0	0
6/25/2015	6:45 AM	74	0	33	27	2	6	0	0	5	1	0	0	0	0
6/25/2015	7:00 AM	74	0	36	19	4	5	0	0	8	2	0	0	0	0
6/25/2015	7:15 AM	63	0	30	13	6	4	1	0	8	1	0	0	0	0
6/25/2015	7:30 AM	63	0	45	10	1	5	1	0	1	0	0	0	0	0
6/25/2015	7:45 AM	55	0	32	13	1	3	2	0	3	1	0	0	0	0
6/25/2015	8:00 AM	75	0	29	22	3	6	1	0	12	1	0	1	0	0
6/25/2015	8:15 AM	73	0	39	14	7	4	0	0	8	1	0	0	0	0
6/25/2015	8:30 AM	90	0	44	21	6	5	1	0	11	2	0	0	0	0
6/25/2015	8:45 AM	75	0	40	19	2	6	0	0	7	1	0	0	0	0
6/25/2015	9:00 AM	76	0	30	26	5	8	1	0	6	0	0	0	0	0
6/25/2015	9:15 AM	72	0	30	17	6	9	1	0	8	1	0	0	0	0
6/25/2015	9:30 AM	64	0	28	11	9	4	3	0	6	2	0	1	0	0
6/25/2015	9:45 AM	66	0	23	19	6	5	2	0	10	0	0	1	0	0
6/25/2015	10:00 AM	85	1	30	14	11	7	3	0	18	1	0	0	0	0
6/25/2015	10:15 AM	66	0	28	21	3	5	1	0	8	0	0	0	0	0
6/25/2015	10:30 AM	58	1	24	9	8	5	0	0	10	1	0	0	0	0
6/25/2015	10:45 AM	80	0	42	17	5	2	1	0	11	2	0	0	0	0
6/25/2015	11:00 AM	66	0	27	16	6	6	0	0	11	0	0	0	0	0
6/25/2015	11:15 AM	75	0	40	10	7	4	2	0	10	2	0	0	0	0
6/25/2015	11:30 AM	73	0	37	14	7	2	1	0	11	1	0	0	0	0
6/25/2015	11:45 AM	76	0	37	11	4	4	1	0	18	1	0	0	0	0
6/25/2015	12:00 PM	62	1	24	10	8	4	0	0	13	2	0	0	0	0
6/25/2015	12:15 PM	66	2	32	9	4	2	0	0	15	2	0	0	0	0
6/25/2015	12:30 PM	74	0	30	15	11	6	1	0	9	2	0	0	0	0
6/25/2015	12:45 PM	73	0	35	16	3	6	2	0	10	1	0	0	0	0
6/25/2015	1:00 PM	82	0	36	20	10	3	0	0	12	1	0	0	0	0
6/25/2015	1:15 PM	73	1	36	14	6	3	2	0	10	1	0	0	0	0
6/25/2015	1:30 PM	79	0	27	18	10	8	1	0	14	1	0	0	0	0
6/25/2015	1:45 PM	57	0	26	10	8	4	3	0	6	0	0	0	0	0
6/25/2015	2:00 PM	68	0	31	15	9	2	2	0	9	0	0	0	0	0
6/25/2015	2:15 PM	48	0	23	13	4	1	1	0	5	0	0	1	0	0
6/25/2015	2:30 PM	72	1	39	13	3	6	1	0	7	2	0	0	0	0
6/25/2015	2:45 PM	76	0	33	19	2	11	2	0	9	0	0	0	0	0
6/25/2015	3:00 PM	68	0	37	12	3	3	1	0	12	0	0	0	0	0
6/25/2015	3:15 PM	61	0	37	8	5	3	0	0	8	0	0	0	0	0
6/25/2015	3:30 PM	59	0	32	9	3	5	0	0	9	1	0	0	0	0
6/25/2015	3:45 PM	53	0	23	10	6	4	1	0	8	1	0	0	0	0
6/25/2015	4:00 PM	63	0	22	13	6	9	0	0	12	1	0	0	0	0
6/25/2015	4:15 PM	57	0	21	16	3	2	2	0	11	1	0	1	0	0
6/25/2015	4:30 PM	50	0	27	7	4	4	0	0	5	3	0	0	0	0
6/25/2015	4:45 PM	69	0	31	9	8	5	1	0	14	1	0	0	0	0
6/25/2015	5:00 PM	73	0	30	14	6	8	0	0	9	5	0	1	0	0
6/25/2015	5:15 PM	66	0	36	11	5	2	2	0	9	1	0	0	0	0
6/25/2015	5:30 PM	65	0	26	6	6	6	0	0	15	2	0	4	0	0
6/25/2015	5:45 PM	71	0	34	11	6	7	0	0	10	1	0	2	0	0
6/25/2015	6:00 PM	73	0	26	9	12	7	1	0	17	1	0	0	0	0
6/25/2015	6:15 PM	51	0	21	6	11	4	0	0	8	1	0	0	0	0
6/25/2015	6:30 PM	70	2	22	15	7	5	2	0	15	1	0	1	0	0
6/25/2015	6:45 PM	46	0	16	9	7	1	0	0	12	1	0	0	0	0
6/25/2015	7:00 PM	45	0	18	8	3	4	0	0	8	3	1	0	0	0
6/25/2015	7:15 PM	71	0	29	11	11	2	0	0	14	3	0	1	0	0
6/25/2015	7:30 PM	52	0	30	7	2	2	0	0	10	1	0	0	0	0
6/25/2015	7:45 PM	46	0	22	4	4	2	2	0	9	3	0	0	0	0
6/25/2015	8:00 PM	53	0	17	10	8	2	4	0	9	2	0	1	0	0
6/25/2015	8:15 PM	38	0	8	4	6	0	3	0	14	3	0	0	0	0
6/25/2015	8:30 PM	51	0	14	4	8	6	0	0	14	4	0	1	0	0
6/25/2015	8:45 PM	41	0	14	6	3	4	3	0	10	1	0	0	0	0
6/25/2015	9:00 PM	56	0	16	12	7	2	1	0	14	4	0	0	0	0
6/25/2015	9:15 PM	47	0	12	9	10	2	1	0	8	3	0	2	0	0
6/25/2015	9:30 PM	28	0	8	6	3	4	2	0	5	0	0	0	0	0
6/25/2015	9:45 PM	31	0	4	4	6	2	0	0	12	1	0	2	0	0
6/25/2015	10:00 PM	39	0	11	3	6	2	0	0	13	4	0	0	0	0
6/25/2015	10:15 PM	40	0	10	3	5	1	1	0	14	6	0	0	0	0
6/25/2015	10:30 PM	30	0	8	2	7	3	0	0	9	1	0	0	0	0
6/25/2015	10:45 PM	38	0	13	3	8	1	0	0	7	5	0	1	0	0
6/25/2015	11:00 PM	28	2	5	3	5	2	1	0	8	1	0	1	0	0
6/25/2015	11:15 PM	20	0	5	1	3	2	1	0	7	0	0	1	0	0
6/25/2015	11:30 PM	28	0	4	3	6	1	1	0	11	2	0	0	0	0
6/25/2015	11:45 PM	20	0	1	0	6	1	2	0	9	1	0	0	0	0

Data File: '6-29-15-0288.rdf'
Site Code: '0064A-0288'
Start Date: 6/22/2015
Start Time: 5:30:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'US 281 SB N. OF TX 186'
'Direction': 'US 281 SB'
'Weather': 'GOOD'

Channel: RIGHT LANE

Bad data highlighted in red. Only bad data is from 4 PM on 6/23 to 11 AM 6/24.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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	
6/23/2015	12:00 AM	29	1	9	6	0	5	3	0	2	3	0	0	0	0
6/23/2015	12:15 AM	30	2	4	5	1	9	1	0	4	3	0	0	1	0
6/23/2015	12:30 AM	23	0	4	5	5	2	1	0	2	3	0	1	0	0
6/23/2015	12:45 AM	17	0	6	3	2	1	2	0	1	2	0	0	0	0
6/23/2015	1:00 AM	13	0	4	2	1	3	0	0	0	3	0	0	0	0
6/23/2015	1:15 AM	16	0	4	4	0	0	1	0	2	4	0	0	1	0
6/23/2015	1:30 AM	17	1	4	2	2	2	1	0	0	5	0	0	0	0
6/23/2015	1:45 AM	16	1	4	3	2	2	1	0	1	2	0	0	0	0
6/23/2015	2:00 AM	20	1	1	3	4	2	0	0	2	5	0	2	0	0
6/23/2015	2:15 AM	17	1	7	0	2	1	0	0	1	5	0	0	0	0
6/23/2015	2:30 AM	12	1	1	5	0	1	1	0	1	2	0	0	0	0
6/23/2015	2:45 AM	18	1	8	1	1	2	1	0	3	1	0	0	0	0
6/23/2015	3:00 AM	8	0	0	2	0	0	0	0	3	3	0	0	0	0
6/23/2015	3:15 AM	12	1	1	1	2	0	0	0	2	4	0	1	0	0
6/23/2015	3:30 AM	12	0	1	0	0	3	2	0	3	3	0	0	0	0
6/23/2015	3:45 AM	11	0	1	2	2	0	2	0	2	2	0	0	0	0
6/23/2015	4:00 AM	26	1	5	3	5	1	1	0	3	6	0	1	0	0
6/23/2015	4:15 AM	13	3	0	2	1	4	1	0	0	1	0	1	0	0
6/23/2015	4:30 AM	18	2	0	1	4	2	0	0	4	4	0	1	0	0
6/23/2015	4:45 AM	18	3	2	2	1	0	2	0	4	2	0	1	1	0
6/23/2015	5:00 AM	14	0	0	1	0	5	0	0	4	3	0	1	0	0
6/23/2015	5:15 AM	13	1	1	1	1	2	1	0	1	4	0	1	0	0
6/23/2015	5:30 AM	11	0	2	2	5	0	0	0	1	1	0	0	0	0
6/23/2015	5:45 AM	9	1	1	1	3	1	0	0	1	1	0	0	0	0
6/23/2015	6:00 AM	19	0	2	1	4	4	0	0	3	5	0	0	0	0
6/23/2015	6:15 AM	21	0	1	3	3	2	1	0	5	5	0	0	1	0
6/23/2015	6:30 AM	24	2	2	2	4	5	2	0	5	2	0	0	0	0
6/23/2015	6:45 AM	20	0	4	3	3	2	1	0	5	1	0	1	0	0
6/23/2015	7:00 AM	23	2	3	2	5	3	1	0	4	3	0	0	0	0
6/23/2015	7:15 AM	18	1	2	4	3	2	1	0	2	3	0	0	0	0
6/23/2015	7:30 AM	21	2	0	4	5	3	2	0	3	1	0	0	1	0
6/23/2015	7:45 AM	26	1	2	1	5	6	2	0	6	2	0	1	0	0
6/23/2015	8:00 AM	31	2	4	4	4	5	3	0	3	5	0	1	0	0
6/23/2015	8:15 AM	18	1	3	0	5	2	2	0	1	4	0	0	0	0
6/23/2015	8:30 AM	20	0	1	2	4	8	0	0	2	3	0	0	0	0
6/23/2015	8:45 AM	31	0	1	4	7	4	5	0	6	4	0	0	0	0
6/23/2015	9:00 AM	28	2	0	3	9	5	3	0	3	1	1	0	1	0
6/23/2015	9:15 AM	29	2	2	5	4	5	2	0	5	3	0	1	0	0
6/23/2015	9:30 AM	35	1	2	2	10	8	3	0	3	5	0	0	1	0
6/23/2015	9:45 AM	43	2	9	7	4	8	5	0	3	5	0	0	0	0
6/23/2015	10:00 AM	47	0	8	12	4	14	3	0	0	6	0	0	0	0
6/23/2015	10:15 AM	37	1	4	8	0	11	2	0	3	7	0	1	0	0
6/23/2015	10:30 AM	36	0	10	8	4	6	3	0	2	3	0	0	0	0
6/23/2015	10:45 AM	46	2	12	8	7	8	1	0	3	5	0	0	0	0
6/23/2015	11:00 AM	31	0	10	4	1	11	2	0	2	1	0	0	0	0
6/23/2015	11:15 AM	39	1	5	7	3	11	3	0	4	5	0	0	0	0
6/23/2015	11:30 AM	39	1	9	6	4	6	5	0	3	5	0	0	0	0
6/23/2015	11:45 AM	39	1	4	9	7	11	0	0	3	4	0	0	0	0
6/23/2015	12:00 PM	36	1	8	7	5	8	3	0	1	3	0	0	0	0
6/23/2015	12:15 PM	40	0	10	10	8	6	4	0	1	1	0	0	0	0
6/23/2015	12:30 PM	29	0	5	5	6	6	1	0	1	5	0	0	0	0
6/23/2015	12:45 PM	52	2	9	9	8	10	6	0	3	5	0	0	0	0
6/23/2015	1:00 PM	44	1	5	9	7	8	1	0	4	9	0	0	0	0
6/23/2015	1:15 PM	39	0	13	2	4	12	4	0	2	2	0	0	0	0
6/23/2015	1:30 PM	52	4	9	8	8	8	6	0	4	5	0	0	0	0
6/23/2015	1:45 PM	38	0	3	4	12	7	4	0	6	2	0	0	0	0
6/23/2015	2:00 PM	43	1	7	6	7	7	8	0	4	3	0	0	0	0
6/23/2015	2:15 PM	29	0	7	3	5	6	4	0	2	2	0	0	0	0
6/23/2015	2:30 PM	43	2	5	1	13	1	6	0	9	6	0	0	0	0
6/23/2015	2:45 PM	35	1	1	5	12	5	5	0	2	4	0	0	0	0
6/23/2015	3:00 PM	36	1	7	5	9	5	0	0	3	6	0	0	0	0
6/23/2015	3:15 PM	40	0	9	10	9	5	0	0	2	5	0	0	0	0
6/23/2015	3:30 PM	28	5	2	4	6	6	1	0	3	1	0	0	0	0
6/23/2015	3:45 PM	34	2	9	5	1	7	5	0	2	2	1	0	0	0
6/23/2015	4:00 PM	35	0	9	4	8	7	2	0	4	1	0	0	0	0
6/23/2015	4:15 PM	37	0	4	4	10	9	2	0	5	3	0	0	0	0
6/23/2015	4:30 PM	33	0	12	2	6	6	1	0	5	1	0	0	0	0

6/23/2015	4:45 PM	24	3	9	2	7	2	0	0	1	0	0	0	0	0
6/23/2015	5:00 PM	33	4	7	3	16	2	0	0	1	0	0	0	0	0
6/23/2015	5:15 PM	22	0	11	1	7	2	0	0	1	0	0	0	0	0
6/23/2015	5:30 PM	31	3	5	4	12	3	0	0	4	0	0	0	0	0
6/23/2015	5:45 PM	30	5	7	0	10	3	0	0	5	0	0	0	0	0
6/23/2015	6:00 PM	31	5	6	3	12	3	0	0	2	0	0	0	0	0
6/23/2015	6:15 PM	43	7	14	1	14	5	0	0	2	0	0	0	0	0
6/23/2015	6:30 PM	40	5	8	8	14	2	1	0	2	0	0	0	0	0
6/23/2015	6:45 PM	43	9	7	4	14	5	0	0	4	0	0	0	0	0
6/23/2015	7:00 PM	36	6	6	1	14	4	0	0	5	0	0	0	0	0
6/23/2015	7:15 PM	30	2	7	5	8	4	1	0	3	0	0	0	0	0
6/23/2015	7:30 PM	33	4	10	0	16	1	1	0	1	0	0	0	0	0
6/23/2015	7:45 PM	26	4	7	3	6	5	0	0	1	0	0	0	0	0
6/23/2015	8:00 PM	31	5	11	3	10	1	0	0	1	0	0	0	0	0
6/23/2015	8:15 PM	28	4	9	3	6	4	0	0	2	0	0	0	0	0
6/23/2015	8:30 PM	26	8	7	1	8	2	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	25	4	10	2	5	3	0	0	1	0	0	0	0	0
6/23/2015	9:00 PM	32	4	8	2	7	7	0	0	4	0	0	0	0	0
6/23/2015	9:15 PM	25	3	8	2	8	2	0	0	2	0	0	0	0	0
6/23/2015	9:30 PM	11	0	1	2	5	2	0	0	1	0	0	0	0	0
6/23/2015	9:45 PM	18	0	4	1	9	2	2	0	0	0	0	0	0	0
6/23/2015	10:00 PM	12	0	1	0	9	1	1	0	0	0	0	0	0	0
6/23/2015	10:15 PM	13	0	2	1	7	2	0	0	1	0	0	0	0	0
6/23/2015	10:30 PM	11	1	0	0	6	0	0	0	4	0	0	0	0	0
6/23/2015	10:45 PM	9	1	0	1	4	3	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	18	0	1	0	12	3	1	0	1	0	0	0	0	0
6/23/2015	11:15 PM	9	0	0	0	3	1	1	0	4	0	0	0	0	0
6/23/2015	11:30 PM	13	0	6	1	5	0	0	0	1	0	0	0	0	0
6/23/2015	11:45 PM	12	0	1	0	5	3	2	0	1	0	0	0	0	0
6/24/2015	12:00 AM	4	0	0	0	2	1	1	0	0	0	0	0	0	0
6/24/2015	12:15 AM	7	0	1	2	2	1	0	0	1	0	0	0	0	0
6/24/2015	12:30 AM	8	0	2	1	2	2	0	0	1	0	0	0	0	0
6/24/2015	12:45 AM	6	0	0	1	2	3	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	12	0	0	2	8	1	1	0	0	0	0	0	0	0
6/24/2015	1:15 AM	10	0	1	1	4	2	0	0	2	0	0	0	0	0
6/24/2015	1:30 AM	4	0	0	0	2	1	1	0	0	0	0	0	0	0
6/24/2015	1:45 AM	13	1	2	2	5	1	0	0	2	0	0	0	0	0
6/24/2015	2:00 AM	12	0	1	2	1	3	1	0	4	0	0	0	0	0
6/24/2015	2:15 AM	5	0	0	1	2	0	0	0	2	0	0	0	0	0
6/24/2015	2:30 AM	8	0	0	0	4	1	2	0	1	0	0	0	0	0
6/24/2015	2:45 AM	8	1	0	1	5	1	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	9	0	2	4	2	0	0	0	1	0	0	0	0	0
6/24/2015	3:15 AM	6	0	1	2	2	0	0	0	1	0	0	0	0	0
6/24/2015	3:30 AM	5	0	0	0	4	0	0	0	1	0	0	0	0	0
6/24/2015	3:45 AM	3	1	0	0	0	0	0	0	2	0	0	0	0	0
6/24/2015	4:00 AM	9	0	1	2	4	0	0	0	2	0	0	0	0	0
6/24/2015	4:15 AM	4	0	1	0	1	1	0	0	0	1	0	0	0	0
6/24/2015	4:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	13	0	2	3	5	2	0	0	1	0	0	0	0	0
6/24/2015	5:15 AM	9	0	1	0	5	0	0	0	2	0	0	1	0	0
6/24/2015	5:30 AM	8	0	2	0	4	1	0	0	1	0	0	0	0	0
6/24/2015	5:45 AM	10	0	1	1	5	1	0	0	1	0	0	1	0	0
6/24/2015	6:00 AM	10	0	0	2	2	2	1	0	3	0	0	0	0	0
6/24/2015	6:15 AM	13	0	0	0	7	1	1	0	3	1	0	0	0	0
6/24/2015	6:30 AM	14	0	1	2	8	1	0	0	2	0	0	0	0	0
6/24/2015	6:45 AM	11	0	1	1	7	2	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	22	0	2	1	11	4	2	0	2	0	0	0	0	0
6/24/2015	7:15 AM	12	1	2	0	5	0	0	0	3	1	0	0	0	0
6/24/2015	7:30 AM	19	0	6	0	9	3	0	0	1	0	0	0	0	0
6/24/2015	7:45 AM	10	0	0	2	6	1	0	0	1	0	0	0	0	0
6/24/2015	8:00 AM	13	1	1	0	5	2	2	0	2	0	0	0	0	0
6/24/2015	8:15 AM	7	0	0	1	3	0	0	0	3	0	0	0	0	0
6/24/2015	8:30 AM	9	0	0	1	3	4	0	0	1	0	0	0	0	0
6/24/2015	8:45 AM	16	1	0	0	10	3	0	0	2	0	0	0	0	0
6/24/2015	9:00 AM	11	0	3	1	5	0	1	0	1	0	0	0	0	0
6/24/2015	9:15 AM	8	0	0	1	5	1	0	0	1	0	0	0	0	0
6/24/2015	9:30 AM	12	0	2	1	8	0	0	0	1	0	0	0	0	0
6/24/2015	9:45 AM	9	0	1	0	5	2	0	0	1	0	0	0	0	0
6/24/2015	10:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 AM	10	0	3	0	0	5	0	0	1	1	0	0	0	0
6/24/2015	10:30 AM	11	0	4	3	0	3	0	0	0	1	0	0	0	0
6/24/2015	10:45 AM	22	0	10	3	0	6	0	0	1	2	0	0	0	0
6/24/2015	11:00 AM	20	0	5	7	0	2	0	0	1	4	0	0	1	0
6/24/2015	11:15 AM	28	0	7	7	1	6	0	0	1	5	0	1	0	0
6/24/2015	11:30 AM	63	1	15	14	3	14	2	0	5	9	0	0	0	0
6/24/2015	11:45 AM	73	4	16	14	4	22	1	0	6	6	0	0	0	0
6/24/2015	12:00 PM	63	3	13	15	5	13	1	0	7	6	0	0	0	0
6/24/2015	12:15 PM	53	2	10	7	4	9	1	0	8	11	0	1	0	0
6/24/2015	12:30 PM	64	3	21	10	1	13	1	0	5	9	0	1	0	0

6/24/2015	12:45 PM	62	2	15	11	0	12	5	0	8	8	0	1	0	0
6/24/2015	1:00 PM	67	3	17	11	1	19	1	0	7	8	0	0	0	0
6/24/2015	1:15 PM	55	3	21	12	5	7	0	0	4	3	0	0	0	0
6/24/2015	1:30 PM	70	4	11	14	2	19	5	0	7	8	0	0	0	0
6/24/2015	1:45 PM	56	1	13	13	3	11	4	0	4	7	0	0	0	0
6/24/2015	2:00 PM	65	6	19	9	2	17	2	0	3	7	0	0	0	0
6/24/2015	2:15 PM	67	2	18	15	2	14	3	0	4	9	0	0	0	0
6/24/2015	2:30 PM	78	4	24	14	0	15	4	0	10	7	0	0	0	0
6/24/2015	2:45 PM	103	12	27	19	4	20	6	0	11	4	0	0	0	0
6/24/2015	3:00 PM	84	10	20	13	4	23	4	0	3	7	0	0	0	0
6/24/2015	3:15 PM	76	3	20	9	1	16	3	0	8	16	0	0	0	0
6/24/2015	3:30 PM	96	5	21	17	2	24	8	0	9	10	0	0	0	0
6/24/2015	3:45 PM	71	1	18	17	3	18	4	0	3	6	0	1	0	0
6/24/2015	4:00 PM	82	1	25	17	3	12	1	0	9	13	0	0	1	0
6/24/2015	4:15 PM	78	5	19	12	4	18	3	0	9	8	0	0	0	0
6/24/2015	4:30 PM	71	1	32	13	1	12	3	0	4	5	0	0	0	0
6/24/2015	4:45 PM	95	1	22	27	5	24	2	0	4	10	0	0	0	0
6/24/2015	5:00 PM	76	3	19	16	2	18	4	0	4	10	0	0	0	0
6/24/2015	5:15 PM	85	2	22	17	4	12	6	0	10	12	0	0	0	0
6/24/2015	5:30 PM	85	3	26	22	0	15	2	0	8	9	0	0	0	0
6/24/2015	5:45 PM	83	3	28	15	2	22	3	0	4	6	0	0	0	0
6/24/2015	6:00 PM	90	3	24	20	3	20	5	0	7	8	0	0	0	0
6/24/2015	6:15 PM	75	2	20	15	4	19	1	0	7	7	0	0	0	0
6/24/2015	6:30 PM	103	4	28	24	2	25	3	0	7	10	0	0	0	0
6/24/2015	6:45 PM	80	1	28	18	2	15	0	0	6	9	0	1	0	0
6/24/2015	7:00 PM	87	6	25	20	3	21	2	0	7	2	0	1	0	0
6/24/2015	7:15 PM	71	2	21	10	4	17	3	0	7	6	0	1	0	0
6/24/2015	7:30 PM	68	3	20	12	2	19	2	0	3	7	0	0	0	0
6/24/2015	7:45 PM	71	2	24	18	0	16	2	0	4	5	0	0	0	0
6/24/2015	8:00 PM	86	4	22	15	6	19	3	0	7	10	0	0	0	0
6/24/2015	8:15 PM	64	1	22	14	2	8	5	0	7	5	0	0	0	0
6/24/2015	8:30 PM	64	3	21	13	2	14	3	0	2	6	0	0	0	0
6/24/2015	8:45 PM	70	3	27	11	0	14	4	0	2	9	0	0	0	0
6/24/2015	9:00 PM	51	1	15	13	2	9	3	0	2	6	0	0	0	0
6/24/2015	9:15 PM	52	1	14	8	1	15	2	0	5	6	0	0	0	0
6/24/2015	9:30 PM	52	2	14	10	0	9	1	0	4	12	0	0	0	0
6/24/2015	9:45 PM	56	3	16	9	3	14	4	0	3	4	0	0	0	0
6/24/2015	10:00 PM	49	2	12	6	2	18	2	0	3	3	0	1	0	0
6/24/2015	10:15 PM	40	3	6	8	0	11	2	0	3	5	0	1	0	1
6/24/2015	10:30 PM	34	0	11	8	1	4	0	0	2	8	0	0	0	0
6/24/2015	10:45 PM	47	2	16	5	1	10	2	0	3	8	0	0	0	0
6/24/2015	11:00 PM	38	3	9	11	1	8	2	0	0	4	0	0	0	0
6/24/2015	11:15 PM	46	3	19	7	3	7	1	0	3	3	0	0	0	0
6/24/2015	11:30 PM	46	3	13	10	0	8	5	0	3	4	0	0	0	0
6/24/2015	11:45 PM	31	0	7	10	1	6	0	0	1	6	0	0	0	0
6/25/2015	12:00 AM	36	0	10	9	2	3	2	0	3	6	0	1	0	0
6/25/2015	12:15 AM	33	2	7	2	1	10	2	0	3	6	0	0	0	0
6/25/2015	12:30 AM	33	2	5	9	2	8	1	0	2	4	0	0	0	0
6/25/2015	12:45 AM	39	3	5	7	0	11	3	0	3	6	0	1	0	0
6/25/2015	1:00 AM	46	4	9	6	4	6	2	0	4	10	0	0	1	0
6/25/2015	1:15 AM	28	1	11	5	0	5	2	0	1	2	0	1	0	0
6/25/2015	1:30 AM	22	0	4	3	1	5	1	0	2	6	0	0	0	0
6/25/2015	1:45 AM	20	0	2	3	2	4	2	0	3	4	0	0	0	0
6/25/2015	2:00 AM	25	1	5	6	1	4	1	0	4	3	0	0	0	0
6/25/2015	2:15 AM	17	0	3	2	1	4	2	0	2	2	0	1	0	0
6/25/2015	2:30 AM	21	1	3	3	4	2	0	0	1	3	0	3	1	0
6/25/2015	2:45 AM	21	1	5	2	0	3	2	0	2	6	0	0	0	0
6/25/2015	3:00 AM	24	2	4	3	2	5	1	0	3	4	0	0	0	0
6/25/2015	3:15 AM	16	0	6	0	1	2	0	0	2	5	0	0	0	0
6/25/2015	3:30 AM	16	1	2	1	1	4	0	0	2	4	0	1	0	0
6/25/2015	3:45 AM	15	1	2	3	4	2	0	0	2	1	0	0	0	0
6/25/2015	4:00 AM	17	1	4	1	5	2	0	0	1	3	0	0	0	0
6/25/2015	4:15 AM	19	2	2	3	1	4	0	0	2	2	0	3	0	0
6/25/2015	4:30 AM	18	0	5	1	1	3	0	0	1	5	0	1	1	0
6/25/2015	4:45 AM	17	0	0	2	1	1	1	0	6	2	0	4	0	0
6/25/2015	5:00 AM	18	2	1	3	5	1	0	0	2	4	0	0	0	0
6/25/2015	5:15 AM	21	4	4	1	0	6	3	0	0	3	0	0	0	0
6/25/2015	5:30 AM	27	4	1	3	1	4	0	0	7	6	0	1	0	0
6/25/2015	5:45 AM	15	1	0	0	0	2	1	0	7	2	0	2	0	0
6/25/2015	6:00 AM	23	4	4	1	0	8	1	0	1	3	0	1	0	0
6/25/2015	6:15 AM	29	2	2	2	3	8	2	0	5	5	0	0	0	0
6/25/2015	6:30 AM	32	2	2	7	3	5	1	0	7	5	0	0	0	0
6/25/2015	6:45 AM	21	0	2	0	3	5	0	0	4	4	0	3	0	0
6/25/2015	7:00 AM	36	3	6	8	0	8	0	0	5	5	0	0	1	0
6/25/2015	7:15 AM	35	0	7	4	3	5	0	0	7	8	0	1	0	0
6/25/2015	7:30 AM	40	2	5	6	4	8	0	0	3	8	0	4	0	0
6/25/2015	7:45 AM	52	6	10	4	6	11	3	0	4	7	0	1	0	0
6/25/2015	8:00 AM	44	3	7	6	2	12	2	0	7	5	0	0	0	0
6/25/2015	8:15 AM	47	2	13	2	3	13	3	0	6	5	0	0	0	0
6/25/2015	8:30 AM	43	2	11	4	2	7	2	0	3	11	0	0	1	0

6/25/2015	8:45 AM	36	1	9	8	1	8	2	0	4	3	0	0	0	0
6/25/2015	9:00 AM	56	2	13	12	4	8	3	0	5	9	0	0	0	0
6/25/2015	9:15 AM	41	1	11	9	3	8	1	0	4	3	0	1	0	0
6/25/2015	9:30 AM	62	2	12	10	3	13	2	0	5	15	0	0	0	0
6/25/2015	9:45 AM	46	2	13	9	0	10	0	0	4	8	0	0	0	0
6/25/2015	10:00 AM	49	0	14	5	4	14	3	0	6	3	0	0	0	0
6/25/2015	10:15 AM	61	3	11	10	4	11	5	0	8	9	0	0	0	0
6/25/2015	10:30 AM	45	1	15	9	0	7	1	0	6	5	1	0	0	0
6/25/2015	10:45 AM	58	0	15	9	1	7	5	0	9	10	0	1	1	0
6/25/2015	11:00 AM	58	1	16	10	4	16	5	0	3	3	0	0	0	0
6/25/2015	11:15 AM	62	2	14	15	3	15	4	0	4	4	0	1	0	0
6/25/2015	11:30 AM	54	1	15	12	0	11	2	0	8	4	0	1	0	0
6/25/2015	11:45 AM	52	4	16	12	0	11	2	0	1	6	0	0	0	0
6/25/2015	12:00 PM	58	2	13	14	2	13	3	0	7	4	0	0	0	0
6/25/2015	12:15 PM	53	6	11	6	2	19	0	0	3	6	0	0	0	0
6/25/2015	12:30 PM	70	3	25	8	2	16	3	0	3	10	0	0	0	0
6/25/2015	12:45 PM	62	4	20	14	3	13	1	0	2	5	0	0	0	0
6/25/2015	1:00 PM	61	3	19	5	4	17	2	0	3	8	0	0	0	0
6/25/2015	1:15 PM	66	4	19	15	2	14	1	0	4	7	0	0	0	0
6/25/2015	1:30 PM	64	0	19	15	1	8	4	0	6	11	0	0	0	0
6/25/2015	1:45 PM	77	5	25	10	6	19	2	0	7	3	0	0	0	0
6/25/2015	2:00 PM	71	3	29	15	3	7	2	0	7	5	0	0	0	0
6/25/2015	2:15 PM	76	1	18	17	5	15	3	0	10	7	0	0	0	0
6/25/2015	2:30 PM	79	3	25	15	1	15	2	0	3	13	0	1	1	0
6/25/2015	2:45 PM	80	2	19	19	2	14	11	0	6	7	0	0	0	0
6/25/2015	3:00 PM	74	2	19	13	3	17	3	0	5	12	0	0	0	0
6/25/2015	3:15 PM	46	1	8	9	3	10	5	0	5	5	0	0	0	0
6/25/2015	3:30 PM	95	7	29	16	5	21	4	0	10	3	0	0	0	0
6/25/2015	3:45 PM	67	3	23	10	0	15	1	0	5	10	0	0	0	0
6/25/2015	4:00 PM	96	5	30	8	6	24	1	0	8	14	0	0	0	0
6/25/2015	4:15 PM	92	6	31	19	4	14	3	0	8	7	0	0	0	0
6/25/2015	4:30 PM	62	2	24	11	2	11	1	0	7	4	0	0	0	0
6/25/2015	4:45 PM	49	1	10	13	5	9	3	0	5	3	0	0	0	0
6/25/2015	5:00 PM	100	4	28	19	11	16	2	0	7	13	0	0	0	0
6/25/2015	5:15 PM	86	2	23	17	3	21	6	0	3	10	0	1	0	0
6/25/2015	5:30 PM	79	2	28	15	1	15	0	0	6	11	1	0	0	0
6/25/2015	5:45 PM	90	6	32	13	1	24	4	0	5	4	0	1	0	0
6/25/2015	6:00 PM	66	0	20	14	3	12	3	0	7	6	1	0	0	0
6/25/2015	6:15 PM	54	1	16	11	0	12	3	0	3	8	0	0	0	0
6/25/2015	6:30 PM	87	4	34	9	3	17	1	0	8	10	0	1	0	0
6/25/2015	6:45 PM	79	1	22	12	3	20	6	0	4	11	0	0	0	0
6/25/2015	7:00 PM	89	3	26	18	8	14	3	0	7	10	0	0	0	0
6/25/2015	7:15 PM	93	2	31	21	3	20	1	0	8	7	0	0	0	0
6/25/2015	7:30 PM	92	3	23	16	2	28	7	0	9	4	0	0	0	0
6/25/2015	7:45 PM	89	4	36	21	0	16	2	0	4	6	0	0	0	0
6/25/2015	8:00 PM	89	1	32	22	4	18	2	0	4	6	0	0	0	0
6/25/2015	8:15 PM	95	1	32	21	5	18	2	0	5	10	0	1	0	0
6/25/2015	8:30 PM	82	2	24	22	1	19	4	0	3	6	0	1	0	0
6/25/2015	8:45 PM	81	3	19	16	6	16	6	0	6	9	0	0	0	0
6/25/2015	9:00 PM	68	4	21	15	2	14	3	0	4	4	0	1	0	0
6/25/2015	9:15 PM	70	2	28	15	3	11	1	0	2	8	0	0	0	0
6/25/2015	9:30 PM	78	1	28	17	3	13	2	0	4	10	0	0	0	0
6/25/2015	9:45 PM	67	2	33	7	1	16	1	0	1	6	0	0	0	0
6/25/2015	10:00 PM	44	0	16	15	2	3	0	0	2	6	0	0	0	0
6/25/2015	10:15 PM	65	1	23	16	2	15	2	0	1	5	0	0	0	0
6/25/2015	10:30 PM	47	1	17	17	1	6	2	0	2	1	0	0	0	0
6/25/2015	10:45 PM	54	1	15	13	3	13	1	0	2	6	0	0	0	0
6/25/2015	11:00 PM	55	0	19	9	1	12	1	0	3	9	0	1	0	0
6/25/2015	11:15 PM	40	1	11	9	1	10	0	0	5	3	0	0	0	0
6/25/2015	11:30 PM	45	0	18	6	0	16	1	0	2	2	0	0	0	0
6/25/2015	11:45 PM	48	1	17	7	1	11	0	0	4	7	0	0	0	0

Channel: LEFT LANE

Date	Time	Total	Motor Bike	Cars & Trai	2 Axle Long	Buses	2 Axle 6 Tir	3 Axle Sing	4 Axle Sing	<5 Axle Do	5 Axle Doul	>6 Axle Do	<6 Axle Mu	6 Axle Mult	>6 Axle Mu
6/23/2015	12:00 AM	37	1	12	7	0	6	2	0	3	6	0	0	0	0
6/23/2015	12:15 AM	33	0	7	9	3	1	0	0	2	11	0	0	0	0
6/23/2015	12:30 AM	40	2	15	9	1	0	3	0	3	6	0	0	0	1
6/23/2015	12:45 AM	24	0	11	5	2	1	1	0	1	3	0	0	0	0
6/23/2015	1:00 AM	25	1	8	5	2	3	0	0	1	5	0	0	0	0
6/23/2015	1:15 AM	23	0	9	6	0	0	0	0	1	6	0	1	0	0
6/23/2015	1:30 AM	23	3	6	2	2	3	0	0	2	5	0	0	0	0
6/23/2015	1:45 AM	17	1	4	4	1	2	1	0	0	4	0	0	0	0
6/23/2015	2:00 AM	23	2	3	5	1	3	0	0	1	6	0	2	0	0
6/23/2015	2:15 AM	20	0	10	0	0	1	1	0	2	6	0	0	0	0
6/23/2015	2:30 AM	13	1	3	6	0	2	0	0	0	1	0	0	0	0
6/23/2015	2:45 AM	27	3	11	4	0	4	0	0	1	3	0	1	0	0
6/23/2015	3:00 AM	13	0	4	4	0	0	0	0	2	3	0	0	0	0
6/23/2015	3:15 AM	16	0	1	3	1	1	0	0	3	6	0	1	0	0
6/23/2015	3:30 AM	17	0	2	3	1	3	2	0	2	4	0	0	0	0
6/23/2015	3:45 AM	15	0	1	5	1	0	0	0	1	5	0	2	0	0

6/23/2015	4:00 AM	26	1	6	3	3	2	1	0	2	6	0	2	0	0
6/23/2015	4:15 AM	15	2	1	2	1	2	2	0	1	3	0	1	0	0
6/23/2015	4:30 AM	13	0	0	0	1	2	1	0	0	8	0	1	0	0
6/23/2015	4:45 AM	21	2	4	2	2	1	2	0	2	5	0	0	1	0
6/23/2015	5:00 AM	19	0	2	2	1	5	0	0	3	5	0	1	0	0
6/23/2015	5:15 AM	19	0	5	2	0	1	0	0	3	7	0	1	0	0
6/23/2015	5:30 AM	20	2	3	4	2	4	0	0	1	3	0	1	0	0
6/23/2015	5:45 AM	24	1	9	1	2	1	0	0	4	4	0	1	1	0
6/23/2015	6:00 AM	22	2	2	1	2	7	0	0	2	5	0	0	1	0
6/23/2015	6:15 AM	27	0	3	5	4	1	0	0	4	8	0	1	1	0
6/23/2015	6:30 AM	35	1	9	5	2	7	3	0	3	5	0	0	0	0
6/23/2015	6:45 AM	29	2	11	3	2	3	0	0	5	2	0	1	0	0
6/23/2015	7:00 AM	43	3	6	13	3	8	0	0	3	6	0	0	1	0
6/23/2015	7:15 AM	29	0	7	8	4	4	1	0	1	4	0	0	0	0
6/23/2015	7:30 AM	49	2	14	10	4	8	2	0	2	6	0	1	0	0
6/23/2015	7:45 AM	38	4	7	3	2	11	2	0	2	4	0	2	1	0
6/23/2015	8:00 AM	50	3	13	11	1	11	1	0	3	6	0	1	0	0
6/23/2015	8:15 AM	39	2	14	3	2	9	0	0	1	8	0	0	0	0
6/23/2015	8:30 AM	43	2	11	9	1	11	0	0	3	4	0	0	1	1
6/23/2015	8:45 AM	62	3	17	15	2	11	0	0	6	7	0	1	0	0
6/23/2015	9:00 AM	53	2	14	9	2	8	0	0	3	13	0	1	1	0
6/23/2015	9:15 AM	55	2	14	13	1	14	1	0	1	7	1	1	0	0
6/23/2015	9:30 AM	61	0	15	17	5	5	1	0	4	11	0	1	1	1
6/23/2015	9:45 AM	63	5	28	12	3	10	1	0	0	4	0	0	0	0
6/23/2015	10:00 AM	55	1	20	12	2	7	5	0	5	3	0	0	0	0
6/23/2015	10:15 AM	54	2	15	12	1	11	0	0	4	8	0	1	0	0
6/23/2015	10:30 AM	55	3	19	13	3	10	0	0	1	6	0	0	0	0
6/23/2015	10:45 AM	66	3	23	14	2	10	0	0	5	9	0	0	0	0
6/23/2015	11:00 AM	43	0	16	8	0	10	2	0	2	5	0	0	0	0
6/23/2015	11:15 AM	66	3	24	14	1	10	0	0	3	11	0	0	0	0
6/23/2015	11:30 AM	60	1	17	19	2	5	2	0	4	10	0	0	0	0
6/23/2015	11:45 AM	58	2	23	11	2	7	0	0	3	10	0	0	0	0
6/23/2015	12:00 PM	58	3	21	8	4	13	0	0	3	6	0	0	0	0
6/23/2015	12:15 PM	72	3	25	19	3	12	2	0	1	7	0	0	0	0
6/23/2015	12:30 PM	66	1	26	21	1	7	2	0	1	7	0	0	0	0
6/23/2015	12:45 PM	62	2	18	19	2	6	3	0	3	9	0	0	0	0
6/23/2015	1:00 PM	72	2	17	16	4	16	1	0	3	13	0	0	0	0
6/23/2015	1:15 PM	54	0	18	12	0	11	0	0	0	13	0	0	0	0
6/23/2015	1:30 PM	93	6	29	20	9	16	2	0	6	5	0	0	0	0
6/23/2015	1:45 PM	67	3	21	10	3	16	2	0	3	8	0	1	0	0
6/23/2015	2:00 PM	82	6	27	21	3	12	1	0	4	8	0	0	0	0
6/23/2015	2:15 PM	76	2	34	18	0	12	0	0	6	4	0	0	0	0
6/23/2015	2:30 PM	86	2	25	13	5	12	4	0	10	15	0	0	0	0
6/23/2015	2:45 PM	91	2	29	25	5	18	1	0	3	8	0	0	0	0
6/23/2015	3:00 PM	89	4	33	18	6	10	2	0	4	12	0	0	0	0
6/23/2015	3:15 PM	104	2	44	30	4	8	1	0	6	8	0	1	0	0
6/23/2015	3:30 PM	98	4	41	26	1	16	2	0	6	2	0	0	0	0
6/23/2015	3:45 PM	83	2	30	28	2	10	3	0	0	7	1	0	0	0
6/23/2015	4:00 PM	96	5	34	20	4	18	0	0	10	5	0	0	0	0
6/23/2015	4:15 PM	95	4	29	19	3	21	0	0	7	9	0	3	0	0
6/23/2015	4:30 PM	96	2	33	24	8	15	2	0	9	3	0	0	0	0
6/23/2015	4:45 PM	89	3	30	19	9	14	2	0	11	1	0	0	0	0
6/23/2015	5:00 PM	80	0	20	23	10	14	3	0	10	0	0	0	0	0
6/23/2015	5:15 PM	87	1	42	17	8	10	0	0	8	1	0	0	0	0
6/23/2015	5:30 PM	103	1	47	18	9	12	4	0	10	2	0	0	0	0
6/23/2015	5:45 PM	98	1	43	23	6	12	1	0	11	1	0	0	0	0
6/23/2015	6:00 PM	105	2	40	33	9	8	1	0	12	0	0	0	0	0
6/23/2015	6:15 PM	105	2	50	19	8	9	2	0	12	3	0	0	0	0
6/23/2015	6:30 PM	82	0	35	17	7	9	2	0	8	4	0	0	0	0
6/23/2015	6:45 PM	113	1	56	17	11	7	2	0	14	5	0	0	0	0
6/23/2015	7:00 PM	102	3	52	14	7	6	1	0	17	2	0	0	0	0
6/23/2015	7:15 PM	89	0	38	15	13	7	2	0	12	1	0	1	0	0
6/23/2015	7:30 PM	88	1	40	18	7	4	3	0	10	5	0	0	0	0
6/23/2015	7:45 PM	72	1	32	22	4	4	2	0	6	1	0	0	0	0
6/23/2015	8:00 PM	76	1	26	26	6	5	2	0	7	3	0	0	0	0
6/23/2015	8:15 PM	76	2	37	15	5	6	3	0	5	3	0	0	0	0
6/23/2015	8:30 PM	60	1	28	15	0	8	0	0	5	3	0	0	0	0
6/23/2015	8:45 PM	72	0	32	15	5	4	1	0	14	1	0	0	0	0
6/23/2015	9:00 PM	90	1	46	21	3	8	3	0	6	1	0	1	0	0
6/23/2015	9:15 PM	80	0	38	18	4	7	4	0	8	1	0	0	0	0
6/23/2015	9:30 PM	72	1	31	18	7	6	1	0	5	3	0	0	0	0
6/23/2015	9:45 PM	85	1	36	14	9	7	2	0	16	0	0	0	0	0
6/23/2015	10:00 PM	54	0	18	14	4	5	4	0	5	4	0	0	0	0
6/23/2015	10:15 PM	69	0	38	17	2	4	1	0	5	2	0	0	0	0
6/23/2015	10:30 PM	45	0	23	6	4	4	0	0	6	2	0	0	0	0
6/23/2015	10:45 PM	51	0	25	13	1	4	0	0	8	0	0	0	0	0
6/23/2015	11:00 PM	71	2	32	9	8	7	4	0	6	2	0	0	1	0
6/23/2015	11:15 PM	29	0	14	3	3	1	1	0	4	3	0	0	0	0
6/23/2015	11:30 PM	33	1	15	4	3	5	2	0	2	1	0	0	0	0
6/23/2015	11:45 PM	46	1	16	12	2	3	2	0	6	4	0	0	0	0

6/24/2015	12:00 AM	40	0	20	4	3	4	2	0	4	3	0	0	0	0
6/24/2015	12:15 AM	26	1	11	3	1	3	1	0	4	2	0	0	0	0
6/24/2015	12:30 AM	25	0	12	5	0	1	2	0	4	1	0	0	0	0
6/24/2015	12:45 AM	33	0	12	5	2	2	2	0	6	4	0	0	0	0
6/24/2015	1:00 AM	44	3	13	6	5	3	2	0	9	3	0	0	0	0
6/24/2015	1:15 AM	32	0	14	3	3	1	0	0	9	2	0	0	0	0
6/24/2015	1:30 AM	26	0	12	4	3	3	1	0	1	2	0	0	0	0
6/24/2015	1:45 AM	33	0	13	6	1	4	1	0	5	3	0	0	0	0
6/24/2015	2:00 AM	27	2	8	5	2	2	0	0	6	2	0	0	0	0
6/24/2015	2:15 AM	16	0	4	2	3	1	1	0	3	2	0	0	0	0
6/24/2015	2:30 AM	20	0	3	3	2	3	1	0	6	2	0	0	0	0
6/24/2015	2:45 AM	17	0	5	3	1	3	2	0	2	1	0	0	0	0
6/24/2015	3:00 AM	25	1	3	10	5	1	0	0	4	1	0	0	0	0
6/24/2015	3:15 AM	17	0	9	2	0	1	2	0	1	2	0	0	0	0
6/24/2015	3:30 AM	21	0	4	3	2	1	1	0	6	4	0	0	0	0
6/24/2015	3:45 AM	19	1	8	3	0	1	0	0	4	2	0	0	0	0
6/24/2015	4:00 AM	19	0	3	4	2	1	1	0	7	1	0	0	0	0
6/24/2015	4:15 AM	15	1	4	0	3	1	0	0	6	0	0	0	0	0
6/24/2015	4:30 AM	15	0	1	2	2	2	2	0	4	1	0	1	0	0
6/24/2015	4:45 AM	14	0	4	3	2	0	0	0	3	2	0	0	0	0
6/24/2015	5:00 AM	32	1	6	6	2	2	2	0	8	3	0	2	0	0
6/24/2015	5:15 AM	33	0	5	6	4	3	2	0	11	2	0	0	0	0
6/24/2015	5:30 AM	23	0	8	1	2	3	0	0	6	3	0	0	0	0
6/24/2015	5:45 AM	30	0	7	6	3	3	1	0	7	3	0	0	0	0
6/24/2015	6:00 AM	22	1	6	2	2	3	0	0	6	1	0	1	0	0
6/24/2015	6:15 AM	20	0	4	4	0	2	0	0	7	3	0	0	0	0
6/24/2015	6:30 AM	34	0	9	6	4	3	1	0	9	1	0	1	0	0
6/24/2015	6:45 AM	46	0	21	8	1	3	2	0	9	2	0	0	0	0
6/24/2015	7:00 AM	45	0	10	6	6	5	0	0	14	4	0	0	0	0
6/24/2015	7:15 AM	35	0	10	6	3	3	2	0	10	1	0	0	0	0
6/24/2015	7:30 AM	51	0	16	3	7	6	2	0	14	3	0	0	0	0
6/24/2015	7:45 AM	42	1	18	6	2	4	1	0	6	3	0	1	0	0
6/24/2015	8:00 AM	45	1	10	8	5	4	1	0	13	3	0	0	0	0
6/24/2015	8:15 AM	43	0	11	12	5	4	1	0	7	2	0	1	0	0
6/24/2015	8:30 AM	41	3	11	7	5	3	3	0	6	3	0	0	0	0
6/24/2015	8:45 AM	72	0	22	21	7	6	3	0	11	2	0	0	0	0
6/24/2015	9:00 AM	51	1	15	16	3	3	1	0	10	2	0	0	0	0
6/24/2015	9:15 AM	77	0	20	23	7	9	6	0	11	1	0	0	0	0
6/24/2015	9:30 AM	53	1	13	14	4	7	0	0	11	3	0	0	0	0
6/24/2015	9:45 AM	73	0	30	16	2	5	3	0	16	1	0	0	0	0
6/24/2015	10:00 AM	67	0	32	12	3	8	1	0	7	4	0	0	0	0
6/24/2015	10:15 AM	62	0	17	26	2	4	2	0	6	5	0	0	0	0
6/24/2015	10:30 AM	66	4	21	20	1	12	0	0	5	3	0	0	0	0
6/24/2015	10:45 AM	75	3	21	19	6	13	3	0	3	7	0	0	0	0
6/24/2015	11:00 AM	64	1	25	21	0	3	2	0	7	4	0	0	1	0
6/24/2015	11:15 AM	53	0	22	11	3	4	1	0	1	10	0	1	0	0
6/24/2015	11:30 AM	49	0	13	14	5	6	1	0	4	6	0	0	0	0
6/24/2015	11:45 AM	64	3	22	17	1	12	2	0	3	4	0	0	0	0
6/24/2015	12:00 PM	51	0	16	11	4	11	0	0	3	6	0	0	0	0
6/24/2015	12:15 PM	38	2	9	9	5	5	0	0	3	4	0	1	0	0
6/24/2015	12:30 PM	62	2	24	15	3	4	1	0	3	10	0	0	0	0
6/24/2015	12:45 PM	67	6	28	14	3	4	3	0	0	9	0	0	0	0
6/24/2015	1:00 PM	58	1	16	16	1	10	3	0	2	9	0	0	0	0
6/24/2015	1:15 PM	50	2	17	19	3	4	0	0	3	2	0	0	0	0
6/24/2015	1:30 PM	64	3	16	14	3	9	4	1	5	9	0	0	0	0
6/24/2015	1:45 PM	69	2	23	20	6	11	1	0	5	1	0	0	0	0
6/24/2015	2:00 PM	73	5	27	16	2	11	2	0	4	5	0	1	0	0
6/24/2015	2:15 PM	88	5	25	25	4	16	5	0	4	4	0	0	0	0
6/24/2015	2:30 PM	69	5	20	16	3	12	3	0	2	8	0	0	0	0
6/24/2015	2:45 PM	108	14	37	24	4	15	4	0	3	7	0	0	0	0
6/24/2015	3:00 PM	89	8	29	18	6	19	3	0	3	3	0	0	0	0
6/24/2015	3:15 PM	69	3	23	13	3	14	4	0	5	4	0	0	0	0
6/24/2015	3:30 PM	113	12	34	26	4	24	6	0	4	3	0	0	0	0
6/24/2015	3:45 PM	81	6	32	18	2	12	4	0	1	5	0	1	0	0
6/24/2015	4:00 PM	92	4	28	27	3	15	5	0	4	4	0	2	0	0
6/24/2015	4:15 PM	83	1	30	14	7	18	3	0	7	3	0	0	0	0
6/24/2015	4:30 PM	87	3	46	15	3	14	2	0	1	3	0	0	0	0
6/24/2015	4:45 PM	96	6	31	25	6	18	2	0	4	4	0	0	0	0
6/24/2015	5:00 PM	102	7	39	27	3	16	4	0	0	6	0	0	0	0
6/24/2015	5:15 PM	88	3	26	27	3	14	5	0	4	6	0	0	0	0
6/24/2015	5:30 PM	97	1	41	33	2	11	3	0	3	3	0	0	0	0
6/24/2015	5:45 PM	94	7	35	18	3	21	4	0	4	2	0	0	0	0
6/24/2015	6:00 PM	81	2	29	19	3	14	6	0	2	5	0	1	0	0
6/24/2015	6:15 PM	89	4	34	26	2	11	2	0	3	7	0	0	0	0
6/24/2015	6:30 PM	121	4	49	30	2	25	4	0	3	4	0	0	0	0
6/24/2015	6:45 PM	101	5	40	21	0	23	3	0	5	4	0	0	0	0
6/24/2015	7:00 PM	92	2	29	33	6	13	3	0	2	4	0	0	0	0
6/24/2015	7:15 PM	84	5	30	20	3	16	5	0	2	3	0	0	0	0
6/24/2015	7:30 PM	82	4	30	19	0	22	4	0	1	2	0	0	0	0
6/24/2015	7:45 PM	82	3	36	22	3	10	0	0	2	6	0	0	0	0

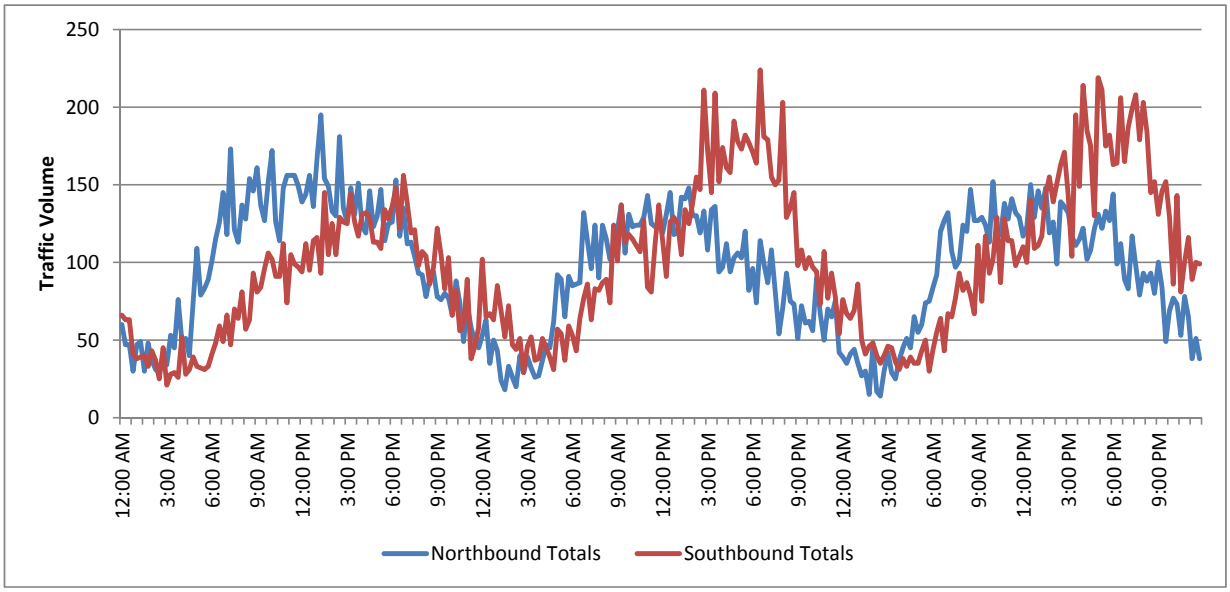
6/24/2015	8:00 PM	117	9	36	37	4	23	2	0	3	3	0	0	0	0
6/24/2015	8:15 PM	65	1	23	23	2	9	2	0	1	4	0	0	0	0
6/24/2015	8:30 PM	71	5	28	17	3	10	2	0	2	3	0	0	1	0
6/24/2015	8:45 PM	75	2	32	16	2	16	0	0	2	5	0	0	0	0
6/24/2015	9:00 PM	47	1	18	11	2	12	1	0	0	2	0	0	0	0
6/24/2015	9:15 PM	56	1	25	8	3	11	1	0	2	4	0	1	0	0
6/24/2015	9:30 PM	44	1	15	13	3	6	1	0	1	4	0	0	0	0
6/24/2015	9:45 PM	47	2	18	10	2	9	2	0	1	3	0	0	0	0
6/24/2015	10:00 PM	48	5	18	6	0	11	5	0	0	2	0	1	0	0
6/24/2015	10:15 PM	54	2	16	14	2	10	5	0	0	3	0	1	0	1
6/24/2015	10:30 PM	39	2	12	10	2	5	2	0	2	4	0	0	0	0
6/24/2015	10:45 PM	60	4	23	15	2	5	3	0	1	7	0	0	0	0
6/24/2015	11:00 PM	39	4	10	11	3	7	2	0	1	1	0	0	0	0
6/24/2015	11:15 PM	47	2	23	11	2	4	2	0	0	3	0	0	0	0
6/24/2015	11:30 PM	32	2	11	11	0	1	2	0	2	3	0	0	0	0
6/24/2015	11:45 PM	23	2	8	4	3	2	1	0	1	2	0	0	0	0
6/25/2015	12:00 AM	40	4	8	9	1	9	2	0	1	5	0	1	0	0
6/25/2015	12:15 AM	34	4	10	3	2	6	5	0	1	3	0	0	0	0
6/25/2015	12:30 AM	31	1	9	7	2	5	1	0	1	5	0	0	0	0
6/25/2015	12:45 AM	30	1	9	3	3	8	3	0	1	2	0	0	0	0
6/25/2015	1:00 AM	40	3	13	5	2	5	0	0	1	11	0	0	0	0
6/25/2015	1:15 AM	22	1	8	2	1	5	2	0	2	1	0	0	0	0
6/25/2015	1:30 AM	19	2	3	3	0	2	3	0	0	6	0	0	0	0
6/25/2015	1:45 AM	26	3	7	5	2	3	2	0	1	3	0	0	0	0
6/25/2015	2:00 AM	23	0	6	9	0	3	0	0	2	3	0	0	0	0
6/25/2015	2:15 AM	23	2	3	5	3	5	1	0	2	2	0	0	0	0
6/25/2015	2:30 AM	14	0	3	3	1	2	1	0	0	2	0	2	0	0
6/25/2015	2:45 AM	19	2	4	4	1	2	3	0	1	2	0	0	0	0
6/25/2015	3:00 AM	22	1	6	2	5	2	3	0	1	2	0	0	0	0
6/25/2015	3:15 AM	29	6	5	2	4	7	1	0	1	3	0	0	0	0
6/25/2015	3:30 AM	20	2	2	2	3	3	1	0	1	5	0	1	0	0
6/25/2015	3:45 AM	16	2	1	3	3	3	1	0	1	2	0	0	0	0
6/25/2015	4:00 AM	21	2	7	3	3	3	0	0	2	1	0	0	0	0
6/25/2015	4:15 AM	14	1	2	3	2	2	1	0	1	1	0	1	0	0
6/25/2015	4:30 AM	21	2	7	2	0	3	1	0	0	2	0	2	2	0
6/25/2015	4:45 AM	18	1	3	2	1	2	1	0	2	4	0	2	0	0
6/25/2015	5:00 AM	17	2	2	3	2	2	1	0	1	4	0	0	0	0
6/25/2015	5:15 AM	22	6	4	3	2	3	2	0	1	1	0	0	0	0
6/25/2015	5:30 AM	23	2	2	2	4	5	2	0	4	1	0	1	0	0
6/25/2015	5:45 AM	15	1	2	2	0	0	3	0	3	0	0	3	1	0
6/25/2015	6:00 AM	21	2	3	2	1	7	0	0	1	4	0	1	0	0
6/25/2015	6:15 AM	26	4	1	3	2	8	2	0	3	3	0	0	0	0
6/25/2015	6:30 AM	32	2	3	7	3	4	2	0	4	7	0	0	0	0
6/25/2015	6:45 AM	22	0	5	0	4	4	1	0	3	4	0	1	0	0
6/25/2015	7:00 AM	31	0	7	9	1	3	2	0	3	6	0	0	0	0
6/25/2015	7:15 AM	30	3	6	4	3	6	2	0	2	4	0	0	0	0
6/25/2015	7:30 AM	37	2	7	7	2	7	4	0	0	5	0	3	0	0
6/25/2015	7:45 AM	41	2	14	3	2	9	5	0	5	1	0	0	0	0
6/25/2015	8:00 AM	38	3	12	6	3	9	1	0	2	2	0	0	0	0
6/25/2015	8:15 AM	40	4	14	6	3	7	2	0	2	2	0	0	0	0
6/25/2015	8:30 AM	36	2	12	7	2	4	3	0	1	5	0	0	0	0
6/25/2015	8:45 AM	31	2	9	8	1	5	2	0	2	2	0	0	0	0
6/25/2015	9:00 AM	55	8	15	13	2	12	2	0	1	2	0	0	0	0
6/25/2015	9:15 AM	34	2	9	10	5	5	1	0	1	0	0	1	0	0
6/25/2015	9:30 AM	55	4	14	13	4	12	5	0	0	2	0	0	1	0
6/25/2015	9:45 AM	47	0	14	12	3	9	1	0	4	3	1	0	0	0
6/25/2015	10:00 AM	53	2	19	8	6	11	4	0	2	1	0	0	0	0
6/25/2015	10:15 AM	68	6	20	11	6	11	3	0	4	7	0	0	0	0
6/25/2015	10:30 AM	42	4	19	7	0	6	2	0	1	3	0	0	0	0
6/25/2015	10:45 AM	70	5	21	19	0	9	7	0	4	4	0	0	1	0
6/25/2015	11:00 AM	56	5	20	9	2	11	4	0	3	2	0	0	0	0
6/25/2015	11:15 AM	52	3	13	15	2	11	1	0	2	4	0	1	0	0
6/25/2015	11:30 AM	44	1	13	10	2	10	1	0	3	3	0	0	1	0
6/25/2015	11:45 AM	52	1	20	12	1	10	2	0	1	5	0	0	0	0
6/25/2015	12:00 PM	52	4	16	18	0	6	1	0	4	3	0	0	0	0
6/25/2015	12:15 PM	47	3	17	8	6	5	4	0	1	3	0	0	0	0
6/25/2015	12:30 PM	70	2	29	16	4	9	4	0	2	4	0	0	0	0
6/25/2015	12:45 PM	47	1	19	13	2	5	3	0	0	4	0	0	0	0
6/25/2015	1:00 PM	50	4	19	8	0	11	2	0	4	2	0	0	0	0
6/25/2015	1:15 PM	51	3	15	13	4	8	2	0	2	4	0	0	0	0
6/25/2015	1:30 PM	80	6	30	18	2	12	4	0	5	3	0	0	0	0
6/25/2015	1:45 PM	78	3	29	19	4	13	1	0	6	3	0	0	0	0
6/25/2015	2:00 PM	68	1	30	17	1	10	2	0	1	6	0	0	0	0
6/25/2015	2:15 PM	75	5	28	19	3	9	6	0	3	2	0	0	0	0
6/25/2015	2:30 PM	84	6	22	19	5	20	1	0	3	6	0	1	1	0
6/25/2015	2:45 PM	91	10	28	24	2	16	4	0	0	6	0	1	0	0
6/25/2015	3:00 PM	69	6	18	11	9	15	3	0	2	4	0	1	0	0
6/25/2015	3:15 PM	58	2	25	14	1	7	2	0	2	5	0	0	0	0
6/25/2015	3:30 PM	100	8	34	26	9	15	4	0	0	4	0	0	0	0
6/25/2015	3:45 PM	82	1	32	24	1	15	0	0	4	5	0	0	0	0

6/25/2015	4:00 PM	118	8	42	26	6	21	5	0	8	2	0	0	0	0
6/25/2015	4:15 PM	93	5	34	28	3	13	5	0	3	2	0	0	0	0
6/25/2015	4:30 PM	113	4	50	22	4	21	1	0	8	3	0	0	0	0
6/25/2015	4:45 PM	81	4	23	31	7	9	1	0	3	3	0	0	0	0
6/25/2015	5:00 PM	119	5	35	35	11	20	4	0	3	5	0	1	0	0
6/25/2015	5:15 PM	125	3	47	36	4	16	6	0	5	7	0	1	0	0
6/25/2015	5:30 PM	96	5	40	21	1	14	3	0	6	5	1	0	0	0
6/25/2015	5:45 PM	92	3	32	22	7	22	1	0	0	4	0	1	0	0
6/25/2015	6:00 PM	97	4	31	30	2	18	3	0	6	3	0	0	0	0
6/25/2015	6:15 PM	110	1	46	32	1	13	5	0	6	5	0	1	0	0
6/25/2015	6:30 PM	119	3	47	28	8	15	3	0	7	6	0	2	0	0
6/25/2015	6:45 PM	86	2	28	20	0	23	6	0	2	5	0	0	0	0
6/25/2015	7:00 PM	98	3	35	27	3	20	0	0	7	3	0	0	0	0
6/25/2015	7:15 PM	106	2	37	31	3	21	1	0	3	8	0	0	0	0
6/25/2015	7:30 PM	116	4	40	33	4	22	5	0	2	5	0	1	0	0
6/25/2015	7:45 PM	90	2	45	24	2	7	3	0	3	4	0	0	0	0
6/25/2015	8:00 PM	114	5	46	32	4	23	2	0	2	0	0	0	0	0
6/25/2015	8:15 PM	89	5	35	29	1	13	0	0	2	4	0	0	0	0
6/25/2015	8:30 PM	63	4	22	22	5	8	2	0	0	0	0	0	0	0
6/25/2015	8:45 PM	71	6	22	17	4	8	4	0	6	4	0	0	0	0
6/25/2015	9:00 PM	63	3	23	18	1	12	1	0	3	1	0	1	0	0
6/25/2015	9:15 PM	76	4	32	17	2	12	1	0	7	1	0	0	0	0
6/25/2015	9:30 PM	74	3	27	22	1	8	2	0	4	7	0	0	0	0
6/25/2015	9:45 PM	62	2	25	16	2	11	2	0	0	4	0	0	0	0
6/25/2015	10:00 PM	42	2	12	13	2	7	0	0	3	3	0	0	0	0
6/25/2015	10:15 PM	78	3	33	18	2	13	2	0	2	5	0	0	0	0
6/25/2015	10:30 PM	34	0	15	13	0	2	1	0	0	3	0	0	0	0
6/25/2015	10:45 PM	46	2	16	14	1	7	1	0	2	3	0	0	0	0
6/25/2015	11:00 PM	61	2	18	17	2	12	1	0	1	7	0	1	0	0
6/25/2015	11:15 PM	49	5	15	11	1	12	1	0	1	3	0	0	0	0
6/25/2015	11:30 PM	55	1	23	16	2	9	1	0	2	1	0	0	0	0
6/25/2015	11:45 PM	51	0	21	10	2	11	3	0	0	4	0	0	0	0

Northbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	1,061	1,027	10,130
6/24/2015	882	817	8,510
6/25/2015	928	967	8,861
Total	2,871	2,811	27,501

Southbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	493	989	7,992
6/24/2015	631	1,394	10,300
6/25/2015	578	1,491	10,437
Total	1,702	3,874	28,729

Bad or incomplete data



Data File: '6-29-15-0295.rdf'
Site Code: '0064A-0295'
Start Date: 6/22/2015
Start Time: 6:00:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'US 281 NB N. OF FM 490'
'Direction': 'US 281 NB'
'Weather': 'GOOD'

Channel: RIGHT LANE All data is good.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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	
6/23/2015	12:00 AM	33	2	1	7	6	5	3	0	5	3	0	0	1	0	
6/23/2015	12:15 AM	31	2	6	3	7	5	1	0	1	5	0	1	0	0	
6/23/2015	12:30 AM	25	1	4	3	1	2	1	0	3	8	0	2	0	0	
6/23/2015	12:45 AM	22	1	6	3	2	4	0	0	3	3	0	0	0	0	
6/23/2015	1:00 AM	22	1	6	2	1	4	1	0	3	4	0	0	0	0	
6/23/2015	1:15 AM	20	1	5	0	1	3	2	0	3	5	0	0	0	0	
6/23/2015	1:30 AM	20	1	2	4	0	4	3	0	3	2	0	0	1	0	
6/23/2015	1:45 AM	22	3	3	2	2	2	0	0	2	8	0	0	0	0	
6/23/2015	2:00 AM	14	0	0	3	1	1	0	0	5	4	0	0	0	0	
6/23/2015	2:15 AM	19	1	1	2	1	3	2	0	5	4	0	0	0	0	
6/23/2015	2:30 AM	15	0	3	4	0	3	0	0	3	2	0	0	0	0	
6/23/2015	2:45 AM	22	1	1	4	1	8	0	0	3	4	0	0	0	0	
6/23/2015	3:00 AM	20	0	5	0	1	2	3	0	7	2	0	0	0	0	
6/23/2015	3:15 AM	26	0	6	5	2	4	1	0	3	4	0	1	0	0	
6/23/2015	3:30 AM	25	1	10	2	2	5	0	0	1	2	0	2	0	0	
6/23/2015	3:45 AM	33	2	5	3	2	3	1	0	7	9	0	1	0	0	
6/23/2015	4:00 AM	24	0	7	4	2	2	0	0	5	3	0	1	0	0	
6/23/2015	4:15 AM	29	0	5	5	2	6	2	0	3	6	0	0	0	0	
6/23/2015	4:30 AM	24	0	8	6	1	3	1	0	1	4	0	0	0	0	
6/23/2015	4:45 AM	42	2	10	6	1	7	1	0	8	6	0	1	0	0	
6/23/2015	5:00 AM	50	1	13	11	0	8	1	0	10	6	0	0	0	0	
6/23/2015	5:15 AM	30	2	5	6	1	8	2	0	0	6	0	0	0	0	
6/23/2015	5:30 AM	45	0	13	16	1	9	2	0	1	3	0	0	0	0	
6/23/2015	5:45 AM	43	3	11	7	3	8	1	0	5	5	0	0	0	0	
6/23/2015	6:00 AM	45	0	14	14	4	4	2	0	2	5	0	0	0	0	
6/23/2015	6:15 AM	65	1	19	17	5	13	3	0	4	3	0	0	0	0	
6/23/2015	6:30 AM	72	0	13	22	1	18	2	0	8	8	0	0	0	0	
6/23/2015	6:45 AM	69	0	22	19	8	11	2	0	4	3	0	0	0	0	
6/23/2015	7:00 AM	67	3	12	19	7	13	3	0	7	3	0	0	0	0	
6/23/2015	7:15 AM	94	2	15	17	3	16	5	0	21	14	0	0	0	1	
6/23/2015	7:30 AM	74	2	22	14	1	12	5	0	10	7	1	0	0	0	
6/23/2015	7:45 AM	68	1	21	25	5	6	3	0	3	4	0	0	0	0	
6/23/2015	8:00 AM	72	1	22	21	4	8	2	0	9	5	0	0	0	0	
6/23/2015	8:15 AM	81	2	21	17	12	17	0	0	6	4	0	2	0	0	
6/23/2015	8:30 AM	69	2	24	20	4	7	0	0	5	7	0	0	0	0	
6/23/2015	8:45 AM	77	1	31	19	1	12	3	0	7	3	0	0	0	0	
6/23/2015	9:00 AM	78	2	30	11	9	11	2	0	8	5	0	0	0	0	
6/23/2015	9:15 AM	69	0	20	17	2	7	4	0	10	9	0	0	0	0	
6/23/2015	9:30 AM	81	6	24	20	3	12	4	0	7	5	0	0	0	0	
6/23/2015	9:45 AM	82	2	22	23	3	11	3	0	12	6	0	0	0	0	
6/23/2015	10:00 AM	83	1	22	19	3	13	1	0	13	9	1	1	0	0	
6/23/2015	10:15 AM	77	2	23	19	1	16	1	0	8	7	0	0	0	0	
6/23/2015	10:30 AM	68	0	16	23	3	12	3	0	7	4	0	0	0	0	
6/23/2015	10:45 AM	75	2	22	14	5	13	3	0	9	7	0	0	0	0	
6/23/2015	11:00 AM	86	2	21	26	3	10	3	0	13	7	1	0	0	0	
6/23/2015	11:15 AM	99	4	30	23	5	12	0	0	15	10	0	0	0	0	
6/23/2015	11:30 AM	81	3	25	9	7	13	5	0	12	7	0	0	0	0	
6/23/2015	11:45 AM	86	4	20	24	0	18	3	0	14	3	0	0	0	0	
6/23/2015	12:00 PM	90	1	25	17	2	17	2	0	11	13	1	1	0	0	
6/23/2015	12:15 PM	100	3	33	25	3	14	2	0	12	8	0	0	0	0	
6/23/2015	12:30 PM	92	4	27	17	2	15	5	0	19	3	0	0	0	0	
6/23/2015	12:45 PM	84	1	23	13	5	18	2	0	11	11	0	0	0	0	
6/23/2015	1:00 PM	89	5	22	23	2	13	1	1	11	11	0	0	0	0	
6/23/2015	1:15 PM	84	4	18	20	2	17	8	0	8	7	0	0	0	0	
6/23/2015	1:30 PM	86	1	28	15	2	14	3	0	18	4	0	1	0	0	
6/23/2015	1:45 PM	85	4	22	16	3	16	3	0	9	12	0	0	0	0	
6/23/2015	2:00 PM	88	5	23	25	3	15	1	0	10	6	0	0	0	0	
6/23/2015	2:15 PM	76	5	23	11	4	15	4	0	7	7	0	0	0	0	
6/23/2015	2:30 PM	96	5	21	24	4	19	4	0	12	7	0	0	0	0	
6/23/2015	2:45 PM	83	5	22	21	3	18	5	0	5	4	0	0	0	0	
6/23/2015	3:00 PM	84	1	35	15	1	11	4	0	8	9	0	0	0	0	
6/23/2015	3:15 PM	87	2	26	28	3	12	2	0	5	9	0	0	0	0	
6/23/2015	3:30 PM	91	4	27	19	3	14	1	0	10	13	0	0	0	0	
6/23/2015	3:45 PM	82	4	21	22	4	10	3	0	7	11	0	0	0	0	
6/23/2015	4:00 PM	75	5	28	9	4	18	3	0	5	3	0	0	0	0	
6/23/2015	4:15 PM	68	3	21	19	0	17	0	0	3	5	0	0	0	0	
6/23/2015	4:30 PM	79	7	20	17	5	13	4	0	8	5	0	0	0	0	

6/23/2015	4:45 PM	78	4	28	16	5	10	1	0	8	6	0	0	0	0
6/23/2015	5:00 PM	83	2	24	25	0	13	4	0	6	9	0	0	0	0
6/23/2015	5:15 PM	84	2	23	19	2	15	5	0	12	6	0	0	0	0
6/23/2015	5:30 PM	86	4	22	24	2	16	1	0	8	8	0	1	0	0
6/23/2015	5:45 PM	79	2	16	20	2	16	0	0	10	10	0	3	0	0
6/23/2015	6:00 PM	79	6	24	9	4	11	4	0	14	7	0	0	0	0
6/23/2015	6:15 PM	86	6	17	19	4	13	3	0	10	14	0	0	0	0
6/23/2015	6:30 PM	95	7	33	16	3	19	5	0	6	3	0	3	0	0
6/23/2015	6:45 PM	78	2	31	17	3	9	4	0	9	3	0	0	0	0
6/23/2015	7:00 PM	83	6	20	19	2	19	3	0	12	1	0	1	0	0
6/23/2015	7:15 PM	61	2	19	8	3	15	3	0	7	4	0	0	0	0
6/23/2015	7:30 PM	80	3	24	13	6	12	1	0	14	7	0	0	0	0
6/23/2015	7:45 PM	68	4	18	17	4	7	3	0	6	9	0	0	0	0
6/23/2015	8:00 PM	48	3	8	7	1	8	4	0	12	5	0	0	0	0
6/23/2015	8:15 PM	56	1	13	7	3	8	6	0	7	9	0	2	0	0
6/23/2015	8:30 PM	45	3	12	7	1	8	1	0	7	4	0	2	0	0
6/23/2015	8:45 PM	55	2	11	8	0	15	2	0	7	10	0	0	0	0
6/23/2015	9:00 PM	51	3	12	8	0	8	2	0	10	8	0	0	0	0
6/23/2015	9:15 PM	48	2	8	6	3	9	6	0	6	7	0	1	0	0
6/23/2015	9:30 PM	41	1	10	6	2	8	1	0	5	7	0	1	0	0
6/23/2015	9:45 PM	42	1	10	7	5	1	2	0	7	7	0	2	0	0
6/23/2015	10:00 PM	44	1	10	3	2	7	4	0	10	4	0	3	0	0
6/23/2015	10:15 PM	38	2	10	2	2	6	4	0	3	6	0	2	1	0
6/23/2015	10:30 PM	56	5	15	4	1	6	6	0	3	14	0	2	0	0
6/23/2015	10:45 PM	25	2	1	2	1	5	2	0	5	6	0	1	0	0
6/23/2015	11:00 PM	41	1	7	5	1	9	1	0	9	7	0	1	0	0
6/23/2015	11:15 PM	33	2	8	3	6	5	2	0	3	4	0	0	0	0
6/23/2015	11:30 PM	33	2	6	8	1	5	1	0	4	4	0	1	1	0
6/23/2015	11:45 PM	34	1	5	4	5	5	0	0	6	7	0	1	0	0
6/24/2015	12:00 AM	26	1	6	2	1	4	3	0	1	7	0	0	1	0
6/24/2015	12:15 AM	42	3	4	5	3	6	3	0	8	9	0	0	1	0
6/24/2015	12:30 AM	18	3	4	0	0	6	0	0	3	1	0	1	0	0
6/24/2015	12:45 AM	30	2	8	1	1	7	1	0	3	6	0	1	0	0
6/24/2015	1:00 AM	20	1	2	4	0	2	0	0	4	6	0	1	0	0
6/24/2015	1:15 AM	23	2	6	3	3	2	2	0	3	2	0	0	0	0
6/24/2015	1:30 AM	21	0	4	6	1	2	1	0	3	4	0	0	0	0
6/24/2015	1:45 AM	13	0	2	2	1	1	3	0	3	1	0	0	0	0
6/24/2015	2:00 AM	19	0	6	8	0	1	1	0	0	3	0	0	0	0
6/24/2015	2:15 AM	12	1	0	4	0	2	0	0	2	3	0	0	0	0
6/24/2015	2:30 AM	21	1	5	4	1	2	0	0	7	1	0	0	0	0
6/24/2015	2:45 AM	26	0	6	6	3	1	0	0	4	6	0	0	0	0
6/24/2015	3:00 AM	22	1	6	6	0	1	0	0	6	1	0	1	0	0
6/24/2015	3:15 AM	17	2	0	4	2	3	0	0	3	3	0	0	0	0
6/24/2015	3:30 AM	22	1	4	4	2	3	0	0	2	4	0	1	1	0
6/24/2015	3:45 AM	17	2	4	5	0	3	1	0	1	1	0	0	0	0
6/24/2015	4:00 AM	17	1	3	3	3	4	1	0	0	1	0	1	0	0
6/24/2015	4:15 AM	24	1	7	6	0	6	0	0	0	4	0	0	0	0
6/24/2015	4:30 AM	24	1	5	7	1	1	1	0	2	6	0	0	0	0
6/24/2015	4:45 AM	37	0	14	13	1	2	0	0	5	2	0	0	0	0
6/24/2015	5:00 AM	44	0	13	12	0	7	0	0	3	9	0	0	0	0
6/24/2015	5:15 AM	46	1	17	14	0	7	0	0	1	6	0	0	0	0
6/24/2015	5:30 AM	46	1	12	9	2	7	3	0	5	7	0	0	0	0
6/24/2015	5:45 AM	48	1	20	13	1	4	1	0	2	6	0	0	0	0
6/24/2015	6:00 AM	59	2	15	16	3	13	1	0	4	5	0	0	0	0
6/24/2015	6:15 AM	48	0	11	17	3	10	1	0	4	2	0	0	0	0
6/24/2015	6:30 AM	60	1	30	10	0	9	2	0	6	2	0	0	0	0
6/24/2015	6:45 AM	76	0	29	16	4	14	3	0	3	7	0	0	0	0
6/24/2015	7:00 AM	86	1	23	32	3	10	1	0	9	7	0	0	0	0
6/24/2015	7:15 AM	72	2	26	17	1	16	0	0	8	2	0	0	0	0
6/24/2015	7:30 AM	72	1	17	24	1	7	5	0	9	7	0	0	1	0
6/24/2015	7:45 AM	90	0	35	24	2	15	1	0	9	4	0	0	0	0
6/24/2015	8:00 AM	74	1	30	22	1	12	1	0	3	4	0	0	0	0
6/24/2015	8:15 AM	79	0	30	22	2	11	2	0	6	6	0	0	0	0
6/24/2015	8:30 AM	81	3	30	22	1	15	1	0	4	5	0	0	0	0
6/24/2015	8:45 AM	84	0	28	32	2	5	0	0	7	10	0	0	0	0
6/24/2015	9:00 AM	76	1	26	20	0	14	2	0	11	2	0	0	0	0
6/24/2015	9:15 AM	76	0	29	22	3	8	4	0	6	4	0	0	0	0
6/24/2015	9:30 AM	83	2	14	24	4	16	4	0	11	8	0	0	0	0
6/24/2015	9:45 AM	67	0	17	14	1	18	0	0	10	7	0	0	0	0
6/24/2015	10:00 AM	71	1	20	18	2	8	4	0	13	5	0	0	0	0
6/24/2015	10:15 AM	79	0	22	32	0	9	1	0	9	6	0	0	0	0
6/24/2015	10:30 AM	77	2	26	15	3	13	3	0	9	6	0	0	0	0
6/24/2015	10:45 AM	72	2	20	12	2	14	3	0	12	7	0	0	0	0
6/24/2015	11:00 AM	87	2	24	23	1	11	2	0	10	13	0	1	0	0
6/24/2015	11:15 AM	86	3	24	19	3	6	3	0	19	8	1	0	0	0
6/24/2015	11:30 AM	75	2	24	27	3	11	0	0	6	2	0	0	0	0
6/24/2015	11:45 AM	74	1	27	21	1	5	2	0	10	6	0	1	0	0
6/24/2015	12:00 PM	78	3	20	22	2	16	2	0	9	3	0	1	0	0
6/24/2015	12:15 PM	82	4	28	16	4	11	5	0	12	1	1	0	0	0
6/24/2015	12:30 PM	76	2	26	19	3	11	1	0	12	2	0	0	0	0

6/24/2015	12:45 PM	86	1	29	16	6	10	2	0	16	6	0	0	0	0
6/24/2015	1:00 PM	83	1	20	30	4	16	1	0	9	2	0	0	0	0
6/24/2015	1:15 PM	73	2	21	23	0	16	2	0	5	4	0	0	0	0
6/24/2015	1:30 PM	91	2	27	24	6	13	4	0	9	6	0	0	0	0
6/24/2015	1:45 PM	91	3	28	24	5	15	0	0	12	3	0	1	0	0
6/24/2015	2:00 PM	79	1	18	25	0	19	2	0	9	5	0	0	0	0
6/24/2015	2:15 PM	81	1	19	24	3	17	2	0	10	4	0	0	1	0
6/24/2015	2:30 PM	81	3	34	16	0	16	2	0	5	4	1	0	0	0
6/24/2015	2:45 PM	84	1	21	20	8	14	5	0	11	4	0	0	0	0
6/24/2015	3:00 PM	87	1	29	18	4	16	5	0	11	3	0	0	0	0
6/24/2015	3:15 PM	82	0	31	19	1	14	3	0	12	2	0	0	0	0
6/24/2015	3:30 PM	91	0	45	17	1	14	1	0	8	5	0	0	0	0
6/24/2015	3:45 PM	87	2	29	19	2	12	3	0	17	3	0	0	0	0
6/24/2015	4:00 PM	73	2	24	15	3	13	4	0	11	1	0	0	0	0
6/24/2015	4:15 PM	68	2	16	20	3	18	0	0	7	2	0	0	0	0
6/24/2015	4:30 PM	83	1	32	14	0	21	3	0	10	2	0	0	0	0
6/24/2015	4:45 PM	63	2	19	14	2	9	6	0	10	1	0	0	0	0
6/24/2015	5:00 PM	73	1	26	15	2	14	4	0	6	4	1	0	0	0
6/24/2015	5:15 PM	67	3	16	15	3	13	4	0	8	4	0	1	0	0
6/24/2015	5:30 PM	66	1	20	16	3	10	3	0	8	5	0	0	0	0
6/24/2015	5:45 PM	70	2	17	20	4	10	3	0	4	8	0	2	0	0
6/24/2015	6:00 PM	71	0	28	17	1	12	1	0	9	2	0	1	0	0
6/24/2015	6:15 PM	73	1	22	18	3	17	2	0	4	4	0	2	0	0
6/24/2015	6:30 PM	69	3	25	13	4	12	2	0	8	2	0	0	0	0
6/24/2015	6:45 PM	86	5	25	18	0	18	1	0	14	4	0	1	0	0
6/24/2015	7:00 PM	78	4	19	11	3	20	3	0	12	5	0	1	0	0
6/24/2015	7:15 PM	59	1	20	13	0	12	8	0	3	2	0	0	0	0
6/24/2015	7:30 PM	79	6	22	12	6	13	5	0	12	3	0	0	0	0
6/24/2015	7:45 PM	64	2	21	13	5	11	1	0	10	1	0	0	0	0
6/24/2015	8:00 PM	48	1	13	10	4	8	2	0	8	2	0	0	0	0
6/24/2015	8:15 PM	48	3	14	12	1	8	2	0	5	3	0	0	0	0
6/24/2015	8:30 PM	60	3	16	11	3	9	2	0	11	5	0	0	0	0
6/24/2015	8:45 PM	52	1	11	7	1	8	7	0	6	10	0	1	0	0
6/24/2015	9:00 PM	52	3	15	9	3	11	1	0	3	7	0	0	0	0
6/24/2015	9:15 PM	34	2	10	7	2	6	0	0	3	3	0	1	0	0
6/24/2015	9:30 PM	45	1	9	6	1	8	4	0	9	6	0	1	0	0
6/24/2015	9:45 PM	38	1	12	4	3	5	3	0	7	3	0	0	0	0
6/24/2015	10:00 PM	37	0	6	9	4	5	4	0	3	3	0	3	0	0
6/24/2015	10:15 PM	34	2	6	6	1	4	2	0	10	2	0	0	1	0
6/24/2015	10:30 PM	50	3	9	3	4	10	3	0	8	9	0	1	0	0
6/24/2015	10:45 PM	38	0	8	3	1	8	5	0	8	3	0	2	0	0
6/24/2015	11:00 PM	38	0	10	8	2	6	3	0	8	1	0	0	0	0
6/24/2015	11:15 PM	42	1	9	5	4	11	2	0	4	5	0	1	0	0
6/24/2015	11:30 PM	37	0	10	8	1	3	4	0	3	8	0	0	0	0
6/24/2015	11:45 PM	40	0	3	7	1	4	4	0	13	6	0	1	1	0
6/25/2015	12:00 AM	29	1	4	6	4	4	0	0	6	3	0	1	0	0
6/25/2015	12:15 AM	26	2	3	2	4	7	3	0	4	1	0	0	0	0
6/25/2015	12:30 AM	26	1	4	3	4	4	0	0	6	3	1	0	0	0
6/25/2015	12:45 AM	21	4	2	2	0	4	2	0	3	4	0	0	0	0
6/25/2015	1:00 AM	23	0	3	3	2	3	2	0	8	1	0	1	0	0
6/25/2015	1:15 AM	23	1	4	3	3	3	3	0	6	0	0	0	0	0
6/25/2015	1:30 AM	19	1	3	4	1	2	3	0	3	1	0	1	0	0
6/25/2015	1:45 AM	18	0	10	1	0	0	4	0	2	1	0	0	0	0
6/25/2015	2:00 AM	9	0	3	0	1	0	2	0	0	3	0	0	0	0
6/25/2015	2:15 AM	21	0	3	6	0	4	0	0	3	5	0	0	0	0
6/25/2015	2:30 AM	8	0	2	0	0	2	1	0	3	0	0	0	0	0
6/25/2015	2:45 AM	10	0	3	3	0	0	1	0	1	2	0	0	0	0
6/25/2015	3:00 AM	20	2	4	2	3	2	3	0	3	1	0	0	0	0
6/25/2015	3:15 AM	21	0	5	6	0	4	1	0	1	4	0	0	0	0
6/25/2015	3:30 AM	15	0	5	4	0	1	0	0	3	2	0	0	0	0
6/25/2015	3:45 AM	18	0	10	4	0	3	0	0	0	0	0	1	0	0
6/25/2015	4:00 AM	19	0	8	2	0	2	0	0	3	4	0	0	0	0
6/25/2015	4:15 AM	29	0	10	7	2	2	0	0	3	4	0	1	0	0
6/25/2015	4:30 AM	31	0	9	9	0	7	0	0	6	0	0	0	0	0
6/25/2015	4:45 AM	25	0	6	8	4	1	2	0	0	4	0	0	0	0
6/25/2015	5:00 AM	43	0	17	11	2	4	1	0	6	2	0	0	0	0
6/25/2015	5:15 AM	49	0	19	14	2	3	0	0	7	4	0	0	0	0
6/25/2015	5:30 AM	35	0	10	13	2	4	0	0	4	2	0	0	0	0
6/25/2015	5:45 AM	47	0	15	19	1	4	3	0	0	5	0	0	0	0
6/25/2015	6:00 AM	54	0	17	14	1	13	0	0	7	2	0	0	0	0
6/25/2015	6:15 AM	50	0	17	19	0	8	1	0	2	3	0	0	0	0
6/25/2015	6:30 AM	70	1	23	17	1	10	3	0	12	3	0	0	0	0
6/25/2015	6:45 AM	79	0	17	27	2	17	4	0	12	0	0	0	0	0
6/25/2015	7:00 AM	79	0	28	24	3	11	2	0	6	5	0	0	0	0
6/25/2015	7:15 AM	91	0	25	33	7	12	2	0	10	2	0	0	0	0
6/25/2015	7:30 AM	72	1	23	24	2	7	5	0	5	5	0	0	0	0
6/25/2015	7:45 AM	70	0	30	20	0	8	4	0	6	2	0	0	0	0
6/25/2015	8:00 AM	71	0	30	23	2	6	1	0	7	2	0	0	0	0
6/25/2015	8:15 AM	70	0	21	19	2	10	0	0	11	5	1	1	0	0
6/25/2015	8:30 AM	86	2	38	23	3	10	1	0	5	4	0	0	0	0

6/25/2015	8:45 AM	85	1	35	24	0	8	0	0	11	6	0	0	0	0
6/25/2015	9:00 AM	89	1	35	29	1	8	3	0	8	4	0	0	0	0
6/25/2015	9:15 AM	81	0	38	20	3	11	1	0	6	2	0	0	0	0
6/25/2015	9:30 AM	82	0	30	19	2	17	3	0	8	3	0	0	0	0
6/25/2015	9:45 AM	82	1	30	21	4	8	1	1	10	6	0	0	0	0
6/25/2015	10:00 AM	87	2	36	17	3	12	1	0	9	6	0	1	0	0
6/25/2015	10:15 AM	77	0	23	20	2	9	3	0	14	6	0	0	0	0
6/25/2015	10:30 AM	78	0	21	18	3	14	4	0	7	9	1	1	0	0
6/25/2015	10:45 AM	88	2	27	26	3	14	1	0	13	2	0	0	0	0
6/25/2015	11:00 AM	105	2	34	27	3	13	3	0	18	5	0	0	0	0
6/25/2015	11:15 AM	88	0	31	34	3	7	1	0	8	4	0	0	0	0
6/25/2015	11:30 AM	88	0	44	18	3	12	1	0	9	0	1	0	0	0
6/25/2015	11:45 AM	85	1	37	17	1	10	3	0	10	6	0	0	0	0
6/25/2015	12:00 PM	88	0	38	19	2	16	2	0	8	3	0	0	0	0
6/25/2015	12:15 PM	87	3	28	18	2	18	6	0	7	4	1	0	0	0
6/25/2015	12:30 PM	97	4	40	16	3	15	4	0	8	7	0	0	0	0
6/25/2015	12:45 PM	87	5	25	18	2	20	3	0	10	4	0	0	0	0
6/25/2015	1:00 PM	99	1	34	26	3	12	3	0	14	6	0	0	0	0
6/25/2015	1:15 PM	85	2	32	21	4	11	1	0	10	3	0	1	0	0
6/25/2015	1:30 PM	88	1	31	17	4	14	2	0	17	2	0	0	0	0
6/25/2015	1:45 PM	86	5	23	16	3	22	4	0	11	2	0	0	0	0
6/25/2015	2:00 PM	98	0	34	28	4	16	3	0	8	5	0	0	0	0
6/25/2015	2:15 PM	92	1	32	22	1	22	0	0	11	3	0	0	0	0
6/25/2015	2:30 PM	87	2	39	14	3	13	3	0	8	5	0	0	0	0
6/25/2015	2:45 PM	91	3	40	19	2	13	0	0	10	4	0	0	0	0
6/25/2015	3:00 PM	91	0	36	26	3	13	1	0	12	0	0	0	0	0
6/25/2015	3:15 PM	96	0	35	26	5	14	1	0	11	4	0	0	0	0
6/25/2015	3:30 PM	90	1	38	24	3	10	1	0	9	4	0	0	0	0
6/25/2015	3:45 PM	93	0	43	23	4	11	0	0	10	1	0	1	0	0
6/25/2015	4:00 PM	81	1	31	21	1	19	1	0	6	1	0	0	0	0
6/25/2015	4:15 PM	90	2	33	21	2	17	6	0	7	2	0	0	0	0
6/25/2015	4:30 PM	83	3	29	17	3	25	0	0	4	2	0	0	0	0
6/25/2015	4:45 PM	86	1	31	22	3	17	4	0	7	1	0	0	0	0
6/25/2015	5:00 PM	78	1	28	19	2	16	1	0	8	3	0	0	0	0
6/25/2015	5:15 PM	86	2	36	24	1	14	2	0	7	0	0	0	0	0
6/25/2015	5:30 PM	76	1	33	10	1	15	0	0	11	5	0	0	0	0
6/25/2015	5:45 PM	74	2	29	13	1	10	2	0	13	4	0	0	0	0
6/25/2015	6:00 PM	88	2	33	12	8	15	0	0	9	4	0	5	0	0
6/25/2015	6:15 PM	75	2	31	16	2	11	2	0	8	3	0	0	0	0
6/25/2015	6:30 PM	80	1	26	13	1	16	4	0	16	2	0	1	0	0
6/25/2015	6:45 PM	83	5	30	23	1	11	1	0	9	2	0	1	0	0
6/25/2015	7:00 PM	72	4	17	14	2	19	3	0	12	1	0	0	0	0
6/25/2015	7:15 PM	65	3	21	11	0	9	2	0	11	7	0	1	0	0
6/25/2015	7:30 PM	55	1	21	9	6	2	1	0	10	4	0	1	0	0
6/25/2015	7:45 PM	64	1	22	17	4	7	3	0	7	3	0	0	0	0
6/25/2015	8:00 PM	61	0	21	16	1	9	2	0	7	5	0	0	0	0
6/25/2015	8:15 PM	60	1	14	17	5	11	3	0	6	2	0	1	0	0
6/25/2015	8:30 PM	53	0	14	15	2	8	4	0	5	5	0	0	0	0
6/25/2015	8:45 PM	61	3	13	12	2	9	5	0	13	4	0	0	0	0
6/25/2015	9:00 PM	49	2	10	7	4	8	4	0	9	3	0	2	0	0
6/25/2015	9:15 PM	47	1	10	8	3	12	1	0	5	7	0	0	0	0
6/25/2015	9:30 PM	54	0	16	12	1	4	5	0	9	6	0	1	0	0
6/25/2015	9:45 PM	36	3	6	7	1	10	0	0	5	3	0	1	0	0
6/25/2015	10:00 PM	35	1	9	7	2	4	4	0	5	1	0	2	0	0
6/25/2015	10:15 PM	42	0	8	8	4	4	3	0	7	7	0	1	0	0
6/25/2015	10:30 PM	50	5	11	8	3	6	1	0	10	5	0	1	0	0
6/25/2015	10:45 PM	40	0	6	6	5	9	1	0	9	3	0	0	1	0
6/25/2015	11:00 PM	40	2	11	6	3	8	1	0	8	1	0	0	0	0
6/25/2015	11:15 PM	44	2	15	4	2	6	2	0	7	6	0	0	0	0
6/25/2015	11:30 PM	35	1	6	6	5	5	3	0	4	3	0	2	0	0
6/25/2015	11:45 PM	28	0	10	1	1	4	1	0	7	3	0	1	0	0

Channel: LEFT LANE

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	33	2	4	9	2	3	0	0	4	8	0	0	1	0
6/23/2015	12:15 AM	30	2	4	3	6	3	1	0	2	8	0	0	1	0
6/23/2015	12:30 AM	22	3	4	4	0	3	0	0	0	6	0	2	0	0
6/23/2015	12:45 AM	24	3	7	3	1	2	0	0	2	6	0	0	0	0
6/23/2015	1:00 AM	26	2	6	6	3	2	0	0	1	6	0	0	0	0
6/23/2015	1:15 AM	23	2	7	2	1	2	0	0	3	6	0	0	0	0
6/23/2015	1:30 AM	16	3	1	3	0	2	0	0	0	7	0	0	0	0
6/23/2015	1:45 AM	21	2	5	4	3	1	0	0	1	5	0	0	0	0
6/23/2015	2:00 AM	14	0	4	4	0	1	0	0	1	4	0	0	0	0
6/23/2015	2:15 AM	18	1	3	2	2	2	2	0	2	4	0	0	0	0
6/23/2015	2:30 AM	23	0	6	8	2	1	0	0	1	3	1	1	0	0
6/23/2015	2:45 AM	22	0	3	3	3	8	0	0	1	4	0	0	0	0
6/23/2015	3:00 AM	23	3	7	3	1	2	1	0	1	5	0	0	0	0
6/23/2015	3:15 AM	30	2	10	4	1	2	1	0	1	8	0	1	0	0
6/23/2015	3:30 AM	31	1	13	7	4	3	1	0	1	0	0	1	0	0

6/23/2015	3:45 AM	40	1	10	10	2	1	1	0	3	10	0	1	1	0
6/23/2015	4:00 AM	28	0	13	5	1	3	0	0	4	1	0	1	0	0
6/23/2015	4:15 AM	33	2	11	9	4	1	0	0	2	4	0	0	0	0
6/23/2015	4:30 AM	27	1	7	9	0	5	0	0	3	2	0	0	0	0
6/23/2015	4:45 AM	54	0	19	9	6	8	2	0	5	5	0	0	0	0
6/23/2015	5:00 AM	64	2	20	19	1	8	1	0	7	6	0	0	0	0
6/23/2015	5:15 AM	49	0	12	16	3	6	2	0	4	6	0	0	0	0
6/23/2015	5:30 AM	53	1	19	18	1	9	1	0	0	4	0	0	0	0
6/23/2015	5:45 AM	72	2	26	18	1	13	2	0	4	6	0	0	0	0
6/23/2015	6:00 AM	66	1	21	21	4	10	2	0	1	6	0	0	0	0
6/23/2015	6:15 AM	81	1	25	23	5	15	2	0	7	3	0	0	0	0
6/23/2015	6:30 AM	93	0	19	33	2	20	2	0	6	9	0	2	0	0
6/23/2015	6:45 AM	122	1	49	45	9	9	0	0	4	5	0	0	0	0
6/23/2015	7:00 AM	97	4	26	29	8	16	1	0	10	3	0	0	0	0
6/23/2015	7:15 AM	139	2	33	36	2	18	5	1	15	26	1	0	0	0
6/23/2015	7:30 AM	95	1	27	24	1	14	8	1	6	12	1	0	0	0
6/23/2015	7:45 AM	98	1	37	37	4	9	1	0	3	6	0	0	0	0
6/23/2015	8:00 AM	100	1	44	32	2	5	0	0	6	9	0	1	0	0
6/23/2015	8:15 AM	107	0	34	33	11	16	0	0	5	6	0	2	0	0
6/23/2015	8:30 AM	106	2	34	38	4	11	1	0	5	11	0	0	0	0
6/23/2015	8:45 AM	121	2	52	34	3	15	2	0	7	6	0	0	0	0
6/23/2015	9:00 AM	108	0	43	30	10	8	4	0	9	4	0	0	0	0
6/23/2015	9:15 AM	96	1	30	30	3	11	5	0	3	13	0	0	0	0
6/23/2015	9:30 AM	102	1	39	33	4	13	3	0	5	4	0	0	0	0
6/23/2015	9:45 AM	98	3	26	33	3	9	1	0	9	14	0	0	0	0
6/23/2015	10:00 AM	99	0	39	24	7	13	0	0	2	11	1	1	1	0
6/23/2015	10:15 AM	89	3	28	27	4	11	0	0	2	14	0	0	0	0
6/23/2015	10:30 AM	87	2	28	28	4	15	1	0	3	6	0	0	0	0
6/23/2015	10:45 AM	84	3	32	16	4	14	3	0	4	8	0	0	0	0
6/23/2015	11:00 AM	106	3	36	32	5	7	3	0	7	13	0	0	0	0
6/23/2015	11:15 AM	119	3	47	25	8	10	3	0	9	13	1	0	0	0
6/23/2015	11:30 AM	96	7	36	15	5	12	2	0	5	13	0	1	0	0
6/23/2015	11:45 AM	85	5	26	21	3	11	5	0	8	6	0	0	0	0
6/23/2015	12:00 PM	94	3	29	20	8	15	2	0	4	12	0	1	0	0
6/23/2015	12:15 PM	96	4	31	27	6	10	3	0	3	12	0	0	0	0
6/23/2015	12:30 PM	102	5	38	21	3	11	1	0	5	17	1	0	0	0
6/23/2015	12:45 PM	102	3	37	12	12	16	3	0	4	15	0	0	0	0
6/23/2015	1:00 PM	106	5	40	24	6	8	0	0	5	18	0	0	0	0
6/23/2015	1:15 PM	97	5	34	15	4	17	4	0	3	13	1	1	0	0
6/23/2015	1:30 PM	113	1	39	24	5	26	7	0	7	4	0	0	0	0
6/23/2015	1:45 PM	99	3	35	17	10	18	1	0	2	13	0	0	0	0
6/23/2015	2:00 PM	90	2	24	29	6	18	3	0	2	6	0	0	0	0
6/23/2015	2:15 PM	79	3	22	14	9	19	2	0	3	7	0	0	0	0
6/23/2015	2:30 PM	107	4	36	22	5	20	5	0	4	9	1	1	0	0
6/23/2015	2:45 PM	91	3	39	14	4	17	3	0	2	9	0	0	0	0
6/23/2015	3:00 PM	77	4	20	19	6	9	5	0	5	9	0	0	0	0
6/23/2015	3:15 PM	90	3	35	19	4	17	2	0	1	9	0	0	0	0
6/23/2015	3:30 PM	91	3	28	17	5	14	8	0	2	14	0	0	0	0
6/23/2015	3:45 PM	93	2	31	15	10	15	3	0	4	13	0	0	0	0
6/23/2015	4:00 PM	78	6	34	11	5	13	2	0	2	5	0	0	0	0
6/23/2015	4:15 PM	95	3	33	19	2	22	4	0	4	8	0	0	0	0
6/23/2015	4:30 PM	87	4	30	19	9	12	2	0	1	10	0	0	0	0
6/23/2015	4:45 PM	86	2	31	19	2	16	3	0	6	7	0	0	0	0
6/23/2015	5:00 PM	85	2	29	23	1	13	6	0	3	8	0	0	0	0
6/23/2015	5:15 PM	70	4	16	16	7	14	3	0	4	6	0	0	0	0
6/23/2015	5:30 PM	97	4	27	25	8	22	4	0	0	6	0	1	0	0
6/23/2015	5:45 PM	81	4	26	13	6	17	0	0	2	10	0	3	0	0
6/23/2015	6:00 PM	84	4	27	10	3	19	6	0	6	9	0	0	0	0
6/23/2015	6:15 PM	100	4	28	24	5	19	3	0	2	15	0	0	0	0
6/23/2015	6:30 PM	79	4	24	19	3	19	2	0	1	5	0	2	0	0
6/23/2015	6:45 PM	74	4	30	15	5	10	2	0	1	7	0	0	0	0
6/23/2015	7:00 PM	89	6	24	22	6	14	6	0	3	7	0	1	0	0
6/23/2015	7:15 PM	64	1	21	11	10	10	4	0	4	3	0	0	0	0
6/23/2015	7:30 PM	73	1	20	22	7	12	3	0	2	6	0	0	0	0
6/23/2015	7:45 PM	68	1	18	20	5	11	4	0	0	8	0	1	0	0
6/23/2015	8:00 PM	50	3	10	11	6	9	2	0	2	7	0	0	0	0
6/23/2015	8:15 PM	49	3	8	9	9	13	3	0	1	3	0	0	0	0
6/23/2015	8:30 PM	41	2	11	8	2	8	2	0	1	5	0	2	0	0
6/23/2015	8:45 PM	61	4	17	6	8	13	2	0	1	10	0	0	0	0
6/23/2015	9:00 PM	48	2	16	8	3	8	2	0	1	8	0	0	0	0
6/23/2015	9:15 PM	39	1	7	7	5	7	2	0	1	8	0	0	1	0
6/23/2015	9:30 PM	48	2	14	8	6	9	1	0	4	3	0	1	0	0
6/23/2015	9:45 PM	36	2	11	2	3	5	1	0	2	8	0	1	1	0
6/23/2015	10:00 PM	47	3	8	6	5	14	1	0	1	7	0	2	0	0
6/23/2015	10:15 PM	37	6	7	5	2	4	5	0	2	6	0	0	0	0
6/23/2015	10:30 PM	48	3	6	5	8	6	6	0	2	10	0	1	1	0
6/23/2015	10:45 PM	17	2	2	1	2	3	0	0	1	5	0	1	0	0
6/23/2015	11:00 PM	33	1	8	4	4	4	2	0	2	8	0	0	0	0
6/23/2015	11:15 PM	30	0	11	4	5	5	3	0	1	1	0	0	0	0
6/23/2015	11:30 PM	25	1	6	4	3	2	5	0	0	3	0	0	1	0

6/23/2015	11:45 PM	24	1	1	7	1	5	0	0	1	7	0	1	0	0
6/24/2015	12:00 AM	30	3	9	2	3	4	2	0	2	4	0	1	0	0
6/24/2015	12:15 AM	32	1	5	6	4	3	1	0	1	11	0	0	0	0
6/24/2015	12:30 AM	16	2	2	3	0	2	0	0	2	4	0	1	0	0
6/24/2015	12:45 AM	27	0	7	4	2	1	2	0	3	6	2	0	0	0
6/24/2015	1:00 AM	19	0	6	3	2	0	0	0	2	3	3	0	0	0
6/24/2015	1:15 AM	20	0	7	2	3	3	0	0	3	1	0	1	0	0
6/24/2015	1:30 AM	19	0	4	5	4	0	3	0	1	2	0	0	0	0
6/24/2015	1:45 AM	9	0	2	2	0	1	0	0	0	4	0	0	0	0
6/24/2015	2:00 AM	18	1	7	5	0	0	1	0	2	2	0	0	0	0
6/24/2015	2:15 AM	6	1	0	2	0	1	1	0	1	0	0	0	0	0
6/24/2015	2:30 AM	17	0	5	2	3	0	1	0	2	3	0	1	0	0
6/24/2015	2:45 AM	21	0	5	7	2	0	0	0	4	3	0	0	0	0
6/24/2015	3:00 AM	21	0	6	7	0	0	0	0	2	5	0	1	0	0
6/24/2015	3:15 AM	11	0	0	5	0	2	0	0	0	4	0	0	0	0
6/24/2015	3:30 AM	18	0	8	2	2	1	0	0	2	2	0	1	0	0
6/24/2015	3:45 AM	20	1	8	5	1	3	1	0	0	1	0	0	0	0
6/24/2015	4:00 AM	17	0	5	4	1	3	1	0	0	3	0	0	0	0
6/24/2015	4:15 AM	21	1	6	7	1	5	0	0	0	1	0	0	0	0
6/24/2015	4:30 AM	23	0	5	11	2	0	2	0	0	3	0	0	0	0
6/24/2015	4:45 AM	34	0	16	11	1	1	0	0	5	0	0	0	0	0
6/24/2015	5:00 AM	48	2	13	11	2	10	0	1	3	5	1	0	0	0
6/24/2015	5:15 AM	45	0	19	14	1	5	0	0	1	5	0	0	0	0
6/24/2015	5:30 AM	53	1	19	11	3	8	1	0	2	5	3	0	0	0
6/24/2015	5:45 AM	53	1	23	15	2	7	0	0	1	3	1	0	0	0
6/24/2015	6:00 AM	60	1	20	17	3	9	2	0	3	4	1	0	0	0
6/24/2015	6:15 AM	49	0	14	13	4	11	1	0	5	0	1	0	0	0
6/24/2015	6:30 AM	68	1	26	22	1	9	1	0	3	4	1	0	0	0
6/24/2015	6:45 AM	71	1	26	20	3	13	0	0	1	6	1	0	0	0
6/24/2015	7:00 AM	86	1	31	27	4	13	1	1	4	3	1	0	0	0
6/24/2015	7:15 AM	83	1	35	23	5	13	0	0	4	2	0	0	0	0
6/24/2015	7:30 AM	70	4	23	17	0	10	2	0	6	6	1	1	0	0
6/24/2015	7:45 AM	93	0	38	28	3	10	4	0	5	3	2	0	0	0
6/24/2015	8:00 AM	78	1	34	27	2	6	1	1	3	2	1	0	0	0
6/24/2015	8:15 AM	70	0	28	25	2	7	1	1	3	3	0	0	0	0
6/24/2015	8:30 AM	81	1	31	20	4	14	1	1	4	5	0	0	0	0
6/24/2015	8:45 AM	96	1	41	35	5	4	0	0	2	8	0	0	0	0
6/24/2015	9:00 AM	75	1	32	24	3	8	1	0	3	1	1	1	0	0
6/24/2015	9:15 AM	84	3	44	19	3	5	1	0	3	4	2	0	0	0
6/24/2015	9:30 AM	78	1	22	28	2	9	1	0	5	8	1	1	0	0
6/24/2015	9:45 AM	84	1	28	20	3	13	3	0	7	9	0	0	0	0
6/24/2015	10:00 AM	91	2	46	19	5	6	1	0	4	8	0	0	0	0
6/24/2015	10:15 AM	93	2	31	30	5	12	1	0	6	6	0	0	0	0
6/24/2015	10:30 AM	91	1	39	20	8	11	1	0	3	8	0	0	0	0
6/24/2015	10:45 AM	75	1	30	20	4	5	3	0	5	6	0	1	0	0
6/24/2015	11:00 AM	92	3	35	23	5	10	3	0	5	7	0	1	0	0
6/24/2015	11:15 AM	78	4	28	20	7	6	2	0	5	6	0	0	0	0
6/24/2015	11:30 AM	81	0	42	20	5	6	0	0	4	4	0	0	0	0
6/24/2015	11:45 AM	88	0	36	28	2	4	3	0	6	7	1	1	0	0
6/24/2015	12:00 PM	95	5	33	22	4	15	3	1	5	5	0	2	0	0
6/24/2015	12:15 PM	77	2	28	19	9	6	4	0	1	7	1	0	0	0
6/24/2015	12:30 PM	68	3	32	12	4	5	3	0	7	2	0	0	0	0
6/24/2015	12:45 PM	104	1	41	24	12	11	2	0	7	6	0	0	0	0
6/24/2015	1:00 PM	79	0	28	29	5	6	3	0	4	4	0	0	0	0
6/24/2015	1:15 PM	100	3	42	30	5	8	2	0	6	4	0	0	0	0
6/24/2015	1:30 PM	100	3	37	29	8	13	0	0	7	3	0	0	0	0
6/24/2015	1:45 PM	97	1	37	30	8	8	2	0	4	7	0	0	0	0
6/24/2015	2:00 PM	94	5	28	33	6	13	2	0	3	4	0	0	0	0
6/24/2015	2:15 PM	84	1	29	27	7	7	1	0	7	4	0	1	0	0
6/24/2015	2:30 PM	76	1	34	20	5	7	1	0	1	5	0	2	0	0
6/24/2015	2:45 PM	87	2	30	21	11	9	0	1	8	5	0	0	0	0
6/24/2015	3:00 PM	107	2	46	22	2	16	5	0	8	6	0	0	0	0
6/24/2015	3:15 PM	96	2	42	25	7	9	1	0	7	3	0	0	0	0
6/24/2015	3:30 PM	103	0	57	24	4	9	1	0	5	3	0	0	0	0
6/24/2015	3:45 PM	106	2	48	25	13	5	2	0	2	9	0	0	0	0
6/24/2015	4:00 PM	76	3	30	19	6	4	2	0	8	4	0	0	0	0
6/24/2015	4:15 PM	81	2	32	24	4	11	3	0	2	3	0	0	0	0
6/24/2015	4:30 PM	101	1	42	23	9	9	3	0	3	11	0	0	0	0
6/24/2015	4:45 PM	69	3	31	15	3	6	2	0	1	7	1	0	0	0
6/24/2015	5:00 PM	84	1	32	24	3	9	1	0	5	8	1	0	0	0
6/24/2015	5:15 PM	80	2	35	17	3	6	1	0	3	12	0	1	0	0
6/24/2015	5:30 PM	73	2	31	16	3	9	1	0	3	7	1	0	0	0
6/24/2015	5:45 PM	92	4	33	27	6	5	3	0	2	9	0	3	0	0
6/24/2015	6:00 PM	81	1	28	21	5	5	4	0	5	9	1	2	0	0
6/24/2015	6:15 PM	82	6	33	19	4	6	3	0	4	6	0	1	0	0
6/24/2015	6:30 PM	86	2	30	25	9	8	1	0	6	5	0	0	0	0
6/24/2015	6:45 PM	82	4	31	15	7	9	0	0	4	10	0	2	0	0
6/24/2015	7:00 PM	69	1	27	14	9	5	1	0	4	8	0	0	0	0
6/24/2015	7:15 PM	60	1	21	19	1	8	3	0	3	4	0	0	0	0
6/24/2015	7:30 PM	68	2	24	20	4	3	4	0	2	7	1	0	1	0

6/24/2015	7:45 PM	62	2	21	17	4	6	1	1	5	3	2	0	0	0
6/24/2015	8:00 PM	46	0	15	13	5	6	1	0	3	2	0	1	0	0
6/24/2015	8:15 PM	46	3	15	11	2	5	1	0	2	6	0	1	0	0
6/24/2015	8:30 PM	55	1	19	10	8	2	2	0	5	7	1	0	0	0
6/24/2015	8:45 PM	38	4	10	10	4	1	1	0	2	5	0	1	0	0
6/24/2015	9:00 PM	57	3	15	13	8	7	1	0	2	7	0	1	0	0
6/24/2015	9:15 PM	35	0	16	6	5	1	0	0	0	7	0	0	0	0
6/24/2015	9:30 PM	46	5	10	5	6	1	1	0	5	6	5	2	0	0
6/24/2015	9:45 PM	38	4	10	7	6	4	1	0	1	3	0	1	1	0
6/24/2015	10:00 PM	38	3	9	10	3	1	2	0	2	6	0	2	0	0
6/24/2015	10:15 PM	34	2	8	6	2	3	0	0	3	8	1	1	0	0
6/24/2015	10:30 PM	50	4	11	8	6	5	3	0	2	9	1	1	0	0
6/24/2015	10:45 PM	34	3	9	3	6	2	0	0	2	7	1	1	0	0
6/24/2015	11:00 PM	35	2	11	6	2	4	1	0	2	7	0	0	0	0
6/24/2015	11:15 PM	49	3	8	8	6	7	1	1	1	12	1	1	0	0
6/24/2015	11:30 PM	33	2	7	12	2	1	2	1	0	5	0	1	0	0
6/24/2015	11:45 PM	39	1	9	7	3	2	1	0	6	8	1	0	1	0
6/25/2015	12:00 AM	23	1	3	7	0	3	0	0	2	5	2	0	0	0
6/25/2015	12:15 AM	19	3	1	1	3	4	1	0	0	3	2	1	0	0
6/25/2015	12:30 AM	23	2	2	5	5	1	0	0	1	5	1	1	0	0
6/25/2015	12:45 AM	15	1	5	1	3	0	1	0	2	2	0	0	0	0
6/25/2015	1:00 AM	27	1	9	4	3	3	1	0	2	1	1	1	1	0
6/25/2015	1:15 AM	26	2	7	2	9	1	0	0	3	2	0	0	0	0
6/25/2015	1:30 AM	9	2	1	2	2	1	0	0	0	0	1	0	0	0
6/25/2015	1:45 AM	18	1	9	2	1	0	1	0	2	2	0	0	0	0
6/25/2015	2:00 AM	9	0	2	0	2	1	0	0	0	3	1	0	0	0
6/25/2015	2:15 AM	20	0	4	8	2	1	0	0	0	4	1	0	0	0
6/25/2015	2:30 AM	9	1	2	0	3	2	0	0	0	1	0	0	0	0
6/25/2015	2:45 AM	10	0	2	4	0	1	0	0	0	1	2	0	0	0
6/25/2015	3:00 AM	18	2	4	2	3	2	0	0	3	2	0	0	0	0
6/25/2015	3:15 AM	20	0	7	5	1	1	1	0	0	3	1	1	0	0
6/25/2015	3:30 AM	13	0	5	4	1	1	0	0	0	2	0	0	0	0
6/25/2015	3:45 AM	16	0	11	0	0	3	0	0	0	0	1	1	0	0
6/25/2015	4:00 AM	18	0	9	4	1	0	2	0	1	0	1	0	0	0
6/25/2015	4:15 AM	29	1	8	11	2	2	0	1	2	2	0	0	0	0
6/25/2015	4:30 AM	31	3	11	8	2	2	1	0	1	2	0	1	0	0
6/25/2015	4:45 AM	24	0	9	6	5	1	0	0	0	3	0	0	0	0
6/25/2015	5:00 AM	46	0	17	16	2	4	2	1	0	4	0	0	0	0
6/25/2015	5:15 AM	39	0	16	16	1	2	0	0	2	1	0	1	0	0
6/25/2015	5:30 AM	43	0	15	16	4	5	0	0	0	2	1	0	0	0
6/25/2015	5:45 AM	42	1	14	16	1	4	0	0	1	5	0	0	0	0
6/25/2015	6:00 AM	56	1	22	14	1	12	0	0	4	1	1	0	0	0
6/25/2015	6:15 AM	50	0	20	16	1	11	0	0	1	0	1	0	0	0
6/25/2015	6:30 AM	77	3	25	30	6	4	0	0	4	5	0	0	0	0
6/25/2015	6:45 AM	95	2	30	29	5	22	1	0	0	3	3	0	0	0
6/25/2015	7:00 AM	97	2	39	36	2	9	2	0	2	5	0	0	0	0
6/25/2015	7:15 AM	102	1	31	39	5	11	0	2	7	6	0	0	0	0
6/25/2015	7:30 AM	88	0	43	24	2	5	5	1	2	5	1	0	0	0
6/25/2015	7:45 AM	72	0	39	18	3	6	1	0	2	3	0	0	0	0
6/25/2015	8:00 AM	83	0	39	25	5	5	1	0	4	4	0	0	0	0
6/25/2015	8:15 AM	76	1	30	28	4	7	0	0	2	2	1	1	0	0
6/25/2015	8:30 AM	98	2	47	31	4	6	2	0	4	2	0	0	0	0
6/25/2015	8:45 AM	110	0	53	37	1	7	2	0	6	4	0	0	0	0
6/25/2015	9:00 AM	102	2	40	30	6	10	1	0	4	8	1	0	0	0
6/25/2015	9:15 AM	91	0	43	30	1	9	0	0	3	2	2	1	0	0
6/25/2015	9:30 AM	93	1	39	27	2	11	5	0	6	2	0	0	0	0
6/25/2015	9:45 AM	90	1	41	23	4	5	0	2	5	7	2	0	0	0
6/25/2015	10:00 AM	84	3	34	26	2	4	0	0	8	6	0	1	0	0
6/25/2015	10:15 AM	85	2	32	24	4	9	2	0	6	6	0	0	0	0
6/25/2015	10:30 AM	100	1	34	30	8	8	1	1	2	11	3	1	0	0
6/25/2015	10:45 AM	78	1	32	20	6	8	1	0	2	7	0	1	0	0
6/25/2015	11:00 AM	119	3	49	25	11	7	3	1	8	12	0	0	0	0
6/25/2015	11:15 AM	91	0	38	27	7	7	4	0	3	5	0	0	0	0
6/25/2015	11:30 AM	100	3	46	23	5	12	3	0	6	2	0	0	0	0
6/25/2015	11:45 AM	104	1	49	29	5	8	2	0	1	8	1	0	0	0
6/25/2015	12:00 PM	92	5	37	20	7	13	2	1	2	4	1	0	0	0
6/25/2015	12:15 PM	92	5	42	23	5	8	2	0	4	3	0	0	0	0
6/25/2015	12:30 PM	104	3	49	22	5	7	3	0	4	10	1	0	0	0
6/25/2015	12:45 PM	94	1	41	22	7	9	3	0	5	6	0	0	0	0
6/25/2015	1:00 PM	91	0	35	23	9	10	3	0	4	6	0	1	0	0
6/25/2015	1:15 PM	91	2	35	26	5	6	2	0	3	10	1	1	0	0
6/25/2015	1:30 PM	113	1	49	35	9	8	0	0	5	6	0	0	0	0
6/25/2015	1:45 PM	103	0	38	29	9	12	1	0	10	3	0	1	0	0
6/25/2015	2:00 PM	98	3	47	22	3	7	2	0	5	9	0	0	0	0
6/25/2015	2:15 PM	100	0	47	29	9	8	2	0	3	2	0	0	0	0
6/25/2015	2:30 PM	84	0	38	20	3	14	2	0	4	3	0	0	0	0
6/25/2015	2:45 PM	93	2	45	22	7	11	1	0	5	0	0	0	0	0
6/25/2015	3:00 PM	96	0	46	27	2	6	3	0	9	3	0	0	0	0
6/25/2015	3:15 PM	113	4	54	29	5	8	2	0	6	4	0	1	0	0
6/25/2015	3:30 PM	91	3	46	18	8	4	1	0	5	6	0	0	0	0

6/25/2015	3:45 PM	98	2	47	28	8	8	0	0	3	1	0	1	0	0
6/25/2015	4:00 PM	75	0	42	13	4	6	2	0	3	5	0	0	0	0
6/25/2015	4:15 PM	83	1	43	18	4	10	2	0	1	4	0	0	0	0
6/25/2015	4:30 PM	89	4	42	21	6	9	3	0	1	3	0	0	0	0
6/25/2015	4:45 PM	90	1	42	25	4	8	0	0	6	4	0	0	0	0
6/25/2015	5:00 PM	106	2	53	27	4	10	0	0	7	3	0	0	0	0
6/25/2015	5:15 PM	99	2	50	23	7	7	1	0	2	7	0	0	0	0
6/25/2015	5:30 PM	85	0	46	14	3	9	1	0	4	8	0	0	0	0
6/25/2015	5:45 PM	92	1	44	18	4	8	1	0	10	6	0	0	0	0
6/25/2015	6:00 PM	87	1	36	16	6	10	2	0	4	8	0	4	0	0
6/25/2015	6:15 PM	97	4	41	24	4	8	2	0	8	5	1	0	0	0
6/25/2015	6:30 PM	89	1	40	22	4	8	1	0	5	5	1	2	0	0
6/25/2015	6:45 PM	95	0	45	27	4	7	1	0	3	7	0	1	0	0
6/25/2015	7:00 PM	84	1	37	18	8	8	1	0	4	6	1	0	0	0
6/25/2015	7:15 PM	77	3	34	12	4	10	1	0	3	8	2	0	0	0
6/25/2015	7:30 PM	59	2	23	18	3	1	1	0	1	8	0	2	0	0
6/25/2015	7:45 PM	62	1	28	14	6	4	2	0	3	2	2	0	0	0
6/25/2015	8:00 PM	74	2	34	20	6	4	2	0	2	3	1	0	0	0
6/25/2015	8:15 PM	70	1	22	18	9	6	1	0	5	7	1	0	0	0
6/25/2015	8:30 PM	43	0	21	9	5	0	1	0	2	5	0	0	0	0
6/25/2015	8:45 PM	60	1	20	13	8	5	0	0	4	9	0	0	0	0
6/25/2015	9:00 PM	49	1	14	9	5	2	1	0	6	11	0	0	0	0
6/25/2015	9:15 PM	56	1	18	7	6	5	4	0	4	7	3	1	0	0
6/25/2015	9:30 PM	64	1	23	14	1	1	2	0	9	8	4	1	0	0
6/25/2015	9:45 PM	44	2	15	10	6	7	1	0	0	1	2	0	0	0
6/25/2015	10:00 PM	38	2	11	10	4	2	0	0	3	4	0	2	0	0
6/25/2015	10:15 PM	43	2	15	11	3	3	1	0	1	6	1	0	0	0
6/25/2015	10:30 PM	47	2	15	8	4	1	1	0	6	10	0	0	0	0
6/25/2015	10:45 PM	36	3	9	5	5	2	1	0	2	7	2	0	0	0
6/25/2015	11:00 PM	34	2	13	6	2	1	0	0	4	4	1	1	0	0
6/25/2015	11:15 PM	45	0	21	6	4	1	0	0	4	9	0	0	0	0
6/25/2015	11:30 PM	45	5	10	13	5	4	1	0	1	5	0	0	1	0
6/25/2015	11:45 PM	26	0	7	3	5	1	0	0	1	7	1	1	0	0

Data File: '6-29-15-2562.rdf'
Site Code: '0064A-2562'
Start Date: 6/22/2015
Start Time: 5:45:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'US 281 SB N. OF FM 490'
'Direction': 'US 281 SB'
'Weather': 'GOOD'

Channel: RIGHT LANE Bad data highlighted in red. The only bad data is from 11 AM on 6/25 to 9 AM on 6/26.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	20	0	5	0	12	0	0	0	3	0	0	0	0	0
6/23/2015	12:15 AM	22	1	1	2	11	3	0	0	3	0	0	1	0	0
6/23/2015	12:30 AM	25	1	1	3	10	5	0	0	4	1	0	0	0	0
6/23/2015	12:45 AM	11	0	1	0	8	2	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	9	1	3	1	1	0	0	0	3	0	0	0	0	0
6/23/2015	1:15 AM	12	0	2	0	4	0	0	0	4	1	0	0	1	0
6/23/2015	1:30 AM	15	1	1	0	10	0	0	0	2	1	0	0	0	0
6/23/2015	1:45 AM	7	1	0	0	6	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	19	0	0	0	9	4	1	0	3	1	0	0	1	0
6/23/2015	2:15 AM	13	0	3	0	7	1	0	0	1	1	0	0	0	0
6/23/2015	2:30 AM	6	0	0	1	3	0	0	0	2	0	0	0	0	0
6/23/2015	2:45 AM	9	0	2	0	5	0	0	0	2	0	0	0	0	0
6/23/2015	3:00 AM	7	0	0	1	4	1	0	0	1	0	0	0	0	0
6/23/2015	3:15 AM	10	0	0	0	8	1	0	0	0	0	0	1	0	0
6/23/2015	3:30 AM	8	1	0	1	3	2	0	0	1	0	0	0	0	0
6/23/2015	3:45 AM	9	0	0	0	8	0	0	0	1	0	0	0	0	0
6/23/2015	4:00 AM	19	1	3	1	9	0	0	0	3	2	0	0	0	0
6/23/2015	4:15 AM	7	0	0	1	4	0	0	0	2	0	0	0	0	0
6/23/2015	4:30 AM	12	2	0	0	9	0	0	0	1	0	0	0	0	0
6/23/2015	4:45 AM	19	1	1	1	12	2	0	0	1	1	0	0	0	0
6/23/2015	5:00 AM	14	0	0	1	3	3	0	0	6	0	0	1	0	0
6/23/2015	5:15 AM	13	0	3	0	5	2	1	0	1	1	0	0	0	0
6/23/2015	5:30 AM	15	0	1	1	8	3	0	0	1	1	0	0	0	0
6/23/2015	5:45 AM	22	1	3	3	11	1	0	0	3	0	0	0	0	0
6/23/2015	6:00 AM	16	0	1	1	9	1	1	0	3	0	0	0	0	0
6/23/2015	6:15 AM	15	0	0	0	11	0	1	0	2	1	0	0	0	0
6/23/2015	6:30 AM	19	1	2	3	8	0	0	0	5	0	0	0	0	0
6/23/2015	6:45 AM	16	0	2	0	8	2	1	0	3	0	0	0	0	0
6/23/2015	7:00 AM	22	1	1	1	9	6	1	0	3	0	0	0	0	0
6/23/2015	7:15 AM	22	0	1	3	10	2	0	0	6	0	0	0	0	0
6/23/2015	7:30 AM	24	1	4	0	12	1	0	0	6	0	0	0	0	0
6/23/2015	7:45 AM	27	0	0	4	14	4	1	0	4	0	0	0	0	0
6/23/2015	8:00 AM	24	1	1	1	11	5	1	0	3	1	0	0	0	0
6/23/2015	8:15 AM	17	0	1	1	8	2	1	0	4	0	0	0	0	0
6/23/2015	8:30 AM	28	2	4	3	7	5	0	0	7	0	0	0	0	0
6/23/2015	8:45 AM	29	0	2	1	14	3	0	0	9	0	0	0	0	0
6/23/2015	9:00 AM	40	0	3	3	15	11	0	0	7	1	0	0	0	0
6/23/2015	9:15 AM	30	2	1	2	12	7	1	0	5	0	0	0	0	0
6/23/2015	9:30 AM	33	3	2	2	11	6	1	0	8	0	0	0	0	0
6/23/2015	9:45 AM	26	0	3	2	7	5	2	0	6	1	0	0	0	0
6/23/2015	10:00 AM	31	2	3	3	13	6	0	0	4	0	0	0	0	0
6/23/2015	10:15 AM	29	1	4	2	12	8	0	0	2	0	0	0	0	0
6/23/2015	10:30 AM	14	0	1	0	7	1	0	0	4	1	0	0	0	0
6/23/2015	10:45 AM	30	2	1	3	6	9	2	0	7	0	0	0	0	0
6/23/2015	11:00 AM	21	0	4	2	5	5	1	0	4	0	0	0	0	0
6/23/2015	11:15 AM	22	0	1	1	7	8	2	0	2	1	0	0	0	0
6/23/2015	11:30 AM	32	0	1	5	13	6	3	0	4	0	0	0	0	0
6/23/2015	11:45 AM	22	1	2	2	9	5	0	0	3	0	0	0	0	0
6/23/2015	12:00 PM	28	2	6	2	6	7	0	0	5	0	0	0	0	0
6/23/2015	12:15 PM	31	1	4	5	8	8	2	0	2	1	0	0	0	0
6/23/2015	12:30 PM	24	1	1	4	10	2	0	0	6	0	0	0	0	0
6/23/2015	12:45 PM	40	0	3	8	17	6	0	0	6	0	0	0	0	0
6/23/2015	1:00 PM	39	2	10	5	8	7	1	0	5	1	0	0	0	0
6/23/2015	1:15 PM	45	2	8	2	13	10	1	0	7	2	0	0	0	0
6/23/2015	1:30 PM	50	2	6	9	17	10	0	0	6	0	0	0	0	0
6/23/2015	1:45 PM	41	1	4	9	10	10	0	0	6	1	0	0	0	0
6/23/2015	2:00 PM	45	0	4	2	18	14	1	0	6	0	0	0	0	0
6/23/2015	2:15 PM	35	1	6	5	8	6	1	0	6	2	0	0	0	0
6/23/2015	2:30 PM	43	3	4	5	16	6	0	0	9	0	0	0	0	0
6/23/2015	2:45 PM	47	1	4	8	20	5	0	0	7	2	0	0	0	0
6/23/2015	3:00 PM	53	1	6	8	20	6	2	0	9	1	0	0	0	0
6/23/2015	3:15 PM	51	2	8	10	11	13	1	0	6	0	0	0	0	0
6/23/2015	3:30 PM	43	0	6	5	10	12	2	0	8	0	0	0	0	0
6/23/2015	3:45 PM	47	0	5	6	9	14	1	0	12	0	0	0	0	0
6/23/2015	4:00 PM	45	0	7	9	9	8	2	0	10	0	0	0	0	0
6/23/2015	4:15 PM	54	0	9	8	12	9	0	0	16	0	0	0	0	0
6/23/2015	4:30 PM	69	2	10	20	11	15	0	0	9	2	0	0	0	0

6/23/2015	4:45 PM	87	1	22	25	6	18	2	0	10	3	0	0	0	0
6/23/2015	5:00 PM	72	2	26	13	4	14	0	0	10	3	0	0	0	0
6/23/2015	5:15 PM	71	1	16	24	6	13	0	0	10	1	0	0	0	0
6/23/2015	5:30 PM	74	2	15	24	16	11	1	0	5	0	0	0	0	0
6/23/2015	5:45 PM	72	1	21	20	11	8	0	0	9	2	0	0	0	0
6/23/2015	6:00 PM	76	1	15	19	16	15	0	0	10	0	0	0	0	0
6/23/2015	6:15 PM	62	0	22	22	2	6	1	0	8	1	0	0	0	0
6/23/2015	6:30 PM	74	5	19	13	13	11	1	0	10	2	0	0	0	0
6/23/2015	6:45 PM	82	3	21	24	10	10	2	0	10	2	0	0	0	0
6/23/2015	7:00 PM	71	2	23	18	8	9	1	0	5	5	0	0	0	0
6/23/2015	7:15 PM	56	0	12	17	12	10	1	0	2	2	0	0	0	0
6/23/2015	7:30 PM	66	2	18	14	6	15	0	0	10	1	0	0	0	0
6/23/2015	7:45 PM	41	1	15	10	4	7	0	0	3	1	0	0	0	0
6/23/2015	8:00 PM	40	0	5	8	6	7	0	0	12	2	0	0	0	0
6/23/2015	8:15 PM	23	3	0	1	11	5	0	0	3	0	0	0	0	0
6/23/2015	8:30 PM	21	1	0	3	10	1	1	0	5	0	0	0	0	0
6/23/2015	8:45 PM	31	0	2	2	17	4	1	0	5	0	0	0	0	0
6/23/2015	9:00 PM	24	1	1	2	10	1	1	0	7	1	0	0	0	0
6/23/2015	9:15 PM	23	0	1	0	12	3	0	0	6	1	0	0	0	0
6/23/2015	9:30 PM	20	0	0	3	10	3	0	0	4	0	0	0	0	0
6/23/2015	9:45 PM	48	0	9	8	11	5	1	0	11	3	0	0	0	0
6/23/2015	10:00 PM	30	0	10	6	1	3	1	0	5	4	0	0	0	0
6/23/2015	10:15 PM	43	0	18	8	3	3	2	0	6	2	0	1	0	0
6/23/2015	10:30 PM	33	0	10	7	3	5	4	0	3	1	0	0	0	0
6/23/2015	10:45 PM	33	0	12	4	4	2	2	0	6	3	0	0	0	0
6/23/2015	11:00 PM	31	0	11	5	5	3	0	0	6	1	0	0	0	0
6/23/2015	11:15 PM	24	0	13	5	1	2	0	0	2	1	0	0	0	0
6/23/2015	11:30 PM	29	0	15	3	1	1	3	0	3	3	0	0	0	0
6/23/2015	11:45 PM	35	0	12	6	3	1	1	0	7	5	0	0	0	0
6/24/2015	12:00 AM	25	0	9	4	3	0	1	0	4	4	0	0	0	0
6/24/2015	12:15 AM	17	0	4	4	0	1	3	0	4	1	0	0	0	0
6/24/2015	12:30 AM	24	0	7	4	0	0	2	0	6	5	0	0	0	0
6/24/2015	12:45 AM	23	1	7	2	1	1	0	0	6	5	0	0	0	0
6/24/2015	1:00 AM	26	1	8	1	0	2	0	0	10	4	0	0	0	0
6/24/2015	1:15 AM	22	0	8	2	1	1	0	0	8	2	0	0	0	0
6/24/2015	1:30 AM	22	1	6	3	2	3	2	0	2	3	0	0	0	0
6/24/2015	1:45 AM	28	0	6	6	5	1	2	0	6	1	0	1	0	0
6/24/2015	2:00 AM	15	0	6	1	1	2	0	0	2	3	0	0	0	0
6/24/2015	2:15 AM	18	0	2	4	3	0	0	0	5	4	0	0	0	0
6/24/2015	2:30 AM	12	0	2	1	3	0	0	0	5	1	0	0	0	0
6/24/2015	2:45 AM	15	0	2	1	1	3	1	0	5	1	0	1	0	0
6/24/2015	3:00 AM	23	0	10	1	4	2	0	0	5	1	0	0	0	0
6/24/2015	3:15 AM	17	0	0	4	1	1	2	0	4	5	0	0	0	0
6/24/2015	3:30 AM	15	0	6	2	0	0	2	0	3	2	0	0	0	0
6/24/2015	3:45 AM	19	0	6	1	3	2	1	0	5	1	0	0	0	0
6/24/2015	4:00 AM	17	0	6	2	2	1	0	0	3	2	0	1	0	0
6/24/2015	4:15 AM	14	0	2	1	3	0	0	0	6	2	0	0	0	0
6/24/2015	4:30 AM	11	0	1	0	2	0	0	0	6	2	0	0	0	0
6/24/2015	4:45 AM	26	1	4	7	3	0	0	0	7	3	0	1	0	0
6/24/2015	5:00 AM	19	0	3	1	1	3	0	0	7	3	0	1	0	0
6/24/2015	5:15 AM	18	0	2	6	3	0	0	0	4	3	0	0	0	0
6/24/2015	5:30 AM	36	0	8	8	2	3	3	0	9	2	0	1	0	0
6/24/2015	5:45 AM	20	0	5	5	1	2	1	0	2	4	0	0	0	0
6/24/2015	6:00 AM	25	0	4	4	3	2	0	0	8	4	0	0	0	0
6/24/2015	6:15 AM	30	0	9	4	2	4	0	0	8	2	0	1	0	0
6/24/2015	6:30 AM	37	0	7	11	5	3	0	0	10	1	0	0	0	0
6/24/2015	6:45 AM	38	0	8	4	6	3	0	0	12	4	0	1	0	0
6/24/2015	7:00 AM	43	0	17	6	2	2	1	0	6	9	0	0	0	0
6/24/2015	7:15 AM	44	1	13	9	3	2	1	0	11	4	0	0	0	0
6/24/2015	7:30 AM	49	0	23	5	6	5	1	0	5	3	0	1	0	0
6/24/2015	7:45 AM	54	0	15	13	7	10	0	0	8	0	0	1	0	0
6/24/2015	8:00 AM	41	0	14	8	6	2	0	0	8	3	0	0	0	0
6/24/2015	8:15 AM	35	0	9	6	2	3	2	0	10	3	0	0	0	0
6/24/2015	8:30 AM	50	0	13	10	7	3	3	0	11	3	0	0	0	0
6/24/2015	8:45 AM	50	0	14	8	6	8	1	0	8	4	0	1	0	0
6/24/2015	9:00 AM	42	0	15	9	1	5	2	0	9	1	0	0	0	0
6/24/2015	9:15 AM	49	0	7	11	6	10	1	0	12	2	0	0	0	0
6/24/2015	9:30 AM	48	0	10	10	7	5	0	0	14	2	0	0	0	0
6/24/2015	9:45 AM	52	1	19	8	6	6	1	1	9	1	0	0	0	0
6/24/2015	10:00 AM	47	1	12	9	3	10	4	0	6	2	0	0	0	0
6/24/2015	10:15 AM	42	0	11	14	3	2	1	0	6	5	0	0	0	0
6/24/2015	10:30 AM	59	1	19	11	10	10	0	0	7	1	0	0	0	0
6/24/2015	10:45 AM	58	0	20	16	5	7	1	0	8	1	0	0	0	0
6/24/2015	11:00 AM	52	0	17	11	7	2	1	0	13	1	0	0	0	0
6/24/2015	11:15 AM	64	0	19	17	7	4	2	0	12	3	0	0	0	0
6/24/2015	11:30 AM	51	0	17	14	4	5	0	0	8	3	0	0	0	0
6/24/2015	11:45 AM	53	0	12	6	8	8	0	0	18	1	0	0	0	0
6/24/2015	12:00 PM	49	1	11	9	6	7	2	0	11	2	0	0	0	0
6/24/2015	12:15 PM	70	0	23	10	8	6	2	0	16	3	0	2	0	0
6/24/2015	12:30 PM	67	0	18	13	8	8	1	0	17	2	0	0	0	0

6/24/2015	12:45 PM	56	0	12	12	7	6	3	0	15	1	0	0	0	0
6/24/2015	1:00 PM	61	1	21	16	6	7	0	0	9	1	0	0	0	0
6/24/2015	1:15 PM	51	1	12	12	5	9	1	0	4	7	0	0	0	0
6/24/2015	1:30 PM	53	0	15	14	8	4	5	0	7	0	0	0	0	0
6/24/2015	1:45 PM	41	1	13	10	7	4	1	0	5	0	0	0	0	0
6/24/2015	2:00 PM	63	1	15	12	6	12	1	0	14	2	0	0	0	0
6/24/2015	2:15 PM	74	1	16	14	14	10	4	0	14	1	0	0	0	0
6/24/2015	2:30 PM	95	1	29	17	12	11	3	0	21	1	0	0	0	0
6/24/2015	2:45 PM	67	2	20	15	8	7	2	0	12	1	0	0	0	0
6/24/2015	3:00 PM	82	0	23	15	12	11	2	0	13	6	0	0	0	0
6/24/2015	3:15 PM	96	0	23	17	16	9	1	0	27	3	0	0	0	0
6/24/2015	3:30 PM	65	1	21	17	4	9	0	0	12	1	0	0	0	0
6/24/2015	3:45 PM	68	0	18	13	10	8	2	0	14	3	0	0	0	0
6/24/2015	4:00 PM	75	1	19	13	12	12	2	0	15	1	0	0	0	0
6/24/2015	4:15 PM	67	0	24	17	8	8	1	0	8	1	0	0	0	0
6/24/2015	4:30 PM	81	0	27	10	9	14	1	0	14	6	0	0	0	0
6/24/2015	4:45 PM	81	0	24	16	13	11	1	0	16	0	0	0	0	0
6/24/2015	5:00 PM	77	0	27	15	7	7	2	0	14	5	0	0	0	0
6/24/2015	5:15 PM	85	1	35	12	10	11	2	0	11	3	0	0	0	0
6/24/2015	5:30 PM	80	0	26	23	9	11	0	0	10	1	0	0	0	0
6/24/2015	5:45 PM	75	1	23	19	8	11	1	0	10	1	1	0	0	0
6/24/2015	6:00 PM	72	0	24	15	7	12	0	0	11	3	0	0	0	0
6/24/2015	6:15 PM	91	0	34	22	10	11	1	0	10	2	0	1	0	0
6/24/2015	6:30 PM	76	2	26	20	7	13	1	0	7	0	0	0	0	0
6/24/2015	6:45 PM	76	3	30	8	4	9	1	0	19	2	0	0	0	0
6/24/2015	7:00 PM	64	0	24	11	3	7	1	0	14	4	0	0	0	0
6/24/2015	7:15 PM	55	1	18	13	4	6	0	0	11	2	0	0	0	0
6/24/2015	7:30 PM	60	0	32	8	4	6	0	0	8	2	0	0	0	0
6/24/2015	7:45 PM	78	0	27	16	9	10	2	0	9	4	0	1	0	0
6/24/2015	8:00 PM	61	0	15	10	10	3	2	0	18	3	0	0	0	0
6/24/2015	8:15 PM	43	0	15	8	6	3	1	0	9	1	0	0	0	0
6/24/2015	8:30 PM	52	0	16	6	7	6	1	0	14	1	0	1	0	0
6/24/2015	8:45 PM	44	2	16	5	3	7	1	0	8	2	0	0	0	0
6/24/2015	9:00 PM	41	3	18	3	2	3	0	0	7	5	0	0	0	0
6/24/2015	9:15 PM	49	0	15	8	5	6	0	0	9	6	0	0	0	0
6/24/2015	9:30 PM	46	0	14	9	6	8	0	0	6	3	0	0	0	0
6/24/2015	9:45 PM	38	0	11	8	7	5	3	0	3	1	0	0	0	0
6/24/2015	10:00 PM	39	1	7	8	5	7	2	0	9	0	0	0	0	0
6/24/2015	10:15 PM	37	2	14	7	1	2	3	0	5	3	0	0	0	0
6/24/2015	10:30 PM	38	0	12	5	4	5	3	0	8	1	0	0	0	0
6/24/2015	10:45 PM	31	0	10	9	1	0	0	0	9	2	0	0	0	0
6/24/2015	11:00 PM	35	0	13	4	3	4	1	0	4	6	0	0	0	0
6/24/2015	11:15 PM	30	0	11	4	4	5	1	0	3	2	0	0	0	0
6/24/2015	11:30 PM	27	1	10	5	1	1	0	0	7	2	0	0	0	0
6/24/2015	11:45 PM	42	0	14	11	4	3	1	0	5	4	0	0	0	0
6/25/2015	12:00 AM	26	0	8	2	3	2	2	0	8	1	0	0	0	0
6/25/2015	12:15 AM	34	0	7	7	4	4	1	0	6	5	0	0	0	0
6/25/2015	12:30 AM	36	1	7	7	4	2	1	0	11	3	0	0	0	0
6/25/2015	12:45 AM	43	0	9	5	9	4	2	0	11	3	0	0	0	0
6/25/2015	1:00 AM	24	0	8	6	3	2	1	0	3	1	0	0	0	0
6/25/2015	1:15 AM	22	0	4	2	4	4	0	0	6	2	0	0	0	0
6/25/2015	1:30 AM	21	0	7	1	1	0	2	0	8	2	0	0	0	0
6/25/2015	1:45 AM	26	0	4	6	4	2	2	0	6	2	0	0	0	0
6/25/2015	2:00 AM	20	0	5	3	5	1	0	0	5	1	0	0	0	0
6/25/2015	2:15 AM	22	0	4	0	3	2	3	0	8	2	0	0	0	0
6/25/2015	2:30 AM	20	0	6	3	2	0	1	0	8	0	0	0	0	0
6/25/2015	2:45 AM	29	1	8	1	2	2	0	0	10	5	0	0	0	0
6/25/2015	3:00 AM	16	0	4	2	1	0	0	0	8	1	0	0	0	0
6/25/2015	3:15 AM	16	0	2	3	3	0	0	0	7	1	0	0	0	0
6/25/2015	3:30 AM	14	1	3	2	4	0	0	0	2	2	0	0	0	0
6/25/2015	3:45 AM	23	0	5	3	4	3	0	0	5	3	0	0	0	0
6/25/2015	4:00 AM	18	0	4	2	3	1	0	0	7	0	0	1	0	0
6/25/2015	4:15 AM	15	0	4	1	0	2	0	0	5	2	0	0	1	0
6/25/2015	4:30 AM	23	1	0	4	3	1	0	0	7	4	1	2	0	0
6/25/2015	4:45 AM	19	0	4	3	2	1	2	0	6	1	0	0	0	0
6/25/2015	5:00 AM	24	0	3	7	3	1	1	0	7	2	0	0	0	0
6/25/2015	5:15 AM	34	0	6	4	4	4	0	0	11	4	0	1	0	0
6/25/2015	5:30 AM	25	0	5	6	2	1	0	0	9	1	0	1	0	0
6/25/2015	5:45 AM	31	0	7	9	4	3	0	0	5	2	0	1	0	0
6/25/2015	6:00 AM	33	3	3	8	1	2	1	0	9	6	0	0	0	0
6/25/2015	6:15 AM	37	0	11	5	8	3	1	0	5	3	0	0	1	0
6/25/2015	6:30 AM	31	0	7	7	5	1	1	0	6	2	0	2	0	0
6/25/2015	6:45 AM	33	1	4	10	2	5	0	0	9	2	0	0	0	0
6/25/2015	7:00 AM	53	0	13	6	14	3	0	0	14	3	0	0	0	0
6/25/2015	7:15 AM	52	0	17	9	7	3	0	0	8	7	0	1	0	0
6/25/2015	7:30 AM	49	2	14	8	4	3	1	0	11	5	0	1	0	0
6/25/2015	7:45 AM	52	1	12	9	6	8	3	0	13	0	0	0	0	0
6/25/2015	8:00 AM	42	1	13	8	2	4	3	0	8	3	0	0	0	0
6/25/2015	8:15 AM	47	0	18	8	5	6	0	0	7	3	0	0	0	0
6/25/2015	8:30 AM	39	0	12	11	1	4	1	0	8	1	1	0	0	0

6/25/2015	8:45 AM	53	0	12	12	13	4	1	0	8	3	0	0	0	0
6/25/2015	9:00 AM	45	1	14	9	6	1	2	0	10	2	0	0	0	0
6/25/2015	9:15 AM	69	0	16	13	10	4	3	0	22	1	0	0	0	0
6/25/2015	9:30 AM	44	2	13	8	5	3	3	0	8	2	0	0	0	0
6/25/2015	9:45 AM	65	0	17	14	10	6	2	0	13	3	0	0	0	0
6/25/2015	10:00 AM	57	0	13	12	13	3	0	0	15	1	0	0	0	0
6/25/2015	10:15 AM	41	0	11	5	6	5	0	0	10	4	0	0	0	0
6/25/2015	10:30 AM	58	2	18	8	5	6	1	0	15	2	0	0	1	0
6/25/2015	10:45 AM	43	1	14	6	4	8	0	0	7	3	0	0	0	0
6/25/2015	11:00 AM	48	0	14	10	6	9	0	0	6	2	0	1	0	0
6/25/2015	11:15 AM	47	0	9	12	6	6	1	0	12	1	0	0	0	0
6/25/2015	11:30 AM	51	1	12	11	8	8	1	0	9	1	0	0	0	0
6/25/2015	11:45 AM	67	1	16	14	11	7	1	0	13	4	0	0	0	0
6/25/2015	12:00 PM	52	1	15	6	6	6	4	0	13	1	0	0	0	0
6/25/2015	12:15 PM	56	1	16	18	4	8	1	0	8	0	0	0	0	0
6/25/2015	12:30 PM	63	0	18	8	8	13	3	0	10	3	0	0	0	0
6/25/2015	12:45 PM	73	0	31	14	4	6	1	0	14	3	0	0	0	0
6/25/2015	1:00 PM	58	0	17	9	6	8	0	0	17	1	0	0	0	0
6/25/2015	1:15 PM	66	0	27	10	7	7	2	0	12	1	0	0	0	0
6/25/2015	1:30 PM	87	2	25	14	7	11	1	0	23	4	0	0	0	0
6/25/2015	1:45 PM	61	1	28	12	5	3	0	0	10	2	0	0	0	0
6/25/2015	2:00 PM	89	0	32	11	12	12	1	0	21	0	0	0	0	0
6/25/2015	2:15 PM	93	2	30	20	8	11	0	0	22	0	0	0	0	0
6/25/2015	2:30 PM	67	0	18	15	4	10	1	0	17	2	0	0	0	0
6/25/2015	2:45 PM	62	0	14	13	9	6	4	0	16	0	0	0	0	0
6/25/2015	3:00 PM	77	3	20	15	13	14	1	0	11	0	0	0	0	0
6/25/2015	3:15 PM	80	0	32	20	6	7	1	0	13	1	0	0	0	0
6/25/2015	3:30 PM	84	2	26	18	10	9	0	0	18	1	0	0	0	0
6/25/2015	3:45 PM	90	1	17	20	13	16	2	0	19	2	0	0	0	0
6/25/2015	4:00 PM	89	1	28	22	6	10	2	0	19	1	0	0	0	0
6/25/2015	4:15 PM	72	0	29	16	4	10	0	0	13	0	0	0	0	0
6/25/2015	4:30 PM	88	2	24	26	8	9	1	0	15	2	0	1	0	0
6/25/2015	4:45 PM	85	0	20	15	6	18	1	0	25	0	0	0	0	0
6/25/2015	5:00 PM	80	0	29	19	8	11	1	1	11	0	0	0	0	0
6/25/2015	5:15 PM	78	0	31	14	8	9	3	0	9	4	0	0	0	0
6/25/2015	5:30 PM	75	0	27	17	7	7	1	0	13	3	0	0	0	0
6/25/2015	5:45 PM	80	1	33	19	5	9	0	0	11	2	0	0	0	0
6/25/2015	6:00 PM	88	0	30	17	10	14	0	0	15	0	0	2	0	0
6/25/2015	6:15 PM	85	0	34	15	7	10	5	0	11	3	0	0	0	0
6/25/2015	6:30 PM	82	0	25	20	3	12	1	0	20	1	0	0	0	0
6/25/2015	6:45 PM	79	1	29	15	6	6	4	0	15	3	0	0	0	0
6/25/2015	7:00 PM	64	0	26	14	3	6	1	0	12	2	0	0	0	0
6/25/2015	7:15 PM	81	1	34	12	4	9	1	0	19	1	0	0	0	0
6/25/2015	7:30 PM	75	0	25	27	4	7	1	0	10	1	0	0	0	0
6/25/2015	7:45 PM	74	0	28	13	10	4	1	0	17	1	0	0	0	0
6/25/2015	8:00 PM	68	4	26	13	6	9	0	0	8	2	0	0	0	0
6/25/2015	8:15 PM	71	0	20	15	7	11	1	0	16	1	0	0	0	0
6/25/2015	8:30 PM	58	0	16	16	4	9	2	0	11	0	0	0	0	0
6/25/2015	8:45 PM	61	0	34	8	3	4	1	0	9	2	0	0	0	0
6/25/2015	9:00 PM	84	0	30	16	10	9	1	0	17	1	0	0	0	0
6/25/2015	9:15 PM	55	0	28	14	2	4	1	0	3	3	0	0	0	0
6/25/2015	9:30 PM	47	0	22	13	2	2	0	0	4	4	0	0	0	0
6/25/2015	9:45 PM	48	0	16	17	3	2	3	0	5	2	0	0	0	0
6/25/2015	10:00 PM	40	0	21	9	1	1	2	0	6	0	0	0	0	0
6/25/2015	10:15 PM	41	1	17	8	3	4	1	0	5	2	0	0	0	0
6/25/2015	10:30 PM	38	0	14	9	3	5	0	0	5	2	0	0	0	0
6/25/2015	10:45 PM	47	0	15	17	2	1	0	0	9	3	0	0	0	0
6/25/2015	11:00 PM	42	0	15	6	5	5	0	0	8	3	0	0	0	0
6/25/2015	11:15 PM	45	0	22	10	2	5	0	0	3	3	0	0	0	0
6/25/2015	11:30 PM	55	0	21	9	4	5	1	0	14	1	0	0	0	0
6/25/2015	11:45 PM	38	0	12	6	3	4	2	0	10	1	0	0	0	0

Channel: LEFT LANE

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	40	1	18	3	0	4	0	0	8	6	0	0	0	0
6/23/2015	12:15 AM	42	0	16	7	4	1	0	0	6	7	0	1	0	0
6/23/2015	12:30 AM	44	0	21	6	4	2	0	0	4	6	0	1	0	0
6/23/2015	12:45 AM	26	0	15	2	1	1	1	0	3	3	0	0	0	0
6/23/2015	1:00 AM	24	0	11	5	1	2	1	0	2	2	0	0	0	0
6/23/2015	1:15 AM	27	0	14	2	2	0	0	0	6	2	0	0	1	0
6/23/2015	1:30 AM	22	0	7	3	5	0	0	0	5	2	0	0	0	0
6/23/2015	1:45 AM	15	0	6	2	3	1	0	0	1	2	0	0	0	0
6/23/2015	2:00 AM	27	0	8	3	6	2	0	0	4	4	0	0	0	0
6/23/2015	2:15 AM	21	0	7	2	3	1	0	0	5	3	0	0	0	0
6/23/2015	2:30 AM	17	0	7	4	1	1	1	0	3	0	0	0	0	0
6/23/2015	2:45 AM	21	0	10	2	1	1	1	0	2	4	0	0	0	0
6/23/2015	3:00 AM	16	0	8	3	0	0	0	0	5	0	0	0	0	0
6/23/2015	3:15 AM	18	0	4	2	2	0	0	0	4	6	0	0	0	0
6/23/2015	3:30 AM	15	0	3	7	0	0	0	0	4	1	0	0	0	0

6/23/2015	3:45 AM	14	0	3	3	1	0	0	0	2	3	0	2	0	0
6/23/2015	4:00 AM	18	0	3	2	3	1	1	0	3	3	0	2	0	0
6/23/2015	4:15 AM	15	0	2	3	3	0	3	0	3	0	0	1	0	0
6/23/2015	4:30 AM	15	0	0	2	2	2	0	0	5	3	0	1	0	0
6/23/2015	4:45 AM	28	0	4	5	3	2	1	0	8	4	0	0	1	0
6/23/2015	5:00 AM	20	0	2	5	0	3	0	0	5	4	0	1	0	0
6/23/2015	5:15 AM	23	0	8	2	4	1	0	0	4	3	0	1	0	0
6/23/2015	5:30 AM	29	0	9	6	2	2	2	0	6	1	0	1	0	0
6/23/2015	5:45 AM	30	0	10	6	1	1	1	0	5	5	0	1	0	0
6/23/2015	6:00 AM	30	0	5	5	4	7	0	0	6	3	0	0	0	0
6/23/2015	6:15 AM	32	0	13	4	2	1	0	0	7	5	0	0	0	0
6/23/2015	6:30 AM	47	0	17	12	1	3	0	0	8	6	0	0	0	0
6/23/2015	6:45 AM	42	1	16	7	7	4	0	0	4	2	0	1	0	0
6/23/2015	7:00 AM	50	1	21	9	1	8	1	0	5	4	0	0	0	0
6/23/2015	7:15 AM	52	0	22	12	1	9	3	0	2	2	1	0	0	0
6/23/2015	7:30 AM	81	0	43	18	4	1	0	0	9	6	0	0	0	0
6/23/2015	7:45 AM	48	0	14	15	1	7	0	0	8	2	0	1	0	0
6/23/2015	8:00 AM	66	0	32	16	4	3	0	0	6	5	0	0	0	0
6/23/2015	8:15 AM	50	0	22	8	2	9	0	0	9	0	0	0	0	0
6/23/2015	8:30 AM	69	1	28	18	1	5	0	0	6	9	0	1	0	0
6/23/2015	8:45 AM	54	0	22	13	4	1	1	0	10	3	0	0	0	0
6/23/2015	9:00 AM	64	1	19	16	1	10	0	0	11	6	0	0	0	0
6/23/2015	9:15 AM	60	1	23	15	1	9	3	0	7	1	0	0	0	0
6/23/2015	9:30 AM	76	1	31	14	6	7	0	0	6	11	0	0	0	0
6/23/2015	9:45 AM	80	1	35	14	5	12	0	0	10	3	0	0	0	0
6/23/2015	10:00 AM	83	1	32	17	7	11	1	0	9	5	0	0	0	0
6/23/2015	10:15 AM	62	0	22	13	4	6	4	0	8	4	0	1	0	0
6/23/2015	10:30 AM	69	0	39	7	7	9	0	0	4	3	0	0	0	0
6/23/2015	10:45 AM	67	0	25	14	6	6	2	0	11	3	0	0	0	0
6/23/2015	11:00 AM	61	0	25	11	6	11	1	0	6	1	0	0	0	0
6/23/2015	11:15 AM	69	0	35	9	5	8	1	1	5	5	0	0	0	0
6/23/2015	11:30 AM	70	0	32	12	4	5	1	0	8	8	0	0	0	0
6/23/2015	11:45 AM	72	2	29	13	4	10	2	0	5	7	0	0	0	0
6/23/2015	12:00 PM	84	1	38	17	5	10	0	0	8	5	0	0	0	0
6/23/2015	12:15 PM	77	0	27	19	7	11	3	0	6	4	0	0	0	0
6/23/2015	12:30 PM	80	0	36	15	3	5	5	0	12	4	0	0	0	0
6/23/2015	12:45 PM	80	0	26	18	4	10	3	0	11	8	0	0	0	0
6/23/2015	1:00 PM	75	1	30	16	5	4	1	0	13	5	0	0	0	0
6/23/2015	1:15 PM	88	0	27	17	4	16	5	0	14	5	0	0	0	0
6/23/2015	1:30 PM	113	0	37	27	9	15	4	0	13	7	0	1	0	0
6/23/2015	1:45 PM	82	0	21	23	6	17	0	0	10	4	0	1	0	0
6/23/2015	2:00 PM	96	1	36	15	10	14	2	0	8	10	0	0	0	0
6/23/2015	2:15 PM	82	0	37	15	8	11	2	0	7	2	0	0	0	0
6/23/2015	2:30 PM	101	0	45	11	6	11	3	0	15	9	0	0	1	0
6/23/2015	2:45 PM	94	1	35	22	11	9	1	0	9	6	0	0	0	0
6/23/2015	3:00 PM	100	1	43	18	6	11	5	0	14	2	0	0	0	0
6/23/2015	3:15 PM	95	0	45	22	5	7	1	0	9	6	0	0	0	0
6/23/2015	3:30 PM	103	1	55	21	5	11	0	0	8	2	0	0	0	0
6/23/2015	3:45 PM	102	1	44	25	7	8	3	0	10	4	0	0	0	0
6/23/2015	4:00 PM	102	1	43	27	1	13	2	0	9	6	0	0	0	0
6/23/2015	4:15 PM	106	0	49	23	4	9	2	0	7	12	0	0	0	0
6/23/2015	4:30 PM	86	1	39	16	11	8	0	0	5	6	0	0	0	0
6/23/2015	4:45 PM	74	1	30	11	6	7	2	0	11	6	0	0	0	0
6/23/2015	5:00 PM	75	0	42	14	3	5	0	0	5	6	0	0	0	0
6/23/2015	5:15 PM	104	1	52	18	8	11	0	0	8	6	0	0	0	0
6/23/2015	5:30 PM	119	3	51	22	12	18	2	0	7	4	0	0	0	0
6/23/2015	5:45 PM	92	0	37	19	12	10	1	0	9	4	0	0	0	0
6/23/2015	6:00 PM	95	0	28	23	11	15	0	0	9	9	0	0	0	0
6/23/2015	6:15 PM	80	1	44	16	8	5	0	0	3	3	0	0	0	0
6/23/2015	6:30 PM	76	0	19	23	9	7	2	1	10	5	0	0	0	0
6/23/2015	6:45 PM	99	1	42	17	3	14	3	0	5	14	0	0	0	0
6/23/2015	7:00 PM	85	1	35	17	10	9	1	1	8	3	0	0	0	0
6/23/2015	7:15 PM	70	1	25	18	7	4	0	0	9	6	0	0	0	0
6/23/2015	7:30 PM	83	1	37	18	6	4	2	0	8	7	0	0	0	0
6/23/2015	7:45 PM	57	0	26	16	4	3	0	0	5	3	0	0	0	0
6/23/2015	8:00 PM	75	0	32	19	2	8	2	0	5	7	0	0	0	0
6/23/2015	8:15 PM	69	0	35	15	3	8	0	0	5	3	0	0	0	0
6/23/2015	8:30 PM	75	0	36	16	4	4	0	0	12	3	0	0	0	0
6/23/2015	8:45 PM	82	0	39	15	4	4	1	0	14	5	0	0	0	0
6/23/2015	9:00 PM	69	0	31	17	4	3	2	0	11	1	0	0	0	0
6/23/2015	9:15 PM	85	0	42	25	3	3	1	0	7	4	0	0	0	0
6/23/2015	9:30 PM	66	0	30	18	3	4	3	0	6	2	0	0	0	0
6/23/2015	9:45 PM	62	0	22	14	6	4	0	0	9	7	0	0	0	0
6/23/2015	10:00 PM	43	0	22	7	0	4	3	0	6	1	0	0	0	0
6/23/2015	10:15 PM	53	0	28	11	3	1	3	0	5	1	0	1	0	0
6/23/2015	10:30 PM	41	0	17	12	3	1	4	0	2	2	0	0	0	0
6/23/2015	10:45 PM	44	0	18	9	5	6	1	0	2	3	0	0	0	0
6/23/2015	11:00 PM	39	0	17	1	5	4	3	0	7	2	0	0	0	0
6/23/2015	11:15 PM	28	0	14	5	3	3	0	0	2	1	0	0	0	0
6/23/2015	11:30 PM	26	0	12	3	3	0	2	0	2	4	0	0	0	0

6/23/2015	11:45 PM	33	1	16	4	4	1	1	0	3	3	0	0	0	0
6/24/2015	12:00 AM	27	0	9	6	2	2	0	0	5	3	0	0	0	0
6/24/2015	12:15 AM	18	1	6	4	2	3	0	0	2	0	0	0	0	0
6/24/2015	12:30 AM	23	1	11	3	2	0	1	0	0	5	0	0	0	0
6/24/2015	12:45 AM	26	0	12	5	2	0	1	0	4	2	0	0	0	0
6/24/2015	1:00 AM	21	0	7	2	3	4	0	0	4	1	0	0	0	0
6/24/2015	1:15 AM	27	1	10	4	2	4	1	0	5	0	0	0	0	0
6/24/2015	1:30 AM	27	0	9	7	4	2	2	0	1	1	0	1	0	0
6/24/2015	1:45 AM	22	1	6	4	2	3	2	0	1	2	0	1	0	0
6/24/2015	2:00 AM	13	0	4	2	2	2	0	0	3	0	0	0	0	0
6/24/2015	2:15 AM	9	0	3	1	2	1	0	0	0	1	0	1	0	0
6/24/2015	2:30 AM	12	0	2	1	1	0	0	0	4	4	0	0	0	0
6/24/2015	2:45 AM	16	1	3	5	4	2	0	0	1	0	0	0	0	0
6/24/2015	3:00 AM	13	0	6	0	4	1	0	0	2	0	0	0	0	0
6/24/2015	3:15 AM	16	1	2	3	3	2	1	0	2	2	0	0	0	0
6/24/2015	3:30 AM	12	2	3	1	2	1	0	0	2	1	0	0	0	0
6/24/2015	3:45 AM	12	1	1	0	3	1	0	0	4	0	1	1	0	0
6/24/2015	4:00 AM	16	0	6	2	5	2	0	0	1	0	0	0	0	0
6/24/2015	4:15 AM	11	1	2	0	4	1	0	0	0	1	0	2	0	0
6/24/2015	4:30 AM	12	1	1	4	1	0	0	0	4	1	0	0	0	0
6/24/2015	4:45 AM	18	1	1	5	3	1	1	0	2	2	0	1	1	0
6/24/2015	5:00 AM	24	1	3	4	9	1	0	0	2	3	0	1	0	0
6/24/2015	5:15 AM	15	1	4	3	2	2	0	0	3	0	0	0	0	0
6/24/2015	5:30 AM	34	1	12	6	6	1	0	0	6	2	0	0	0	0
6/24/2015	5:45 AM	19	1	5	5	6	1	1	0	0	0	0	0	0	0
6/24/2015	6:00 AM	26	0	8	5	4	3	0	0	5	1	0	0	0	0
6/24/2015	6:15 AM	29	1	11	1	7	3	0	0	5	1	0	0	0	0
6/24/2015	6:30 AM	44	0	16	11	4	3	1	0	6	3	0	0	0	0
6/24/2015	6:45 AM	32	1	8	7	5	3	0	0	6	2	0	0	0	0
6/24/2015	7:00 AM	40	0	17	6	7	5	1	0	3	1	0	0	0	0
6/24/2015	7:15 AM	55	0	23	10	4	3	1	0	10	4	0	0	0	0
6/24/2015	7:30 AM	57	1	30	11	3	5	2	0	3	1	0	1	0	0
6/24/2015	7:45 AM	47	1	14	14	3	5	2	0	7	1	0	0	0	0
6/24/2015	8:00 AM	44	0	16	12	4	6	0	0	4	2	0	0	0	0
6/24/2015	8:15 AM	41	0	13	11	4	6	0	0	2	5	0	0	0	0
6/24/2015	8:30 AM	63	1	21	18	8	7	0	0	7	1	0	0	0	0
6/24/2015	8:45 AM	64	0	26	17	4	6	0	0	9	2	0	0	0	0
6/24/2015	9:00 AM	78	0	27	25	6	9	3	0	6	2	0	0	0	0
6/24/2015	9:15 AM	64	2	18	18	8	3	1	0	14	0	0	0	0	0
6/24/2015	9:30 AM	66	2	30	15	4	6	2	0	6	1	0	0	0	0
6/24/2015	9:45 AM	63	0	21	17	7	5	2	0	9	1	0	1	0	0
6/24/2015	10:00 AM	81	2	32	20	10	9	2	0	6	0	0	0	0	0
6/24/2015	10:15 AM	57	1	23	17	4	3	1	0	4	3	0	1	0	0
6/24/2015	10:30 AM	71	1	25	15	9	10	0	0	6	5	0	0	0	0
6/24/2015	10:45 AM	69	0	30	18	7	9	0	0	5	0	0	0	0	0
6/24/2015	11:00 AM	66	0	28	18	5	5	1	0	7	2	0	0	0	0
6/24/2015	11:15 AM	89	0	37	24	5	8	0	0	13	2	0	0	0	0
6/24/2015	11:30 AM	84	0	37	21	5	10	1	0	9	1	0	0	0	0
6/24/2015	11:45 AM	72	0	27	14	9	8	2	0	9	3	0	0	0	0
6/24/2015	12:00 PM	62	0	22	10	12	6	2	0	9	1	0	0	0	0
6/24/2015	12:15 PM	65	0	32	9	3	5	2	0	10	3	0	1	0	0
6/24/2015	12:30 PM	79	0	31	17	8	8	2	0	10	3	0	0	0	0
6/24/2015	12:45 PM	71	0	27	19	8	4	1	0	7	5	0	0	0	0
6/24/2015	1:00 PM	59	0	24	16	4	4	1	0	9	1	0	0	0	0
6/24/2015	1:15 PM	78	1	29	16	8	7	4	0	10	3	0	0	0	0
6/24/2015	1:30 PM	106	0	54	20	9	14	0	0	7	2	0	0	0	0
6/24/2015	1:45 PM	82	1	40	19	5	10	1	0	6	0	0	0	0	0
6/24/2015	2:00 PM	93	0	41	18	8	9	4	0	10	3	0	0	0	0
6/24/2015	2:15 PM	86	0	28	17	9	15	2	0	14	1	0	0	0	0
6/24/2015	2:30 PM	107	0	39	22	6	15	1	0	18	6	0	0	0	0
6/24/2015	2:45 PM	85	1	35	23	2	9	5	0	7	2	1	0	0	0
6/24/2015	3:00 PM	84	0	29	17	9	13	2	0	8	6	0	0	0	0
6/24/2015	3:15 PM	123	0	54	22	9	14	3	0	18	3	0	0	0	0
6/24/2015	3:30 PM	98	1	44	27	9	7	2	0	5	3	0	0	0	0
6/24/2015	3:45 PM	92	1	36	16	12	12	2	0	12	1	0	0	0	0
6/24/2015	4:00 PM	105	0	46	19	5	13	4	0	15	3	0	0	0	0
6/24/2015	4:15 PM	82	1	33	19	7	12	1	0	8	1	0	0	0	0
6/24/2015	4:30 PM	104	1	42	26	10	13	3	0	7	2	0	0	0	0
6/24/2015	4:45 PM	111	2	49	23	7	14	0	0	13	3	0	0	0	0
6/24/2015	5:00 PM	98	2	44	20	3	9	2	0	15	1	1	0	1	0
6/24/2015	5:15 PM	109	2	53	22	6	11	2	0	12	1	0	0	0	0
6/24/2015	5:30 PM	109	1	54	22	10	14	2	0	5	1	0	0	0	0
6/24/2015	5:45 PM	91	2	39	24	11	6	1	0	6	2	0	0	0	0
6/24/2015	6:00 PM	101	2	45	23	7	8	2	0	13	1	0	0	0	0
6/24/2015	6:15 PM	131	4	61	25	9	21	2	0	5	3	0	0	0	1
6/24/2015	6:30 PM	89	0	37	24	6	13	2	0	4	3	0	0	0	0
6/24/2015	6:45 PM	87	1	47	14	8	8	1	0	7	1	0	0	0	0
6/24/2015	7:00 PM	92	1	38	21	12	5	2	0	9	4	0	0	0	0
6/24/2015	7:15 PM	79	2	36	14	5	7	2	0	10	3	0	0	0	0
6/24/2015	7:30 PM	86	0	42	19	8	6	1	0	8	2	0	0	0	0

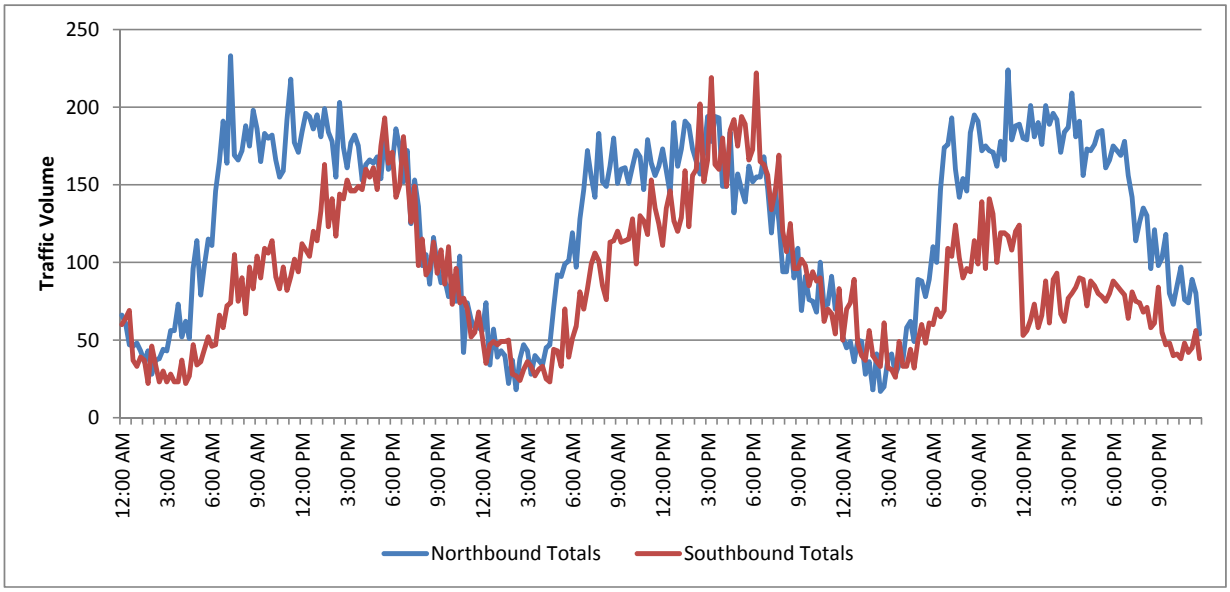
6/24/2015	7:45 PM	91	1	32	28	5	15	2	0	5	3	0	0	0	0
6/24/2015	8:00 PM	59	1	23	10	9	8	1	0	4	3	0	0	0	0
6/24/2015	8:15 PM	64	0	35	13	5	4	0	0	4	3	0	0	0	0
6/24/2015	8:30 PM	73	1	30	14	11	5	0	0	7	4	0	1	0	0
6/24/2015	8:45 PM	52	2	24	8	4	6	2	0	4	1	0	1	0	0
6/24/2015	9:00 PM	55	2	29	8	5	3	0	0	5	3	0	0	0	0
6/24/2015	9:15 PM	53	0	21	11	4	2	1	0	11	3	0	0	0	0
6/24/2015	9:30 PM	52	0	23	13	5	6	0	0	4	1	0	0	0	0
6/24/2015	9:45 PM	47	0	15	12	2	10	3	0	3	2	0	0	0	0
6/24/2015	10:00 PM	55	1	22	13	2	7	0	0	5	5	0	0	0	0
6/24/2015	10:15 PM	51	0	25	6	3	5	0	0	9	3	0	0	0	0
6/24/2015	10:30 PM	52	0	25	8	5	4	1	0	4	4	0	1	0	0
6/24/2015	10:45 PM	31	0	14	5	3	4	0	0	2	2	0	1	0	0
6/24/2015	11:00 PM	35	0	20	6	2	1	0	0	5	1	0	0	0	0
6/24/2015	11:15 PM	37	0	19	5	2	4	2	0	5	0	0	0	0	0
6/24/2015	11:30 PM	27	2	10	3	5	2	0	0	2	3	0	0	0	0
6/24/2015	11:45 PM	41	1	14	10	6	5	1	0	3	1	0	0	0	0
6/25/2015	12:00 AM	24	1	7	4	2	3	1	0	6	0	0	0	0	0
6/25/2015	12:15 AM	36	0	13	6	6	5	1	0	4	1	0	0	0	0
6/25/2015	12:30 AM	38	1	15	6	6	3	1	0	4	2	0	0	0	0
6/25/2015	12:45 AM	46	0	14	2	12	5	0	0	8	5	0	0	0	0
6/25/2015	1:00 AM	24	0	12	4	1	2	2	0	0	2	0	1	0	0
6/25/2015	1:15 AM	18	0	4	2	2	2	4	0	2	2	0	0	0	0
6/25/2015	1:30 AM	16	0	7	1	3	0	0	0	2	3	0	0	0	0
6/25/2015	1:45 AM	30	0	12	7	3	2	0	0	4	1	0	1	0	0
6/25/2015	2:00 AM	20	0	7	4	3	2	2	0	2	0	0	0	0	0
6/25/2015	2:15 AM	14	0	5	0	2	0	0	0	5	1	0	1	0	0
6/25/2015	2:30 AM	13	0	3	2	1	1	1	0	5	0	0	0	0	0
6/25/2015	2:45 AM	32	0	11	1	12	3	1	0	2	2	0	0	0	0
6/25/2015	3:00 AM	16	1	3	3	5	1	0	0	2	1	0	0	0	0
6/25/2015	3:15 AM	15	0	0	5	0	2	1	0	6	1	0	0	0	0
6/25/2015	3:30 AM	12	0	2	2	1	2	0	0	3	2	0	0	0	0
6/25/2015	3:45 AM	26	1	9	5	5	2	1	0	3	0	0	0	0	0
6/25/2015	4:00 AM	15	1	6	2	3	0	0	0	1	1	0	1	0	0
6/25/2015	4:15 AM	18	0	5	2	7	0	1	0	3	0	0	0	0	0
6/25/2015	4:30 AM	21	0	2	2	4	4	3	0	4	2	0	0	0	0
6/25/2015	4:45 AM	13	1	2	5	1	0	0	0	4	0	0	0	0	0
6/25/2015	5:00 AM	26	1	4	5	3	3	2	0	5	2	0	1	0	0
6/25/2015	5:15 AM	26	2	4	1	5	2	0	0	9	2	0	1	0	0
6/25/2015	5:30 AM	23	1	8	3	3	4	0	0	3	0	0	1	0	0
6/25/2015	5:45 AM	30	1	8	5	4	3	3	0	4	1	0	1	0	0
6/25/2015	6:00 AM	27	1	3	5	5	2	2	0	6	3	0	0	0	0
6/25/2015	6:15 AM	33	0	10	3	5	5	0	0	9	1	0	0	0	0
6/25/2015	6:30 AM	34	0	10	6	6	2	1	0	5	4	0	0	0	0
6/25/2015	6:45 AM	36	1	8	10	7	3	0	0	3	4	0	0	0	0
6/25/2015	7:00 AM	56	1	23	6	5	6	3	0	9	3	0	0	0	0
6/25/2015	7:15 AM	52	0	20	8	7	6	2	0	9	0	0	0	0	0
6/25/2015	7:30 AM	75	0	34	14	7	8	0	0	7	4	0	1	0	0
6/25/2015	7:45 AM	51	1	21	11	4	7	2	0	4	1	0	0	0	0
6/25/2015	8:00 AM	48	2	18	7	5	7	2	0	6	1	0	0	0	0
6/25/2015	8:15 AM	49	0	22	9	3	4	0	0	7	3	0	0	1	0
6/25/2015	8:30 AM	55	0	23	15	3	5	1	0	8	0	0	0	0	0
6/25/2015	8:45 AM	61	1	25	12	9	4	2	0	6	2	0	0	0	0
6/25/2015	9:00 AM	54	0	22	11	7	3	1	0	7	1	0	2	0	0
6/25/2015	9:15 AM	70	1	27	10	9	8	1	0	12	2	0	0	0	0
6/25/2015	9:30 AM	52	1	22	16	5	1	2	0	5	0	0	0	0	0
6/25/2015	9:45 AM	76	0	26	18	11	6	2	0	11	2	0	0	0	0
6/25/2015	10:00 AM	74	1	31	17	5	3	1	0	13	3	0	0	0	0
6/25/2015	10:15 AM	59	1	26	8	7	6	1	0	8	1	0	1	0	0
6/25/2015	10:30 AM	61	0	19	14	7	5	0	0	14	2	0	0	0	0
6/25/2015	10:45 AM	76	0	32	20	3	7	4	0	10	0	0	0	0	0
6/25/2015	11:00 AM	69	0	24	19	6	12	1	0	5	1	1	0	0	0
6/25/2015	11:15 AM	61	0	27	11	5	6	1	0	9	2	0	0	0	0
6/25/2015	11:30 AM	69	0	30	14	5	7	1	0	10	2	0	0	0	0
6/25/2015	11:45 AM	57	0	22	14	2	4	2	0	11	2	0	0	0	0
6/25/2015	12:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6/25/2015	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Northbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	1,448	1,311	12,463
6/24/2015	1,228	1,219	11,511
6/25/2015	1,292	1,373	12,302
Total	3,968	3,903	36,276

Southbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	607	1,302	8,900
6/24/2015	701	1,430	10,063
6/25/2015	760	647	6,919
Total	2,068	3,379	25,882

Bad or incomplete data



Data File: '6-22-15-3405.rdf'
Site Code: '0064A-3405'
Start Date: 6/22/2015
Start Time: 3:06:46 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'US 281 NB @ FM 162'
'Direction': 'US 281 NB'
'Weather': 'GOOD'

Missing data from 10 AM 6/23 to 9:30 AM on 6/24.

Channel: RIGHT LANE

All data appears good. The Right lane might be 5% low for 9:30 AM on 6/24 to noon on 6/25. This is only a minor difference in the data.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	32	2	4	3	5	6	3	0	2	6	0	1	0	0
6/23/2015	12:15 AM	24	1	3	3	0	3	1	0	3	7	0	2	1	0
6/23/2015	12:30 AM	20	0	5	4	2	1	0	0	1	7	0	0	0	0
6/23/2015	12:45 AM	29	1	9	2	2	2	4	0	4	5	0	0	0	0
6/23/2015	1:00 AM	21	0	4	0	1	3	7	0	3	3	0	0	0	0
6/23/2015	1:15 AM	17	0	6	0	1	1	2	0	2	4	0	0	1	0
6/23/2015	1:30 AM	25	0	3	2	1	7	2	0	2	8	0	0	0	0
6/23/2015	1:45 AM	17	1	1	2	3	4	2	0	2	2	0	0	0	0
6/23/2015	2:00 AM	17	0	1	3	1	1	4	0	2	5	0	0	0	0
6/23/2015	2:15 AM	15	1	3	3	2	2	3	0	1	0	0	0	0	0
6/23/2015	2:30 AM	17	1	0	1	4	2	1	0	6	2	0	0	0	0
6/23/2015	2:45 AM	17	2	2	4	1	4	1	0	2	1	0	0	0	0
6/23/2015	3:00 AM	22	0	6	2	2	2	1	0	4	3	0	2	0	0
6/23/2015	3:15 AM	26	0	6	3	4	2	2	0	2	5	0	2	0	0
6/23/2015	3:30 AM	30	1	7	1	3	5	2	0	2	7	0	1	1	0
6/23/2015	3:45 AM	21	0	3	4	3	1	2	0	4	3	0	1	0	0
6/23/2015	4:00 AM	24	0	4	4	5	3	2	0	3	3	0	0	0	0
6/23/2015	4:15 AM	26	0	7	5	1	3	3	0	5	2	0	0	0	0
6/23/2015	4:30 AM	36	0	8	5	1	8	6	0	5	2	0	1	0	0
6/23/2015	4:45 AM	53	1	15	9	3	10	2	0	7	6	0	0	0	0
6/23/2015	5:00 AM	36	1	5	9	3	8	3	0	4	3	0	0	0	0
6/23/2015	5:15 AM	54	0	21	14	1	11	4	0	2	1	0	0	0	0
6/23/2015	5:30 AM	62	1	13	19	2	14	6	0	6	1	0	0	0	0
6/23/2015	5:45 AM	51	1	16	11	3	9	5	0	4	2	0	0	0	0
6/23/2015	6:00 AM	54	0	18	10	2	13	6	0	3	2	0	0	0	0
6/23/2015	6:15 AM	83	0	17	18	7	19	9	0	5	8	0	0	0	0
6/23/2015	6:30 AM	78	2	22	19	4	16	8	0	4	3	0	0	0	0
6/23/2015	6:45 AM	70	2	12	21	4	6	8	0	10	7	0	0	0	0
6/23/2015	7:00 AM	91	5	25	16	8	14	3	0	11	9	0	0	0	0
6/23/2015	7:15 AM	92	1	14	20	4	18	9	1	19	6	0	0	0	0
6/23/2015	7:30 AM	81	1	27	18	5	11	7	0	8	4	0	0	0	0
6/23/2015	7:45 AM	90	0	26	29	5	12	4	0	9	5	0	0	0	0
6/23/2015	8:00 AM	84	1	22	20	6	19	5	0	8	2	0	1	0	0
6/23/2015	8:15 AM	84	1	27	24	6	11	2	0	6	7	0	0	0	0
6/23/2015	8:30 AM	98	1	27	30	5	17	5	0	9	4	0	0	0	0
6/23/2015	8:45 AM	91	2	27	18	6	19	4	0	9	6	0	0	0	0
6/23/2015	9:00 AM	80	0	17	17	7	17	6	0	12	4	0	0	0	0
6/23/2015	9:15 AM	77	3	25	19	0	12	8	0	8	2	0	0	0	0
6/23/2015	9:30 AM	89	1	24	20	5	15	3	0	14	7	0	0	0	0
6/23/2015	9:45 AM	88	1	16	23	9	13	5	0	13	8	0	0	0	0
6/23/2015	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6/23/2015	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:30 AM	87	0	25	23	8	13	0	0	15	3	0	0	0	0
6/24/2015	9:45 AM	100	1	34	24	5	14	1	0	20	1	0	0	0	0
6/24/2015	10:00 AM	99	0	31	31	11	13	0	0	13	0	0	0	0	0
6/24/2015	10:15 AM	73	2	20	13	9	19	1	0	8	1	0	0	0	0
6/24/2015	10:30 AM	81	1	32	14	6	16	0	0	11	0	0	1	0	0
6/24/2015	10:45 AM	94	3	22	26	7	14	0	0	21	1	0	0	0	0
6/24/2015	11:00 AM	84	1	34	17	8	12	3	0	9	0	0	0	0	0
6/24/2015	11:15 AM	83	0	25	23	8	12	1	0	13	0	0	1	0	0
6/24/2015	11:30 AM	75	1	29	14	6	9	1	0	14	0	0	1	0	0
6/24/2015	11:45 AM	83	0	26	19	13	13	1	0	11	0	0	0	0	0
6/24/2015	12:00 PM	96	0	38	24	8	5	4	0	17	0	0	0	0	0
6/24/2015	12:15 PM	90	0	26	21	8	16	1	0	17	1	0	0	0	0
6/24/2015	12:30 PM	99	0	23	27	19	15	1	0	14	0	0	0	0	0

6/24/2015	12:45 PM	85	0	28	25	4	16	0	0	11	1	0	0	0	0
6/24/2015	1:00 PM	92	0	30	22	11	16	0	0	13	0	0	0	0	0
6/24/2015	1:15 PM	87	0	25	23	8	16	2	0	12	1	0	0	0	0
6/24/2015	1:30 PM	96	0	37	16	13	12	0	0	16	2	0	0	0	0
6/24/2015	1:45 PM	90	0	25	31	9	12	4	0	9	0	0	0	0	0
6/24/2015	2:00 PM	105	1	35	28	13	17	2	0	9	0	0	0	0	0
6/24/2015	2:15 PM	89	0	29	15	9	21	0	0	14	0	1	0	0	0
6/24/2015	2:30 PM	101	0	31	25	12	17	0	0	13	3	0	0	0	0
6/24/2015	2:45 PM	102	1	36	21	11	16	1	0	16	0	0	0	0	0
6/24/2015	3:00 PM	94	0	39	19	8	18	1	0	9	0	0	0	0	0
6/24/2015	3:15 PM	89	0	37	21	6	7	0	0	16	2	0	0	0	0
6/24/2015	3:30 PM	92	0	32	15	12	18	1	0	13	1	0	0	0	0
6/24/2015	3:45 PM	77	0	27	24	5	9	0	0	12	0	0	0	0	0
6/24/2015	4:00 PM	93	0	28	21	7	25	1	0	11	0	0	0	0	0
6/24/2015	4:15 PM	82	0	33	19	7	11	0	0	12	0	0	0	0	0
6/24/2015	4:30 PM	73	0	29	10	12	15	1	0	6	0	0	0	0	0
6/24/2015	4:45 PM	88	0	28	20	6	13	0	0	18	3	0	0	0	0
6/24/2015	5:00 PM	71	0	28	14	8	8	1	0	11	1	0	0	0	0
6/24/2015	5:15 PM	92	2	27	24	9	22	1	0	6	1	0	0	0	0
6/24/2015	5:30 PM	87	0	29	24	12	10	1	0	11	0	0	0	0	0
6/24/2015	5:45 PM	79	0	39	19	5	9	0	0	6	0	0	1	0	0
6/24/2015	6:00 PM	77	0	30	18	8	11	0	0	10	0	0	0	0	0
6/24/2015	6:15 PM	91	0	39	14	11	15	0	0	12	0	0	0	0	0
6/24/2015	6:30 PM	78	0	25	13	12	10	2	0	16	0	0	0	0	0
6/24/2015	6:45 PM	71	0	27	15	11	8	1	0	7	2	0	0	0	0
6/24/2015	7:00 PM	67	0	27	17	4	7	0	0	12	0	0	0	0	0
6/24/2015	7:15 PM	73	0	24	13	11	13	1	0	11	0	0	0	0	0
6/24/2015	7:30 PM	56	0	22	13	3	12	0	0	5	0	0	1	0	0
6/24/2015	7:45 PM	53	1	20	9	5	5	0	0	13	0	0	0	0	0
6/24/2015	8:00 PM	65	0	27	8	11	4	0	0	15	0	0	0	0	0
6/24/2015	8:15 PM	54	1	11	9	7	8	1	0	15	1	0	1	0	0
6/24/2015	8:30 PM	51	1	13	11	9	8	0	0	9	0	0	0	0	0
6/24/2015	8:45 PM	45	1	15	11	6	5	0	0	7	0	0	0	0	0
6/24/2015	9:00 PM	51	0	22	6	5	4	1	0	12	1	0	0	0	0
6/24/2015	9:15 PM	46	1	16	8	5	4	1	0	9	0	0	2	0	0
6/24/2015	9:30 PM	62	4	20	4	8	12	1	0	9	2	0	2	0	0
6/24/2015	9:45 PM	41	0	13	8	3	3	0	0	13	1	0	0	0	0
6/24/2015	10:00 PM	57	0	19	6	4	10	1	0	15	2	0	0	0	0
6/24/2015	10:15 PM	53	0	16	8	9	4	0	0	14	2	0	0	0	0
6/24/2015	10:30 PM	40	0	13	7	3	5	1	0	9	1	0	1	0	0
6/24/2015	10:45 PM	42	0	14	5	6	3	1	0	11	1	0	1	0	0
6/24/2015	11:00 PM	39	0	14	3	3	7	1	0	11	0	0	0	0	0
6/24/2015	11:15 PM	45	0	12	7	2	5	0	0	17	0	0	2	0	0
6/24/2015	11:30 PM	35	0	6	8	4	6	0	0	11	0	0	0	0	0
6/24/2015	11:45 PM	24	1	4	4	3	5	0	0	6	0	0	1	0	0
6/25/2015	12:00 AM	30	1	4	4	6	7	0	0	6	2	0	0	0	0
6/25/2015	12:15 AM	25	0	4	2	4	4	1	0	6	4	0	0	0	0
6/25/2015	12:30 AM	22	0	6	2	2	2	0	0	6	3	0	1	0	0
6/25/2015	12:45 AM	25	1	7	4	1	8	0	0	4	0	0	0	0	0
6/25/2015	1:00 AM	20	0	4	2	2	2	1	0	9	0	0	0	0	0
6/25/2015	1:15 AM	23	0	9	1	6	3	0	0	2	2	0	0	0	0
6/25/2015	1:30 AM	8	0	3	0	1	0	1	0	2	1	0	0	0	0
6/25/2015	1:45 AM	17	0	2	4	1	3	0	0	7	0	0	0	0	0
6/25/2015	2:00 AM	9	0	3	0	0	1	0	0	4	1	0	0	0	0
6/25/2015	2:15 AM	11	0	3	2	0	1	1	0	4	0	0	0	0	0
6/25/2015	2:30 AM	18	0	4	2	0	3	2	0	6	1	0	0	0	0
6/25/2015	2:45 AM	23	0	7	5	2	2	0	0	5	1	0	1	0	0
6/25/2015	3:00 AM	21	0	7	7	2	0	0	0	5	0	0	0	0	0
6/25/2015	3:15 AM	18	0	9	3	2	3	0	0	1	0	0	0	0	0
6/25/2015	3:30 AM	21	0	11	1	1	1	1	0	5	1	0	0	0	0
6/25/2015	3:45 AM	29	0	13	5	3	2	0	0	6	0	0	0	0	0
6/25/2015	4:00 AM	30	0	9	7	2	5	1	0	6	0	0	0	0	0
6/25/2015	4:15 AM	29	0	11	8	2	4	2	0	2	0	0	0	0	0
6/25/2015	4:30 AM	37	0	14	12	2	2	0	0	5	2	0	0	0	0
6/25/2015	4:45 AM	49	0	19	15	5	3	0	0	7	0	0	0	0	0
6/25/2015	5:00 AM	45	0	15	17	3	5	0	0	5	0	0	0	0	0
6/25/2015	5:15 AM	61	0	22	22	4	5	1	0	7	0	0	0	0	0
6/25/2015	5:30 AM	74	0	26	24	3	13	0	0	7	1	0	0	0	0
6/25/2015	5:45 AM	59	0	23	24	1	7	1	0	2	1	0	0	0	0
6/25/2015	6:00 AM	78	2	32	13	3	13	1	0	13	1	0	0	0	0
6/25/2015	6:15 AM	80	0	26	20	4	18	1	0	10	1	0	0	0	0
6/25/2015	6:30 AM	87	0	26	25	2	17	4	0	11	2	0	0	0	0
6/25/2015	6:45 AM	89	0	33	19	7	18	1	0	11	0	0	0	0	0
6/25/2015	7:00 AM	85	1	32	21	4	10	2	0	13	2	0	0	0	0
6/25/2015	7:15 AM	79	0	30	24	3	9	0	0	11	2	0	0	0	0
6/25/2015	7:30 AM	80	0	36	20	3	10	2	0	7	2	0	0	0	0
6/25/2015	7:45 AM	92	0	36	22	8	13	0	0	13	0	0	0	0	0
6/25/2015	8:00 AM	90	0	37	23	4	17	1	0	5	3	0	0	0	0
6/25/2015	8:15 AM	94	1	39	20	3	14	3	0	14	0	0	0	0	0
6/25/2015	8:30 AM	87	0	34	26	4	14	1	0	7	1	0	0	0	0

6/25/2015	8:45 AM	84	0	34	24	4	11	1	0	8	2	0	0	0	0
6/25/2015	9:00 AM	100	0	35	32	5	16	0	0	12	0	0	0	0	0
6/25/2015	9:15 AM	82	2	31	15	10	7	2	1	12	1	1	0	0	0
6/25/2015	9:30 AM	81	0	28	18	6	14	0	0	14	0	0	1	0	0
6/25/2015	9:45 AM	91	1	30	16	11	13	1	0	17	2	0	0	0	0
6/25/2015	10:00 AM	90	1	28	16	8	16	4	0	15	2	0	0	0	0
6/25/2015	10:15 AM	86	1	25	21	3	18	0	0	16	2	0	0	0	0
6/25/2015	10:30 AM	115	0	35	26	12	16	1	0	23	2	0	0	0	0
6/25/2015	10:45 AM	90	2	33	23	4	16	0	0	12	0	0	0	0	0
6/25/2015	11:00 AM	86	2	34	16	8	13	1	0	10	2	0	0	0	0
6/25/2015	11:15 AM	83	0	41	12	7	8	1	0	13	1	0	0	0	0
6/25/2015	11:30 AM	96	0	32	27	9	15	1	0	10	2	0	0	0	0
6/25/2015	11:45 AM	78	1	26	18	5	15	1	0	11	1	0	0	0	0
6/25/2015	12:00 PM	88	1	33	15	9	15	0	0	12	3	0	0	0	0
6/25/2015	12:15 PM	91	0	27	18	11	16	1	0	18	0	0	0	0	0
6/25/2015	12:30 PM	103	0	39	18	6	19	0	0	19	2	0	0	0	0
6/25/2015	12:45 PM	87	0	30	23	8	11	0	0	13	1	0	1	0	0
6/25/2015	1:00 PM	99	0	41	19	10	8	5	0	15	1	0	0	0	0
6/25/2015	1:15 PM	95	0	27	18	16	12	3	0	19	0	0	0	0	0
6/25/2015	1:30 PM	100	0	46	19	6	13	2	0	12	1	0	1	0	0
6/25/2015	1:45 PM	88	0	32	23	3	19	0	0	9	2	0	0	0	0
6/25/2015	2:00 PM	81	0	31	14	11	14	0	0	11	0	0	0	0	0
6/25/2015	2:15 PM	89	2	42	12	8	13	1	0	11	0	0	0	0	0
6/25/2015	2:30 PM	85	0	38	18	3	11	1	0	14	0	0	0	0	0
6/25/2015	2:45 PM	100	0	34	18	16	16	2	0	13	1	0	0	0	0
6/25/2015	3:00 PM	80	0	36	13	11	8	0	0	12	0	0	0	0	0
6/25/2015	3:15 PM	85	2	33	25	8	9	0	0	8	0	0	0	0	0
6/25/2015	3:30 PM	82	1	29	25	6	10	0	0	11	0	0	0	0	0
6/25/2015	3:45 PM	93	0	40	19	5	19	2	0	8	0	0	0	0	0
6/25/2015	4:00 PM	87	0	40	17	7	13	1	0	6	3	0	0	0	0
6/25/2015	4:15 PM	84	1	32	24	5	13	0	0	8	1	0	0	0	0
6/25/2015	4:30 PM	93	1	39	28	3	9	0	0	13	0	0	0	0	0
6/25/2015	4:45 PM	99	1	43	27	7	11	2	0	6	2	0	0	0	0
6/25/2015	5:00 PM	86	1	33	16	3	15	2	0	14	1	0	1	0	0
6/25/2015	5:15 PM	79	0	31	15	9	11	1	0	10	2	0	0	0	0
6/25/2015	5:30 PM	98	1	38	22	10	15	2	0	7	1	0	2	0	0
6/25/2015	5:45 PM	81	0	27	18	10	12	2	0	11	1	0	0	0	0
6/25/2015	6:00 PM	91	0	34	15	11	13	0	0	16	2	0	0	0	0
6/25/2015	6:15 PM	90	0	38	18	9	13	0	0	11	0	0	1	0	0
6/25/2015	6:30 PM	77	1	24	16	7	12	2	0	14	1	0	0	0	0
6/25/2015	6:45 PM	65	1	25	11	4	8	0	0	14	2	0	0	0	0
6/25/2015	7:00 PM	61	2	28	12	11	3	1	0	3	0	0	1	0	0
6/25/2015	7:15 PM	78	0	39	18	9	6	1	0	5	0	0	0	0	0
6/25/2015	7:30 PM	62	0	23	15	13	4	0	0	7	0	0	0	0	0
6/25/2015	7:45 PM	61	1	22	15	6	7	1	0	8	0	0	1	0	0
6/25/2015	8:00 PM	48	0	16	14	5	3	1	0	8	1	0	0	0	0
6/25/2015	8:15 PM	54	0	18	5	11	9	0	0	9	2	0	0	0	0
6/25/2015	8:30 PM	44	1	12	4	9	8	2	0	8	0	0	0	0	0
6/25/2015	8:45 PM	47	0	12	6	5	6	2	0	13	3	0	0	0	0
6/25/2015	9:00 PM	52	0	17	7	4	8	4	0	12	0	0	0	0	0
6/25/2015	9:15 PM	40	0	14	5	5	4	2	0	9	0	0	1	0	0
6/25/2015	9:30 PM	38	0	11	8	7	4	1	0	5	1	0	1	0	0
6/25/2015	9:45 PM	54	0	14	7	17	5	2	0	8	0	0	1	0	0
6/25/2015	10:00 PM	43	0	14	5	10	2	1	0	10	1	0	0	0	0
6/25/2015	10:15 PM	39	0	10	5	8	6	1	0	7	1	0	1	0	0
6/25/2015	10:30 PM	47	0	10	5	20	2	0	0	9	1	0	0	0	0
6/25/2015	10:45 PM	41	0	15	5	5	3	3	0	10	0	0	0	0	0
6/25/2015	11:00 PM	27	0	9	1	6	4	2	0	5	0	0	0	0	0
6/25/2015	11:15 PM	30	0	6	4	6	3	1	0	10	0	0	0	0	0
6/25/2015	11:30 PM	35	0	8	3	8	3	1	0	11	0	0	1	0	0
6/25/2015	11:45 PM	23	0	8	2	5	1	0	0	7	0	0	0	0	0

Channel: LEFT LANE

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	28	3	4	2	8	6	1	0	1	2	0	1	0	0
6/23/2015	12:15 AM	25	2	3	4	4	4	1	0	2	2	0	2	1	0
6/23/2015	12:30 AM	22	2	8	3	1	3	0	0	1	4	0	0	0	0
6/23/2015	12:45 AM	26	2	7	2	3	5	3	0	1	3	0	0	0	0
6/23/2015	1:00 AM	26	4	4	3	3	6	1	0	4	1	0	0	0	0
6/23/2015	1:15 AM	17	2	4	1	4	3	0	0	0	3	0	0	0	0
6/23/2015	1:30 AM	27	4	2	6	4	4	1	0	2	4	0	0	0	0
6/23/2015	1:45 AM	10	1	1	0	2	5	1	0	0	0	0	0	0	0
6/23/2015	2:00 AM	21	2	6	4	2	2	2	0	2	1	0	0	0	0
6/23/2015	2:15 AM	14	1	3	2	1	5	1	0	0	1	0	0	0	0
6/23/2015	2:30 AM	29	0	7	3	3	8	3	0	3	2	0	0	0	0
6/23/2015	2:45 AM	18	1	4	3	2	7	0	0	0	1	0	0	0	0
6/23/2015	3:00 AM	24	3	6	2	2	5	1	0	2	2	0	1	0	0
6/23/2015	3:15 AM	40	3	14	7	3	6	0	0	5	1	0	1	0	0
6/23/2015	3:30 AM	38	3	8	8	3	9	0	0	2	3	0	1	1	0

6/23/2015	3:45 AM	30	2	9	4	4	2	0	0	5	3	0	1	0	0
6/23/2015	4:00 AM	39	2	13	4	3	10	2	0	2	3	0	0	0	0
6/23/2015	4:15 AM	26	2	7	6	2	4	0	0	2	3	0	0	0	0
6/23/2015	4:30 AM	45	5	13	7	3	11	1	0	2	3	0	0	0	0
6/23/2015	4:45 AM	61	2	17	13	3	15	1	0	5	5	0	0	0	0
6/23/2015	5:00 AM	43	0	12	11	3	12	0	0	2	3	0	0	0	0
6/23/2015	5:15 AM	69	2	23	19	0	23	0	0	1	1	0	0	0	0
6/23/2015	5:30 AM	81	1	18	26	3	23	1	0	5	4	0	0	0	0
6/23/2015	5:45 AM	82	0	26	17	5	25	3	0	3	3	0	0	0	0
6/23/2015	6:00 AM	76	2	25	19	2	21	3	0	2	2	0	0	0	0
6/23/2015	6:15 AM	118	1	21	32	6	42	3	0	8	5	0	0	0	0
6/23/2015	6:30 AM	130	1	34	30	7	47	4	0	7	0	0	0	0	0
6/23/2015	6:45 AM	113	2	24	29	10	33	3	0	8	4	0	0	0	0
6/23/2015	7:00 AM	126	3	37	27	6	30	2	0	16	4	0	1	0	0
6/23/2015	7:15 AM	131	1	34	24	6	38	4	0	16	8	0	0	0	0
6/23/2015	7:30 AM	110	4	24	28	11	34	1	0	8	0	0	0	0	0
6/23/2015	7:45 AM	138	2	49	41	4	27	0	0	11	4	0	0	0	0
6/23/2015	8:00 AM	120	3	37	37	10	21	1	0	6	3	0	2	0	0
6/23/2015	8:15 AM	114	1	41	32	5	24	0	0	9	2	0	0	0	0
6/23/2015	8:30 AM	126	1	44	34	5	26	4	0	9	3	0	0	0	0
6/23/2015	8:45 AM	129	1	46	25	5	34	4	0	10	4	0	0	0	0
6/23/2015	9:00 AM	110	3	31	23	8	28	3	0	13	1	0	0	0	0
6/23/2015	9:15 AM	102	3	33	30	6	20	3	0	5	2	0	0	0	0
6/23/2015	9:30 AM	107	3	26	28	7	28	1	0	12	2	0	0	0	0
6/23/2015	9:45 AM	119	2	33	22	10	34	2	0	10	6	0	0	0	0
6/23/2015	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6/23/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:30 AM	103	3	29	18	8	23	3	0	13	6	0	0	0	0
6/24/2015	9:45 AM	120	1	41	24	7	25	6	0	11	5	0	0	0	0
6/24/2015	10:00 AM	93	1	24	27	8	22	1	0	6	4	0	0	0	0
6/24/2015	10:15 AM	97	2	33	15	9	25	4	0	8	1	0	0	0	0
6/24/2015	10:30 AM	100	2	29	23	9	22	2	0	7	5	0	1	0	0
6/24/2015	10:45 AM	123	3	35	23	10	29	5	0	14	3	1	0	0	0
6/24/2015	11:00 AM	100	1	33	18	19	19	4	0	6	0	0	0	0	0
6/24/2015	11:15 AM	91	0	35	19	10	16	1	0	3	6	0	1	0	0
6/24/2015	11:30 AM	87	1	24	22	10	16	4	0	9	0	0	1	0	0
6/24/2015	11:45 AM	95	0	30	18	9	19	4	0	14	1	0	0	0	0
6/24/2015	12:00 PM	104	1	39	20	13	14	6	0	6	4	0	1	0	0
6/24/2015	12:15 PM	110	0	33	22	16	22	3	0	9	4	0	1	0	0
6/24/2015	12:30 PM	101	2	19	21	19	23	2	0	10	5	0	0	0	0
6/24/2015	12:45 PM	108	2	46	28	6	14	3	0	8	1	0	0	0	0
6/24/2015	1:00 PM	105	1	27	29	7	24	4	0	7	6	0	0	0	0
6/24/2015	1:15 PM	103	0	32	22	15	19	1	0	10	4	0	0	0	0
6/24/2015	1:30 PM	122	3	48	17	8	28	3	0	7	8	0	0	0	0
6/24/2015	1:45 PM	102	0	36	22	11	23	0	0	9	1	0	0	0	0
6/24/2015	2:00 PM	118	0	35	27	11	31	4	0	7	3	0	0	0	0
6/24/2015	2:15 PM	105	2	31	22	16	23	2	0	5	3	1	0	0	0
6/24/2015	2:30 PM	110	0	39	22	18	20	3	0	8	0	0	0	0	0
6/24/2015	2:45 PM	124	1	45	23	13	26	5	0	8	3	0	0	0	0
6/24/2015	3:00 PM	123	2	48	23	12	25	3	0	8	1	0	1	0	0
6/24/2015	3:15 PM	102	0	37	25	9	17	4	0	6	4	0	0	0	0
6/24/2015	3:30 PM	116	2	45	13	19	21	5	0	8	3	0	0	0	0
6/24/2015	3:45 PM	90	2	30	22	9	20	2	0	4	1	0	0	0	0
6/24/2015	4:00 PM	131	4	41	24	18	30	5	0	3	6	0	0	0	0
6/24/2015	4:15 PM	93	2	27	25	7	18	2	0	6	6	0	0	0	0
6/24/2015	4:30 PM	85	0	28	21	9	19	4	0	2	2	0	0	0	0
6/24/2015	4:45 PM	101	2	29	26	8	17	2	0	10	6	0	1	0	0
6/24/2015	5:00 PM	95	2	40	12	13	15	5	0	5	3	0	0	0	0
6/24/2015	5:15 PM	111	2	31	26	15	25	4	0	4	4	0	0	0	0
6/24/2015	5:30 PM	105	2	33	22	14	17	5	0	7	4	0	1	0	0
6/24/2015	5:45 PM	98	1	35	25	11	16	4	0	3	2	0	1	0	0
6/24/2015	6:00 PM	85	3	29	16	11	19	3	0	3	0	0	1	0	0
6/24/2015	6:15 PM	113	3	34	29	13	20	2	0	9	3	0	0	0	0
6/24/2015	6:30 PM	97	8	19	20	21	18	3	0	8	0	0	0	0	0
6/24/2015	6:45 PM	84	2	27	13	8	21	4	0	5	4	0	0	0	0
6/24/2015	7:00 PM	85	2	24	21	9	20	6	0	3	0	0	0	0	0
6/24/2015	7:15 PM	89	1	22	21	14	18	2	0	7	4	0	0	0	0
6/24/2015	7:30 PM	67	1	22	17	8	14	1	0	3	1	0	0	0	0

6/24/2015	7:45 PM	61	1	18	18	5	10	2	0	6	1	0	0	0	0
6/24/2015	8:00 PM	77	0	24	13	13	14	2	0	6	4	0	1	0	0
6/24/2015	8:15 PM	67	3	13	14	11	12	4	0	5	4	0	1	0	0
6/24/2015	8:30 PM	72	2	18	11	17	9	6	0	3	6	0	0	0	0
6/24/2015	8:45 PM	57	1	22	10	10	7	2	0	2	2	0	1	0	0
6/24/2015	9:00 PM	70	0	18	16	9	12	2	0	9	4	0	0	0	0
6/24/2015	9:15 PM	55	2	15	10	7	10	2	0	4	2	0	3	0	0
6/24/2015	9:30 PM	69	3	20	11	11	7	5	0	3	7	0	2	0	0
6/24/2015	9:45 PM	55	1	19	7	7	9	2	0	3	5	0	1	1	0
6/24/2015	10:00 PM	64	0	16	6	18	13	5	0	2	3	0	0	1	0
6/24/2015	10:15 PM	60	0	16	10	10	9	4	0	2	8	0	1	0	0
6/24/2015	10:30 PM	52	1	19	7	7	7	1	0	5	5	0	0	0	0
6/24/2015	10:45 PM	42	0	9	6	9	8	0	0	6	3	0	1	0	0
6/24/2015	11:00 PM	43	0	10	5	11	4	2	0	3	8	0	0	0	0
6/24/2015	11:15 PM	59	2	12	5	13	11	1	0	8	5	0	0	2	0
6/24/2015	11:30 PM	36	0	6	7	3	8	1	0	5	5	0	1	0	0
6/24/2015	11:45 PM	25	1	6	2	6	5	1	0	0	3	0	1	0	0
6/25/2015	12:00 AM	29	1	3	0	13	7	0	0	1	4	0	0	0	0
6/25/2015	12:15 AM	36	1	7	5	7	6	2	0	4	4	0	0	0	0
6/25/2015	12:30 AM	30	0	11	1	2	6	1	0	5	2	0	1	1	0
6/25/2015	12:45 AM	31	0	6	5	11	3	0	0	4	2	0	0	0	0
6/25/2015	1:00 AM	20	1	4	4	3	2	1	0	1	3	0	1	0	0
6/25/2015	1:15 AM	26	1	9	3	7	2	0	0	2	2	0	0	0	0
6/25/2015	1:30 AM	12	0	5	0	3	2	0	0	0	2	0	0	0	0
6/25/2015	1:45 AM	23	0	2	6	6	5	1	0	0	3	0	0	0	0
6/25/2015	2:00 AM	11	1	3	0	2	1	0	0	1	3	0	0	0	0
6/25/2015	2:15 AM	15	2	5	2	1	4	0	0	1	0	0	0	0	0
6/25/2015	2:30 AM	19	0	2	2	6	4	0	0	2	3	0	0	0	0
6/25/2015	2:45 AM	20	0	6	4	3	1	2	0	3	0	0	1	0	0
6/25/2015	3:00 AM	16	0	3	5	2	1	1	0	3	1	0	0	0	0
6/25/2015	3:15 AM	15	0	6	4	0	3	0	0	0	1	0	1	0	0
6/25/2015	3:30 AM	23	0	10	1	5	2	2	0	0	3	0	0	0	0
6/25/2015	3:45 AM	23	0	8	4	4	2	0	0	3	2	0	0	0	0
6/25/2015	4:00 AM	35	2	9	7	3	9	0	0	5	0	0	0	0	0
6/25/2015	4:15 AM	24	0	8	3	5	3	1	0	2	2	0	0	0	0
6/25/2015	4:30 AM	38	0	15	5	3	10	1	0	1	3	0	0	0	0
6/25/2015	4:45 AM	43	0	15	12	2	7	0	0	5	2	0	0	0	0
6/25/2015	5:00 AM	51	0	17	18	3	8	0	0	3	2	0	0	0	0
6/25/2015	5:15 AM	61	0	21	19	4	10	1	0	2	4	0	0	0	0
6/25/2015	5:30 AM	78	0	27	24	5	17	0	0	1	4	0	0	0	0
6/25/2015	5:45 AM	71	0	21	21	2	20	1	0	3	3	0	0	0	0
6/25/2015	6:00 AM	79	1	25	19	8	11	3	0	8	4	0	0	0	0
6/25/2015	6:15 AM	92	0	23	25	3	29	2	0	4	6	0	0	0	0
6/25/2015	6:30 AM	111	2	33	31	8	25	3	0	5	4	0	0	0	0
6/25/2015	6:45 AM	112	2	31	32	8	23	5	0	9	2	0	0	0	0
6/25/2015	7:00 AM	104	2	39	25	7	17	4	0	6	4	0	0	0	0
6/25/2015	7:15 AM	95	0	39	22	4	17	1	0	10	2	0	0	0	0
6/25/2015	7:30 AM	100	0	34	31	4	19	1	0	10	1	0	0	0	0
6/25/2015	7:45 AM	110	0	37	28	7	22	1	0	12	2	0	1	0	0
6/25/2015	8:00 AM	112	1	46	26	5	21	4	0	6	3	0	0	0	0
6/25/2015	8:15 AM	118	1	44	32	4	19	3	0	11	4	0	0	0	0
6/25/2015	8:30 AM	101	0	39	27	2	19	3	0	4	7	0	0	0	0
6/25/2015	8:45 AM	108	1	40	32	6	15	4	0	6	4	0	0	0	0
6/25/2015	9:00 AM	117	0	41	29	6	25	5	0	8	2	0	1	0	0
6/25/2015	9:15 AM	108	1	39	31	11	14	2	0	6	4	0	0	0	0
6/25/2015	9:30 AM	105	0	36	24	11	21	2	0	6	4	0	1	0	0
6/25/2015	9:45 AM	116	2	36	26	9	20	8	0	13	2	0	0	0	0
6/25/2015	10:00 AM	114	3	38	20	13	22	3	0	10	4	0	1	0	0
6/25/2015	10:15 AM	115	2	35	34	8	18	1	0	12	5	0	0	0	0
6/25/2015	10:30 AM	137	0	47	29	17	19	4	0	13	7	1	0	0	0
6/25/2015	10:45 AM	102	2	36	31	5	14	4	0	6	4	0	0	0	0
6/25/2015	11:00 AM	107	2	48	24	6	10	2	0	11	3	1	0	0	0
6/25/2015	11:15 AM	110	2	48	25	8	11	2	0	12	2	0	0	0	0
6/25/2015	11:30 AM	121	6	38	24	13	26	2	0	8	4	0	0	0	0
6/25/2015	11:45 AM	111	4	40	20	8	27	2	0	6	4	0	0	0	0
6/25/2015	12:00 PM	115	1	39	27	17	17	1	0	9	4	0	0	0	0
6/25/2015	12:15 PM	103	1	34	22	10	23	2	0	8	2	1	0	0	0
6/25/2015	12:30 PM	113	4	43	22	9	19	3	0	11	2	0	0	0	0
6/25/2015	12:45 PM	114	1	40	26	10	23	1	0	7	5	0	1	0	0
6/25/2015	1:00 PM	122	1	37	33	8	20	4	0	15	4	0	0	0	0
6/25/2015	1:15 PM	104	0	31	18	15	22	3	0	12	3	0	0	0	0
6/25/2015	1:30 PM	132	1	47	34	14	21	3	0	7	2	0	2	1	0
6/25/2015	1:45 PM	110	1	38	21	10	26	4	0	8	2	0	0	0	0
6/25/2015	2:00 PM	96	1	31	21	11	21	1	0	9	1	0	0	0	0
6/25/2015	2:15 PM	109	1	50	20	8	17	2	0	8	3	0	0	0	0
6/25/2015	2:30 PM	116	0	53	25	8	17	5	0	6	2	0	0	0	0
6/25/2015	2:45 PM	134	3	46	30	16	19	2	0	13	5	0	0	0	0
6/25/2015	3:00 PM	97	1	38	27	9	13	0	0	7	2	0	0	0	0
6/25/2015	3:15 PM	111	0	43	31	11	21	2	0	2	1	0	0	0	0
6/25/2015	3:30 PM	96	0	37	24	8	18	3	0	4	2	0	0	0	0

6/25/2015	3:45 PM	116	1	48	28	12	22	1	0	2	2	0	0	0	0
6/25/2015	4:00 PM	86	1	37	15	7	20	2	0	3	1	0	0	0	0
6/25/2015	4:15 PM	110	3	51	26	5	23	0	0	1	1	0	0	0	0
6/25/2015	4:30 PM	111	1	48	20	5	23	3	0	7	4	0	0	0	0
6/25/2015	4:45 PM	121	2	54	29	5	22	2	0	5	2	0	0	0	0
6/25/2015	5:00 PM	119	3	48	29	5	18	2	0	9	5	0	0	0	0
6/25/2015	5:15 PM	113	4	48	15	12	20	2	0	6	4	0	2	0	0
6/25/2015	5:30 PM	117	0	44	28	11	19	4	0	6	3	0	2	0	0
6/25/2015	5:45 PM	112	1	41	27	9	22	1	0	8	3	0	0	0	0
6/25/2015	6:00 PM	115	2	48	22	10	18	4	0	7	2	0	2	0	0
6/25/2015	6:15 PM	87	1	32	22	12	13	1	0	5	1	0	0	0	0
6/25/2015	6:30 PM	52	7	0	7	19	17	0	0	1	0	0	1	0	0
6/25/2015	6:45 PM	13	2	1	0	0	7	0	0	3	0	0	0	0	0
6/25/2015	7:00 PM	5	1	0	0	2	2	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	5	1	0	0	0	4	0	0	0	0	0	0	0	0
6/25/2015	7:30 PM	5	0	1	1	0	3	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	5	0	0	1	0	4	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0
6/25/2015	8:15 PM	4	1	0	1	1	1	0	0	0	0	0	0	0	0
6/25/2015	8:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	8:45 PM	4	0	1	0	1	2	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	6	0	1	1	2	2	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	5	0	1	0	3	1	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	7	0	1	0	2	4	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	12	3	1	1	2	4	0	0	0	0	0	1	0	0
6/25/2015	10:00 PM	4	1	0	0	1	2	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	8	0	0	0	2	5	0	0	1	0	0	0	0	0
6/25/2015	10:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	3	0	1	0	0	2	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	5	0	0	0	3	2	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	2	0	0	1	1	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	3	1	0	0	2	0	0	0	0	0	0	0	0	0

Data File: '6-29-15-3125.rdf'
Site Code: '0064A-3125'
Start Date: 6/22/2015
Start Time: 6:15:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'US 281 SB @ FM 162'
'Direction': 'US 281 SB'
'Weather': 'GOOD'

Channel: RIGHT LANE

Bad data highlighted in red.

Data is bad for 4 PM 6/23 to 10 AM 6/24 and noon to 3 PM on 6/25.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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	
6/23/2015	12:00 AM	34	0	15	4	3	2	0	0	9	1	0	0	0	0	
6/23/2015	12:15 AM	42	0	16	6	2	1	0	0	12	5	0	0	0	0	
6/23/2015	12:30 AM	45	0	18	6	1	0	2	0	9	8	0	1	0	0	
6/23/2015	12:45 AM	30	0	13	7	1	0	0	0	7	2	0	0	0	0	
6/23/2015	1:00 AM	17	0	9	2	1	2	1	0	1	1	0	0	0	0	
6/23/2015	1:15 AM	19	0	6	4	1	1	0	0	4	2	0	0	1	0	
6/23/2015	1:30 AM	26	0	13	2	1	1	0	0	6	3	0	0	0	0	
6/23/2015	1:45 AM	15	0	6	2	2	0	0	0	4	1	0	0	0	0	
6/23/2015	2:00 AM	28	0	8	1	3	0	2	0	9	5	0	0	0	0	
6/23/2015	2:15 AM	19	0	5	2	1	1	0	0	7	3	0	0	0	0	
6/23/2015	2:30 AM	19	0	10	3	1	0	0	0	4	1	0	0	0	0	
6/23/2015	2:45 AM	21	0	9	2	0	0	0	0	6	4	0	0	0	0	
6/23/2015	3:00 AM	13	0	8	1	0	0	0	0	4	0	0	0	0	0	
6/23/2015	3:15 AM	19	0	3	3	0	1	0	0	9	3	0	0	0	0	
6/23/2015	3:30 AM	16	0	4	4	1	0	1	0	5	1	0	0	0	0	
6/23/2015	3:45 AM	13	0	1	5	1	0	0	0	4	2	0	0	0	0	
6/23/2015	4:00 AM	19	0	4	2	2	0	2	0	5	3	0	1	0	0	
6/23/2015	4:15 AM	16	0	4	4	1	1	1	0	4	1	0	0	0	0	
6/23/2015	4:30 AM	13	0	0	1	1	2	0	0	3	4	0	2	0	0	
6/23/2015	4:45 AM	23	0	3	6	5	1	0	0	5	2	0	0	1	0	
6/23/2015	5:00 AM	18	0	2	2	2	2	1	0	4	3	0	2	0	0	
6/23/2015	5:15 AM	27	0	10	2	2	2	0	0	7	4	0	0	0	0	
6/23/2015	5:30 AM	25	0	13	3	0	0	0	0	5	2	0	2	0	0	
6/23/2015	5:45 AM	25	0	6	3	2	2	0	0	7	4	0	1	0	0	
6/23/2015	6:00 AM	34	0	10	6	2	3	1	0	8	4	0	0	0	0	
6/23/2015	6:15 AM	35	0	10	6	1	1	0	0	13	4	0	0	0	0	
6/23/2015	6:30 AM	45	0	19	9	1	2	1	0	8	5	0	0	0	0	
6/23/2015	6:45 AM	45	1	19	11	1	5	0	0	7	1	0	0	0	0	
6/23/2015	7:00 AM	45	0	17	11	3	2	0	0	10	2	0	0	0	0	
6/23/2015	7:15 AM	82	0	36	15	2	13	4	0	9	3	0	0	0	0	
6/23/2015	7:30 AM	77	0	37	17	3	2	3	0	12	3	0	0	0	0	
6/23/2015	7:45 AM	74	0	27	19	4	3	0	0	18	3	0	0	0	0	
6/23/2015	8:00 AM	69	0	24	25	3	2	1	0	11	2	0	1	0	0	
6/23/2015	8:15 AM	66	0	31	11	4	6	0	0	10	4	0	0	0	0	
6/23/2015	8:30 AM	69	0	29	23	2	4	0	0	7	4	0	0	0	0	
6/23/2015	8:45 AM	58	0	27	11	1	0	1	0	13	5	0	0	0	0	
6/23/2015	9:00 AM	71	0	23	17	6	3	0	0	15	6	0	1	0	0	
6/23/2015	9:15 AM	80	1	25	16	6	13	6	0	12	0	0	1	0	0	
6/23/2015	9:30 AM	82	1	24	20	3	11	3	0	11	8	0	1	0	0	
6/23/2015	9:45 AM	79	1	23	16	6	11	2	0	12	8	0	0	0	0	
6/23/2015	10:00 AM	75	0	30	17	4	6	0	0	17	1	0	0	0	0	
6/23/2015	10:15 AM	76	1	25	21	5	8	3	0	11	1	1	0	0	0	
6/23/2015	10:30 AM	58	0	26	11	1	2	1	0	12	4	0	1	0	0	
6/23/2015	10:45 AM	83	0	37	15	5	8	4	0	11	3	0	0	0	0	
6/23/2015	11:00 AM	61	0	26	12	3	3	2	0	13	2	0	0	0	0	
6/23/2015	11:15 AM	84	0	31	15	6	10	2	0	15	5	0	0	0	0	
6/23/2015	11:30 AM	71	0	28	17	5	5	2	0	11	3	0	0	0	0	
6/23/2015	11:45 AM	83	0	34	12	10	6	4	0	15	2	0	0	0	0	
6/23/2015	12:00 PM	83	0	33	18	3	9	3	0	16	1	0	0	0	0	
6/23/2015	12:15 PM	93	0	41	17	7	8	3	0	14	3	0	0	0	0	
6/23/2015	12:30 PM	80	0	29	14	6	10	5	0	12	4	0	0	0	0	
6/23/2015	12:45 PM	79	0	22	20	4	4	3	1	22	3	0	0	0	0	
6/23/2015	1:00 PM	73	0	18	18	5	7	2	0	19	4	0	0	0	0	
6/23/2015	1:15 PM	84	0	27	19	8	16	0	0	12	2	0	0	0	0	
6/23/2015	1:30 PM	98	2	25	29	10	8	2	0	15	7	0	0	0	0	
6/23/2015	1:45 PM	97	0	29	21	7	12	4	0	18	6	0	0	0	0	
6/23/2015	2:00 PM	95	0	26	26	3	8	3	0	16	12	0	0	1	0	
6/23/2015	2:15 PM	90	0	38	19	4	7	0	0	15	7	0	0	0	0	
6/23/2015	2:30 PM	104	1	31	22	7	10	3	0	22	7	0	1	0	0	
6/23/2015	2:45 PM	95	0	41	14	8	5	2	0	19	6	0	0	0	0	
6/23/2015	3:00 PM	70	0	22	20	4	6	3	0	13	2	0	0	0	0	
6/23/2015	3:15 PM	94	0	42	16	12	10	1	0	12	1	0	0	0	0	
6/23/2015	3:30 PM	96	1	37	24	5	17	0	0	12	0	0	0	0	0	
6/23/2015	3:45 PM	76	0	37	17	5	8	2	0	7	0	0	0	0	0	
6/23/2015	4:00 PM	85	0	34	26	7	8	0	0	10	0	0	0	0	0	
6/23/2015	4:15 PM	76	0	27	19	10	9	1	0	10	0	0	0	0	0	
6/23/2015	4:30 PM	23	0	7	5	3	4	1	0	2	1	0	0	0	0	
6/23/2015	4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	

6/23/2015	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	9:30 AM	47	1	14	7	7	4	1	0	12	1	0	0	0	0
6/24/2015	9:45 AM	75	0	26	16	12	6	0	0	14	1	0	0	0	0
6/24/2015	10:00 AM	71	0	27	13	11	7	2	0	10	1	0	0	0	0
6/24/2015	10:15 AM	66	0	19	20	8	4	1	0	13	1	0	0	0	0
6/24/2015	10:30 AM	70	0	26	15	15	2	0	0	11	1	0	0	0	0
6/24/2015	10:45 AM	74	0	30	19	4	4	1	0	15	1	0	0	0	0
6/24/2015	11:00 AM	80	0	31	17	8	12	3	0	9	0	0	0	0	0
6/24/2015	11:15 AM	79	0	22	25	6	10	1	0	15	0	0	0	0	0
6/24/2015	11:30 AM	97	0	32	26	14	9	1	0	14	1	0	0	0	0
6/24/2015	11:45 AM	89	1	30	23	12	5	0	0	17	1	0	0	0	0
6/24/2015	12:00 PM	66	0	19	18	3	7	1	0	18	0	0	0	0	0
6/24/2015	12:15 PM	75	0	29	12	11	4	0	0	15	2	0	2	0	0
6/24/2015	12:30 PM	81	0	30	16	6	10	0	0	17	2	0	0	0	0
6/24/2015	12:45 PM	81	0	25	20	3	5	0	0	27	1	0	0	0	0
6/24/2015	1:00 PM	76	0	28	20	3	10	1	0	13	1	0	0	0	0

6/24/2015	1:15 PM	65	0	17	15	8	5	2	0	18	0	0	0	0	0
6/24/2015	1:30 PM	73	0	36	10	2	7	1	0	15	2	0	0	0	0
6/24/2015	1:45 PM	74	0	29	21	4	8	2	0	10	0	0	0	0	0
6/24/2015	2:00 PM	77	0	35	11	5	9	0	0	16	1	0	0	0	0
6/24/2015	2:15 PM	67	0	24	15	5	8	0	0	14	1	0	0	0	0
6/24/2015	2:30 PM	88	1	25	22	9	7	1	0	21	2	0	0	0	0
6/24/2015	2:45 PM	74	0	28	14	3	14	0	0	14	1	0	0	0	0
6/24/2015	3:00 PM	78	2	22	16	9	4	1	0	24	0	0	0	0	0
6/24/2015	3:15 PM	91	0	37	19	9	12	0	0	12	2	0	0	0	0
6/24/2015	3:30 PM	88	1	34	13	3	10	0	0	26	1	0	0	0	0
6/24/2015	3:45 PM	87	0	31	28	4	9	1	0	13	0	0	0	1	0
6/24/2015	4:00 PM	119	0	41	36	8	11	0	0	23	0	0	0	0	0
6/24/2015	4:15 PM	74	0	28	16	5	12	0	0	13	0	0	0	0	0
6/24/2015	4:30 PM	88	0	34	27	3	8	0	0	16	0	0	0	0	0
6/24/2015	4:45 PM	104	0	46	18	4	11	0	0	24	1	0	0	0	0
6/24/2015	5:00 PM	118	0	54	27	4	7	0	0	26	0	0	0	0	0
6/24/2015	5:15 PM	105	0	42	26	4	16	0	0	17	0	0	0	0	0
6/24/2015	5:30 PM	111	0	41	28	7	15	0	0	20	0	0	0	0	0
6/24/2015	5:45 PM	97	1	29	29	3	22	1	0	12	0	0	0	0	0
6/24/2015	6:00 PM	97	0	34	29	4	17	0	0	12	1	0	0	0	0
6/24/2015	6:15 PM	115	0	43	30	7	21	0	0	14	0	0	0	0	0
6/24/2015	6:30 PM	87	0	29	21	6	20	0	0	11	0	0	0	0	0
6/24/2015	6:45 PM	95	1	40	15	5	20	0	0	14	0	0	0	0	0
6/24/2015	7:00 PM	100	1	40	19	6	19	2	0	13	0	0	0	0	0
6/24/2015	7:15 PM	77	1	35	13	5	10	0	0	13	0	0	0	0	0
6/24/2015	7:30 PM	90	0	40	21	2	10	1	0	16	0	0	0	0	0
6/24/2015	7:45 PM	97	1	43	17	7	13	0	0	15	1	0	0	0	0
6/24/2015	8:00 PM	75	0	25	18	9	11	0	0	11	1	0	0	0	0
6/24/2015	8:15 PM	63	0	20	11	3	9	2	0	18	0	0	0	0	0
6/24/2015	8:30 PM	74	0	35	13	0	9	3	0	14	0	0	0	0	0
6/24/2015	8:45 PM	57	0	24	9	4	11	1	0	7	0	0	1	0	0
6/24/2015	9:00 PM	59	1	24	9	5	10	2	0	8	0	0	0	0	0
6/24/2015	9:15 PM	52	0	19	6	1	9	0	0	15	2	0	0	0	0
6/24/2015	9:30 PM	66	0	19	18	6	15	2	0	6	0	0	0	0	0
6/24/2015	9:45 PM	47	0	22	7	2	11	0	0	5	0	0	0	0	0
6/24/2015	10:00 PM	49	0	17	9	4	9	0	0	10	0	0	0	0	0
6/24/2015	10:15 PM	43	0	19	7	6	5	0	0	6	0	0	0	0	0
6/24/2015	10:30 PM	60	0	28	8	5	5	0	0	13	1	0	0	0	0
6/24/2015	10:45 PM	39	0	12	14	0	5	1	0	7	0	0	0	0	0
6/24/2015	11:00 PM	44	0	21	6	5	3	0	0	8	1	0	0	0	0
6/24/2015	11:15 PM	40	0	17	5	2	4	0	0	11	1	0	0	0	0
6/24/2015	11:30 PM	33	0	12	6	4	7	0	0	4	0	0	0	0	0
6/24/2015	11:45 PM	36	0	16	11	1	1	1	0	6	0	0	0	0	0
6/25/2015	12:00 AM	58	0	23	8	3	9	1	0	14	0	0	0	0	0
6/25/2015	12:15 AM	41	4	10	9	2	6	0	0	10	0	0	0	0	0
6/25/2015	12:30 AM	41	1	12	9	3	2	2	0	9	2	0	0	1	0
6/25/2015	12:45 AM	42	0	9	3	4	11	0	0	14	0	0	1	0	0
6/25/2015	1:00 AM	31	0	8	8	3	6	0	0	6	0	0	0	0	0
6/25/2015	1:15 AM	20	0	3	4	5	1	1	0	6	0	0	0	0	0
6/25/2015	1:30 AM	21	0	5	1	2	4	1	0	8	0	0	0	0	0
6/25/2015	1:45 AM	23	0	7	6	2	2	0	0	6	0	0	0	0	0
6/25/2015	2:00 AM	23	0	5	5	3	3	0	0	6	1	0	0	0	0
6/25/2015	2:15 AM	19	0	1	1	3	3	0	0	10	0	0	1	0	0
6/25/2015	2:30 AM	18	0	4	2	1	3	0	0	8	0	0	0	0	0
6/25/2015	2:45 AM	23	0	7	1	1	4	0	0	10	0	0	0	0	0
6/25/2015	3:00 AM	22	0	6	1	3	4	1	0	7	0	0	0	0	0
6/25/2015	3:15 AM	23	0	4	6	3	1	1	0	8	0	0	0	0	0
6/25/2015	3:30 AM	17	1	3	4	1	3	0	0	5	0	0	0	0	0
6/25/2015	3:45 AM	20	0	6	2	5	3	0	0	4	0	0	0	0	0
6/25/2015	4:00 AM	22	0	6	3	4	3	0	0	5	0	0	1	0	0
6/25/2015	4:15 AM	22	0	5	1	3	3	0	0	10	0	0	0	0	0
6/25/2015	4:30 AM	23	0	3	2	8	2	0	0	8	0	0	0	0	0
6/25/2015	4:45 AM	16	0	2	4	4	1	0	0	5	0	0	0	0	0
6/25/2015	5:00 AM	27	1	5	5	3	5	0	0	8	0	0	0	0	0
6/25/2015	5:15 AM	27	0	6	0	5	4	0	0	12	0	0	0	0	0
6/25/2015	5:30 AM	24	0	4	4	3	3	0	0	10	0	0	0	0	0
6/25/2015	5:45 AM	29	0	9	6	1	2	2	0	9	0	0	0	0	0
6/25/2015	6:00 AM	34	0	7	7	5	3	0	0	12	0	0	0	0	0
6/25/2015	6:15 AM	42	1	10	9	3	7	1	0	10	0	0	1	0	0
6/25/2015	6:30 AM	42	0	18	7	5	3	1	0	8	0	0	0	0	0
6/25/2015	6:45 AM	46	0	17	11	1	3	0	0	14	0	0	0	0	0
6/25/2015	7:00 AM	60	0	16	8	5	15	0	0	15	1	0	0	0	0
6/25/2015	7:15 AM	61	0	22	14	5	7	0	0	13	0	0	0	0	0
6/25/2015	7:30 AM	82	0	39	11	3	4	0	0	24	0	0	1	0	0
6/25/2015	7:45 AM	63	0	27	6	3	11	2	0	14	0	0	0	0	0
6/25/2015	8:00 AM	75	0	29	12	8	14	0	0	12	0	0	0	0	0
6/25/2015	8:15 AM	61	0	22	11	4	10	0	0	13	1	0	0	0	0
6/25/2015	8:30 AM	70	0	30	15	3	10	2	0	10	0	0	0	0	0
6/25/2015	8:45 AM	74	0	23	14	3	15	1	0	18	0	0	0	0	0
6/25/2015	9:00 AM	46	0	15	9	5	9	0	0	8	0	0	0	0	0
6/25/2015	9:15 AM	72	0	16	10	4	19	1	0	21	1	0	0	0	0

6/25/2015	9:30 AM	58	1	15	16	4	6	1	0	14	1	0	0	0	0
6/25/2015	9:45 AM	66	0	20	13	4	14	0	0	15	0	0	0	0	0
6/25/2015	10:00 AM	75	0	20	15	9	17	2	0	11	1	0	0	0	0
6/25/2015	10:15 AM	62	0	27	8	5	13	1	0	7	0	0	1	0	0
6/25/2015	10:30 AM	77	0	18	14	9	9	1	0	24	1	0	1	0	0
6/25/2015	10:45 AM	76	0	31	11	4	17	1	0	12	0	0	0	0	0
6/25/2015	11:00 AM	81	0	24	13	5	20	0	0	19	0	0	0	0	0
6/25/2015	11:15 AM	65	0	18	18	4	11	3	0	11	0	0	0	0	0
6/25/2015	11:30 AM	72	0	28	13	3	12	1	0	13	2	0	0	0	0
6/25/2015	11:45 AM	71	0	20	16	8	13	0	0	14	0	0	0	0	0
6/25/2015	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0
6/25/2015	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	3:00 PM	86	1	26	14	10	17	3	0	15	0	0	0	0	0
6/25/2015	3:15 PM	92	0	34	23	7	8	0	0	19	1	0	0	0	0
6/25/2015	3:30 PM	86	0	30	20	5	11	1	0	18	1	0	0	0	0
6/25/2015	3:45 PM	119	0	32	33	13	11	1	0	28	1	0	0	0	0
6/25/2015	4:00 PM	112	1	49	23	3	15	0	0	21	0	0	0	0	0
6/25/2015	4:15 PM	100	0	40	26	6	11	0	0	15	2	0	0	0	0
6/25/2015	4:30 PM	82	0	26	24	4	13	2	0	13	0	0	0	0	0
6/25/2015	4:45 PM	105	0	39	26	7	14	0	0	18	1	0	0	0	0
6/25/2015	5:00 PM	104	0	38	27	7	12	2	0	18	0	0	0	0	0
6/25/2015	5:15 PM	117	2	52	24	3	16	1	0	17	2	0	0	0	0
6/25/2015	5:30 PM	96	0	44	17	7	14	1	0	13	0	0	0	0	0
6/25/2015	5:45 PM	91	1	31	25	4	16	0	0	13	1	0	0	0	0
6/25/2015	6:00 PM	89	0	35	23	6	16	0	0	8	1	0	0	0	0
6/25/2015	6:15 PM	109	0	52	20	7	15	0	0	15	0	0	0	0	0
6/25/2015	6:30 PM	85	0	28	17	5	15	1	0	19	0	0	0	0	0
6/25/2015	6:45 PM	99	0	35	23	5	14	0	0	21	1	0	0	0	0
6/25/2015	7:00 PM	81	0	41	18	3	7	0	0	12	0	0	0	0	0
6/25/2015	7:15 PM	97	0	45	12	7	13	1	0	18	0	0	1	0	0
6/25/2015	7:30 PM	89	0	41	26	2	5	1	0	14	0	0	0	0	0
6/25/2015	7:45 PM	82	0	44	12	6	7	0	0	13	0	0	0	0	0
6/25/2015	8:00 PM	75	1	32	13	5	11	1	0	11	1	0	0	0	0
6/25/2015	8:15 PM	69	1	25	16	4	11	0	0	12	0	0	0	0	0
6/25/2015	8:30 PM	73	0	22	20	8	8	0	0	15	0	0	0	0	0
6/25/2015	8:45 PM	77	1	37	19	5	7	0	0	8	0	0	0	0	0
6/25/2015	9:00 PM	77	0	33	10	5	13	0	0	16	0	0	0	0	0
6/25/2015	9:15 PM	75	1	38	18	3	4	0	0	11	0	0	0	0	0
6/25/2015	9:30 PM	77	0	38	18	4	7	2	0	8	0	0	0	0	0
6/25/2015	9:45 PM	66	0	35	17	1	4	0	0	8	1	0	0	0	0
6/25/2015	10:00 PM	68	0	39	14	1	5	1	0	8	0	0	0	0	0
6/25/2015	10:15 PM	57	0	31	14	0	4	0	0	8	0	0	0	0	0
6/25/2015	10:30 PM	47	0	23	4	1	7	1	0	8	3	0	0	0	0
6/25/2015	10:45 PM	60	0	31	15	3	3	0	0	8	0	0	0	0	0
6/25/2015	11:00 PM	52	0	24	7	1	8	0	0	11	1	0	0	0	0
6/25/2015	11:15 PM	47	0	20	12	1	6	0	0	8	0	0	0	0	0
6/25/2015	11:30 PM	49	0	24	8	1	5	0	0	11	0	0	0	0	0
6/25/2015	11:45 PM	57	0	21	10	4	8	0	0	13	1	0	0	0	0

Channel: LEFT LANE

Date	Time	Total	Motor Bike	Cars & Trai	2 Axle Long	Buses	2 Axle 6 Tir	3 Axle Sing	4 Axle Sing	<5 Axle Do	5 Axle Dou	>6 Axle Do	<6 Axle Mu	6 Axle Mul	>6 Axle Mu
6/23/2015	12:00 AM	33	0	12	5	3	3	0	0	7	2	0	1	0	0
6/23/2015	12:15 AM	38	0	18	5	4	2	0	0	7	2	0	0	0	0
6/23/2015	12:30 AM	40	0	19	2	3	1	1	0	6	6	0	2	0	0
6/23/2015	12:45 AM	29	0	17	5	2	0	0	0	3	2	0	0	0	0
6/23/2015	1:00 AM	19	0	10	3	0	1	0	0	2	3	0	0	0	0
6/23/2015	1:15 AM	22	0	8	4	1	1	0	0	2	5	0	0	1	0
6/23/2015	1:30 AM	18	0	7	4	1	0	0	0	3	3	0	0	0	0
6/23/2015	1:45 AM	13	0	7	0	1	1	0	0	2	2	0	0	0	0
6/23/2015	2:00 AM	21	0	6	2	4	0	0	0	4	5	0	0	0	0
6/23/2015	2:15 AM	17	0	5	3	3	1	0	0	2	3	0	0	0	0
6/23/2015	2:30 AM	14	0	6	2	0	1	0	0	2	3	0	0	0	0
6/23/2015	2:45 AM	14	0	6	1	1	0	0	0	3	3	0	0	0	0
6/23/2015	3:00 AM	12	0	7	1	0	0	0	0	3	1	0	0	0	0
6/23/2015	3:15 AM	25	0	6	4	4	1	1	0	6	3	0	0	0	0
6/23/2015	3:30 AM	11	0	3	2	1	0	1	0	3	0	0	1	0	0
6/23/2015	3:45 AM	16	0	4	5	1	0	0	0	4	2	0	0	0	0
6/23/2015	4:00 AM	19	0	3	1	3	0	1	0	8	2	0	1	0	0
6/23/2015	4:15 AM	13	0	2	5	2	1	0	0	2	0	1	0	0	0
6/23/2015	4:30 AM	13	0	0	2	2	1	1	0	3	3	0	1	0	0
6/23/2015	4:45 AM	20	0	2	5	3	0	0	0	7	3	0	0	0	0

6/23/2015	5:00 AM	14	0	1	3	1	0	1	0	4	2	0	2	0	0
6/23/2015	5:15 AM	23	0	6	2	3	1	2	0	6	3	0	0	0	0
6/23/2015	5:30 AM	23	0	10	6	2	0	0	0	2	2	0	1	0	0
6/23/2015	5:45 AM	27	0	8	6	2	1	0	0	7	3	0	0	0	0
6/23/2015	6:00 AM	30	0	7	10	3	0	2	0	5	3	0	0	0	0
6/23/2015	6:15 AM	28	0	9	6	2	1	0	0	6	4	0	0	0	0
6/23/2015	6:30 AM	49	0	23	12	0	3	0	0	5	6	0	0	0	0
6/23/2015	6:45 AM	42	1	20	10	1	3	1	0	5	1	0	0	0	0
6/23/2015	7:00 AM	48	0	24	10	3	3	1	0	4	3	0	0	0	0
6/23/2015	7:15 AM	69	0	34	16	2	5	2	0	8	2	0	0	0	0
6/23/2015	7:30 AM	83	0	44	17	2	5	3	0	8	3	0	1	0	0
6/23/2015	7:45 AM	79	0	41	13	3	2	0	0	14	5	0	1	0	0
6/23/2015	8:00 AM	63	0	25	24	3	0	0	0	4	6	0	1	0	0
6/23/2015	8:15 AM	65	0	40	8	2	3	0	0	8	4	0	0	0	0
6/23/2015	8:30 AM	68	0	32	22	1	1	1	0	9	2	0	0	0	0
6/23/2015	8:45 AM	60	0	30	9	3	3	0	0	10	4	0	1	0	0
6/23/2015	9:00 AM	76	0	22	21	8	7	0	0	12	5	0	1	0	0
6/23/2015	9:15 AM	70	0	24	21	1	6	2	0	15	1	0	0	0	0
6/23/2015	9:30 AM	78	1	36	13	4	3	2	0	14	4	1	0	0	0
6/23/2015	9:45 AM	90	0	37	19	4	10	3	0	14	3	0	0	0	0
6/23/2015	10:00 AM	70	0	30	15	6	8	2	0	7	2	0	0	0	0
6/23/2015	10:15 AM	85	0	28	22	11	11	2	0	7	3	1	0	0	0
6/23/2015	10:30 AM	63	0	30	14	3	6	1	0	6	2	0	1	0	0
6/23/2015	10:45 AM	78	0	35	12	3	10	2	0	9	7	0	0	0	0
6/23/2015	11:00 AM	57	0	21	15	3	7	2	0	5	4	0	0	0	0
6/23/2015	11:15 AM	75	0	32	19	4	7	2	0	8	2	0	1	0	0
6/23/2015	11:30 AM	77	0	32	16	6	7	2	0	11	3	0	0	0	0
6/23/2015	11:45 AM	86	0	40	16	5	7	3	0	14	1	0	0	0	0
6/23/2015	12:00 PM	88	1	39	24	2	6	1	0	13	2	0	0	0	0
6/23/2015	12:15 PM	93	0	39	18	9	10	2	0	14	1	0	0	0	0
6/23/2015	12:30 PM	92	0	44	21	5	6	4	0	11	1	0	0	0	0
6/23/2015	12:45 PM	96	0	33	26	8	5	3	0	16	5	0	0	0	0
6/23/2015	1:00 PM	75	0	24	19	6	6	3	0	10	7	0	0	0	0
6/23/2015	1:15 PM	87	0	36	18	3	7	3	0	14	6	0	0	0	0
6/23/2015	1:30 PM	109	0	40	26	9	13	1	0	18	2	0	0	0	0
6/23/2015	1:45 PM	96	0	32	27	5	14	0	0	13	5	0	0	0	0
6/23/2015	2:00 PM	107	0	38	25	7	7	6	0	17	7	0	0	0	0
6/23/2015	2:15 PM	121	0	59	29	5	5	3	0	14	6	0	0	0	0
6/23/2015	2:30 PM	115	0	46	18	8	8	2	0	24	9	0	0	0	0
6/23/2015	2:45 PM	121	0	49	29	5	11	1	0	16	10	0	0	0	0
6/23/2015	3:00 PM	112	1	47	23	5	10	1	0	17	8	0	0	0	0
6/23/2015	3:15 PM	123	0	51	27	10	14	2	0	13	5	0	1	0	0
6/23/2015	3:30 PM	120	0	58	25	9	13	2	0	12	1	0	0	0	0
6/23/2015	3:45 PM	98	0	44	23	5	15	1	0	6	3	1	0	0	0
6/23/2015	4:00 PM	99	0	38	24	5	11	2	0	16	3	0	0	0	0
6/23/2015	4:15 PM	108	1	44	26	4	16	3	0	12	2	0	0	0	0
6/23/2015	4:30 PM	132	0	53	31	6	17	4	0	16	5	0	0	0	0
6/23/2015	4:45 PM	147	1	71	32	2	19	2	0	17	2	0	1	0	0
6/23/2015	5:00 PM	135	0	74	26	5	11	2	0	11	6	0	0	0	0
6/23/2015	5:15 PM	141	0	84	27	5	12	2	0	11	0	0	0	0	0
6/23/2015	5:30 PM	153	0	76	23	10	20	6	0	16	2	0	0	0	0
6/23/2015	5:45 PM	133	0	60	36	5	15	2	0	12	3	0	0	0	0
6/23/2015	6:00 PM	134	0	54	37	6	15	4	0	15	2	0	1	0	0
6/23/2015	6:15 PM	122	1	66	24	5	8	0	0	15	3	0	0	0	0
6/23/2015	6:30 PM	124	0	55	31	7	13	3	0	11	4	0	0	0	0
6/23/2015	6:45 PM	118	0	55	20	9	16	0	0	13	5	0	0	0	0
6/23/2015	7:00 PM	127	1	66	24	5	10	4	0	14	3	0	0	0	0
6/23/2015	7:15 PM	110	0	43	28	13	6	2	0	14	4	0	0	0	0
6/23/2015	7:30 PM	106	0	56	21	2	4	4	0	14	5	0	0	0	0
6/23/2015	7:45 PM	83	2	37	20	4	7	0	0	8	5	0	0	0	0
6/23/2015	8:00 PM	109	0	43	28	5	10	0	0	17	4	1	1	0	0
6/23/2015	8:15 PM	70	1	31	16	3	8	3	0	6	2	0	0	0	0
6/23/2015	8:30 PM	75	0	30	19	1	10	0	0	8	6	0	1	0	0
6/23/2015	8:45 PM	84	0	38	17	2	5	1	0	15	6	0	0	0	0
6/23/2015	9:00 PM	82	0	40	16	3	6	2	0	11	4	0	0	0	0
6/23/2015	9:15 PM	89	1	50	16	0	5	2	0	10	5	0	0	0	0
6/23/2015	9:30 PM	78	0	31	27	3	7	1	0	5	4	0	0	0	0
6/23/2015	9:45 PM	81	1	35	13	4	2	3	0	15	8	0	0	0	0
6/23/2015	10:00 PM	59	1	24	13	4	3	2	0	9	3	0	0	0	0
6/23/2015	10:15 PM	62	1	38	11	0	3	2	0	2	4	0	1	0	0
6/23/2015	10:30 PM	52	0	22	14	3	3	2	0	6	2	0	0	0	0
6/23/2015	10:45 PM	54	0	28	9	0	4	0	0	9	4	0	0	0	0
6/23/2015	11:00 PM	67	0	32	11	4	7	2	0	10	1	0	0	0	0
6/23/2015	11:15 PM	35	0	18	8	1	4	0	0	4	0	0	0	0	0
6/23/2015	11:30 PM	34	0	15	2	5	3	1	0	8	0	0	0	0	0
6/23/2015	11:45 PM	47	0	23	8	3	3	0	0	6	4	0	0	0	0
6/24/2015	12:00 AM	40	0	17	8	1	2	1	0	7	4	0	0	0	0
6/24/2015	12:15 AM	32	0	15	3	3	2	2	0	5	2	0	0	0	0
6/24/2015	12:30 AM	29	0	14	6	0	1	0	0	4	4	0	0	0	0
6/24/2015	12:45 AM	36	1	17	3	1	1	0	0	9	4	0	0	0	0
6/24/2015	1:00 AM	37	0	13	2	3	4	0	0	11	4	0	0	0	0

6/24/2015	1:15 AM	33	0	15	4	4	1	0	0	7	1	0	0	1	0
6/24/2015	1:30 AM	32	0	14	6	2	0	0	0	7	3	0	0	0	0
6/24/2015	1:45 AM	31	0	11	9	1	2	0	0	5	2	0	1	0	0
6/24/2015	2:00 AM	23	0	8	4	1	2	0	0	4	4	0	0	0	0
6/24/2015	2:15 AM	15	0	4	0	2	0	0	0	4	4	0	1	0	0
6/24/2015	2:30 AM	16	0	4	4	1	0	0	0	6	1	0	0	0	0
6/24/2015	2:45 AM	21	0	3	4	0	3	0	0	8	3	0	0	0	0
6/24/2015	3:00 AM	20	0	7	4	1	1	0	0	3	3	0	1	0	0
6/24/2015	3:15 AM	21	0	6	7	2	1	0	0	2	3	0	0	0	0
6/24/2015	3:30 AM	18	0	6	2	0	0	0	0	3	7	0	0	0	0
6/24/2015	3:45 AM	24	0	7	4	2	0	2	0	8	0	0	1	0	0
6/24/2015	4:00 AM	20	0	7	3	1	2	0	0	2	3	0	2	0	0
6/24/2015	4:15 AM	15	0	5	2	1	0	1	0	2	3	0	1	0	0
6/24/2015	4:30 AM	17	0	2	2	2	0	0	0	9	2	0	0	0	0
6/24/2015	4:45 AM	13	0	5	0	0	0	0	0	5	1	0	2	0	0
6/24/2015	5:00 AM	37	0	9	6	5	1	0	0	12	4	0	0	0	0
6/24/2015	5:15 AM	28	0	8	5	3	1	0	0	8	2	0	1	0	0
6/24/2015	5:30 AM	41	0	14	9	4	0	1	0	10	2	0	1	0	0
6/24/2015	5:45 AM	28	0	9	6	2	2	1	0	6	2	0	0	0	0
6/24/2015	6:00 AM	36	0	13	5	3	3	0	0	7	4	0	1	0	0
6/24/2015	6:15 AM	34	0	12	4	0	2	0	0	10	5	0	1	0	0
6/24/2015	6:30 AM	57	0	26	11	5	4	0	0	6	5	0	0	0	0
6/24/2015	6:45 AM	54	0	20	12	2	2	0	0	17	1	0	0	0	0
6/24/2015	7:00 AM	68	0	30	12	8	2	0	0	12	4	0	0	0	0
6/24/2015	7:15 AM	104	1	48	16	1	12	4	0	18	4	0	0	0	0
6/24/2015	7:30 AM	105	0	57	20	4	7	3	0	12	1	0	1	0	0
6/24/2015	7:45 AM	98	0	53	19	4	8	0	0	12	1	0	1	0	0
6/24/2015	8:00 AM	88	0	38	16	2	9	1	0	14	7	0	1	0	0
6/24/2015	8:15 AM	85	0	37	23	2	9	0	0	9	5	0	0	0	0
6/24/2015	8:30 AM	92	0	38	18	7	9	1	0	16	3	0	0	0	0
6/24/2015	8:45 AM	88	0	35	22	7	7	0	0	13	3	0	0	1	0
6/24/2015	9:00 AM	100	1	38	27	2	10	1	0	16	4	0	1	0	0
6/24/2015	9:15 AM	93	0	31	26	3	10	2	0	15	6	0	0	0	0
6/24/2015	9:30 AM	74	1	33	7	3	7	1	0	19	3	0	0	0	0
6/24/2015	9:45 AM	83	0	35	18	5	5	0	0	14	6	0	0	0	0
6/24/2015	10:00 AM	73	0	28	16	3	8	5	0	9	4	0	0	0	0
6/24/2015	10:15 AM	67	0	27	15	3	3	2	0	14	3	0	0	0	0
6/24/2015	10:30 AM	70	0	27	16	4	6	1	0	13	3	0	0	0	0
6/24/2015	10:45 AM	79	0	28	25	2	6	1	0	14	3	0	0	0	0
6/24/2015	11:00 AM	99	0	45	21	4	11	4	0	9	5	0	0	0	0
6/24/2015	11:15 AM	79	0	28	23	4	7	0	0	11	6	0	0	0	0
6/24/2015	11:30 AM	100	1	36	33	6	6	0	0	12	6	0	0	0	0
6/24/2015	11:45 AM	78	0	35	19	5	4	2	0	9	4	0	0	0	0
6/24/2015	12:00 PM	71	0	18	21	6	9	1	0	13	3	0	0	0	0
6/24/2015	12:15 PM	69	0	31	10	7	2	2	0	10	5	1	1	0	0
6/24/2015	12:30 PM	92	0	35	19	2	12	2	0	15	7	0	0	0	0
6/24/2015	12:45 PM	78	0	25	19	3	5	1	0	17	8	0	0	0	0
6/24/2015	1:00 PM	84	0	36	20	3	5	4	0	12	4	0	0	0	0
6/24/2015	1:15 PM	68	0	23	13	11	6	3	0	7	5	0	0	0	0
6/24/2015	1:30 PM	98	0	49	20	2	7	2	0	11	7	0	0	0	0
6/24/2015	1:45 PM	91	0	31	26	4	15	2	0	8	5	0	0	0	0
6/24/2015	2:00 PM	92	0	41	16	8	10	0	0	17	0	0	0	0	0
6/24/2015	2:15 PM	93	1	30	20	14	11	4	0	12	1	0	0	0	0
6/24/2015	2:30 PM	115	2	45	22	17	8	1	0	17	1	0	2	0	0
6/24/2015	2:45 PM	100	1	43	18	10	12	1	0	14	1	0	0	0	0
6/24/2015	3:00 PM	84	1	29	17	8	7	3	0	18	1	0	0	0	0
6/24/2015	3:15 PM	107	1	46	25	8	11	1	0	15	0	0	0	0	0
6/24/2015	3:30 PM	80	0	19	16	14	14	4	0	12	0	0	1	0	0
6/24/2015	3:45 PM	15	0	4	7	1	3	0	0	0	0	0	0	0	0
6/24/2015	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 PM	15	0	8	5	0	0	0	0	2	0	0	0	0	0
6/24/2015	4:30 PM	121	0	50	33	11	16	0	0	9	2	0	0	0	0
6/24/2015	4:45 PM	122	0	59	23	5	11	2	0	19	3	0	0	0	0
6/24/2015	5:00 PM	130	0	63	27	9	10	2	0	16	3	0	0	0	0
6/24/2015	5:15 PM	128	0	57	29	8	13	2	0	15	4	0	0	0	0
6/24/2015	5:30 PM	134	0	72	31	5	9	2	0	12	3	0	0	0	0
6/24/2015	5:45 PM	103	1	48	27	9	6	2	0	9	0	1	0	0	0
6/24/2015	6:00 PM	100	1	44	21	6	16	0	0	11	1	0	0	0	0
6/24/2015	6:15 PM	137	0	65	33	9	16	1	0	10	3	0	0	0	0
6/24/2015	6:30 PM	113	0	65	21	5	8	0	0	13	1	0	0	0	0
6/24/2015	6:45 PM	98	1	51	20	10	2	0	0	11	3	0	0	0	0
6/24/2015	7:00 PM	93	1	43	20	10	6	1	0	10	2	0	0	0	0
6/24/2015	7:15 PM	92	0	47	24	4	2	0	0	13	2	0	0	0	0
6/24/2015	7:30 PM	97	0	55	22	4	5	3	0	5	3	0	0	0	0
6/24/2015	7:45 PM	101	0	49	19	12	8	1	0	9	3	0	0	0	0
6/24/2015	8:00 PM	72	0	37	12	5	9	1	0	6	2	0	0	0	0
6/24/2015	8:15 PM	91	0	49	17	5	1	1	0	14	3	0	1	0	0
6/24/2015	8:30 PM	69	0	43	11	2	4	1	0	6	2	0	0	0	0
6/24/2015	8:45 PM	58	0	31	10	1	5	2	0	5	3	0	1	0	0
6/24/2015	9:00 PM	60	2	28	14	3	6	0	0	5	2	0	0	0	0
6/24/2015	9:15 PM	61	0	24	11	6	7	1	0	9	3	0	0	0	0

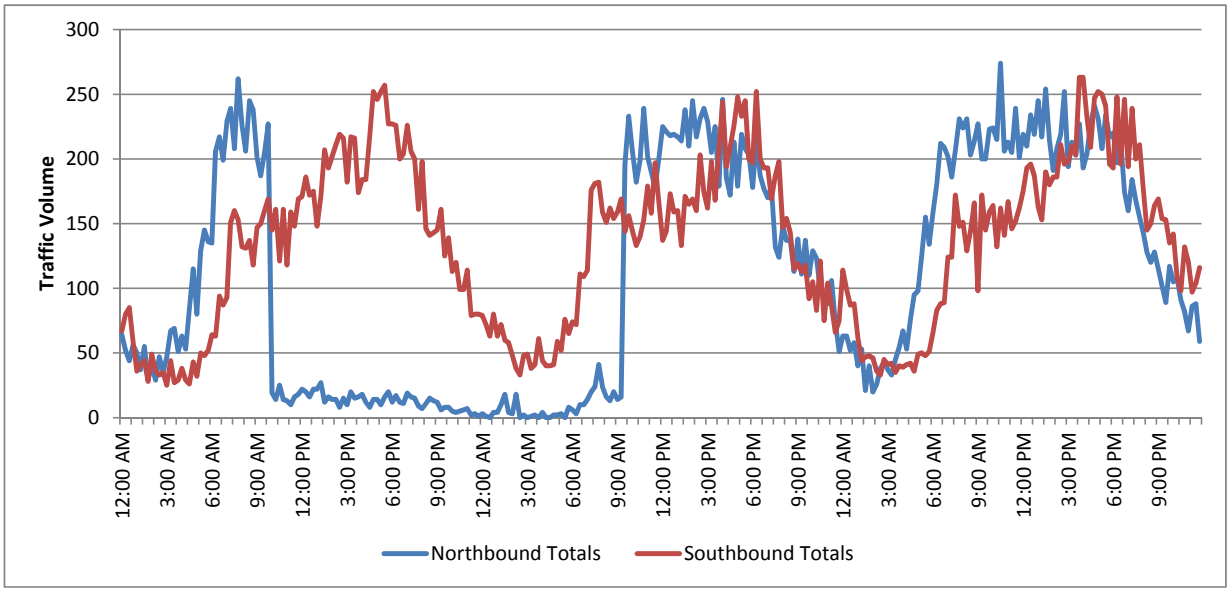
6/24/2015	9:30 PM	52	0	23	11	3	6	0	0	7	2	0	0	0	0
6/24/2015	9:45 PM	45	0	20	10	5	5	0	0	4	1	0	0	0	0
6/24/2015	10:00 PM	56	0	24	12	8	4	2	0	5	1	0	0	0	0
6/24/2015	10:15 PM	40	0	20	4	5	7	0	0	2	2	0	0	0	0
6/24/2015	10:30 PM	61	0	29	12	4	4	0	0	8	4	0	0	0	0
6/24/2015	10:45 PM	36	0	15	10	2	3	0	0	5	1	0	0	0	0
6/24/2015	11:00 PM	60	0	35	4	4	3	1	0	9	4	0	0	0	0
6/24/2015	11:15 PM	46	0	25	8	2	2	0	0	8	1	0	0	0	0
6/24/2015	11:30 PM	33	0	16	8	1	0	1	0	5	1	1	0	0	0
6/24/2015	11:45 PM	39	0	18	13	1	1	0	0	6	0	0	0	0	0
6/25/2015	12:00 AM	56	0	29	7	4	3	2	0	8	3	0	0	0	0
6/25/2015	12:15 AM	58	2	28	12	6	4	1	0	5	0	0	0	0	0
6/25/2015	12:30 AM	46	0	15	8	4	4	0	0	12	3	0	0	0	0
6/25/2015	12:45 AM	46	0	14	5	13	4	0	0	8	1	0	1	0	0
6/25/2015	1:00 AM	31	0	14	7	3	3	0	0	4	0	0	0	0	0
6/25/2015	1:15 AM	24	0	8	4	2	2	0	0	5	3	0	0	0	0
6/25/2015	1:30 AM	26	0	9	2	3	2	1	0	6	3	0	0	0	0
6/25/2015	1:45 AM	25	0	8	8	4	1	0	0	2	2	0	0	0	0
6/25/2015	2:00 AM	23	0	6	3	5	2	1	0	5	1	0	0	0	0
6/25/2015	2:15 AM	17	0	5	2	5	0	0	0	4	0	0	0	0	1
6/25/2015	2:30 AM	15	0	4	3	3	0	0	0	5	0	0	0	0	0
6/25/2015	2:45 AM	22	0	9	1	2	1	0	0	7	2	0	0	0	0
6/25/2015	3:00 AM	19	0	4	3	3	2	0	0	6	1	0	0	0	0
6/25/2015	3:15 AM	19	0	4	4	1	1	1	0	8	0	0	0	0	0
6/25/2015	3:30 AM	18	1	2	5	4	1	0	0	5	0	0	0	0	0
6/25/2015	3:45 AM	20	1	8	5	0	0	1	0	4	1	0	0	0	0
6/25/2015	4:00 AM	17	0	3	2	5	0	1	0	4	1	0	1	0	0
6/25/2015	4:15 AM	19	0	8	2	4	0	0	0	3	1	0	1	0	0
6/25/2015	4:30 AM	19	1	2	5	5	1	0	0	3	0	0	2	0	0
6/25/2015	4:45 AM	20	0	4	4	5	1	0	0	5	1	0	0	0	0
6/25/2015	5:00 AM	22	2	4	2	2	1	1	0	3	7	0	0	0	0
6/25/2015	5:15 AM	23	1	6	3	1	1	2	0	7	0	0	1	1	0
6/25/2015	5:30 AM	24	1	8	3	2	1	0	0	5	1	0	3	0	0
6/25/2015	5:45 AM	22	0	7	3	3	2	1	0	3	3	0	0	0	0
6/25/2015	6:00 AM	32	0	9	5	6	2	1	0	7	2	0	0	0	0
6/25/2015	6:15 AM	41	0	17	6	3	2	1	0	10	1	0	1	0	0
6/25/2015	6:30 AM	46	0	16	11	5	3	0	0	10	0	0	1	0	0
6/25/2015	6:45 AM	43	0	18	5	5	2	1	0	12	0	0	0	0	0
6/25/2015	7:00 AM	64	1	18	13	8	5	3	0	11	4	0	1	0	0
6/25/2015	7:15 AM	63	0	29	13	7	3	1	0	10	0	0	0	0	0
6/25/2015	7:30 AM	90	0	42	18	6	3	0	0	14	5	0	2	0	0
6/25/2015	7:45 AM	85	1	38	17	10	5	2	0	10	2	0	0	0	0
6/25/2015	8:00 AM	76	0	38	11	6	9	3	0	6	3	0	0	0	0
6/25/2015	8:15 AM	68	0	26	14	4	7	3	0	11	2	0	1	0	0
6/25/2015	8:30 AM	74	0	37	16	5	6	0	0	9	1	0	0	0	0
6/25/2015	8:45 AM	92	0	27	23	9	15	5	0	11	2	0	0	0	0
6/25/2015	9:00 AM	52	0	23	11	3	2	1	0	10	1	0	1	0	0
6/25/2015	9:15 AM	100	1	39	13	12	10	3	0	16	4	0	2	0	0
6/25/2015	9:30 AM	87	1	33	22	6	8	1	0	15	1	0	0	0	0
6/25/2015	9:45 AM	93	1	45	14	7	7	4	0	11	4	0	0	0	0
6/25/2015	10:00 AM	89	0	32	18	6	10	1	0	19	3	0	0	0	0
6/25/2015	10:15 AM	70	1	36	10	7	7	2	0	5	2	0	0	0	0
6/25/2015	10:30 AM	85	0	26	18	6	7	2	0	17	7	0	2	0	0
6/25/2015	10:45 AM	65	0	24	12	5	10	1	0	9	4	0	0	0	0
6/25/2015	11:00 AM	86	0	23	26	12	13	1	0	8	3	0	0	0	0
6/25/2015	11:15 AM	81	0	31	24	9	6	1	0	7	3	0	0	0	0
6/25/2015	11:30 AM	80	0	36	16	7	9	0	0	11	1	0	0	0	0
6/25/2015	11:45 AM	91	0	32	19	4	17	1	0	16	2	0	0	0	0
6/25/2015	12:00 PM	100	1	37	19	8	12	2	0	18	3	0	0	0	0
6/25/2015	12:15 PM	109	0	48	26	6	7	0	1	15	6	0	0	0	0
6/25/2015	12:30 PM	115	0	51	25	10	10	2	0	16	1	0	0	0	0
6/25/2015	12:45 PM	107	1	46	22	6	10	0	0	19	2	0	1	0	0
6/25/2015	1:00 PM	88	0	38	14	7	6	0	0	19	3	1	0	0	0
6/25/2015	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	15	0	9	4	0	0	0	0	1	1	0	0	0	0
6/25/2015	3:00 PM	112	2	38	18	15	16	6	0	13	4	0	0	0	0
6/25/2015	3:15 PM	118	2	51	27	10	7	2	0	15	4	0	0	0	0
6/25/2015	3:30 PM	117	1	53	31	6	8	1	0	11	5	0	1	0	0
6/25/2015	3:45 PM	144	1	47	37	17	15	4	0	22	1	0	0	0	0
6/25/2015	4:00 PM	151	0	72	37	9	15	4	0	13	1	0	0	0	0
6/25/2015	4:15 PM	132	2	51	40	8	15	2	0	12	2	0	0	0	0
6/25/2015	4:30 PM	127	0	53	38	10	13	0	0	13	0	0	0	0	0
6/25/2015	4:45 PM	142	1	50	40	14	17	1	0	16	3	0	0	0	0
6/25/2015	5:00 PM	148	0	71	34	11	16	1	0	11	4	0	0	0	0
6/25/2015	5:15 PM	133	2	62	23	7	17	4	0	14	3	0	0	1	0
6/25/2015	5:30 PM	145	0	82	37	6	9	1	0	8	2	0	0	0	0

6/25/2015	5:45 PM	105	0	40	29	11	15	0	0	8	2	0	0	0	0
6/25/2015	6:00 PM	104	0	48	25	11	10	0	0	6	3	0	1	0	0
6/25/2015	6:15 PM	139	2	66	30	10	16	0	0	14	1	0	0	0	0
6/25/2015	6:30 PM	111	0	40	31	12	14	0	0	14	0	0	0	0	0
6/25/2015	6:45 PM	147	0	68	32	11	16	1	0	14	5	0	0	0	0
6/25/2015	7:00 PM	113	0	58	28	7	10	1	0	8	1	0	0	0	0
6/25/2015	7:15 PM	142	0	75	30	9	6	1	0	20	1	0	0	0	0
6/25/2015	7:30 PM	111	0	63	26	2	6	1	0	10	3	0	0	0	0
6/25/2015	7:45 PM	129	0	73	28	8	6	1	0	10	3	0	0	0	0
6/25/2015	8:00 PM	102	0	49	25	8	10	0	0	9	1	0	0	0	0
6/25/2015	8:15 PM	76	0	33	16	10	5	1	0	9	2	0	0	0	0
6/25/2015	8:30 PM	77	0	31	19	15	5	0	0	6	0	0	1	0	0
6/25/2015	8:45 PM	87	0	47	22	4	6	0	0	5	3	0	0	0	0
6/25/2015	9:00 PM	92	0	36	23	11	7	1	0	11	3	0	0	0	0
6/25/2015	9:15 PM	79	0	40	22	6	5	0	0	4	2	0	0	0	0
6/25/2015	9:30 PM	76	0	38	18	4	9	0	0	5	2	0	0	0	0
6/25/2015	9:45 PM	69	0	38	16	2	5	0	0	7	1	0	0	0	0
6/25/2015	10:00 PM	74	1	41	17	4	3	0	0	7	1	0	0	0	0
6/25/2015	10:15 PM	52	0	29	15	1	4	1	0	0	2	0	0	0	0
6/25/2015	10:30 PM	51	0	20	10	4	7	0	0	6	4	0	0	0	0
6/25/2015	10:45 PM	72	0	44	16	2	5	0	0	3	2	0	0	0	0
6/25/2015	11:00 PM	68	0	31	13	5	7	1	0	10	1	0	0	0	0
6/25/2015	11:15 PM	50	0	30	11	0	2	1	0	5	1	0	0	0	0
6/25/2015	11:30 PM	55	0	29	11	4	4	3	0	4	0	0	0	0	0
6/25/2015	11:45 PM	59	0	27	9	5	4	1	0	12	1	0	0	0	0

Northbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	1,786	112	5,742
6/24/2015	159	1,625	10,656
6/25/2015	1,702	1,756	14,950
Total	3,647	3,493	31,348

Southbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	1,001	1,819	12,738
6/24/2015	1,183	1,799	12,652
6/25/2015	1,025	1,890	13,419
Total	3,209	5,508	38,809

Bad or incomplete data



Data File: '6-29-15-0287.rdf'
Site Code: '0064A-0287'
Start Date: 6/22/2015
Start Time: 2:45:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'US 281 NB S. OF FM 1925'
'Direction': 'US 281 NB'
'Weather': 'GOOD'

Road construction ripped tubes and possible closed the road at night between 9 PM and 6 AM. Longest period of good data is 10 AM 6/23 to 9 PM 6/24.

Channel: RIGHT LANE

Bad data highlighted in red. However, it looks like the left lane totals are bad from 1 AM to 9 AM on 6/24.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 AM	82	0	36	18	3	4	4	0	6	11	0	0	0	0
6/23/2015	9:45 AM	119	0	48	28	0	8	6	0	5	23	1	0	0	0
6/23/2015	10:00 AM	113	0	55	24	2	5	4	0	6	17	0	0	0	0
6/23/2015	10:15 AM	110	0	53	35	1	6	2	0	3	10	0	0	0	0
6/23/2015	10:30 AM	118	0	48	31	0	5	7	0	4	23	0	0	0	0
6/23/2015	10:45 AM	102	0	40	28	0	5	2	0	7	19	1	0	0	0
6/23/2015	11:00 AM	134	1	54	34	1	4	5	0	13	22	0	0	0	0
6/23/2015	11:15 AM	115	0	54	19	5	7	5	0	6	18	1	0	0	0
6/23/2015	11:30 AM	128	0	54	29	1	4	9	0	9	22	0	0	0	0
6/23/2015	11:45 AM	121	0	57	30	0	2	4	0	5	22	1	0	0	0
6/23/2015	12:00 PM	112	0	39	23	2	3	8	0	9	28	0	0	0	0
6/23/2015	12:15 PM	137	0	67	29	1	6	4	0	11	19	0	0	0	0
6/23/2015	12:30 PM	126	0	48	29	1	5	5	0	11	27	0	0	0	0
6/23/2015	12:45 PM	125	0	62	21	0	6	2	0	10	23	1	0	0	0
6/23/2015	1:00 PM	138	0	67	30	2	7	2	0	9	21	0	0	0	0
6/23/2015	1:15 PM	125	0	58	34	0	4	0	0	10	18	0	1	0	0
6/23/2015	1:30 PM	137	1	66	27	0	9	5	0	11	18	0	0	0	0
6/23/2015	1:45 PM	128	0	64	32	1	3	4	0	8	16	0	0	0	0
6/23/2015	2:00 PM	133	0	72	22	4	8	6	0	5	16	0	0	0	0
6/23/2015	2:15 PM	122	0	58	30	3	5	2	0	4	19	1	0	0	0
6/23/2015	2:30 PM	147	0	59	29	17	12	1	0	4	25	0	0	0	0
6/23/2015	2:45 PM	120	0	66	31	2	0	8	0	2	11	0	0	0	0
6/23/2015	3:00 PM	142	0	76	34	2	5	4	0	8	13	0	0	0	0
6/23/2015	3:15 PM	129	0	58	35	1	3	5	0	7	20	0	0	0	0
6/23/2015	3:30 PM	136	0	76	30	1	5	3	0	5	16	0	0	0	0
6/23/2015	3:45 PM	129	0	66	30	2	5	0	0	7	19	0	0	0	0
6/23/2015	4:00 PM	120	0	60	27	1	5	5	0	8	14	0	0	0	0
6/23/2015	4:15 PM	127	0	67	30	0	9	4	0	5	12	0	0	0	0
6/23/2015	4:30 PM	131	0	72	30	0	6	0	0	7	16	0	0	0	0

6/23/2015	4:45 PM	125	0	62	32	0	4	4	0	7	16	0	0	0	0
6/23/2015	5:00 PM	133	0	72	27	1	7	3	0	10	13	0	0	0	0
6/23/2015	5:15 PM	142	0	84	23	2	10	1	0	6	16	0	0	0	0
6/23/2015	5:30 PM	150	0	72	35	0	9	1	0	4	29	0	0	0	0
6/23/2015	5:45 PM	151	0	87	35	0	1	2	0	6	20	0	0	0	0
6/23/2015	6:00 PM	137	0	74	22	1	7	1	0	12	20	0	0	0	0
6/23/2015	6:15 PM	143	0	84	24	2	6	3	0	5	19	0	0	0	0
6/23/2015	6:30 PM	143	1	87	32	1	4	2	0	7	7	0	2	0	0
6/23/2015	6:45 PM	117	0	61	23	1	5	1	0	8	18	0	0	0	0
6/23/2015	7:00 PM	116	0	62	24	0	2	4	0	8	16	0	0	0	0
6/23/2015	7:15 PM	117	0	72	18	1	1	1	0	11	13	0	0	0	0
6/23/2015	7:30 PM	119	1	75	15	0	1	0	0	10	15	0	2	0	0
6/23/2015	7:45 PM	93	0	50	14	1	2	1	0	10	15	0	0	0	0
6/23/2015	8:00 PM	91	0	47	13	0	4	2	0	9	16	0	0	0	0
6/23/2015	8:15 PM	96	0	51	20	0	6	1	0	8	10	0	0	0	0
6/23/2015	8:30 PM	84	0	49	18	0	0	1	0	10	6	0	0	0	0
6/23/2015	8:45 PM	94	0	48	20	0	2	2	0	4	18	0	0	0	0
6/23/2015	9:00 PM	80	0	48	14	1	1	0	0	4	12	0	0	0	0
6/23/2015	9:15 PM	93	1	52	21	0	1	2	0	5	11	0	0	0	0
6/23/2015	9:30 PM	69	0	40	10	0	4	1	0	4	9	0	1	0	0
6/23/2015	9:45 PM	78	0	41	11	0	2	0	0	8	15	0	1	0	0
6/23/2015	10:00 PM	80	0	48	15	0	1	1	0	6	9	0	0	0	0
6/23/2015	10:15 PM	62	0	36	8	0	0	1	0	5	10	0	2	0	0
6/23/2015	10:30 PM	73	0	42	14	0	0	1	0	3	12	0	1	0	0
6/23/2015	10:45 PM	66	0	43	9	0	2	0	0	4	8	0	0	0	0
6/23/2015	11:00 PM	61	0	34	10	0	1	1	0	4	10	0	1	0	0
6/23/2015	11:15 PM	58	0	32	7	1	1	0	0	2	13	0	1	1	0
6/23/2015	11:30 PM	48	0	26	9	1	0	0	0	3	8	0	1	0	0
6/23/2015	11:45 PM	46	0	18	7	2	1	1	0	9	7	0	0	1	0
6/24/2015	12:00 AM	42	0	22	2	1	0	1	0	6	10	0	0	0	0
6/24/2015	12:15 AM	42	0	15	6	3	0	1	0	7	10	0	0	0	0
6/24/2015	12:30 AM	42	0	27	8	0	1	0	0	1	5	0	0	0	0
6/24/2015	12:45 AM	37	0	19	4	0	0	1	0	4	8	0	0	1	0
6/24/2015	1:00 AM	34	0	24	4	0	0	0	0	1	5	0	0	0	0
6/24/2015	1:15 AM	26	0	18	5	0	0	0	0	1	2	0	0	0	0
6/24/2015	1:30 AM	21	1	7	4	0	1	0	0	1	7	0	0	0	0
6/24/2015	1:45 AM	21	0	11	2	0	1	0	0	3	4	0	0	0	0
6/24/2015	2:00 AM	18	0	8	3	0	1	1	0	2	3	0	0	0	0
6/24/2015	2:15 AM	17	0	3	5	0	0	0	0	2	7	0	0	0	0
6/24/2015	2:30 AM	25	0	12	6	2	1	0	0	3	1	0	0	0	0
6/24/2015	2:45 AM	21	0	8	3	0	2	0	0	2	5	0	1	0	0
6/24/2015	3:00 AM	21	1	10	6	0	1	0	0	1	1	0	1	0	0
6/24/2015	3:15 AM	22	0	6	10	1	0	0	0	2	3	0	0	0	0
6/24/2015	3:30 AM	23	0	14	4	0	2	0	0	0	3	0	0	0	0
6/24/2015	3:45 AM	16	0	8	6	1	0	1	0	0	0	0	0	0	0
6/24/2015	4:00 AM	28	0	13	5	1	2	1	0	1	5	0	0	0	0
6/24/2015	4:15 AM	32	0	16	7	0	1	1	0	1	6	0	0	0	0
6/24/2015	4:30 AM	38	1	21	9	0	0	0	0	2	5	0	0	0	0
6/24/2015	4:45 AM	45	0	26	11	0	2	0	0	2	4	0	0	0	0
6/24/2015	5:00 AM	50	0	29	10	0	1	0	0	2	8	0	0	0	0
6/24/2015	5:15 AM	52	0	31	14	0	1	0	0	2	4	0	0	0	0
6/24/2015	5:30 AM	55	0	25	20	1	0	2	0	1	6	0	0	0	0
6/24/2015	5:45 AM	68	0	32	23	1	6	0	0	2	4	0	0	0	0
6/24/2015	6:00 AM	68	1	41	20	0	2	1	0	2	1	0	0	0	0
6/24/2015	6:15 AM	72	0	38	19	2	3	2	0	3	4	1	0	0	0
6/24/2015	6:30 AM	88	0	48	26	1	6	0	0	1	6	0	0	0	0
6/24/2015	6:45 AM	109	0	49	34	6	5	0	0	6	9	0	0	0	0
6/24/2015	7:00 AM	111	0	51	37	4	8	1	0	5	5	0	0	0	0
6/24/2015	7:15 AM	93	0	52	22	2	5	1	0	6	5	0	0	0	0
6/24/2015	7:30 AM	101	0	48	29	2	8	2	0	8	4	0	0	0	0
6/24/2015	7:45 AM	112	0	58	31	8	5	3	0	2	5	0	0	0	0
6/24/2015	8:00 AM	127	0	77	29	2	3	2	0	2	12	0	0	0	0
6/24/2015	8:15 AM	115	0	59	36	0	4	4	0	4	8	0	0	0	0
6/24/2015	8:30 AM	48	1	18	10	5	12	0	0	1	1	0	0	0	0
6/24/2015	8:45 AM	50	1	18	8	5	11	1	0	2	4	0	0	0	0
6/24/2015	9:00 AM	134	0	81	28	1	4	4	0	7	9	0	0	0	0
6/24/2015	9:15 AM	92	0	34	30	0	8	2	0	7	11	0	0	0	0
6/24/2015	9:30 AM	94	0	42	27	0	3	6	0	7	9	0	0	0	0
6/24/2015	9:45 AM	117	0	56	27	0	11	2	0	3	18	0	0	0	0
6/24/2015	10:00 AM	110	0	43	37	0	4	4	0	12	9	1	0	0	0
6/24/2015	10:15 AM	107	0	49	31	0	7	2	0	3	15	0	0	0	0
6/24/2015	10:30 AM	107	0	45	26	0	8	6	0	5	17	0	0	0	0
6/24/2015	10:45 AM	112	0	37	31	0	7	3	0	11	22	0	1	0	0
6/24/2015	11:00 AM	120	0	52	36	0	3	3	0	8	18	0	0	0	0
6/24/2015	11:15 AM	129	0	65	23	0	5	8	1	7	19	1	0	0	0
6/24/2015	11:30 AM	111	0	57	22	1	4	7	0	9	10	1	0	0	0
6/24/2015	11:45 AM	81	2	38	11	5	6	3	0	10	5	1	0	0	0
6/24/2015	12:00 PM	67	9	26	0	13	10	0	0	8	0	0	1	0	0
6/24/2015	12:15 PM	86	4	36	14	7	5	2	0	11	7	0	0	0	0
6/24/2015	12:30 PM	98	0	28	23	16	10	1	0	18	2	0	0	0	0

6/24/2015	12:45 PM	32	2	5	4	14	7	0	0	0	0	0	0	0	0
6/24/2015	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 PM	121	1	63	28	1	6	3	0	10	9	0	0	0	0
6/24/2015	1:30 PM	127	0	71	29	0	6	2	0	10	8	1	0	0	0
6/24/2015	1:45 PM	129	0	70	30	0	6	2	0	7	13	0	0	1	0
6/24/2015	2:00 PM	123	0	57	19	3	10	4	0	8	22	0	0	0	0
6/24/2015	2:15 PM	131	0	66	32	5	6	3	0	11	7	1	0	0	0
6/24/2015	2:30 PM	140	0	71	24	10	4	3	0	17	10	0	1	0	0
6/24/2015	2:45 PM	148	0	77	39	13	2	2	0	5	10	0	0	0	0
6/24/2015	3:00 PM	139	0	75	29	5	4	1	0	11	13	1	0	0	0
6/24/2015	3:15 PM	142	0	81	28	2	4	4	0	13	10	0	0	0	0
6/24/2015	3:30 PM	122	1	77	16	1	3	0	0	10	14	0	0	0	0
6/24/2015	3:45 PM	115	0	61	24	1	4	0	0	12	13	0	0	0	0
6/24/2015	4:00 PM	133	0	75	27	0	4	1	0	14	11	0	1	0	0
6/24/2015	4:15 PM	135	0	58	34	1	10	1	0	16	14	1	0	0	0
6/24/2015	4:30 PM	114	0	66	20	0	4	5	0	16	3	0	0	0	0
6/24/2015	4:45 PM	123	0	59	31	1	8	1	0	16	6	1	0	0	0
6/24/2015	5:00 PM	134	0	69	30	0	8	4	0	10	12	0	1	0	0
6/24/2015	5:15 PM	120	0	69	22	0	7	3	0	11	8	0	0	0	0
6/24/2015	5:30 PM	142	0	74	33	1	8	0	0	11	15	0	0	0	0
6/24/2015	5:45 PM	141	0	81	26	1	7	3	0	13	10	0	0	0	0
6/24/2015	6:00 PM	154	0	92	32	1	4	3	0	13	9	0	0	0	0
6/24/2015	6:15 PM	134	0	77	27	3	3	0	0	15	9	0	0	0	0
6/24/2015	6:30 PM	136	0	76	28	3	4	2	0	11	12	0	0	0	0
6/24/2015	6:45 PM	126	0	69	31	0	3	2	0	12	8	0	1	0	0
6/24/2015	7:00 PM	121	0	66	30	0	2	3	0	12	8	0	0	0	0
6/24/2015	7:15 PM	109	3	61	26	2	4	0	0	8	5	0	0	0	0
6/24/2015	7:30 PM	108	0	60	20	0	3	1	0	12	12	0	0	0	0
6/24/2015	7:45 PM	94	0	50	26	0	5	1	0	6	6	0	0	0	0
6/24/2015	8:00 PM	99	2	58	18	1	4	0	0	10	6	0	0	0	0
6/24/2015	8:15 PM	96	0	56	18	1	1	0	0	14	6	0	0	0	0
6/24/2015	8:30 PM	103	1	57	24	1	2	0	0	12	5	0	1	0	0
6/24/2015	8:45 PM	55	1	24	13	0	0	0	0	6	11	0	0	0	0
6/24/2015	9:00 PM	40	0	15	9	0	2	0	0	11	3	0	0	0	0
6/24/2015	9:15 PM	45	0	16	9	0	1	0	0	11	8	0	0	0	0
6/24/2015	9:30 PM	13	1	5	5	0	0	0	0	1	1	0	0	0	0
6/24/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6/25/2015	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 AM	101	0	42	30	1	7	7	0	5	9	0	0	0	0
6/25/2015	9:30 AM	108	0	55	28	2	5	2	0	4	12	0	0	0	0
6/25/2015	9:45 AM	103	1	39	26	0	12	3	0	9	12	0	0	1	0
6/25/2015	10:00 AM	109	1	46	24	0	9	6	0	9	14	0	0	0	0
6/25/2015	10:15 AM	130	1	57	24	2	6	5	0	7	27	1	0	0	0
6/25/2015	10:30 AM	108	0	46	21	1	14	4	0	9	13	0	0	0	0
6/25/2015	10:45 AM	124	0	51	25	1	7	1	0	21	18	0	0	0	0
6/25/2015	11:00 AM	122	0	60	32	0	8	4	0	9	9	0	0	0	0
6/25/2015	11:15 AM	113	0	53	23	3	4	3	0	13	13	1	0	0	0
6/25/2015	11:30 AM	124	0	65	19	2	9	6	0	11	12	0	0	0	0
6/25/2015	11:45 AM	116	0	48	22	4	8	0	0	12	22	0	0	0	0
6/25/2015	12:00 PM	128	0	60	20	2	7	3	0	13	23	0	0	0	0
6/25/2015	12:15 PM	124	0	68	31	1	7	2	0	5	9	1	0	0	0
6/25/2015	12:30 PM	121	1	55	30	3	3	5	0	12	12	0	0	0	0
6/25/2015	12:45 PM	120	0	58	28	0	9	1	0	8	16	0	0	0	0
6/25/2015	1:00 PM	126	1	58	30	4	7	3	0	11	11	1	0	0	0
6/25/2015	1:15 PM	19	0	1	7	5	6	0	0	0	0	0	0	0	0
6/25/2015	1:30 PM	13	1	0	2	3	7	0	0	0	0	0	0	0	0
6/25/2015	1:45 PM	12	1	0	0	5	6	0	0	0	0	0	0	0	0
6/25/2015	2:00 PM	14	4	2	1	2	5	0	0	0	0	0	0	0	0
6/25/2015	2:15 PM	3	0	2	0	0	1	0	0	0	0	0	0	0	0
6/25/2015	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 PM	39	1	19	9	1	1	1	0	4	3	0	0	0	0
6/25/2015	3:15 PM	122	0	63	23	3	9	2	0	10	12	0	0	0	0
6/25/2015	3:30 PM	122	0	68	29	2	6	4	0	8	4	0	1	0	0
6/25/2015	3:45 PM	137	0	79	35	1	5	4	0	8	5	0	0	0	0
6/25/2015	4:00 PM	145	0	85	35	2	5	2	0	9	7	0	0	0	0
6/25/2015	4:15 PM	141	0	83	22	3	5	5	0	19	4	0	0	0	0
6/25/2015	4:30 PM	132	0	69	32	2	7	5	0	5	12	0	0	0	0
6/25/2015	4:45 PM	128	0	63	27	1	9	4	0	17	7	0	0	0	0
6/25/2015	5:00 PM	46	1	22	13	0	0	2	0	7	1	0	0	0	0
6/25/2015	5:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 PM	2	0	1	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 PM	5	0	2	0	1	1	0	0	1	0	0	0	0	0
6/25/2015	7:00 PM	3	0	1	1	0	1	0	0	0	0	0	0	0	0
6/25/2015	7:15 PM	4	0	2	0	0	1	0	0	1	0	0	0	0	0
6/25/2015	7:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 PM	2	0	1	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	8:15 PM	5	0	4	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	8:30 PM	5	0	4	0	0	0	0	0	1	0	0	0	0	0
6/25/2015	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channel: LEFT LANE

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6/23/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 AM	99	1	52	20	1	5	6	0	6	8	0	0	0	0
6/23/2015	9:45 AM	135	0	69	34	3	8	3	0	1	16	1	0	0	0
6/23/2015	10:00 AM	136	0	78	32	1	6	0	0	6	13	0	0	0	0
6/23/2015	10:15 AM	113	0	59	33	1	9	1	0	4	6	0	0	0	0
6/23/2015	10:30 AM	124	0	60	37	4	3	5	0	4	11	0	0	0	0
6/23/2015	10:45 AM	123	1	66	31	2	4	3	0	9	6	1	0	0	0
6/23/2015	11:00 AM	150	2	75	41	1	4	2	0	6	19	0	0	0	0
6/23/2015	11:15 AM	127	0	68	29	6	8	4	0	2	10	0	0	0	0
6/23/2015	11:30 AM	135	0	68	35	4	3	7	0	6	12	0	0	0	0
6/23/2015	11:45 AM	139	1	68	39	3	2	4	0	6	15	1	0	0	0
6/23/2015	12:00 PM	117	0	58	27	4	4	5	0	5	14	0	0	0	0
6/23/2015	12:15 PM	146	1	90	34	5	4	2	0	4	6	0	0	0	0
6/23/2015	12:30 PM	147	0	74	35	7	6	2	0	9	14	0	0	0	0
6/23/2015	12:45 PM	126	0	75	21	2	8	1	0	7	11	1	0	0	0
6/23/2015	1:00 PM	165	0	90	42	7	10	2	0	5	9	0	0	0	0
6/23/2015	1:15 PM	140	0	77	35	3	5	2	0	6	11	0	1	0	0
6/23/2015	1:30 PM	169	1	93	37	5	9	5	0	8	11	0	0	0	0
6/23/2015	1:45 PM	171	0	98	48	3	7	3	0	4	8	0	0	0	0
6/23/2015	2:00 PM	141	0	68	29	8	11	4	0	12	9	0	0	0	0
6/23/2015	2:15 PM	130	1	67	33	6	7	1	0	6	9	0	0	0	0
6/23/2015	2:30 PM	187	0	99	34	19	11	4	0	7	13	0	0	0	0
6/23/2015	2:45 PM	134	0	83	28	4	7	4	0	2	6	0	0	0	0
6/23/2015	3:00 PM	180	0	95	48	7	6	6	0	13	5	0	0	0	0
6/23/2015	3:15 PM	149	1	86	35	0	6	3	0	10	8	0	0	0	0
6/23/2015	3:30 PM	173	0	105	47	2	8	1	0	7	3	0	0	0	0
6/23/2015	3:45 PM	166	0	99	41	1	8	0	0	8	9	0	0	0	0
6/23/2015	4:00 PM	117	0	60	29	3	9	3	0	9	4	0	0	0	0
6/23/2015	4:15 PM	147	0	83	34	5	9	3	0	4	9	0	0	0	0
6/23/2015	4:30 PM	160	0	99	40	1	7	4	0	6	3	0	0	0	0
6/23/2015	4:45 PM	170	0	104	41	1	4	3	0	8	9	0	0	0	0
6/23/2015	5:00 PM	172	0	95	45	2	11	2	0	9	8	0	0	0	0
6/23/2015	5:15 PM	176	0	114	42	0	6	2	0	6	6	0	0	0	0
6/23/2015	5:30 PM	208	0	121	62	3	7	0	0	6	9	0	0	0	0
6/23/2015	5:45 PM	172	0	112	40	2	6	0	0	4	8	0	0	0	0
6/23/2015	6:00 PM	179	0	116	36	3	8	1	0	7	8	0	0	0	0
6/23/2015	6:15 PM	162	0	102	36	4	6	4	0	6	4	0	0	0	0
6/23/2015	6:30 PM	159	2	106	39	0	4	1	0	4	3	0	0	0	0
6/23/2015	6:45 PM	149	0	95	27	2	6	2	0	10	7	0	0	0	0
6/23/2015	7:00 PM	147	1	85	42	1	4	3	0	4	7	0	0	0	0
6/23/2015	7:15 PM	145	0	98	23	4	4	2	0	8	6	0	0	0	0
6/23/2015	7:30 PM	136	1	90	23	1	5	1	0	9	5	0	1	0	0
6/23/2015	7:45 PM	99	0	63	17	1	2	1	0	7	8	0	0	0	0
6/23/2015	8:00 PM	98	0	58	20	2	3	2	0	7	6	0	0	0	0
6/23/2015	8:15 PM	112	0	78	15	5	4	1	0	6	3	0	0	0	0
6/23/2015	8:30 PM	89	0	61	20	0	0	1	0	5	2	0	0	0	0
6/23/2015	8:45 PM	95	0	56	20	1	3	2	0	6	7	0	0	0	0
6/23/2015	9:00 PM	96	0	64	17	1	3	1	0	4	6	0	0	0	0
6/23/2015	9:15 PM	98	1	62	21	0	2	0	0	9	3	0	0	0	0
6/23/2015	9:30 PM	84	0	58	15	2	2	2	0	2	3	0	0	0	0
6/23/2015	9:45 PM	68	0	39	14	2	3	0	0	5	5	0	0	0	0
6/23/2015	10:00 PM	75	0	45	13	0	3	2	0	7	5	0	0	0	0
6/23/2015	10:15 PM	53	0	31	10	1	0	1	0	6	4	0	0	0	0
6/23/2015	10:30 PM	72	0	45	8	1	2	2	0	5	9	0	0	0	0
6/23/2015	10:45 PM	73	0	49	12	1	1	1	0	4	5	0	0	0	0
6/23/2015	11:00 PM	55	0	43	9	0	0	0	0	3	0	0	0	0	0
6/23/2015	11:15 PM	57	0	37	9	1	0	2	0	4	4	0	0	0	0
6/23/2015	11:30 PM	51	0	33	12	2	0	0	0	1	3	0	0	0	0

6/23/2015	11:45 PM	50	0	28	12	2	0	0	0	3	5	0	0	0	0
6/24/2015	12:00 AM	40	0	30	2	0	1	0	0	2	5	0	0	0	0
6/24/2015	12:15 AM	38	0	19	8	2	0	0	0	4	5	0	0	0	0
6/24/2015	12:30 AM	34	0	23	7	0	1	0	0	3	0	0	0	0	0
6/24/2015	12:45 AM	28	0	18	3	0	0	0	0	3	4	0	0	0	0
6/24/2015	1:00 AM	38	0	28	7	0	0	0	0	2	1	0	0	0	0
6/24/2015	1:15 AM	19	0	14	3	1	0	0	0	0	1	0	0	0	0
6/24/2015	1:30 AM	14	0	1	5	3	5	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	3	0	1	0	0	2	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	6	0	1	1	1	3	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	9	0	0	0	4	4	0	0	1	0	0	0	0	0
6/24/2015	7:15 AM	4	1	0	0	1	2	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	13	1	1	1	4	4	0	0	1	0	0	1	0	0
6/24/2015	8:00 AM	16	1	1	0	5	4	0	0	4	0	0	1	0	0
6/24/2015	8:15 AM	8	0	1	1	1	4	0	0	1	0	0	0	0	0
6/24/2015	8:30 AM	8	0	1	0	4	3	0	0	0	0	0	0	0	0
6/24/2015	8:45 AM	52	0	18	17	0	14	1	0	0	2	0	0	0	0
6/24/2015	9:00 AM	129	0	84	31	3	4	2	0	0	5	0	0	0	0
6/24/2015	9:15 AM	117	0	56	38	2	9	1	0	5	6	0	0	0	0
6/24/2015	9:30 AM	93	1	37	36	0	6	2	0	6	5	0	0	0	0
6/24/2015	9:45 AM	119	0	60	28	5	17	2	0	3	4	0	0	0	0
6/24/2015	10:00 AM	122	0	63	33	4	5	3	0	4	10	0	0	0	0
6/24/2015	10:15 AM	106	0	57	31	2	8	1	0	4	3	0	0	0	0
6/24/2015	10:30 AM	107	0	58	24	3	11	3	0	3	5	0	0	0	0
6/24/2015	10:45 AM	110	0	42	35	2	10	3	0	10	7	0	1	0	0
6/24/2015	11:00 AM	109	0	58	31	1	6	1	0	6	6	0	0	0	0
6/24/2015	11:15 AM	118	0	65	26	3	5	6	0	5	8	0	0	0	0
6/24/2015	11:30 AM	117	0	69	25	2	4	3	0	4	8	1	1	0	0
6/24/2015	11:45 AM	139	0	65	37	6	13	3	0	11	4	0	0	0	0
6/24/2015	12:00 PM	164	3	86	35	4	9	1	0	15	10	0	1	0	0
6/24/2015	12:15 PM	134	0	59	35	5	8	9	0	11	7	0	0	0	0
6/24/2015	12:30 PM	160	0	91	32	9	11	4	0	9	4	0	0	0	0
6/24/2015	12:45 PM	165	0	94	32	8	8	0	0	14	9	0	0	0	0
6/24/2015	1:00 PM	185	0	110	45	1	5	2	0	16	6	0	0	0	0
6/24/2015	1:15 PM	139	1	86	33	1	6	2	0	5	5	0	0	0	0
6/24/2015	1:30 PM	151	0	83	37	4	10	5	0	9	3	0	0	0	0
6/24/2015	1:45 PM	107	0	62	25	2	9	0	0	3	6	0	0	0	0
6/24/2015	2:00 PM	118	1	53	28	16	14	0	0	6	0	0	0	0	0
6/24/2015	2:15 PM	43	0	12	9	8	13	0	0	1	0	0	0	0	0
6/24/2015	2:30 PM	29	1	1	4	9	14	0	0	0	0	0	0	0	0
6/24/2015	2:45 PM	36	0	1	5	12	16	0	0	2	0	0	0	0	0
6/24/2015	3:00 PM	27	0	0	8	7	9	0	0	2	0	0	1	0	0
6/24/2015	3:15 PM	29	1	2	5	9	10	0	0	2	0	0	0	0	0
6/24/2015	3:30 PM	26	2	1	3	7	11	1	0	0	0	0	1	0	0
6/24/2015	3:45 PM	22	1	1	5	8	7	0	0	0	0	0	0	0	0
6/24/2015	4:00 PM	19	2	1	0	7	9	0	0	0	0	0	0	0	0
6/24/2015	4:15 PM	29	0	0	1	11	14	0	0	3	0	0	0	0	0
6/24/2015	4:30 PM	21	0	1	0	9	11	0	0	0	0	0	0	0	0
6/24/2015	4:45 PM	31	0	0	8	13	9	0	0	1	0	0	0	0	0
6/24/2015	5:00 PM	107	1	55	20	5	10	5	0	2	8	0	1	0	0
6/24/2015	5:15 PM	133	0	77	30	3	12	2	0	5	4	0	0	0	0
6/24/2015	5:30 PM	139	0	91	28	8	5	1	0	3	3	0	0	0	0
6/24/2015	5:45 PM	179	1	111	41	6	9	0	0	4	7	0	0	0	0
6/24/2015	6:00 PM	167	0	106	39	6	6	3	0	5	2	0	0	0	0
6/24/2015	6:15 PM	152	0	93	34	5	6	2	0	4	8	0	0	0	0
6/24/2015	6:30 PM	132	0	82	26	6	7	2	0	3	6	0	0	0	0
6/24/2015	6:45 PM	128	0	76	28	5	9	3	0	4	3	0	0	0	0
6/24/2015	7:00 PM	133	1	72	35	8	7	1	0	1	8	0	0	0	0
6/24/2015	7:15 PM	136	1	78	40	3	4	1	0	5	4	0	0	0	0
6/24/2015	7:30 PM	124	0	80	25	4	5	2	0	6	2	0	0	0	0

6/24/2015	7:45 PM	94	0	60	23	1	4	1	0	4	1	0	0	0	0
6/24/2015	8:00 PM	93	1	60	18	3	4	1	0	3	3	0	0	0	0
6/24/2015	8:15 PM	86	1	55	16	5	5	0	0	1	2	0	1	0	0
6/24/2015	8:30 PM	113	0	60	30	1	8	1	0	6	6	0	1	0	0
6/24/2015	8:45 PM	52	1	27	12	3	3	0	0	2	4	0	0	0	0
6/24/2015	9:00 PM	39	0	19	10	3	0	0	0	1	6	0	0	0	0
6/24/2015	9:15 PM	43	0	20	9	4	2	1	0	1	6	0	0	0	0
6/24/2015	9:30 PM	8	1	3	2	0	0	0	0	0	2	0	0	0	0
6/24/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:00 AM	29	0	16	8	0	2	2	0	1	0	0	0	0	0
6/25/2015	9:15 AM	123	0	69	42	2	1	3	0	2	4	0	0	0	0
6/25/2015	9:30 AM	92	0	53	25	1	2	1	0	3	7	0	0	0	0
6/25/2015	9:45 AM	99	1	47	35	1	7	4	0	2	1	0	0	1	0
6/25/2015	10:00 AM	109	2	56	28	2	5	3	0	6	7	0	0	0	0
6/25/2015	10:15 AM	139	1	73	32	5	5	5	0	5	12	1	0	0	0
6/25/2015	10:30 AM	104	1	50	29	0	9	4	0	5	5	0	0	1	0
6/25/2015	10:45 AM	104	0	49	28	3	8	2	0	7	7	0	0	0	0
6/25/2015	11:00 AM	115	0	75	27	1	1	2	0	5	4	0	0	0	0
6/25/2015	11:15 AM	122	0	69	28	4	3	2	0	5	11	0	0	0	0
6/25/2015	11:30 AM	115	0	73	20	2	8	2	0	2	8	0	0	0	0
6/25/2015	11:45 AM	122	0	62	30	7	5	2	0	9	7	0	0	0	0
6/25/2015	12:00 PM	128	1	69	22	8	7	4	0	8	8	0	1	0	0
6/25/2015	12:15 PM	127	0	82	29	4	2	3	0	3	4	0	0	0	0
6/25/2015	12:30 PM	135	1	75	31	7	1	2	0	8	10	0	0	0	0
6/25/2015	12:45 PM	136	0	83	31	3	4	4	0	6	5	0	0	0	0
6/25/2015	1:00 PM	152	0	99	33	7	5	2	0	2	4	0	0	0	0
6/25/2015	1:15 PM	204	2	105	61	2	7	7	0	9	10	1	0	0	0
6/25/2015	1:30 PM	188	0	108	45	0	10	2	0	11	12	0	0	0	0
6/25/2015	1:45 PM	211	0	125	45	1	6	7	0	11	16	0	0	0	0
6/25/2015	2:00 PM	197	0	109	46	4	9	3	0	9	17	0	0	0	0
6/25/2015	2:15 PM	224	0	120	57	11	7	9	0	10	10	0	0	0	0
6/25/2015	2:30 PM	179	0	112	36	3	3	5	0	7	13	0	0	0	0
6/25/2015	2:45 PM	208	0	118	46	15	8	5	0	4	12	0	0	0	0
6/25/2015	3:00 PM	238	2	127	57	15	8	5	0	10	14	0	0	0	0
6/25/2015	3:15 PM	127	0	81	21	5	4	2	0	8	6	0	0	0	0
6/25/2015	3:30 PM	110	0	73	20	2	5	4	0	3	2	0	1	0	0

6/25/2015	3:45 PM	149	0	96	32	3	5	3	0	7	3	0	0	0	0
6/25/2015	4:00 PM	138	0	90	28	1	6	1	0	4	7	1	0	0	0
6/25/2015	4:15 PM	152	0	105	16	10	9	1	0	7	3	1	0	0	0
6/25/2015	4:30 PM	131	0	89	22	4	5	3	0	0	7	1	0	0	0
6/25/2015	4:45 PM	166	0	90	38	2	9	3	0	12	12	0	0	0	0
6/25/2015	5:00 PM	186	1	115	42	0	7	1	0	6	13	0	1	0	0
6/25/2015	5:15 PM	230	0	132	51	3	6	5	0	15	18	0	0	0	0
6/25/2015	5:30 PM	220	0	144	44	2	6	4	0	5	15	0	0	0	0
6/25/2015	5:45 PM	223	0	139	48	2	7	1	0	6	20	0	0	0	0
6/25/2015	6:00 PM	231	1	151	45	6	7	1	0	11	9	0	0	0	0
6/25/2015	6:15 PM	228	0	139	43	7	4	4	0	14	17	0	0	0	0
6/25/2015	6:30 PM	223	1	137	49	3	6	0	0	15	12	0	0	0	0
6/25/2015	6:45 PM	219	0	145	47	2	1	2	0	8	14	0	0	0	0
6/25/2015	7:00 PM	183	0	123	30	0	3	1	0	7	19	0	0	0	0
6/25/2015	7:15 PM	178	1	124	28	2	5	3	0	3	10	1	0	1	0
6/25/2015	7:30 PM	167	1	102	35	5	3	1	0	3	17	0	0	0	0
6/25/2015	7:45 PM	107	0	75	16	1	2	0	0	8	5	0	0	0	0
6/25/2015	8:00 PM	111	1	67	15	1	4	1	0	13	9	0	0	0	0
6/25/2015	8:15 PM	120	0	73	24	0	1	2	0	10	10	0	0	0	0
6/25/2015	8:30 PM	33	0	19	3	2	2	0	0	3	4	0	0	0	0
6/25/2015	8:45 PM	2	0	0	0	1	1	0	0	0	0	0	0	0	0
6/25/2015	9:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/25/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/25/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Data File: '6-29-15-3247.rdf'
Site Code: '0064A-3247'
Start Date: 6/22/2015
Start Time: 6:45:00 PM
Sensor Layout: '67'
Sensor Spacing: '192' '192'
'Location': 'US 281 SB S. OF FM 1925'
'Direction': 'US 281 SB'
'Weather': 'GOOD'

Channel: RIGHT LANE Bad data highlighted in red. Only bad data is from 11 PM on 6/22 to 10 AM on 6/23 and 4:45 PM 6/23 to 9 AM 6/24.

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	44	5	1	19	9	8	0	0	0	2	0	0	0	0
6/23/2015	12:15 AM	37	3	6	14	6	5	1	0	1	1	0	0	0	0
6/23/2015	12:30 AM	33	2	0	11	8	8	2	0	0	2	0	0	0	0
6/23/2015	12:45 AM	33	2	1	14	4	7	0	0	3	2	0	0	0	0
6/23/2015	1:00 AM	17	1	3	10	0	3	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	24	1	1	9	2	6	1	0	0	4	0	0	0	0
6/23/2015	1:30 AM	25	2	3	11	1	5	2	0	0	1	0	0	0	0
6/23/2015	1:45 AM	27	5	0	9	5	4	1	0	0	3	0	0	0	0
6/23/2015	2:00 AM	20	3	0	5	8	2	0	0	1	1	0	0	0	0
6/23/2015	2:15 AM	20	1	1	9	3	3	1	0	1	0	0	1	0	0
6/23/2015	2:30 AM	24	4	0	7	8	2	1	0	0	2	0	0	0	0
6/23/2015	2:45 AM	21	2	1	7	4	5	1	0	1	0	0	0	0	0
6/23/2015	3:00 AM	15	2	0	7	1	3	0	0	1	1	0	0	0	0
6/23/2015	3:15 AM	5	1	0	1	1	2	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	21	2	1	5	2	5	1	0	2	3	0	0	0	0
6/23/2015	3:45 AM	16	1	0	3	5	5	1	0	0	1	0	0	0	0
6/23/2015	4:00 AM	17	1	2	4	0	4	3	0	0	2	0	1	0	0
6/23/2015	4:15 AM	30	2	1	12	5	6	2	0	1	1	0	0	0	0
6/23/2015	4:30 AM	16	2	2	2	3	5	1	0	1	0	0	0	0	0
6/23/2015	4:45 AM	29	5	1	8	3	9	1	0	0	1	0	0	1	0
6/23/2015	5:00 AM	24	4	0	3	4	8	2	0	2	1	0	0	0	0
6/23/2015	5:15 AM	39	4	1	15	5	8	0	0	0	6	0	0	0	0
6/23/2015	5:30 AM	35	3	1	13	3	12	0	0	1	2	0	0	0	0
6/23/2015	5:45 AM	50	4	4	17	7	10	0	0	3	5	0	0	0	0
6/23/2015	6:00 AM	46	3	0	16	7	13	1	0	2	4	0	0	0	0
6/23/2015	6:15 AM	63	6	0	30	6	17	1	0	1	1	0	0	1	0
6/23/2015	6:30 AM	61	0	1	32	7	13	4	0	2	2	0	0	0	0
6/23/2015	6:45 AM	89	2	7	42	12	23	1	0	0	2	0	0	0	0
6/23/2015	7:00 AM	88	5	2	47	11	19	1	0	1	1	0	1	0	0
6/23/2015	7:15 AM	124	6	2	55	9	39	5	0	2	6	0	0	0	0
6/23/2015	7:30 AM	116	1	4	51	16	35	5	0	1	2	0	1	0	0
6/23/2015	7:45 AM	160	9	8	66	15	48	8	0	1	3	0	1	1	0
6/23/2015	8:00 AM	118	6	2	52	14	37	5	0	0	1	0	1	0	0
6/23/2015	8:15 AM	136	6	4	63	15	35	4	0	3	5	0	1	0	0
6/23/2015	8:30 AM	115	5	3	45	12	41	3	0	5	1	0	0	0	0
6/23/2015	8:45 AM	119	5	2	58	13	29	2	0	6	4	0	0	0	0
6/23/2015	9:00 AM	107	7	4	35	17	30	6	0	4	3	0	0	1	0
6/23/2015	9:15 AM	115	7	5	43	9	32	9	0	2	8	0	0	0	0
6/23/2015	9:30 AM	99	6	1	39	14	28	3	0	3	4	0	1	0	0
6/23/2015	9:45 AM	79	9	6	23	15	20	2	0	2	2	0	0	0	0
6/23/2015	10:00 AM	62	13	3	19	8	11	6	0	0	2	0	0	0	0
6/23/2015	10:15 AM	61	19	2	14	10	13	2	0	0	1	0	0	0	0
6/23/2015	10:30 AM	47	4	0	17	12	11	1	0	2	0	0	0	0	0
6/23/2015	10:45 AM	60	10	0	23	14	12	0	0	0	1	0	0	0	0
6/23/2015	11:00 AM	63	5	1	19	12	19	4	0	1	1	0	1	0	0
6/23/2015	11:15 AM	59	10	3	17	7	16	3	0	2	1	0	0	0	0
6/23/2015	11:30 AM	80	20	3	22	13	15	1	0	1	5	0	0	0	0
6/23/2015	11:45 AM	45	14	0	11	9	9	2	0	0	0	0	0	0	0
6/23/2015	12:00 PM	49	12	0	15	6	14	1	0	1	0	0	0	0	0
6/23/2015	12:15 PM	56	23	0	9	9	15	0	0	0	0	0	0	0	0
6/23/2015	12:30 PM	60	20	0	15	9	14	0	0	0	2	0	0	0	0
6/23/2015	12:45 PM	53	16	0	12	9	10	3	0	0	3	0	0	0	0
6/23/2015	1:00 PM	73	22	4	20	7	12	5	0	1	2	0	0	0	0
6/23/2015	1:15 PM	52	16	0	11	10	11	0	0	2	2	0	0	0	0
6/23/2015	1:30 PM	54	5	1	18	12	12	1	0	2	3	0	0	0	0
6/23/2015	1:45 PM	76	12	1	22	19	17	0	0	0	3	0	2	0	0
6/23/2015	2:00 PM	60	11	1	18	9	14	1	0	4	1	0	1	0	0
6/23/2015	2:15 PM	67	14	0	15	22	10	2	0	4	0	0	0	0	0
6/23/2015	2:30 PM	74	12	2	18	14	22	4	0	1	1	0	0	0	0
6/23/2015	2:45 PM	81	15	2	18	27	12	1	0	3	3	0	0	0	0
6/23/2015	3:00 PM	61	7	2	21	16	11	0	0	1	3	0	0	0	0
6/23/2015	3:15 PM	60	14	1	13	14	15	1	0	0	2	0	0	0	0
6/23/2015	3:30 PM	60	22	1	18	13	5	1	0	0	0	0	0	0	0
6/23/2015	3:45 PM	62	19	2	20	6	14	0	0	0	1	0	0	0	0
6/23/2015	4:00 PM	62	13	0	19	9	15	2	0	1	3	0	0	0	0
6/23/2015	4:15 PM	55	15	1	16	8	13	0	0	1	1	0	0	0	0
6/23/2015	4:30 PM	47	11	2	11	9	9	3	0	1	1	0	0	0	0
6/23/2015	4:45 PM	2	0	0	0	1	1	0	0	0	0	0	0	0	0

6/23/2015	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6/24/2015	8:45 AM	44	2	3	17	7	10	2	0	2	1	0	0	0
6/24/2015	9:00 AM	68	6	3	20	10	19	4	0	1	5	0	0	0
6/24/2015	9:15 AM	67	8	4	22	14	10	5	0	3	1	0	0	0
6/24/2015	9:30 AM	55	4	3	17	10	15	4	0	0	2	0	0	0
6/24/2015	9:45 AM	93	17	5	31	14	17	2	0	1	6	0	0	0
6/24/2015	10:00 AM	81	7	3	30	14	13	4	0	4	6	0	0	0
6/24/2015	10:15 AM	108	9	5	41	13	29	5	0	2	4	0	0	0
6/24/2015	10:30 AM	80	5	2	34	10	18	3	0	3	4	0	1	0
6/24/2015	10:45 AM	94	9	4	36	10	25	0	0	5	5	0	0	0
6/24/2015	11:00 AM	91	9	3	40	10	19	0	0	5	5	0	0	0
6/24/2015	11:15 AM	75	2	5	33	6	22	1	0	0	6	0	0	0
6/24/2015	11:30 AM	89	6	3	31	16	19	5	0	2	7	0	0	0
6/24/2015	11:45 AM	84	9	1	29	11	25	2	0	2	5	0	0	0
6/24/2015	12:00 PM	80	9	1	26	12	22	2	0	2	6	0	0	0
6/24/2015	12:15 PM	66	9	1	20	15	12	0	0	1	8	0	0	0
6/24/2015	12:30 PM	89	12	4	40	11	10	3	0	2	7	0	0	0
6/24/2015	12:45 PM	95	9	8	34	10	22	2	0	4	5	0	1	0
6/24/2015	1:00 PM	90	11	3	42	7	20	3	0	1	3	0	0	0

6/24/2015	1:15 PM	100	8	6	55	4	18	1	0	4	4	0	0	0	0
6/24/2015	1:30 PM	84	14	4	29	15	16	2	0	1	3	0	0	0	0
6/24/2015	1:45 PM	80	7	5	36	3	25	1	0	2	0	0	1	0	0
6/24/2015	2:00 PM	86	8	4	34	6	26	2	0	4	2	0	0	0	0
6/24/2015	2:15 PM	92	8	3	43	10	18	0	0	4	6	0	0	0	0
6/24/2015	2:30 PM	108	6	3	47	11	28	3	0	4	6	0	0	0	0
6/24/2015	2:45 PM	122	11	6	47	17	28	1	0	6	6	0	0	0	0
6/24/2015	3:00 PM	122	11	4	42	17	37	4	0	4	3	0	0	0	0
6/24/2015	3:15 PM	107	6	2	40	17	33	1	0	2	6	0	0	0	0
6/24/2015	3:30 PM	94	10	3	36	15	26	1	0	0	3	0	0	0	0
6/24/2015	3:45 PM	108	9	4	50	10	26	1	0	5	3	0	0	0	0
6/24/2015	4:00 PM	111	6	5	40	12	38	2	0	2	5	0	1	0	0
6/24/2015	4:15 PM	95	8	3	34	11	29	4	0	3	3	0	0	0	0
6/24/2015	4:30 PM	86	1	6	38	9	25	3	0	0	4	0	0	0	0
6/24/2015	4:45 PM	99	7	6	40	12	21	2	0	2	9	0	0	0	0
6/24/2015	5:00 PM	88	5	7	34	8	25	2	0	2	5	0	0	0	0
6/24/2015	5:15 PM	103	6	2	54	8	26	3	0	0	4	0	0	0	0
6/24/2015	5:30 PM	86	7	5	39	4	25	2	0	1	3	0	0	0	0
6/24/2015	5:45 PM	85	7	4	38	7	25	1	0	2	1	0	0	0	0
6/24/2015	6:00 PM	58	4	3	22	13	15	0	0	0	1	0	0	0	0
6/24/2015	6:15 PM	61	9	2	21	6	17	1	0	4	1	0	0	0	0
6/24/2015	6:30 PM	65	2	1	25	9	20	2	0	2	3	0	1	0	0
6/24/2015	6:45 PM	56	9	2	21	11	10	0	0	1	2	0	0	0	0
6/24/2015	7:00 PM	59	8	0	25	10	11	3	0	2	0	0	0	0	0
6/24/2015	7:15 PM	43	9	1	13	7	12	1	0	0	0	0	0	0	0
6/24/2015	7:30 PM	35	7	3	6	7	7	2	0	1	2	0	0	0	0
6/24/2015	7:45 PM	37	8	2	10	7	4	3	0	1	2	0	0	0	0
6/24/2015	8:00 PM	31	4	2	7	8	5	0	0	4	1	0	0	0	0
6/24/2015	8:15 PM	29	3	0	9	7	5	1	0	1	3	0	0	0	0
6/24/2015	8:30 PM	34	4	1	13	4	6	1	0	0	5	0	0	0	0
6/24/2015	8:45 PM	46	12	1	12	11	9	0	0	0	1	0	0	0	0
6/24/2015	9:00 PM	35	6	1	11	9	6	0	0	1	1	0	0	0	0
6/24/2015	9:15 PM	33	4	0	15	6	6	1	0	0	1	0	0	0	0
6/24/2015	9:30 PM	31	7	0	14	4	5	1	0	0	0	0	0	0	0
6/24/2015	9:45 PM	23	2	2	13	4	1	0	0	1	0	0	0	0	0
6/24/2015	10:00 PM	26	5	1	8	4	6	1	0	0	0	0	1	0	0
6/24/2015	10:15 PM	19	5	0	4	3	4	1	0	0	2	0	0	0	0
6/24/2015	10:30 PM	20	2	2	5	2	6	1	0	0	2	0	0	0	0
6/24/2015	10:45 PM	28	1	0	10	10	5	1	0	1	0	0	0	0	0
6/24/2015	11:00 PM	26	6	2	8	5	3	1	0	0	1	0	0	0	0
6/24/2015	11:15 PM	34	7	0	12	4	10	1	0	0	0	0	0	0	0
6/24/2015	11:30 PM	23	3	2	6	5	3	2	0	2	0	0	0	0	0
6/24/2015	11:45 PM	15	2	1	6	2	3	1	0	0	0	0	0	0	0
6/25/2015	12:00 AM	25	4	0	7	4	6	1	0	1	1	0	1	0	0
6/25/2015	12:15 AM	25	6	1	7	5	0	2	0	3	1	0	0	0	0
6/25/2015	12:30 AM	28	6	2	6	9	3	2	0	0	0	0	0	0	0
6/25/2015	12:45 AM	29	6	0	7	11	1	2	0	1	0	0	1	0	0
6/25/2015	1:00 AM	25	8	0	3	7	3	0	0	1	2	0	1	0	0
6/25/2015	1:15 AM	15	4	0	3	3	2	1	0	0	2	0	0	0	0
6/25/2015	1:30 AM	21	6	1	2	7	2	0	0	1	2	0	0	0	0
6/25/2015	1:45 AM	18	4	1	5	3	3	0	0	1	1	0	0	0	0
6/25/2015	2:00 AM	9	2	0	1	4	1	0	0	0	1	0	0	0	0
6/25/2015	2:15 AM	12	2	0	3	5	1	0	0	1	0	0	0	0	0
6/25/2015	2:30 AM	12	1	0	2	6	0	2	0	1	0	0	0	0	0
6/25/2015	2:45 AM	8	2	0	1	2	1	0	0	0	2	0	0	0	0
6/25/2015	3:00 AM	12	2	0	3	6	0	1	0	0	0	0	0	0	0
6/25/2015	3:15 AM	7	2	0	0	2	1	0	0	1	1	0	0	0	0
6/25/2015	3:30 AM	20	10	2	0	5	2	0	0	0	1	0	0	0	0
6/25/2015	3:45 AM	9	3	0	1	4	1	0	0	0	0	0	0	0	0
6/25/2015	4:00 AM	14	4	0	1	5	1	2	0	0	1	0	0	0	0
6/25/2015	4:15 AM	19	9	0	2	3	2	3	0	0	0	0	0	0	0
6/25/2015	4:30 AM	9	2	0	2	3	1	0	0	0	0	0	1	0	0
6/25/2015	4:45 AM	8	3	1	0	3	1	0	0	0	0	0	0	0	0
6/25/2015	5:00 AM	14	3	0	1	4	4	1	0	0	1	0	0	0	0
6/25/2015	5:15 AM	19	2	0	6	4	6	0	0	1	0	0	0	0	0
6/25/2015	5:30 AM	22	3	1	2	8	4	0	0	2	2	0	0	0	0
6/25/2015	5:45 AM	16	3	0	1	10	1	0	0	0	1	0	0	0	0
6/25/2015	6:00 AM	17	5	0	0	8	1	3	0	0	0	0	0	0	0
6/25/2015	6:15 AM	31	12	1	6	5	3	3	0	0	1	0	0	0	0
6/25/2015	6:30 AM	45	12	2	15	4	8	0	0	0	3	1	0	0	0
6/25/2015	6:45 AM	46	12	2	12	9	7	1	0	0	3	0	0	0	0
6/25/2015	7:00 AM	43	11	0	9	15	5	1	0	0	1	0	1	0	0
6/25/2015	7:15 AM	68	16	1	16	19	12	2	0	2	0	0	0	0	0
6/25/2015	7:30 AM	69	17	4	19	14	10	0	0	1	4	0	0	0	0
6/25/2015	7:45 AM	68	13	4	20	13	12	3	0	1	2	0	0	0	0
6/25/2015	8:00 AM	69	11	1	24	12	15	3	0	1	2	0	0	0	0
6/25/2015	8:15 AM	77	15	2	26	14	14	0	0	2	4	0	0	0	0
6/25/2015	8:30 AM	64	11	2	26	15	8	0	0	0	2	0	0	0	0
6/25/2015	8:45 AM	67	7	8	19	17	11	2	0	1	2	0	0	0	0
6/25/2015	9:00 AM	87	11	1	25	21	23	4	0	2	0	0	0	0	0
6/25/2015	9:15 AM	67	10	3	23	15	7	1	0	3	5	0	0	0	0

6/25/2015	9:30 AM	77	13	0	30	16	10	4	0	2	2	0	0	0	0
6/25/2015	9:45 AM	64	11	1	26	11	8	2	0	1	4	0	0	0	0
6/25/2015	10:00 AM	72	8	2	28	13	13	4	0	4	0	0	0	0	0
6/25/2015	10:15 AM	79	6	4	28	11	23	4	0	0	3	0	0	0	0
6/25/2015	10:30 AM	74	11	2	26	6	19	1	0	2	5	0	2	0	0
6/25/2015	10:45 AM	78	9	3	26	9	21	6	0	3	1	0	0	0	0
6/25/2015	11:00 AM	79	13	2	27	14	16	1	0	2	4	0	0	0	0
6/25/2015	11:15 AM	77	6	1	25	12	26	2	0	1	3	0	1	0	0
6/25/2015	11:30 AM	64	2	2	25	6	19	3	0	3	3	0	1	0	0
6/25/2015	11:45 AM	69	6	1	29	9	17	4	0	2	1	0	0	0	0
6/25/2015	12:00 PM	94	11	2	33	11	26	3	0	3	5	0	0	0	0
6/25/2015	12:15 PM	87	6	2	29	16	20	4	0	5	5	0	0	0	0
6/25/2015	12:30 PM	89	5	5	31	9	26	3	1	3	6	0	0	0	0
6/25/2015	12:45 PM	102	15	3	38	14	23	3	0	4	2	0	0	0	0
6/25/2015	1:00 PM	100	7	4	35	20	29	1	0	2	2	0	0	0	0
6/25/2015	1:15 PM	121	11	4	49	8	32	4	0	5	8	0	0	0	0
6/25/2015	1:30 PM	102	6	5	44	15	23	2	0	2	5	0	0	0	0
6/25/2015	1:45 PM	110	9	7	36	17	23	5	0	4	8	1	0	0	0
6/25/2015	2:00 PM	96	7	2	44	11	21	3	0	5	3	0	0	0	0
6/25/2015	2:15 PM	128	11	5	48	26	28	3	0	3	3	0	1	0	0
6/25/2015	2:30 PM	110	14	3	31	22	30	3	0	2	4	0	0	1	0
6/25/2015	2:45 PM	97	7	3	31	21	19	6	0	7	3	0	0	0	0
6/25/2015	3:00 PM	84	7	0	31	17	21	3	0	2	3	0	0	0	0
6/25/2015	3:15 PM	114	13	1	41	22	27	4	0	3	3	0	0	0	0
6/25/2015	3:30 PM	85	6	2	30	19	20	3	0	2	3	0	0	0	0
6/25/2015	3:45 PM	92	10	4	34	13	23	5	0	1	2	0	0	0	0
6/25/2015	4:00 PM	119	6	5	41	18	36	4	0	6	3	0	0	0	0
6/25/2015	4:15 PM	98	3	5	44	8	29	1	0	4	4	0	0	0	0
6/25/2015	4:30 PM	107	5	4	40	12	32	5	0	4	4	1	0	0	0
6/25/2015	4:45 PM	83	4	4	31	12	22	2	0	1	7	0	0	0	0
6/25/2015	5:00 PM	96	14	4	30	15	27	0	0	2	4	0	0	0	0
6/25/2015	5:15 PM	96	7	7	40	11	26	2	0	1	2	0	0	0	0
6/25/2015	5:30 PM	96	2	7	43	9	27	1	0	2	5	0	0	0	0
6/25/2015	5:45 PM	77	11	1	29	8	23	3	0	1	1	0	0	0	0
6/25/2015	6:00 PM	68	5	1	28	8	20	0	0	2	4	0	0	0	0
6/25/2015	6:15 PM	75	4	3	30	15	18	1	0	3	1	0	0	0	0
6/25/2015	6:30 PM	71	6	5	28	14	12	1	0	4	1	0	0	0	0
6/25/2015	6:45 PM	84	7	2	34	15	15	2	0	4	5	0	0	0	0
6/25/2015	7:00 PM	63	5	2	27	12	12	1	0	1	3	0	0	0	0
6/25/2015	7:15 PM	62	2	2	28	14	13	0	0	0	2	0	1	0	0
6/25/2015	7:30 PM	56	7	3	25	8	10	1	0	0	2	0	0	0	0
6/25/2015	7:45 PM	35	6	1	13	5	8	0	0	0	2	0	0	0	0
6/25/2015	8:00 PM	41	8	1	13	6	9	0	0	2	1	0	1	0	0
6/25/2015	8:15 PM	38	6	3	15	7	6	0	0	1	0	0	0	0	0
6/25/2015	8:30 PM	46	10	1	15	8	6	3	0	3	0	0	0	0	0
6/25/2015	8:45 PM	38	7	2	12	4	10	1	0	1	0	0	1	0	0
6/25/2015	9:00 PM	31	3	0	10	4	10	0	0	2	2	0	0	0	0
6/25/2015	9:15 PM	48	5	3	16	9	15	0	0	0	0	0	0	0	0
6/25/2015	9:30 PM	38	5	3	14	9	4	0	0	2	1	0	0	0	0
6/25/2015	9:45 PM	29	4	1	15	3	3	0	0	1	2	0	0	0	0
6/25/2015	10:00 PM	37	5	2	11	11	7	0	0	1	0	0	0	0	0
6/25/2015	10:15 PM	29	3	0	17	3	4	1	0	0	1	0	0	0	0
6/25/2015	10:30 PM	21	3	0	8	6	3	0	0	0	1	0	0	0	0
6/25/2015	10:45 PM	28	4	1	11	6	6	0	0	0	0	0	0	0	0
6/25/2015	11:00 PM	31	4	1	10	5	8	0	0	1	2	0	0	0	0
6/25/2015	11:15 PM	20	2	1	10	2	5	0	0	0	0	0	0	0	0
6/25/2015	11:30 PM	22	2	1	10	3	5	0	0	0	1	0	0	0	0
6/25/2015	11:45 PM	32	6	0	8	10	7	1	0	0	0	0	0	0	0

Channel: LEFT LANE

Date	Time	Total	Motor Bikes	Cars & Trailers	2 Axle Long	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
6/23/2015	12:00 AM	2	2	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	12:30 AM	2	0	0	1	0	1	0	0	0	0	0	0	0	0
6/23/2015	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	1:45 AM	3	2	0	0	1	0	0	0	0	0	0	0	0	0
6/23/2015	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6/23/2015	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6/23/2015	9:45 AM	81	5	2	33	15	19	1	0	1	5	0	0	0	0
6/23/2015	10:00 AM	143	11	3	59	17	41	3	0	4	5	0	0	0	0
6/23/2015	10:15 AM	160	9	5	67	18	45	2	0	4	10	0	0	0	0
6/23/2015	10:30 AM	131	9	1	63	15	34	0	0	3	6	0	0	0	0
6/23/2015	10:45 AM	139	5	2	68	17	40	0	0	3	4	0	0	0	0
6/23/2015	11:00 AM	139	8	6	66	15	34	1	0	2	6	0	1	0	0
6/23/2015	11:15 AM	136	9	2	53	15	47	5	0	3	2	0	0	0	0
6/23/2015	11:30 AM	159	10	5	70	20	39	4	0	5	6	0	0	0	0
6/23/2015	11:45 AM	150	10	2	65	23	38	4	0	3	5	0	0	0	0
6/23/2015	12:00 PM	157	10	3	72	15	46	3	0	3	5	0	0	0	0
6/23/2015	12:15 PM	150	14	3	65	19	34	4	0	5	5	0	0	1	0
6/23/2015	12:30 PM	169	6	4	76	18	54	3	0	2	6	0	0	0	0
6/23/2015	12:45 PM	145	10	3	68	18	32	3	0	2	9	0	0	0	0
6/23/2015	1:00 PM	158	14	3	58	14	48	9	0	5	7	0	0	0	0
6/23/2015	1:15 PM	133	10	3	53	14	38	3	0	3	9	0	0	0	0
6/23/2015	1:30 PM	137	9	4	62	15	39	2	0	3	3	0	0	0	0
6/23/2015	1:45 PM	181	9	3	75	18	57	4	0	3	11	0	1	0	0
6/23/2015	2:00 PM	173	8	2	74	13	56	3	0	6	8	0	3	0	0
6/23/2015	2:15 PM	188	15	3	76	27	44	5	0	8	10	0	0	0	0
6/23/2015	2:30 PM	177	9	3	80	19	50	4	0	6	5	1	0	0	0
6/23/2015	2:45 PM	233	14	6	109	28	53	5	0	4	14	0	0	0	0
6/23/2015	3:00 PM	173	9	6	86	19	45	0	0	0	8	0	0	0	0
6/23/2015	3:15 PM	198	15	9	83	18	58	5	0	5	5	0	0	0	0
6/23/2015	3:30 PM	178	11	3	91	20	42	1	0	4	6	0	0	0	0
6/23/2015	3:45 PM	164	8	2	84	15	43	3	0	5	4	0	0	0	0
6/23/2015	4:00 PM	155	12	7	70	11	45	2	0	2	4	1	1	0	0
6/23/2015	4:15 PM	148	8	2	63	14	53	2	0	1	5	0	0	0	0
6/23/2015	4:30 PM	186	9	5	90	19	46	3	0	5	9	0	0	0	0
6/23/2015	4:45 PM	156	7	3	76	18	45	1	0	2	4	0	0	0	0
6/23/2015	5:00 PM	189	9	7	92	12	59	1	0	3	6	0	0	0	0
6/23/2015	5:15 PM	218	8	3	118	14	58	1	0	6	8	0	2	0	0
6/23/2015	5:30 PM	189	8	3	98	17	53	1	0	4	5	0	0	0	0
6/23/2015	5:45 PM	162	8	5	75	13	46	4	0	4	7	0	0	0	0
6/23/2015	6:00 PM	166	10	7	75	13	50	2	0	7	2	0	0	0	0
6/23/2015	6:15 PM	160	7	2	82	18	39	1	0	4	7	0	0	0	0
6/23/2015	6:30 PM	134	6	1	71	10	38	3	0	2	3	0	0	0	0
6/23/2015	6:45 PM	129	7	1	68	18	19	2	0	5	9	0	0	0	0
6/23/2015	7:00 PM	126	8	2	58	15	29	2	0	3	8	0	1	0	0
6/23/2015	7:15 PM	124	10	2	58	19	29	0	0	0	6	0	0	0	0
6/23/2015	7:30 PM	110	7	1	58	10	26	1	0	3	4	0	0	0	0
6/23/2015	7:45 PM	121	2	3	58	11	40	2	0	2	3	0	0	0	0
6/23/2015	8:00 PM	106	2	1	63	7	24	2	0	2	3	0	1	0	1
6/23/2015	8:15 PM	95	8	3	40	12	30	0	0	0	0	0	2	0	0
6/23/2015	8:30 PM	91	4	3	41	9	27	0	0	1	6	0	0	0	0
6/23/2015	8:45 PM	88	6	1	48	9	19	2	0	0	3	0	0	0	0
6/23/2015	9:00 PM	108	6	2	56	8	30	1	0	3	2	0	0	0	0
6/23/2015	9:15 PM	103	5	2	46	11	31	3	0	3	2	0	0	0	0
6/23/2015	9:30 PM	103	4	1	59	9	26	2	0	0	2	0	0	0	0
6/23/2015	9:45 PM	71	3	1	37	7	21	0	0	1	1	0	0	0	0
6/23/2015	10:00 PM	85	6	0	46	11	16	1	0	3	2	0	0	0	0
6/23/2015	10:15 PM	73	3	1	50	4	13	0	0	1	0	0	1	0	0
6/23/2015	10:30 PM	77	1	1	54	4	13	0	0	2	2	0	0	0	0
6/23/2015	10:45 PM	67	4	1	37	8	14	1	0	1	1	0	0	0	0
6/23/2015	11:00 PM	71	11	0	28	12	16	0	0	1	3	0	0	0	0
6/23/2015	11:15 PM	71	8	1	33	12	14	0	0	1	2	0	0	0	0
6/23/2015	11:30 PM	52	4	1	32	8	7	0	0	0	0	0	0	0	0
6/23/2015	11:45 PM	52	7	0	23	7	11	1	0	1	1	0	1	0	0
6/24/2015	12:00 AM	48	7	1	21	8	7	1	0	1	2	0	0	0	0
6/24/2015	12:15 AM	50	3	0	32	6	5	1	0	0	3	0	0	0	0
6/24/2015	12:30 AM	29	2	0	14	3	8	1	0	0	1	0	0	0	0
6/24/2015	12:45 AM	47	3	0	23	5	9	2	0	1	4	0	0	0	0

6/24/2015	1:00 AM	32	4	1	10	5	9	0	0	0	3	0	0	0	0
6/24/2015	1:15 AM	27	0	0	15	0	3	0	0	2	6	0	0	1	0
6/24/2015	1:30 AM	27	3	1	11	4	6	0	0	1	1	0	0	0	0
6/24/2015	1:45 AM	31	5	0	7	10	6	0	0	1	1	0	1	0	0
6/24/2015	2:00 AM	22	3	0	4	5	7	0	0	2	0	0	1	0	0
6/24/2015	2:15 AM	18	0	1	9	2	4	0	0	0	0	0	2	0	0
6/24/2015	2:30 AM	25	2	2	6	3	6	3	0	1	2	0	0	0	0
6/24/2015	2:45 AM	28	5	0	3	5	9	3	0	0	3	0	0	0	0
6/24/2015	3:00 AM	11	1	0	5	1	2	0	0	0	2	0	0	0	0
6/24/2015	3:15 AM	24	4	1	8	4	5	2	0	0	0	0	0	0	0
6/24/2015	3:30 AM	25	5	0	9	3	4	0	0	0	4	0	0	0	0
6/24/2015	3:45 AM	24	3	0	11	3	5	0	0	0	2	0	0	0	0
6/24/2015	4:00 AM	27	4	0	7	4	8	3	0	0	1	0	0	0	0
6/24/2015	4:15 AM	18	1	0	10	1	3	0	0	0	2	0	1	0	0
6/24/2015	4:30 AM	24	2	1	8	3	5	1	0	0	2	0	2	0	0
6/24/2015	4:45 AM	25	2	1	8	3	6	1	0	1	3	0	0	0	0
6/24/2015	5:00 AM	25	4	0	8	5	5	2	0	0	1	0	0	0	0
6/24/2015	5:15 AM	43	5	1	12	4	11	2	0	0	5	0	3	0	0
6/24/2015	5:30 AM	57	7	1	24	11	10	1	0	1	2	0	0	0	0
6/24/2015	5:45 AM	51	4	2	18	5	14	3	0	0	4	0	1	0	0
6/24/2015	6:00 AM	54	4	1	22	8	12	1	0	0	4	0	2	0	0
6/24/2015	6:15 AM	66	7	0	27	8	17	3	0	1	2	0	1	0	0
6/24/2015	6:30 AM	90	9	5	43	11	16	2	0	2	1	0	1	0	0
6/24/2015	6:45 AM	110	10	1	45	13	33	3	0	0	5	0	0	0	0
6/24/2015	7:00 AM	100	6	3	41	15	30	1	0	1	1	0	2	0	0
6/24/2015	7:15 AM	153	9	6	70	19	34	4	0	4	7	0	0	0	0
6/24/2015	7:30 AM	210	10	5	97	31	48	8	0	4	7	0	0	0	0
6/24/2015	7:45 AM	202	9	8	106	15	51	2	0	7	3	0	1	0	0
6/24/2015	8:00 AM	200	10	4	86	28	57	4	0	4	6	0	1	0	0
6/24/2015	8:15 AM	175	8	4	82	17	49	4	0	2	8	0	1	0	0
6/24/2015	8:30 AM	174	9	3	82	23	44	2	0	4	7	0	0	0	0
6/24/2015	8:45 AM	192	16	5	73	24	56	4	0	5	7	0	2	0	0
6/24/2015	9:00 AM	128	9	3	54	19	31	4	0	2	5	0	0	1	0
6/24/2015	9:15 AM	137	11	4	57	11	41	3	0	6	3	0	1	0	0
6/24/2015	9:30 AM	102	4	2	45	7	31	2	0	3	8	0	0	0	0
6/24/2015	9:45 AM	154	15	4	52	19	47	8	0	2	7	0	0	0	0
6/24/2015	10:00 AM	139	9	2	68	23	29	1	0	4	2	0	1	0	0
6/24/2015	10:15 AM	127	13	3	50	18	34	5	0	0	4	0	0	0	0
6/24/2015	10:30 AM	121	10	1	49	17	38	2	0	1	2	0	1	0	0
6/24/2015	10:45 AM	126	11	3	53	19	28	2	0	4	6	0	0	0	0
6/24/2015	11:00 AM	131	3	2	53	17	45	3	0	5	3	0	0	0	0
6/24/2015	11:15 AM	102	2	2	54	9	27	2	0	2	4	0	0	0	0
6/24/2015	11:30 AM	144	7	3	57	20	44	6	0	1	6	0	0	0	0
6/24/2015	11:45 AM	162	11	3	66	14	55	2	0	3	7	0	1	0	0
6/24/2015	12:00 PM	133	16	2	48	17	41	4	0	4	1	0	0	0	0
6/24/2015	12:15 PM	128	12	3	56	15	28	3	0	3	7	0	1	0	0
6/24/2015	12:30 PM	131	14	2	55	21	26	4	0	4	5	0	0	0	0
6/24/2015	12:45 PM	146	10	5	64	19	38	2	0	2	5	0	1	0	0
6/24/2015	1:00 PM	134	10	3	63	12	36	6	0	1	3	0	0	0	0
6/24/2015	1:15 PM	175	10	2	102	11	42	2	0	5	1	0	0	0	0
6/24/2015	1:30 PM	165	16	3	62	27	49	4	0	2	2	0	0	0	0
6/24/2015	1:45 PM	141	2	2	72	9	43	4	0	3	3	0	3	0	0
6/24/2015	2:00 PM	130	6	2	66	8	39	3	0	4	2	0	0	0	0
6/24/2015	2:15 PM	132	11	2	56	19	32	2	0	4	5	0	1	0	0
6/24/2015	2:30 PM	153	8	2	72	14	47	1	0	6	3	0	0	0	0
6/24/2015	2:45 PM	168	9	11	80	23	33	2	0	6	3	0	1	0	0
6/24/2015	3:00 PM	166	15	2	63	21	50	6	0	4	5	0	0	0	0
6/24/2015	3:15 PM	164	12	1	79	21	41	3	0	4	3	0	0	0	0
6/24/2015	3:30 PM	177	21	2	72	20	50	3	0	3	6	0	0	0	0
6/24/2015	3:45 PM	173	7	4	77	18	53	2	0	8	4	0	0	0	0
6/24/2015	4:00 PM	174	13	7	73	20	55	1	0	2	2	0	1	0	0
6/24/2015	4:15 PM	204	14	6	76	21	74	2	0	4	6	0	1	0	0
6/24/2015	4:30 PM	171	3	4	84	12	55	2	0	2	8	0	1	0	0
6/24/2015	4:45 PM	207	21	4	91	24	51	5	0	3	8	0	0	0	0
6/24/2015	5:00 PM	181	14	5	78	22	51	5	0	1	5	0	0	0	0
6/24/2015	5:15 PM	244	9	6	143	17	57	1	0	5	5	0	1	0	0
6/24/2015	5:30 PM	204	4	4	120	10	48	5	0	3	9	0	1	0	0
6/24/2015	5:45 PM	214	9	5	106	12	70	3	0	5	4	0	0	0	0
6/24/2015	6:00 PM	200	11	1	94	22	65	2	0	3	2	0	0	0	0
6/24/2015	6:15 PM	173	11	5	77	15	52	5	0	3	2	0	3	0	0
6/24/2015	6:30 PM	154	9	1	71	10	57	1	0	1	3	0	1	0	0
6/24/2015	6:45 PM	134	12	3	62	21	34	1	0	0	1	0	0	0	0
6/24/2015	7:00 PM	146	7	0	79	10	38	3	0	3	6	0	0	0	0
6/24/2015	7:15 PM	107	6	3	57	6	32	0	0	2	1	0	0	0	0
6/24/2015	7:30 PM	112	6	4	54	12	28	2	0	2	3	0	0	1	0
6/24/2015	7:45 PM	98	12	1	50	11	18	2	0	1	3	0	0	0	0
6/24/2015	8:00 PM	89	6	3	39	9	23	1	0	6	1	0	1	0	0
6/24/2015	8:15 PM	88	6	3	38	14	21	1	0	2	3	0	0	0	0
6/24/2015	8:30 PM	82	7	2	39	8	23	0	0	1	2	0	0	0	0
6/24/2015	8:45 PM	97	9	0	49	10	25	0	0	0	3	0	1	0	0
6/24/2015	9:00 PM	88	7	1	42	10	25	1	0	0	2	0	0	0	0

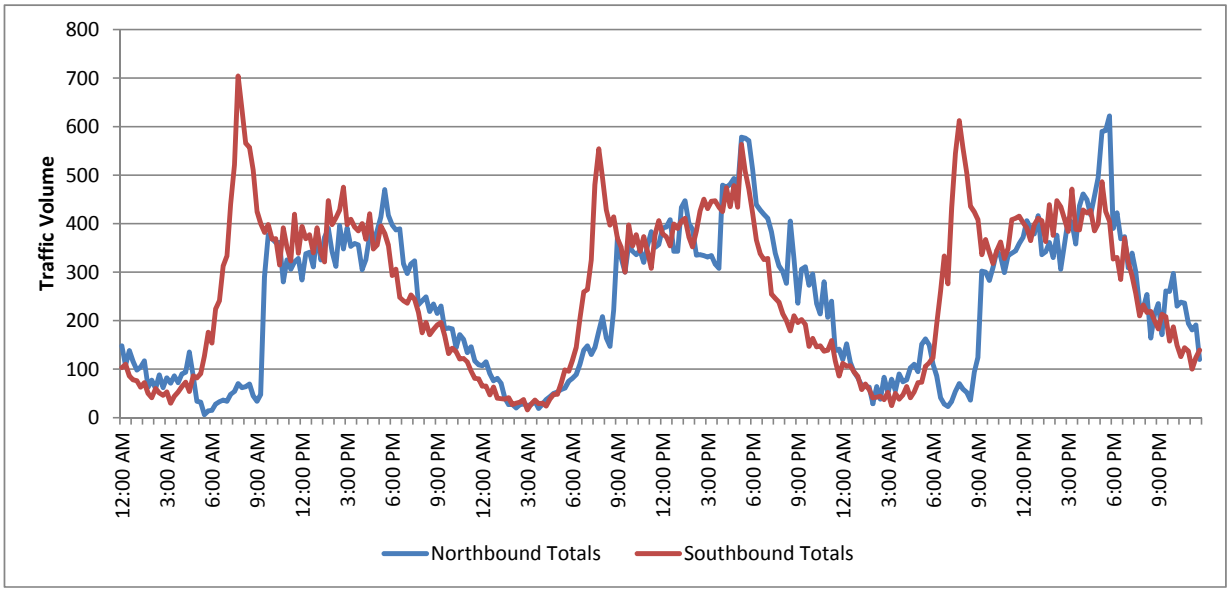
6/24/2015	9:15 PM	95	6	4	48	9	22	1	0	2	3	0	0	0	0
6/24/2015	9:30 PM	84	6	3	39	10	22	0	0	1	3	0	0	0	0
6/24/2015	9:45 PM	66	6	2	29	6	20	0	0	1	2	0	0	0	0
6/24/2015	10:00 PM	83	6	2	37	10	24	1	0	1	1	0	1	0	0
6/24/2015	10:15 PM	72	4	0	43	7	14	1	0	1	2	0	0	0	0
6/24/2015	10:30 PM	72	3	1	40	7	15	3	0	0	3	0	0	0	0
6/24/2015	10:45 PM	63	5	1	34	7	12	0	0	2	2	0	0	0	0
6/24/2015	11:00 PM	69	7	0	35	8	14	1	0	4	0	0	0	0	0
6/24/2015	11:15 PM	78	4	1	44	5	21	1	0	1	1	0	0	0	0
6/24/2015	11:30 PM	64	4	0	33	4	18	2	0	2	1	0	0	0	0
6/24/2015	11:45 PM	37	3	1	18	1	11	2	0	1	0	0	0	0	0
6/25/2015	12:00 AM	62	4	1	35	7	13	1	0	0	1	0	0	0	0
6/25/2015	12:15 AM	68	6	1	29	7	18	1	0	2	4	0	0	0	0
6/25/2015	12:30 AM	58	9	4	14	12	14	1	0	3	1	0	0	0	0
6/25/2015	12:45 AM	49	6	1	17	8	9	1	0	4	1	0	2	0	0
6/25/2015	1:00 AM	43	5	1	12	11	9	0	0	3	2	0	0	0	0
6/25/2015	1:15 AM	29	5	0	11	2	6	2	0	0	3	0	0	0	0
6/25/2015	1:30 AM	37	7	1	8	10	9	0	0	1	1	0	0	0	0
6/25/2015	1:45 AM	27	4	1	7	6	5	2	0	1	0	0	1	0	0
6/25/2015	2:00 AM	23	3	0	11	4	4	0	0	0	1	0	0	0	0
6/25/2015	2:15 AM	19	2	0	6	6	3	0	0	1	1	0	0	0	0
6/25/2015	2:30 AM	25	5	0	4	6	5	1	0	1	2	0	0	1	0
6/25/2015	2:45 AM	19	4	0	4	3	5	2	0	0	1	0	0	0	0
6/25/2015	3:00 AM	32	12	0	6	7	4	2	0	0	1	0	0	0	0
6/25/2015	3:15 AM	12	1	0	3	4	3	0	0	0	0	0	1	0	0
6/25/2015	3:30 AM	23	6	2	3	7	3	0	0	1	1	0	0	0	0
6/25/2015	3:45 AM	22	1	0	10	6	2	1	0	1	1	0	0	0	0
6/25/2015	4:00 AM	21	2	0	6	5	5	2	0	1	0	0	0	0	0
6/25/2015	4:15 AM	26	4	0	10	5	4	3	0	0	0	0	0	0	0
6/25/2015	4:30 AM	14	3	1	5	2	1	0	0	0	1	0	0	1	0
6/25/2015	4:45 AM	22	3	0	7	2	7	2	0	0	0	0	1	0	0
6/25/2015	5:00 AM	31	6	0	10	2	9	2	0	0	2	0	0	0	0
6/25/2015	5:15 AM	35	5	0	15	1	7	3	0	1	2	0	1	0	0
6/25/2015	5:30 AM	39	3	1	10	7	10	2	0	2	4	0	0	0	0
6/25/2015	5:45 AM	43	2	1	12	4	15	2	0	2	3	0	2	0	0
6/25/2015	6:00 AM	59	9	1	24	4	17	2	0	1	1	0	0	0	0
6/25/2015	6:15 AM	90	11	0	35	12	27	3	0	1	1	0	0	0	0
6/25/2015	6:30 AM	99	10	1	47	13	18	1	0	2	4	1	2	0	0
6/25/2015	6:45 AM	132	17	1	48	18	37	3	0	2	4	0	1	1	0
6/25/2015	7:00 AM	105	11	2	36	15	29	2	0	3	6	0	1	0	0
6/25/2015	7:15 AM	176	18	4	73	24	41	8	0	4	4	0	0	0	0
6/25/2015	7:30 AM	200	18	1	87	26	56	2	0	2	5	0	3	0	0
6/25/2015	7:45 AM	196	9	4	93	20	51	5	0	8	6	0	0	0	0
6/25/2015	8:00 AM	168	10	2	85	16	44	3	0	5	2	1	0	0	0
6/25/2015	8:15 AM	178	12	1	72	27	52	6	0	5	3	0	0	0	0
6/25/2015	8:30 AM	168	13	5	67	27	45	3	0	4	3	0	1	0	0
6/25/2015	8:45 AM	156	8	3	65	23	43	1	0	3	7	0	3	0	0
6/25/2015	9:00 AM	158	17	2	46	28	54	7	0	2	2	0	0	0	0
6/25/2015	9:15 AM	128	7	2	58	21	31	3	0	2	3	0	0	0	1
6/25/2015	9:30 AM	143	13	0	52	26	37	3	0	8	4	0	0	0	0
6/25/2015	9:45 AM	120	10	1	48	18	32	2	0	3	6	0	0	0	0
6/25/2015	10:00 AM	128	9	3	48	23	33	5	0	4	3	0	0	0	0
6/25/2015	10:15 AM	122	11	2	46	14	40	1	0	3	5	0	0	0	0
6/25/2015	10:30 AM	144	9	4	62	23	33	4	0	0	6	0	2	1	0
6/25/2015	10:45 AM	117	11	0	44	12	41	2	1	5	1	0	0	0	0
6/25/2015	11:00 AM	130	10	1	57	15	33	5	0	3	6	0	0	0	0
6/25/2015	11:15 AM	175	12	3	66	20	56	2	0	3	12	0	1	0	0
6/25/2015	11:30 AM	193	10	4	92	19	54	4	0	5	4	0	0	1	0
6/25/2015	11:45 AM	162	10	3	74	15	52	2	0	4	2	0	0	0	0
6/25/2015	12:00 PM	140	12	1	50	22	44	4	0	4	3	0	0	0	0
6/25/2015	12:15 PM	129	8	1	53	21	37	1	0	4	4	0	0	0	0
6/25/2015	12:30 PM	129	8	3	54	16	38	1	0	3	6	0	0	0	0
6/25/2015	12:45 PM	136	13	0	61	20	35	1	0	2	4	0	0	0	0
6/25/2015	1:00 PM	148	13	7	58	22	39	3	0	3	3	0	0	0	0
6/25/2015	1:15 PM	149	12	3	61	19	42	2	0	4	6	0	0	0	0
6/25/2015	1:30 PM	117	11	3	46	22	29	2	0	2	2	0	0	0	0
6/25/2015	1:45 PM	162	14	3	70	17	38	3	0	5	11	0	0	0	1
6/25/2015	2:00 PM	137	7	2	62	19	34	4	0	5	3	0	1	0	0
6/25/2015	2:15 PM	145	14	1	56	19	45	2	0	2	5	0	1	0	0
6/25/2015	2:30 PM	165	13	2	59	31	49	3	0	4	4	0	0	0	0
6/25/2015	2:45 PM	155	15	4	61	26	40	3	0	4	2	0	0	0	0
6/25/2015	3:00 PM	135	10	1	49	25	42	4	0	1	3	0	0	0	0
6/25/2015	3:15 PM	175	10	3	71	27	51	4	0	8	1	0	0	0	0
6/25/2015	3:30 PM	145	9	2	58	27	44	2	0	1	2	0	0	0	0
6/25/2015	3:45 PM	134	19	4	44	22	33	4	0	5	3	0	0	0	0
6/25/2015	4:00 PM	146	13	2	63	21	41	1	0	5	0	0	0	0	0
6/25/2015	4:15 PM	146	6	4	63	10	57	2	0	2	2	0	0	0	0
6/25/2015	4:30 PM	144	5	0	55	23	51	1	0	3	5	0	1	0	0
6/25/2015	4:45 PM	135	8	3	51	13	53	2	0	3	2	0	0	0	0
6/25/2015	5:00 PM	135	12	1	39	28	51	1	0	2	1	0	0	0	0
6/25/2015	5:15 PM	197	8	2	91	18	68	4	0	6	0	0	0	0	0

6/25/2015	5:30 PM	120	5	3	53	10	44	0	0	4	1	0	0	0	0
6/25/2015	5:45 PM	146	10	0	66	15	49	4	0	2	0	0	0	0	0
6/25/2015	6:00 PM	110	7	5	53	12	27	3	0	1	2	0	0	0	0
6/25/2015	6:15 PM	120	7	3	49	8	46	4	0	2	0	0	1	0	0
6/25/2015	6:30 PM	97	6	3	49	16	22	0	0	1	0	0	0	0	0
6/25/2015	6:45 PM	138	18	2	54	19	35	6	0	4	0	0	0	0	0
6/25/2015	7:00 PM	128	8	0	57	17	39	4	0	2	1	0	0	0	0
6/25/2015	7:15 PM	114	13	1	47	17	32	2	0	1	0	0	1	0	0
6/25/2015	7:30 PM	117	6	1	59	17	29	2	0	2	0	0	1	0	0
6/25/2015	7:45 PM	83	6	1	35	13	26	0	0	0	1	0	1	0	0
6/25/2015	8:00 PM	92	6	1	41	5	34	2	0	3	0	0	0	0	0
6/25/2015	8:15 PM	85	3	1	45	8	25	0	0	1	1	0	1	0	0
6/25/2015	8:30 PM	91	10	1	39	17	23	0	0	0	0	0	1	0	0
6/25/2015	8:45 PM	82	8	1	34	7	25	3	0	2	1	0	1	0	0
6/25/2015	9:00 PM	86	4	3	34	13	27	0	0	5	0	0	0	0	0
6/25/2015	9:15 PM	104	8	2	54	8	27	2	0	2	1	0	0	0	0
6/25/2015	9:30 PM	96	6	1	56	6	25	2	0	0	0	0	0	0	0
6/25/2015	9:45 PM	69	2	2	37	3	22	0	0	1	2	0	0	0	0
6/25/2015	10:00 PM	98	8	1	45	14	24	1	0	5	0	0	0	0	0
6/25/2015	10:15 PM	65	3	1	42	7	10	1	0	0	1	0	0	0	0
6/25/2015	10:30 PM	70	5	0	38	7	17	1	0	1	1	0	0	0	0
6/25/2015	10:45 PM	71	7	0	39	5	16	3	0	1	0	0	0	0	0
6/25/2015	11:00 PM	68	7	1	29	9	22	0	0	0	0	0	0	0	0
6/25/2015	11:15 PM	54	3	1	31	2	15	0	0	1	0	0	1	0	0
6/25/2015	11:30 PM	77	5	4	42	6	19	0	0	1	0	0	0	0	0
6/25/2015	11:45 PM	73	9	1	30	14	15	1	0	1	2	0	0	0	0

Northbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	401	3,055	20,173
6/24/2015	1,222	4,125	24,523
6/25/2015	361	4,084	22,791
Total	1,984	11,264	67,487

Southbound Daily Count Totals			
Date	AM Peak	PM Peak	24-Hr Total
6/23/2015	3,752	3,022	25,089
6/24/2015	3,009	3,788	24,862
6/25/2015	3,519	3,378	25,649
Total	10,280	10,188	75,600

Bad or incomplete data



Expanded Bluetooth Matches - 24-Hour Period

Origins/Destinations	SH68-01	SH68-02	SH68-03	SH68-04	SH68-05	SH68-06	SH68-07	SH68-08	SH68-09	SH68-11	SH68-12	SH68-13	SH68-14	SH68-15	SH68-16	SH68-17	Total
SH68-01	0	1,724	670	24,944	19,310	12,873	9,146	316	44	114	51	171	1,067	1,409	1,623	2,786	76,247
SH68-02	2,209	0	342	2,821	2,046	1,582	840	196	33	106	41	49	90	139	179	367	11,039
SH68-03	329	199	0	867	562	332	326	89	10	38	34	17	34	48	75	144	3,105
SH68-04	31,718	2,490	1,829	0	35,850	22,807	17,087	587	67	100	53	160	1,675	2,243	2,616	4,899	124,182
SH68-05	23,230	1,634	1,165	37,262	0	28,982	21,344	629	49	86	49	191	1,967	2,670	2,965	5,956	128,180
SH68-06	15,065	1,225	644	23,304	34,492	0	30,180	859	120	51	51	196	4,571	6,074	6,415	11,428	134,672
SH68-07	9,352	783	618	15,164	21,683	25,621	0	1,268	183	69	82	265	6,380	8,696	9,580	18,730	118,475
SH68-08	1,239	923	608	1,937	2,094	2,319	3,355	0	0	45	0	0	203	293	338	1,486	14,840
SH68-09	76	11	0	81	65	114	157	22	0	16	81	32	38	70	395	287	1,444
SH68-11	73	152	37	73	67	49	61	12	24	0	30	128	110	43	67	79	1,006
SH68-12	31	13	53	22	27	27	49	4	58	36	0	58	22	13	45	67	526
SH68-13	97	25	22	87	67	82	75	7	7	65	47	0	174	177	167	124	1,225
SH68-14	1,044	39	89	1,368	1,770	3,707	5,125	67	17	95	22	380	0	8,436	8,168	6,689	37,017
SH68-15	1,115	44	127	1,447	1,951	3,769	5,451	73	59	39	54	323	7,074	0	8,956	7,157	37,638
SH68-16	1,421	72	127	1,851	2,435	4,616	6,681	121	342	50	110	342	7,739	11,077	0	9,055	46,038
SH68-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Expanded Total	**735,634**

Expanded Bluetooth Matches - AM Peak Period

Origins/Destinations	SH68-01	SH68-02	SH68-03	SH68-04	SH68-05	SH68-06	SH68-07	SH68-08	SH68-09	SH68-11	SH68-12	SH68-13	SH68-14	SH68-15	SH68-16	SH68-17	Total
SH68-01	0	283	69	4,103	3,253	2,266	1,685	90	7	14	14	55	166	262	325	532	13,124
SH68-02	482	0	69	654	525	448	164	9	17	9	26	17	0	26	34	52	2,531
SH68-03	60	40	0	175	160	95	100	20	5	15	10	15	15	20	25	45	799
SH68-04	4,074	410	307	0	6,107	3,891	2,955	124	29	22	7	37	256	366	446	856	19,887
SH68-05	3,264	317	195	5,109	0	5,095	3,755	144	29	7	7	58	303	490	555	1,009	20,336
SH68-06	1,864	151	79	2,718	3,686	0	3,499	108	14	7	7	43	359	552	631	1,169	14,887
SH68-07	1,730	235	121	2,838	3,613	4,144	0	167	23	30	23	91	668	1,169	1,298	2,406	18,556
SH68-08	143	29	29	200	399	314	542	0	0	0	0	0	57	57	57	257	2,081
SH68-09	29	6	0	29	23	34	29	11	0	0	23	0	11	17	86	52	350
SH68-11	17	8	8	8	8	8	13	4	0	0	4	25	25	8	13	17	169
SH68-12	0	5	0	0	5	5	0	0	21	5	0	10	0	0	16	21	89
SH68-13	33	3	0	31	25	33	23	3	3	5	8	0	25	33	33	23	280
SH68-14	187	23	0	204	204	596	744	6	6	34	0	45	0	733	693	790	4,266
SH68-15	202	16	10	249	275	539	716	10	21	10	16	93	747	0	793	783	4,480
SH68-16	226	23	6	260	294	650	853	17	40	11	23	90	853	1,237	0	1,017	5,600
SH68-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Expanded Total	**107,433**

Expanded Bluetooth Matches - PM Peak Period

Origins/Destinations	SH68-01	SH68-02	SH68-03	SH68-04	SH68-05	SH68-06	SH68-07	SH68-08	SH68-09	SH68-11	SH68-12	SH68-13	SH68-14	SH68-15	SH68-16	SH68-17	Total
SH68-01	0	425	122	4,604	3,548	2,511	1,829	77	6	45	6	26	232	290	335	573	14,629
SH68-02	493	0	69	614	554	311	234	17	0	43	0	9	17	43	35	78	2,517
SH68-03	68	72	0	191	133	76	115	22	4	4	7	4	7	7	18	47	774
SH68-04	6,338	603	386	0	6,080	3,918	3,260	183	20	27	0	27	373	488	556	956	23,216
SH68-05	5,079	470	357	7,493	0	5,033	4,001	185	13	33	7	33	417	536	595	1,217	25,470
SH68-06	3,299	320	201	4,694	6,290	0	4,964	170	44	6	19	44	899	1,093	1,131	1,866	25,042

SH68-07	2,318	223	197	3,260	4,107	4,585	0	287	70	32	25	38	1,108	1,293	1,477	3,063	22,083
SH68-08	326	304	174	565	651	304	651	0	0	0	0	0	65	109	109	239	3,496
SH68-09	20	0	0	7	0	13	33	0	0	7	26	20	7	7	39	46	222
SH68-11	7	14	21	35	28	0	14	0	0	0	0	14	0	7	0	14	154
SH68-12	12	6	31	6	6	6	12	0	0	6	0	6	0	6	6	19	123
SH68-13	12	8	14	14	14	12	16	0	2	14	12	0	8	30	30	26	209
SH68-14	201	5	32	301	370	529	730	5	11	16	16	79	0	1,142	1,164	978	5,580
SH68-15	264	10	50	358	443	602	861	5	15	10	30	50	921	0	1,329	1,129	6,075
SH68-16	341	29	52	422	532	786	1,156	29	75	12	35	35	1,087	1,365	0	1,463	7,418
SH68-17	618	70	51	841	1,127	1,656	2,745	140	76	6	32	45	1,248	1,503	1,745	0	11,905

Expanded Total	**148,913**

FM 493 Manual Travel Time Study -- Completed on Monday, July 13, 2015

NB Trip	10:09am		12:45pm		15:30pm		17:20pm	
	Min	Sec	Min	Sec	Min	Sec	Min	Sec
I-2	0	0	0	0	0	0	0	0
E Mile 9	1	10	1	25	1	6	1	9
Mile 10N	2	6	2	16	1	50	2	21
Site 03 [Roosevelt Rd]	4	57	5	35	5	12	5	36
Tx 107	9	35	10	3	9	54	11	0
FM 1925	12	11	12	58	12	34	14	20
FM 2812	16	14	16	58	16	34	18	40
Site 10 [Cemetary Rd]	21	7	21	38	21	24	23	40
FM 490	22	10	22	43	22	25		
Site 12	25	50	26	16	26	11		
TX 186	26	30	27	47	26	52		

** note stopped last NB trip run @ Site 10

	Tuesday -- June 23		Thursday -- June 25	
NB Trip	10:39am		2:51pm	
	Min	Sec	Min	Sec
I-2	0	0	0	0
E Mile 9	1	15	1	27
Mile 10N	2	23	2	42
Site 03 [Roosevelt Rd]	5	32	6	56
Tx 107	10	4	12	29
FM 1925	12	35	14	50
FM 2812	16	30	18	16
Site 10 [Cemetary Rd]	21	55	23	24
FM 490	22	43	24	10
Site 12			27	49
TX 186			28	22

SB Trip	10:39am		14:15pm		17:45pm	
	Min	Sec	Min	Sec	Min	Sec
TX 186	0	0	0	0		
Site 12	0	46	0	37		
FM 490	4	40	4	27		
Site 10 [Cemetary Rd]	5	37	5	23	0	0
FM 2812	10	33	10	24	5	0
FM 1925	15	8	15	2	9	1
Tx 107	17	27	18	2	12	36
Site 03 [Roosevelt Rd]	22	35	22	22	17	50
Mile 10N	25	46	25	39	21	4
E Mile 9	26	38	26	33	22	34
I-2	27	39	27	45	23	45

** note started last SB trip run @ Site 10

15-minute average travel times -- I-2 WB to I-2 WB

For Origin = 5 to Destination = 6
Distance = 2.65 miles

Tuesday -- June 23, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	3	2.47	0.3	2.2	2.7	64.3
00:15						
00:30	1	2.40		2.4	2.4	66.3
00:45	2	2.37	0.3	2.2	2.6	67.2
01:00	2	2.39	0.1	2.3	2.5	66.5
01:15	1	2.40		2.4	2.4	66.3
01:30						
01:45	1	2.37		2.4	2.4	67.2
02:00	2	2.45	0.4	2.2	2.8	64.9
02:15						
02:30	4	2.22	0.2	2.0	2.5	71.6
02:45	1	2.22		2.2	2.2	71.7
03:00						
03:15	2	2.12	0.1	2.0	2.2	75.1
03:30	2	2.43	0.1	2.4	2.5	65.6
03:45	1	2.12		2.1	2.1	75.1
04:00	1	2.48		2.5	2.5	64.0
04:15	1	2.47		2.5	2.5	64.5
04:30	1	2.45		2.5	2.5	64.9
04:45	2	2.27	0.3	2.1	2.5	70.1
05:00	3	2.34	0.1	2.2	2.5	67.8
05:15	4	2.36	0.1	2.3	2.5	67.3
05:30	4	2.53	0.3	2.1	2.8	62.9
05:45	7	2.45	0.2	2.2	2.8	64.8
06:00	5	2.45	0.3	2.2	2.9	64.9
06:15	3	2.56	0.2	2.4	2.7	62.2
06:30	15	2.47	0.3	2.1	3.1	64.3
06:45	12	2.25	0.2	2.1	2.7	70.8
07:00	10	2.36	0.2	2.2	2.8	67.5
07:15	21	2.39	0.2	1.9	2.7	66.6
07:30	27	2.91	0.3	2.5	3.7	54.6
07:45	21	3.34	0.2	3.0	3.9	47.5
08:00	12	2.65	0.2	2.5	3.0	60.0
08:15	21	2.70	0.3	2.2	3.3	58.9
08:30	16	2.47	0.2	2.2	2.8	64.5
08:45	12	2.63	0.2	2.3	3.0	60.6
09:00	11	2.45	0.2	2.0	2.7	64.9
09:15	23	2.63	0.5	2.1	4.5	60.4
09:30	12	2.52	0.3	2.1	3.0	63.2
09:45	9	2.63	0.2	2.3	3.0	60.5
10:00	17	2.46	0.2	2.1	2.8	64.7
10:15	16	2.58	0.4	1.9	3.4	61.7
10:30	23	2.50	0.3	2.1	3.3	63.7
10:45	15	2.52	0.3	2.0	3.0	63.1
11:00	13	2.49	0.2	2.2	2.9	63.8
11:15	21	2.60	0.6	2.0	4.9	61.2
11:30	17	2.58	0.3	2.2	3.2	61.6
11:45	18	2.47	0.2	2.1	2.9	64.4
12:00	16	2.47	0.3	2.1	2.9	64.3
12:15	20	2.43	0.2	2.2	3.2	65.4
12:30	16	2.63	0.4	2.2	3.3	60.5
12:45	19	2.66	0.2	2.3	3.1	59.7
13:00	15	2.52	0.3	2.2	3.1	63.1
13:15	13	2.58	0.3	2.2	3.4	61.5
13:30	18	2.74	0.4	2.2	3.7	58.1
13:45	14	3.05	0.6	2.3	4.1	52.1
14:00	15	3.49	0.5	2.9	4.5	45.6
14:15	21	3.89	0.6	2.7	4.8	40.9
14:30	25	2.90	0.4	2.4	4.2	54.8
14:45	27	2.61	0.2	2.2	3.2	61.0
15:00	17	2.54	0.1	2.3	2.8	62.6
15:15	19	2.47	0.2	2.1	2.9	64.3
15:30	17	2.59	0.3	2.2	3.3	61.5
15:45	19	2.40	0.2	1.9	2.7	66.1
16:00	19	2.51	0.3	2.1	3.1	63.2
16:15	14	2.49	0.6	2.1	4.4	63.8
16:30	17	2.74	0.5	2.1	3.6	58.0
16:45	14	2.39	0.2	2.1	2.8	66.4
17:00	16	2.54	0.4	2.0	3.4	62.5
17:15	15	2.42	0.2	2.1	2.8	65.6
17:30	12	2.46	0.2	2.2	2.9	64.8
17:45	17	2.39	0.3	2.0	3.0	66.5
18:00	16	2.36	0.2	2.1	3.1	67.5
18:15	12	2.68	0.9	2.1	5.6	59.3
18:30	9	2.47	0.2	2.2	2.9	64.5
18:45	8	2.20	0.3	1.8	2.5	72.4
19:00	8	2.52	0.2	2.3	2.7	63.1
19:15	5	2.18	0.2	1.9	2.4	72.9
19:30	2	2.57	0.1	2.5	2.7	61.9
19:45	9	2.30	0.3	2.1	2.9	69.1
20:00	9	2.39	0.2	2.0	2.7	66.4
20:15	10	2.37	0.2	2.1	2.7	67.2
20:30	6	2.29	0.2	2.1	2.5	69.4
20:45	8	2.52	0.2	2.3	2.8	63.2
21:00	9	2.35	0.2	2.1	2.6	67.7
21:15	8	2.44	0.3	2.1	3.0	65.1
21:30	7	2.43	0.2	2.2	2.7	65.4
21:45	3	2.61	0.5	2.2	3.2	61.0
22:00	1	2.45		2.5	2.5	64.9
22:15	3	2.37	0.3	2.1	2.8	67.0
22:30	1	2.70		2.7	2.7	58.9
22:45	6	2.35	0.5	1.7	3.0	67.7
23:00	2	2.63	0.0	2.6	2.7	60.6
23:15	5	2.45	0.1	2.3	2.6	64.9
23:30	1	2.48		2.5	2.5	64.0
23:45						

Wednesday -- June 24, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	4	2.32	0.4	2.0	2.7	68.6
00:15	2	2.31	0.1	2.3	2.4	68.9
00:30						
00:45	1	2.25		2.3	2.3	70.7
01:00	1	2.47		2.5	2.5	64.5
01:15						
01:30	1	2.58		2.6	2.6	61.5
01:45						
02:00	1	2.37		2.4	2.4	67.2
02:15						
02:30	1	2.45		2.5	2.5	64.9
02:45						
03:00						
03:15	3	2.55	0.3	2.3	2.9	62.4
03:30	2	2.66	0.4	2.4	2.9	59.8
03:45	2	2.50	0.6	2.1	2.9	63.6
04:00	4	2.43	0.2	2.2	2.8	65.5
04:15	4	2.40	0.2	2.2	2.6	66.3
04:30	2	2.33	0.2	2.2	2.5	68.1
04:45						
05:00	3	2.32	0.1	2.2	2.4	68.6
05:15	1	2.55		2.6	2.6	62.4
05:30	4	2.42	0.3	2.3	2.8	65.7
05:45	3	2.63	0.2	2.5	2.9	60.4
06:00	8	2.40	0.1	2.2	2.6	66.2
06:15	3	2.17	0.1	2.1	2.3	73.2
06:30	14	2.28	0.2	2.1	2.7	69.6
06:45	11	2.26	0.3	1.9	2.8	70.3
07:00	8	2.17	0.1	2.1	2.4	73.2
07:15	23	2.72	1.1	2.2	6.8	58.4
07:30	24	3.19	0.7	2.5	5.8	49.8
07:45	15	3.12	0.4	2.8	4.1	51.0
08:00	22	3.11	0.4	2.3	3.8	51.1
08:15	13	2.58	0.3	2.2	3.5	61.7
08:30	20	2.57	0.3	2.2	3.1	62.0
08:45	13	2.33	0.2	2.1	2.6	68.4
09:00	14	2.44	0.4	2.0	3.3	65.1
09:15	10	2.46	0.3	2.1	3.2	64.6
09:30	22	2.45	0.3	2.1	3.0	64.8
09:45	16	2.41	0.3	1.9	2.7	65.8
10:00	16	2.38	0.2	2.1	2.8	66.7
10:15	13	2.49	0.3	2.1	3.1	63.8
10:30	17	2.51	0.2	2.2	3.0	63.4
10:45	15	2.45	0.2	2.2	2.9	64.8
11:00	19	2.51	0.2	2.1	2.9	63.2
11:15	17	2.87	0.4	2.4	3.5	55.4
11:30	17	2.71	0.3	2.2	3.3	58.7
11:45	11	2.57	0.3	2.1	3.0	61.9
12:00	9	2.37	0.3	2.0	2.7	67.1
12:15	11	2.52	0.3	2.0	3.0	63.0
12:30	18	2.48	0.3	2.2	3.1	64.2
12:45	18	2.47	0.2	2.2	3.0	64.5
13:00	24	2.45	0.2	2.2	2.9	65.0
13:15	17	2.49	0.3	2.0	3.0	63.8
13:30	13	2.32	0.2	2.1	2.6	68.4
13:45	18	2.42	0.2	2.1	3.0	65.8
14:00	16	2.52	0.3	2.1	3.3	63.2
14:15	15	2.54	0.4	2.0	3.7	62.6
14:30	20	2.96	2.2	2.0	12.4	53.8
14:45	14	2.55	0.6	2.2	4.5	62.3
15:00	14	2.32	0.2	2.1	2.9	68.5
15:15	15	2.47	0.2	2.1	3.0	64.3
15:30	11	2.52	0.2	2.3	2.9	63.1
15:45	18	2.66	1.2	2.0	7.1	59.8
16:00	15	2.44	0.2	2.1	2.9	65.2
16:15	16	2.52	0.3	2.1	3.1	63.2
16:30	10	2.49	0.3	2.1	3.0	63.9
16:45	13	2.56	0.4	2.1	3.5	62.0
17:00	13	2.57	0.3	2.2	3.3	61.8
17:15	16	2.51	0.3	2.1	3.2	63.4
17:30	12	2.34	0.2	2.1	2.6	68.1
17:45	14	2.44	0.3	2.1	3.2	65.1
18:00	14	2.37	0.2	2.1	2.8	67.2
18:15	8	2.42	0.2	2.2	2.8	65.7
18:30	15	2.40	0.1	2.1	2.7	66.3
18:45	14	2.45	0.3	2.0	2.8	65.0
19:00	4	2.32	0.2	2.2	2.5	68.5
19:15	5	2.35	0.1	2.2	2.6	67.6
19:30	8	2.44	0.2	2.2	2.9	65.2
19:45	7	2.46	0.2	2.3	2.8	64.5
20:00	7	2.30	0.2	2.1	2.6	69.3
20:15	7	2.28	0.2	2.0	2.5	69.9
20:30	8	2.34	0.3	2.0	2.7	67.9
20:45	7	2.35	0.2	1.9	2.6	67.6
21:00	13	2.44	0.3	2.1	3.0	65.0
21:15	2	2.42	0.2	2.3	2.6	65.8
21:30	8	2.39	0.3	2.1	2.8	66.5
21:45	6	2.25	0.3	1.8	2.6	70.6
22:00	4	2.29	0.2	2.1	2.6	69.5
22:15	4	2.52	0.2	2.2	2.7	63.2
22:30	1	2.68		2.7	2.7	59.3
22:45	6	2.48	0.2	2.3	2.9	64.1
23:00	4	2.48	0.1	2.4	2.6	64.0
23:15	4	2.28	0.1	2.1	2.5	69.8
23:30	3	2.37	0.5	2.1	2.9	67.0
23:45						

Thursday -- June 25, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	3	2.49	0.3	2.2	2.8	63.7
00:15	3	2.33	0.1	2.2	2.4	68.1
00:30	3	2.36	0.4	1.9	2.7	67.5
00:45	1	2.37		2.4	2.4	67.2
01:00	1	2.20		2.2	2.2	72.3
01:15	2	2.17	0.1	2.1	2.2	73.4
01:30						
01:45	1	2.20		2.2	2.2	72.3
02:00						
02:15	2	2.53	0.1	2.5	2.6	62.8
02:30	2	2.51	0.1	2.5	2.6	63.4
02:45	2	2.34	0.0	2.3	2.4	67.9
03:00	2	2.35	0.2	2.2	2.5	67.7
03:15						
03:30	5	2.38	0.1	2.3	2.6	66.8
03:45						
04:00	5	2.44	0.4	2.1	3.1	65.3
04:15	1	2.63		2.6	2.6	60.4
04:30	2	2.46	0.0	2.5	2.5	64.7
04:45	1	2.60		2.6	2.6	61.2
05:00	2	2.41	0.1	2.4	2.5	66.0
05:15	3	2.57	0.4	2.1	2.9	61.8
05:30	11	2.40	0.3	2.1	2.9	66.3
05:45	2	2.52	0.3	2.3	2.7	63.2
06:00	7	2.54	0.4	2.1	3.0	62.6
06:15	7	2.26	0.2	2.1	2.6	70.3
06:30	11	2.33	0.2	2.1	2.6	68.2
06:45	9	2.34	0.3	2.1	3.0	68.1
07:00	16	2.36	0.2	2.0	2.8	67.2
07:15	17	2.66	0.4	2.2	3.7	59.7
07:30	16	2.92	0.4	2.2	3.6	54.5
07:45	31	3.40	0.3	2.9	4.5	46.8
08:00	17	2.83	0.3	2.5	3.3	56.1
08:15	22	2.46	0.3	2.1	3.1	64.7
08:30	22	2.41	0.2	2.0	2.9	66.1
08:45	11	6.26	2.1	3.4	11.1	25.4
09:00	18	6.26	1.4	4.4	8.8	25.4
09:15	9	3.52	0.9	2.5	5.7	45.1
09:30	22	2.67	0.9	2.0	6.3	59.6
09:45	13	2.48	0.3	2.1	3.2	64.2
10:00	14	2.52	0.2	2.1	2.9	63.2
10:15	12	2.52	0.2	2.3	3.0	63.2
10:30	16	2.48	0.3	2.0	3.2	64.0
10:45	14	2.69	0.6	2.1	4.7	59.2
11:00	12	2.61	0.4	2.2	3.5	60.8
11:15	23	2.83	1.7	2.2	10.4	56.2
11:30	16	2.43	0.2	2.1	2.8	65.4
11:45	25	2.52	0.3	2.1	3.1	63.1
12:00	17	4.10	3.7	2.1	13.8	38.8
12:15	19	2.41	0.2	2.1	2.8	65.9
12:30	18	2.43	0.2	2.2	2.8	65.4
12:45	21	2.44	0.3	2.1	3.2	65.1
13:00	11	2.48	0.2	2.2	2.9	64.0
13:15	25	2.47	0.2	2.1	2.9	64.4
13:30	12	2.44	0.3	2.0	3.0	65.3
13:45	21	2.50	0.3	2.1	3.2	63.6
14:00	11	2.70	0.2	2.3	3.0	58.9
14:15	12	2.52	0.2	2.3	2.9	63.2
14:30	14	2.60	0.3	2.1	3.2	61.2
14:45	16	2.69	1.1	2.2	7.0	59.0
15:00	21	2.47	0.3	2.0	3.0	64.5
15:15	19	2.40	0.2	2.2	2.9	66.4
15:30	15	2.59	0.4	2.3	3.3	61.3
15:45	13	2.46	0.4	2.0	3.1	64.6
16:00	17	2.39	0.2	2.2	3.2	66.5
16:15	14	2.45	0.2	2.1	2.9	64.8
16:30	14	2.52	0.2	2.1	3.0	63.1
16:45	10	2.36	0.2	2.1	2.8	67.3
17:00	14	2.42	0.3	2.0	2.9	65.6
17:15	13	2.56	0.3	2.1	3.2	62.0
17:30	16	2.45	0.2	2.2	2.9	65.0
17:45	12	2.47	0.2	2.2	2.8	64.4
18:00	19	2.44	0.3	2.0	3.0	65.1
18:15	8	2.30	0.2	2.0	2.6	69.0
18:30	14	2.43	0.2	2.1	2.8	65.4
18:45	10	2.34	0.2	2.1	2.6	67.9
19:00	19	2.40	0.3	2.1	3.1	66.2
19:15	9	2.39	0.3	2.1	2.9	66.6
19:30	8	2.31	0.2	2.0	2.8	68.8
19:45	13	2.32	0.3	1.8	2.7	68.4
20:00	8	2.52	0.2	2.3	2.9	63.2
20:15	14	2.34	0.3	1.9	2.8	67.9
20:30	9	2.45	0.3	2.1	3.1	64.8
20:45	5	2.48	0.3	2.2	2.9	64.2
21:00	7	2.64	0.3	2.1	3.0	60.2
21:15	13	2.49	0.3	2.1	2.9	63.8
21:30	11	2.36	0.2	2.1	2.7	67.5
21:45	8	2.65	0.3	2.3	3.2	59.9
22:00	9	2.59	0.4	2.1	3.0	61.3
22:15	4	2.34	0.2	2.1	2.5	67.9
22:30	4	2.60	0.4	2.3	3.1	61.3
22:45	2	2.57	0.0	2.6	2.6	61.9
23:00	3	2.32	0.3	2.1	2.7	68.5
23:15	3	2.36	0.2	2.2	2.6	67.3
23:30	3	2.49	0.2	2.2	2.6	63.7
23:45	4	2.44	0.3	2.1	2.8	65.2

15-minute average travel times -- I-2 WB to I-69C NB

For Origin = 5 to Destination = 7
Distance = 2.80 miles

	Tuesday -- June 23, 2015							Wednesday -- June 24, 2015							Thursday -- June 25, 2015					
	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00							00:00	1	2.73		2.7	2.7	61.5	00:00						
00:15	1	2.58		2.6	2.6	65.0	00:15	3	2.52	0.1	2.4	2.6	66.8	00:15	2	2.53	0.2	2.4	2.7	66.3
00:30	3	2.46	0.1	2.4	2.6	68.4	00:30							00:30						
00:45	2	2.65	0.0	2.6	2.7	63.4	00:45							00:45	1	2.55		2.6	2.6	65.9
01:00							01:00	2	2.48	0.1	2.4	2.6	67.7	01:00	2	2.67	0.1	2.6	2.7	63.0
01:15	1	2.82		2.8	2.8	59.6	01:15							01:15	2	2.71	0.4	2.5	3.0	62.0
01:30	2	2.62	0.0	2.6	2.6	64.2	01:30	1	2.63		2.6	2.6	63.8	01:30	2	2.63	0.1	2.6	2.7	63.8
01:45	1	2.53		2.5	2.5	66.3	01:45							01:45						
02:00	2	2.58	0.2	2.4	2.7	65.0	02:00							02:00						
02:15							02:15							02:15	1	2.78		2.8	2.8	60.4
02:30	1	2.60		2.6	2.6	64.6	02:30	1	2.83		2.8	2.8	59.3	02:30						
02:45							02:45	1	2.68		2.7	2.7	62.6	02:45						
03:00	1	2.45		2.5	2.5	68.6	03:00							03:00						
03:15	1	2.57		2.6	2.6	65.5	03:15							03:15	2	2.62	0.1	2.6	2.7	64.2
03:30	2	2.58	0.1	2.5	2.7	65.2	03:30	3	2.57	0.4	2.3	3.0	65.3	03:30						
03:45							03:45	1	2.47		2.5	2.5	68.1	03:45	3	2.60	0.1	2.5	2.7	64.6
04:00							04:00	1	2.45		2.5	2.5	68.6	04:00	1	2.60		2.6	2.6	64.6
04:15	4	2.50	0.1	2.4	2.6	67.2	04:15							04:15						
04:30	5	2.65	0.3	2.1	2.9	63.5	04:30							04:30	1	2.60		2.6	2.6	64.6
04:45							04:45	1	2.65		2.7	2.7	63.4	04:45	4	2.73	0.2	2.5	3.0	61.5
05:00							05:00	3	2.56	0.1	2.5	2.7	65.6	05:00	1	2.58		2.6	2.6	65.0
05:15	2	2.52	0.3	2.3	2.7	66.8	05:15	4	2.65	0.2	2.4	2.8	63.4	05:15	3	2.76	0.2	2.5	3.0	61.0
05:30	2	2.62	0.1	2.5	2.7	64.2	05:30	3	2.47	0.1	2.4	2.5	68.1	05:30	6	2.52	0.2	2.3	2.8	66.8
05:45	6	2.52	0.1	2.4	2.6	66.6	05:45	3	2.47	0.1	2.4	2.6	68.0	05:45	6	2.57	0.2	2.3	2.7	65.3
06:00	5	2.68	0.1	2.5	2.8	62.6	06:00	2	2.79	0.0	2.8	2.8	60.2	06:00	8	2.64	0.2	2.3	2.9	63.7
06:15	7	2.69	0.5	2.3	3.7	62.4	06:15	9	2.60	0.1	2.4	2.7	64.7	06:15	1	2.48		2.5	2.5	67.7
06:30	9	2.56	0.2	2.3	2.9	65.5	06:30	8	2.64	0.1	2.4	2.8	63.7	06:30	9	2.61	0.2	2.3	2.9	64.4
06:45	10	2.58	0.1	2.4	2.7	65.1	06:45	8	2.53	0.2	2.3	2.7	66.4	06:45	8	2.63	0.2	2.3	2.8	64.0
07:00	10	2.85	0.3	2.3	3.2	58.9	07:00	7	2.74	0.3	2.3	3.2	61.3	07:00	9	2.84	0.2	2.6	3.1	59.2
07:15	6	3.26	0.5	2.9	4.1	51.6	07:15	16	3.47	0.6	2.7	4.6	48.4	07:15	8	4.03	2.5	2.7	10.2	41.7
07:30	11	5.91	1.0	4.7	7.5	28.4	07:30	9	5.60	1.0	4.4	6.9	30.0	07:30	10	5.34	0.7	4.3	6.8	31.5
07:45	11	5.94	0.8	4.2	7.0	28.3	07:45	15	5.70	1.2	3.8	7.4	29.5	07:45	7	5.89	0.5	4.9	6.6	28.5
08:00	15	4.51	0.7	3.5	5.5	37.2	08:00	17	5.57	1.8	3.7	12.1	30.2	08:00	13	5.68	0.8	4.2	6.6	29.6
08:15	12	4.43	0.8	2.9	5.6	37.9	08:15	11	3.15	0.4	2.7	3.9	53.3	08:15	8	3.31	0.6	2.8	4.5	50.8
08:30	12	3.25	0.8	2.8	5.9	51.7	08:30	11	3.67	0.7	2.9	4.8	45.7	08:30	6	3.06	0.1	2.9	3.2	55.0
08:45	12	3.55	0.3	2.8	4.0	47.3	08:45	8	3.11	0.6	2.6	3.9	53.9	08:45	9	8.73	3.7	4.1	13.9	19.3
09:00	11	2.92	0.5	2.4	4.1	57.6	09:00	9	2.78	0.3	2.4	3.4	60.5	09:00	8	9.12	1.5	7.7	11.9	18.4
09:15	9	2.65	0.2	2.3	3.0	63.3	09:15	8	2.72	0.2	2.4	3.0	61.7	09:15	11	5.53	1.2	4.0	7.4	30.4
09:30	12	2.72	0.2	2.4	3.2	61.8	09:30	10	2.74	0.2	2.5	3.1	61.3	09:30	11	3.31	0.7	2.6	4.8	50.7
09:45	7	2.65	0.3	2.3	3.1	63.3	09:45	5	2.70	0.2	2.4	2.9	62.3	09:45	12	2.76	0.2	2.5	3.0	60.9
10:00	5	2.73	0.1	2.5	2.9	61.6	10:00	10	2.65	0.2	2.4	3.0	63.4	10:00	8	2.68	0.2	2.4	3.0	62.7
10:15	12	2.73	0.2	2.3	3.0	61.5	10:15	12	3.27	1.8	2.4	9.1	51.4	10:15	9	2.68	0.2	2.4	3.0	62.8
10:30	5	2.81	0.1	2.7	3.0	59.8	10:30	7	2.88	0.8	2.4	4.7	58.4	10:30	12	2.71	0.2	2.5	3.0	61.9
10:45	9	2.74	0.3	2.5	3.3	61.3	10:45	8	2.71	0.3	2.4	3.1	61.9	10:45	7	2.92	0.5	2.5	4.1	57.6
11:00	9	2.61	0.2	2.3	2.9	64.2	11:00	6	2.76	0.2	2.5	3.0	60.8	11:00	8	3.17	0.4	2.5	3.7	52.9
11:15	6	2.65	0.2	2.3	3.0	63.4	11:15	9	3.47	0.5	2.9	4.1	48.5	11:15	12	2.74	0.2	2.5	3.1	61.4
11:30	9	2.86	0.6	2.4	4.1	58.7	11:30	22	3.00	0.3	2.7	3.7	56.1	11:30	7	2.83	0.4	2.3	3.3	59.4
11:45	11	2.79	0.2	2.4	3.1	60.3	11:45	6	2.81	0.2	2.5	3.1	59.8	11:45	1	2.72		2.7	2.7	61.8
12:00	14	2.70	0.3	2.2	3.3	62.1	12:00	11	2.78	0.2	2.6	3.2	60.3	12:00	7	2.70	0.3	2.3	3.1	62.3
12:15	9	3.11	0.9	2.5	5.5	53.9	12:15	9	2.78	0.1	2.6	3.1	60.4	12:15	12	3.01	0.2	2.6	3.4	55.7
12:30	11	3.02	0.4	2.5	3.7	55.6	12:30	18	2.95	0.2	2.7	3.2	57.0	12:30	11	3.00	0.6	2.6	4.9	55.9
12:45	15	3.15	0.3	2.7	3.6	53.3	12:45	6	2.79	0.1	2.6	3.0	60.1	12:45	13	2.68	0.1	2.5	2.8	62.7
13:00	14	2.92	0.2	2.6	3.3	57.5	13:00	10	2.63	0.2	2.2	3.0	63.9	13:00	12	2.79	0.1	2.6	2.9	60.2
13:15	9	3.08	0.2	2.8	3.5	54.5	13:15	7	2.81	0.1	2.6	2.9	59.7	13:15	5	2.88	0.1	2.8	3.1	58.3
13:30	7	2.99	0.2	2.8	3.2	56.2	13:30	10	2.63	0.1	2.4	2.9	64.0	13:30	9	2.76	0.2	2.6	3.2	60.8
13:45	5	3.44	0.7	2.7	4.3	48.9	13:45	5	2.64	0.3	2.1	2.9	63.6	13:45	10	2.83	0.2	2.5	3.1	59.3
14:00	13	4.16	0.6	3.4	5.0	40.4	14:00	18	2.80	0.2	2.3	3.2	60.0	14:00	9	2.89	0.3	2.5	3.5	58.1
14:15	12	4.81	1.1	3.3	7.7	34.9	14:15	6	2.90	0.3	2.7	3.3	58.0	14:15	15	2.70	0.1	2.6	3.0	62.3
14:30	18	3.88	2.3	2.9	13.1	43.3	14:30	11	2.77	0.3	2.4	3.1	60.8	14:30	12	2.89	0.2	2.5	3.2	58.1
14:45	11	3.08	0.2	2.8	3.4	54.6	14:45	11	2.81	0.3	2.3	3.3	59.8	14:45	8	2.64	0.1	2.5	2.8	63.7
15:00	9	2.81	0.2	2.6	3.2	59.9	15:00	12	2.74	0.2	2.2	3.0	61.4	15:00	4	2.89	0.3	2.5	3.1	58.1
15:15	10	2.95	0.2	2.6	3.2	56.9	15:15	12	2.77	0.2	2.5	3.0	60.8	15:15	11	2.86	0.1	2.7	3.1	58.7
15:30	9	2.78	0.2	2.4	3.1	60.5	15:30	13	2.91	0.4	2.5	4.0	57.8	15:30	13	2.97	0.4	2.6	4.2	56.5
15:45	7	2.64	0.2	2.4	2.9	63.7	15:45	11	2.79	0.3	2.4	3.1	60.2	15:45	19	2.76	0.2	2.5	3.2	60.9
16:00	9	2.62	0.1	2.4	2.9	64.2	16:00	7	2.70	0.2	2.4	2.9	62.1	16:00	15	2.88	0.3	2.4	3.3	58.4
16:15	10	2.72	0.2	2.3	3.0	61.9	16:15	9	2.82	0.1	2.6	3.1	59.6	16:15	10	2.73	0.2	2.4	3.0	61.5
16:30	6	2.64	0.4	2.2	3.2	63.5	16:30	5	2.68	0.1	2.6	2.8	62.6	16:30	15	2.76	0.2	2.4	3.1	60.9
16:45	6	2.63	0.1	2.5	2.8	63.9	16:45	15	2.81	0.2	2.4	3.2	59.8	16:45	13	2.81	0.3	2.3	3.4	59.8
17:00	12	3.09	0.5	2.6	4.4	54.4	17:00	15	2.96	0.3	2.6	3.6	56.8	17:00	15	2.81	0.2	2.4	3.3	59.8
17:15	18	3.28	0.3	2.6	3.7	51.2	17:15	11	3.17	0.1	3.0	3.3	53.0	17:15	12	3.69	0.4	3.2	4.4	45.5
17:30	7	2.71	0.2	2.5	2.9	62.0	17:30	11	2.75	0.3	2.3	3.2	61.2	17:30	11	2.90	0.3	2.5	3.3	58.0
17:45	6	2.72	0.1	2.5	2.9	61.8	17:45	12	2.77	0.2	2.4	3.1	60.6	17:45	9	2.94	0.3	2.6	3.3	57.2
18:00	6	2.66	0.1	2.6	2.8	63.2	18:00	11	2.78	0.3	2.2	3.4	60.4	18:00	12	2.73	0.2	2.2	2.9	61.5
18:15	7	2.92	0.3	2.6	3.3	57.5	18:15	16	2.73	0.2	2.5	3.1	61.5	18:15	17	2.67	0.2	2.3	3.3	62.8
18:30	4	2.83	0.2	2.6	3.0	59.4	18:30	5	2.55	0.2	2.3	2.8	65.8	18:30	11	2.73	0.2	2.4	3.0	61.5
18:45	4	2.60	0.1	2.4	2.7	64.5	18:45	7	2.66	0.1	2.5	2.9	63.1	18:45	9	2.71	0.2	2.4	3.0	62.0
19:00	7	2.65	0.2	2.5	3.0	63.5	19:00	9	2.85	0.1	2.7	3.0	58.9	19:00	8	2.66	0.2	2.4	2.9	63.2
19:15	5	2.71	0.1	2.6	2.9	62.1	19:15	12	2.59	0.2	2.3	3.0	64.9	19:15	7	2.77	0.2	2.4	3.0	60.7
19:30	8	2.55	0.2	2.3	2.8	66.0	19:30	9	2.54	0.3	2.1	3.2	66.2	19:30	9	2.66	0.2	2.4	3.1	63.2
19:45	3	2.53	0.2	2.3	2.7	66.3	19:45	8	2.63	0.2	2.5	3.0	63.8	19:45	5	2.72	0.2	2.5	2.9	61.8
20:00	4	2.65	0.2	2.4	2.8	63.5	20:00	4	2.60	0.4	2.2	3.0	64.7	20:00	8	2.88	0.3	2.4	3.2	58.3
20:15	11	2.60	0.2	2.2	2.8	64.5	20:15	8	2.65	0.1	2.5	2.8	63.4	20:15	4	2.63	0.3	2.3	3.0	63.9
20:30	4	2.86	0.0	2.8	2.9	58.8	20:30	11	2.78	0.3	2.3	3.2	60.3	20:30	6	2.56	0.1	2.4	2.8	65.7
20:45	7	2.76	0.2	2.4	3.0	60.8	20:45	6	2.75	0.1	2.6	3.0	61.1	20:45	3	2.57	0.1	2.5	2.7	65.5
21:00	5	2.83	0.4	2.5	3.5	59.3	21:00	9	2.64	0.2	2.5	2.9	63.5	21:00	10	2.63	0.2	2.3	3.0	63.8
21:15	8	2.61	0.2	2.4	2.9	64.3	21:15	5	2.47	0.2	2.3	2.7	67.9	21:15	8	2.66	0.1	2.5	2.9	63.1
21:30	1	2.60		2.6	2.6	64.6	21:30	10	2.59	0.2	2.4	3.0	64.9	21:30	6	2.66	0.2	2.4	2.9	63.3
21:45	4	2.66	0.1	2.5	2.8	63.1	21:45	5	2.64	0.3	2.2	3.0	63.6	21:45	9	2.67	0.2	2.2	2.9	62.8
22:00	5	2.44	0.2	2.1	2.7	68.8	22:00	4	2.78	0.3	2.5	3.1	60.4	22:00	10	2.83	0.2	2.6	3.1	59.5
22:15	5	2.64	0.3	2.3	3.2	63.6	22:15	5	2.59	0.1	2.5	2.7	64.8	22:15	4	2.49	0.3	2.3	2.9	67.4
22:30							22:30	4	2.63	0.1	2.5	2.7	64.0	22:30	7	2.62	0.2	2.4	2.9	64.1
22:45	2	2.53	0.2	2.4	2.7	66.5	22:45	1	2.67		2.7	2.7	63.0	22:45	2	2.69	0.3	2.5	2.9	62.4
23:00	3	2.56	0.1	2.4	2.7	65.6	23:00	4	2.58	0.2	2.3	2.7	65.2	23:00	5	2.62	0.2	2.4	2.8	64.1
23:15	3	2.59	0.3	2.4	3.0	64.8	23:15	3	2.77	0.3	2.5	3.0	60.7	23:15	1	2.47		2.5	2.5	68.1
23:30							23:30	2	2.58	0.2	2.4	2.7	65.0	23:30	3	2.54	0.2	2.4	2.8	66.2
23:45							23:45	1	2.68		2.7	2.7	62.6	23:45						

15-minute average travel times -- I-2 EB to I-2 EB

For Origin = 6 to Destination = 5
Distance = 2.65 miles

	Tuesday -- June 23, 2015							Wednesday -- June 24, 2015							Thursday -- June 25, 2015					
	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	5	2.46	0.1	2.4	2.6	64.6	00:00	5	2.29	0.2	2.0	2.5	69.3	00:00	4	2.48	0.2	2.4	2.8	64.0
00:15	1	2.50		2.5	2.5	63.6	00:15	4	2.28	0.2	2.0	2.6	69.8	00:15	4	2.44	0.2	2.2	2.7	65.2
00:30	7	2.40	0.2	2.1	2.6	66.4	00:30	7	2.30	0.3	2.0	2.6	69.1	00:30	5	2.50	0.2	2.2	2.8	63.6
00:45	4	2.41	0.4	1.9	2.7	66.0	00:45	3	2.42	0.1	2.3	2.5	65.6	00:45	2	2.50	0.4	2.2	2.8	63.6
01:00							01:00							01:00	1	2.30		2.3	2.3	69.1
01:15	4	2.51	0.4	2.2	3.1	63.3	01:15	5	2.46	0.3	2.2	2.9	64.7	01:15	2	2.29	0.2	2.2	2.4	69.4
01:30	6	2.39	0.2	2.2	2.6	66.4	01:30	2	2.57	0.2	2.4	2.7	61.9	01:30	2	2.39	0.0	2.4	2.4	66.5
01:45	2	2.28	0.2	2.1	2.4	69.9	01:45							01:45						
02:00	4	2.49	0.2	2.2	2.7	63.8	02:00							02:00	2	2.39	0.1	2.4	2.4	66.5
02:15							02:15							02:15						
02:30	3	2.48	0.1	2.3	2.6	64.2	02:30	1	2.60		2.6	2.6	61.2	02:30	1	2.37		2.4	2.4	67.2
02:45							02:45	2	2.39	0.2	2.3	2.5	66.5	02:45	2	2.47	0.1	2.4	2.6	64.5
03:00	1	2.38		2.4	2.4	66.7	03:00							03:00						
03:15	2	2.51	0.2	2.4	2.6	63.4	03:15	1	2.33		2.3	2.3	68.1	03:15	5	2.49	0.6	1.7	3.3	63.8
03:30							03:30	2	2.57	0.3	2.4	2.8	61.9	03:30	1	2.62		2.6	2.6	60.8
03:45	3	2.33	0.1	2.3	2.4	68.3	03:45	4	2.61	0.3	2.1	2.9	61.0	03:45	2	2.63	0.1	2.6	2.7	60.6
04:00	2	2.69	0.5	2.4	3.0	59.1	04:00							04:00						
04:15	2	2.41	0.1	2.4	2.5	66.0	04:15	2	2.46	0.4	2.2	2.8	64.7	04:15	2	2.46	0.2	2.3	2.6	64.7
04:30	4	2.50	0.3	2.2	2.9	63.7	04:30	6	2.63	0.3	2.4	3.2	60.4	04:30	4	2.50	0.2	2.3	2.8	63.6
04:45	4	2.58	0.2	2.3	2.8	61.6	04:45	7	2.56	0.1	2.4	2.8	62.0	04:45	1	2.35		2.4	2.4	67.7
05:00	3	2.84	0.2	2.7	3.1	55.9	05:00	2	2.57	0.4	2.3	2.9	61.9	05:00	3	2.54	0.3	2.3	2.9	62.5
05:15	2	2.63	0.2	2.5	2.8	60.6	05:15	6	2.55	0.3	2.3	3.2	62.4	05:15	5	2.46	0.1	2.3	2.6	64.7
05:30							05:30	5	2.60	0.2	2.4	2.9	61.2	05:30	5	2.30	0.2	2.1	2.5	69.2
05:45	6	2.41	0.2	2.1	2.6	65.9	05:45	5	2.42	0.1	2.3	2.5	65.6	05:45	2	2.40	0.2	2.3	2.5	66.3
06:00	5	2.44	0.3	2.1	2.8	65.3	06:00	7	2.45	0.3	2.1	2.8	64.8	06:00	8	2.31	0.2	2.2	2.7	68.8
06:15	8	2.30	0.2	2.0	2.7	69.3	06:15	8	2.50	0.3	2.1	2.9	63.5	06:15	12	2.43	0.2	2.1	2.8	65.4
06:30	7	2.33	0.3	2.0	2.8	68.2	06:30	14	2.33	0.2	2.0	2.7	68.2	06:30	12	2.34	0.2	2.0	2.7	68.0
06:45	7	2.30	0.2	2.0	2.6	69.1	06:45	15	2.29	0.3	1.9	2.9	69.4	06:45	6	2.31	0.2	2.1	2.5	68.8
07:00	6	2.30	0.2	2.1	2.6	69.0	07:00	11	2.41	0.2	2.0	2.9	66.1	07:00	11	2.26	0.2	1.9	2.5	70.4
07:15	7	2.41	0.2	2.2	2.8	66.0	07:15	14	2.32	0.2	2.1	2.6	68.6	07:15	10	2.25	0.2	2.1	2.6	70.6
07:30	13	2.41	0.2	2.2	3.0	66.0	07:30	16	2.42	0.3	2.1	2.8	65.7	07:30	16	2.43	0.2	2.2	3.0	65.5
07:45	14	2.40	0.2	1.9	2.8	66.2	07:45	14	2.54	0.1	2.3	2.8	62.5	07:45	17	2.48	0.3	2.0	3.0	64.2
08:00	20	2.45	0.2	2.2	2.8	65.0	08:00	9	2.36	0.3	2.2	3.1	67.4	08:00	20	2.29	0.2	2.0	2.6	69.3
08:15	19	2.30	0.3	1.9	2.8	69.3	08:15	13	2.34	0.2	2.0	2.7	67.8	08:15	18	2.58	0.3	2.2	3.2	61.5
08:30	15	2.35	0.2	2.0	2.9	67.7	08:30	23	2.42	0.3	1.9	3.2	65.6	08:30	15	2.36	0.2	2.0	2.8	67.5
08:45	3	2.37	0.1	2.3	2.5	67.2	08:45	15	2.32	0.2	2.0	2.6	68.6	08:45	12	2.29	0.1	2.1	2.5	69.4
09:00	21	2.44	0.3	1.9	3.0	65.1	09:00	14	2.36	0.2	2.0	2.7	67.3	09:00	10	2.54	0.2	2.2	3.0	62.7
09:15	21	2.42	0.2	2.1	2.9	65.8	09:15	19	2.37	0.2	2.0	2.9	67.1	09:15	18	2.43	0.2	2.1	2.9	65.6
09:30	13	2.41	0.2	2.1	2.8	66.0	09:30	13	2.50	0.2	2.2	2.9	63.7	09:30	16	2.49	0.2	2.1	3.0	63.8
09:45	19	2.39	0.2	2.1	2.9	66.5	09:45	14	2.39	0.2	2.1	2.8	66.4	09:45	13	2.37	0.1	2.2	2.6	67.2
10:00	17	2.47	0.4	2.1	3.6	64.4	10:00	14	2.56	0.3	2.0	3.1	62.2	10:00	23	2.44	0.3	2.2	3.3	65.3
10:15	19	2.43	0.2	2.1	3.0	65.4	10:15	15	2.41	0.2	2.1	2.8	65.9	10:15	12	2.53	0.3	2.3	3.0	62.8
10:30	15	2.43	0.3	2.1	3.0	65.4	10:30	14	2.37	0.2	2.1	2.7	67.1	10:30	16	2.44	0.2	2.0	2.9	65.2
10:45	7	2.33	0.2	2.1	2.8	68.3	10:45	16	2.53	0.3	2.0	3.1	62.8	10:45	22	2.36	0.2	1.9	2.7	67.2
11:00	20	2.35	0.2	2.0	2.7	67.8	11:00	24	2.40	0.2	2.1	2.8	66.1	11:00	18	2.47	0.3	2.0	3.0	64.5
11:15	21	2.43	0.2	2.1	2.8	65.4	11:15	18	2.64	0.3	2.2	3.3	60.3	11:15	24	2.51	0.3	2.0	3.2	63.4
11:30	19	2.35	0.3	1.9	2.9	67.6	11:30	21	2.58	0.3	2.0	3.1	61.6	11:30	20	2.38	0.2	1.9	2.8	66.8
11:45	24	2.40	0.2	2.0	2.9	66.1	11:45	25	2.56	0.3	2.1	3.1	62.1	11:45	13	2.40	0.2	2.0	2.9	66.1
12:00	23	2.48	0.3	2.0	2.9	64.0	12:00	17	2.40	0.2	2.1	2.8	66.2	12:00	14	2.39	0.2	2.1	2.7	66.5
12:15	27	2.48	0.3	2.1	3.0	64.1	12:15	21	2.48	0.2	1.9	2.9	64.1	12:15	15	2.56	0.3	2.1	3.2	62.2
12:30	20	2.46	0.3	2.0	3.1	64.7	12:30	22	2.40	0.2	1.9	2.9	66.3	12:30	24	2.52	0.2	2.2	3.2	63.2
12:45	16	2.62	0.3	2.3	3.2	60.8	12:45	21	2.54	0.3	2.2	3.2	62.5	12:45	21	2.46	0.3	2.1	3.3	64.8
13:00	19	2.52	0.2	2.0	3.0	63.2	13:00	20	2.43	0.3	2.1	3.0	65.5	13:00	22	2.58	0.4	2.2	3.7	61.7
13:15	22	2.48	0.2	2.2	3.0	64.0	13:15	10	2.43	0.2	2.2	2.9	65.4	13:15	21	2.58	0.8	2.0	5.6	61.5
13:30	20	2.54	0.2	2.2	3.0	62.6	13:30	21	2.37	0.2	2.1	3.0	67.0	13:30	29	2.67	1.2	2.1	8.9	59.4
13:45	18	2.69	0.2	2.4	3.2	59.1	13:45	12	2.43	0.3	2.0	2.8	65.5	13:45	30	2.46	0.2	2.0	3.1	64.5
14:00	20	3.47	0.4	2.7	4.2	45.8	14:00	29	2.47	0.3	2.1	3.1	64.4	14:00	28	2.53	0.2	2.0	3.0	62.8
14:15	23	3.05	0.5	2.5	4.4	52.2	14:15	28	2.43	0.2	2.1	2.8	65.4	14:15	19	2.46	0.3	2.0	3.1	64.6
14:30	19	2.77	0.2	2.5	3.2	57.3	14:30	17	2.46	0.2	2.0	2.8	64.6	14:30	21	2.47	0.2	2.1	2.9	64.4
14:45	14	2.58	0.3	2.2	3.1	61.7	14:45	22	2.47	0.3	2.2	3.2	64.3	14:45	17	2.43	0.2	1.8	2.8	65.5
15:00	26	2.57	0.3	2.1	3.3	61.9	15:00	40	2.55	0.3	2.1	3.2	62.3	15:00	23	2.45	0.2	2.2	2.9	64.8
15:15	30	2.51	0.2	2.1	2.9	63.3	15:15	25	2.94	1.4	2.1	9.7	54.1	15:15	29	2.50	0.2	2.2	3.0	63.5
15:30	20	2.55	0.2	2.2	2.9	62.3	15:30	26	2.41	0.2	2.1	2.8	65.9	15:30	28	2.87	0.3	2.3	3.6	55.4
15:45	20	2.49	0.3	2.2	3.0	63.8	15:45	26	2.51	0.2	2.2	2.8	63.4	15:45	26	2.76	0.4	2.3	3.4	57.5
16:00	18	2.60	0.2	2.4	3.0	61.0	16:00	22	2.47	0.2	2.1	2.9	64.3	16:00	23	2.70	0.3	2.4	3.2	58.8
16:15	29	2.66	0.3	2.3	3.5	59.8	16:15	26	2.49	0.2	2.2	3.0	63.8	16:15	35	2.77	1.0	2.1	8.0	57.4
16:30	26	2.57	0.2	2.2	2.9	61.9	16:30	22	2.51	0.3	2.1	3.4	63.4	16:30	23	2.60	0.3	2.3	3.4	61.1
16:45	31	2.49	0.2	2.1	3.1	63.8	16:45	29	2.61	0.6	2.2	5.8	61.0	16:45	27	2.73	0.2	2.3	3.2	58.2
17:00	21	2.55	0.3	2.2	3.3	62.4	17:00	28	2.63	0.2	2.4	3.0	60.5	17:00	25	3.00	0.3	2.4	3.6	53.0
17:15	34	3.14	0.4	2.6	4.2	50.7	17:15	26	2.98	0.2	2.6	3.4	53.4	17:15	43	3.50	0.7	2.9	7.2	45.4
17:30	24	3.07	0.3	2.6	3.6	51.9	17:30	9	3.06	0.1	2.9	3.3	52.0	17:30	31	3.37	0.3	2.6	3.8	47.2
17:45	30	2.94	0.4	2.3	4.2	54.1	17:45	18	2.81	0.4	2.3	3.6	56.6	17:45	24	3.14	0.3	2.8	3.7	50.7
18:00	29	2.61	0.3	2.2	3.4	60.8	18:00	35	2.58	0.4	2.1	4.0	61.6	18:00	25	3.07	0.6	2.5	4.9	51.8
18:15	21	2.56	0.3	2.0	3.1	62.2	18:15	22	2.60	0.8	2.1	6.0	61.2	18:15	20	2.82	0.5	2.3	4.3	56.3
18:30	26	2.46	0.2	2.1	3.1	64.6	18:30	33	2.50	0.2	2.0	3.0	63.6	18:30	16	2.44	0.2	2.1	2.8	65.1
18:45	22	2.38	0.2	2.1	3.0	66.9	18:45	24	2.49	0.2	2.1	3.1	63.8	18:45	26	2.53	0.3	2.1	3.8	63.0
19:00	24	2.34	0.3	1.9	3.0	67.8	19:00	21	2.38	0.2	2.1	2.8	66.8	19:00	18	2.40	0.2	2.1	2.7	66.3
19:15	17	2.41	0.3	2.1	2.8	65.9	19:15	26	2.43	0.3	2.0	3.3	65.4	19:15	13	2.32	0.2	2.2	2.7	68.6
19:30	12	2.39	0.3	1.9	2.8	66.6	19:30	17	2.36	0.2	2.0	2.9	67.5	19:30	16	2.39	0.3	2.1	3.0	66.5
19:45	11	2.49	0.4	2.1	3.4	63.9	19:45	8	2.45	0.3	2.1	3.2	65.0	19:45	16	2.34	0.2	2.1	2.8	67.9
20:00	20	2.34	0.3	1.9	3.1	68.1	20:00	7	2.35	0.3	2.0	2.7	67.8	20:00	17	2.37	0.2	2.1	2.7	67.2
20:15	12	2.38	0.1	2.1	2.6	66.7	20:15	11	2.38	0.3	2.2	3.3	66.8	20:15	14	2.40	0.3	2.1	3.0	66.3
20:30	22	2.48	0.3	2.1	3.0	64.1	20:30	13	2.44	0.2	2.2	2.8	65.2	20:30	12	2.49	0.4	2.0	3.2	63.7
20:45	10	2.35	0.3	1.9	2.8	67.8	20:45	7	2.38	0.2	2.2	2.9	66.7	20:45	15	2.50	0.5	1.9	4.2	63.7
21:00	8	2.48	0.3	2.1	3.0	64.2	21:00	14	2.60	0.3	2.2	3.2	61.2	21:00	10	2.38	0.2	2.0	2.7	66.9
21:15	10	2.33	0.2	2.2	2.7	68.4	21:15	12	2.61	0.3	2.2	3.2	61.0	21:15	16	2.45	0.3	2.1	3.0	64.9
21:30	14	2.46	0.2	2.1	2.8	64.7	21:30	17	2.48	0.3	2.1	3.0	64.2	21:30	9	2.42	0.3	1.9	2.9	65.6
21:45	7	2.48	0.3	2.1	2.8	64.2	21:45	13	2.67	1.5	2.1	7.6	59.5	21:45	9	2.42	0.2	2.1	2.7	65.7
22:00	12	2.29	0.2	1.9	2.6	69.3	22:00	7	2.52	0.3	2.1	2.9	63.1	22:00	18	2.56	0.3	2.1	3.3	62.2
22:15	6	2.29	0.1	2.1	2.4	69.5	22:15	9	2.53	0.2	2.3	2.9	62.9	22:15	10	2.31	0.3	2.0	2.8	68.8
22:30	11	2.41	0.2	2.1	2.8	65.9	22:30	3	2.34	0.1	2.3	2.4	67.8	22:30	8	2.35	0.2	2.2	2.9	67.7
22:45	8	2.37	0.2	2.1	2.5	67.1	22:45	7	2.49	0.3	2.3	2.9	63.8	22:45	15	2.34	0.2	2.1	2.8	68.1
23:00	7	2.35	0.1	2.2	2.4	67.8	23:00	9	2.50	0.3	1.9	2.9	63.5	23:00	4	2.43	0.2	2.2	2.6	65.3
23:15	11	2.65	0.5	1.9	3.3	60.0	23:15	10	2.41	0.3	2.1	2.8	66.0	23:15	7	2.29	0.3	2.0	3.0	69.4
23:30	6	2.44	0.1	2.3	2.7	65.3	23:30	3	2.34	0.1	2.2	2.5	67.8	23:30	7	2.37	0.2	2.1	2.6	67.0
23:45	10	2.45	0.2	2.2	2.7	64.9	23:45	3	2.29	0.1	2.2	2.3	69.5	23:45	1	2.30		2.3	2.3	69.1

15-minute average travel times -- I-2 EB to I-69C NB

For Origin = 6 to Destination = 7
Distance = 2.60 miles

	Tuesday -- June 23, 2015							Wednesday -- June 24, 2015							Thursday -- June 25, 2015					
	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	6	2.43	0.2	2.1	2.6	64.3	00:00	7	2.48	0.2	2.2	2.8	62.9	00:00	3	2.49	0.1	2.4	2.6	62.5
00:15	11	2.48	0.1	2.1	2.7	63.0	00:15	9	2.37	0.3	2.0	2.8	65.8	00:15	5	2.43	0.2	2.2	2.8	64.2
00:30	6	2.45	0.3	2.2	2.8	63.7	00:30	5	2.62	0.2	2.5	2.8	59.6	00:30	5	2.25	0.2	2.1	2.4	69.4
00:45	5	2.61	0.1	2.5	2.7	59.8	00:45	3	2.42	0.3	2.1	2.7	64.4	00:45	4	2.37	0.3	2.0	2.7	65.9
01:00	2	2.46	0.2	2.3	2.6	63.5	01:00	5	2.26	0.2	2.0	2.5	69.0	01:00						
01:15	1	2.25		2.3	2.3	69.3	01:15	2	2.23	0.0	2.2	2.2	70.1	01:15	3	2.33	0.2	2.1	2.5	67.0
01:30	6	2.52	0.4	2.1	3.2	61.9	01:30	5	2.30	0.2	2.0	2.6	67.9	01:30	1	2.32		2.3	2.3	67.3
01:45	1	2.35		2.4	2.4	66.4	01:45	1	2.30		2.3	2.3	67.8	01:45	4	2.45	0.1	2.4	2.5	63.7
02:00							02:00	3	2.44	0.3	2.2	2.8	63.8	02:00	1	2.38		2.4	2.4	65.5
02:15							02:15	3	2.34	0.3	2.0	2.7	66.7	02:15						
02:30	1	2.40		2.4	2.4	65.0	02:30	1	2.37		2.4	2.4	65.9	02:30						
02:45	2	2.23	0.1	2.2	2.3	69.9	02:45	2	2.51	0.2	2.4	2.7	62.2	02:45	4	2.32	0.1	2.2	2.4	67.3
03:00							03:00							03:00	6	2.35	0.2	2.1	2.6	66.4
03:15	3	2.44	0.2	2.3	2.7	63.8	03:15	1	2.47		2.5	2.5	63.2	03:15						
03:30	4	2.50	0.5	2.1	2.9	62.3	03:30	1	2.32		2.3	2.3	67.3	03:30						
03:45	3	2.34	0.2	2.2	2.5	66.7	03:45	2	2.33	0.0	2.3	2.4	66.9	03:45						
04:00	3	2.26	0.2	2.0	2.5	69.0	04:00	2	2.43	0.2	2.3	2.6	64.1	04:00						
04:15	2	2.49	0.4	2.2	2.8	62.6	04:15	4	2.28	0.3	2.0	2.7	68.3	04:15	3	2.42	0.3	2.1	2.6	64.4
04:30	2	2.27	0.1	2.2	2.3	68.8	04:30	2	2.26	0.2	2.2	2.4	69.1	04:30	2	2.48	0.1	2.4	2.6	62.8
04:45	3	2.48	0.3	2.3	2.8	63.0	04:45	1	2.27		2.3	2.3	68.8	04:45	1	2.55		2.6	2.6	61.2
05:00	2	2.20	0.1	2.1	2.3	70.9	05:00	5	2.51	0.1	2.4	2.7	62.1	05:00	2	2.30	0.2	2.2	2.5	67.8
05:15	2	2.30	0.3	2.1	2.5	67.8	05:15	4	2.56	0.1	2.4	2.7	61.0	05:15	7	2.36	0.2	2.1	2.8	66.0
05:30	5	2.28	0.1	2.2	2.5	68.3	05:30	5	2.35	0.1	2.2	2.5	66.3	05:30	4	2.39	0.1	2.2	2.5	65.3
05:45	1	2.25		2.3	2.3	69.3	05:45	4	2.33	0.3	2.1	2.7	66.9	05:45	6	2.29	0.2	2.1	2.5	68.0
06:00	7	2.31	0.2	2.0	2.5	67.6	06:00	5	2.44	0.4	2.1	3.2	63.9	06:00	6	2.31	0.1	2.2	2.5	67.5
06:15	12	2.28	0.1	2.0	2.5	68.4	06:15	3	2.33	0.0	2.3	2.4	66.9	06:15	7	2.35	0.2	2.1	2.7	66.5
06:30	8	2.31	0.2	2.1	2.6	67.6	06:30	2	2.36	0.1	2.3	2.4	66.1	06:30	15	2.30	0.2	2.0	2.8	67.9
06:45	6	2.48	0.2	2.2	2.8	63.0	06:45	8	2.37	0.2	2.1	2.7	65.9	06:45	11	2.46	0.3	2.0	2.8	63.4
07:00	10	2.35	0.2	2.0	2.6	66.4	07:00	14	2.36	0.2	2.1	2.9	66.1	07:00	11	2.42	0.2	2.0	2.7	64.6
07:15	11	2.54	0.1	2.4	2.8	61.5	07:15	7	2.41	0.4	2.0	3.1	64.7	07:15	12	2.51	0.2	2.2	2.9	62.2
07:30	17	2.93	0.4	2.4	3.9	53.3	07:30	15	3.33	0.9	2.3	5.6	46.9	07:30	18	2.99	0.6	2.3	3.9	52.2
07:45	12	4.25	0.8	2.9	5.3	36.7	07:45	20	5.10	1.3	3.0	7.5	30.6	07:45	10	3.58	0.3	3.0	4.1	43.6
08:00	15	2.64	0.2	2.3	3.1	59.2	08:00	13	3.11	0.8	2.1	4.8	50.2	08:00	11	2.56	0.2	2.2	2.8	60.9
08:15	11	2.40	0.2	2.2	2.7	65.1	08:15	12	2.53	0.2	2.3	2.9	61.7	08:15	17	2.51	0.1	2.3	2.8	62.2
08:30	19	2.50	0.2	2.2	2.8	62.5	08:30	11	2.57	0.2	2.3	2.9	60.7	08:30	22	2.70	0.4	2.1	3.6	57.9
08:45	14	2.54	0.2	2.2	2.8	61.5	08:45	12	3.11	2.1	2.1	9.9	50.1	08:45	11	2.73	0.4	2.4	3.8	57.2
09:00	12	2.52	0.1	2.3	2.7	62.0	09:00	17	2.57	0.2	2.2	3.0	60.7	09:00	14	2.50	0.1	2.3	2.7	62.4
09:15	9	2.59	0.2	2.4	2.9	60.3	09:15	11	2.35	0.2	2.0	2.7	66.3	09:15	15	2.40	0.2	2.1	2.7	65.1
09:30	16	2.51	0.2	2.2	2.8	62.1	09:30	17	2.43	0.1	2.2	2.7	64.1	09:30	15	2.67	0.5	2.1	3.8	58.5
09:45	15	2.46	0.2	2.2	2.8	63.5	09:45	19	2.49	0.1	2.3	2.8	62.5	09:45	14	2.51	0.4	2.2	3.7	62.1
10:00	19	2.46	0.1	2.2	2.8	63.3	10:00	16	2.52	0.2	2.2	3.0	62.0	10:00	14	2.46	0.1	2.2	2.7	63.3
10:15	11	2.45	0.2	2.1	2.8	63.8	10:15	20	2.66	0.8	2.3	6.1	58.7	10:15	18	2.56	0.3	2.1	3.1	60.9
10:30	18	2.53	0.2	2.1	2.9	61.6	10:30	11	2.45	0.2	2.1	2.7	63.7	10:30	21	2.63	0.1	2.3	2.8	59.4
10:45	14	2.60	0.2	2.3	2.9	60.1	10:45	24	2.55	0.2	2.3	2.9	61.1	10:45	13	2.51	0.2	2.2	3.0	62.3
11:00	22	2.50	0.2	2.2	2.8	62.5	11:00	14	2.51	0.2	2.0	2.9	62.0	11:00	13	2.44	0.3	2.0	2.9	63.8
11:15	14	2.64	0.2	2.3	3.0	59.0	11:15	16	2.96	0.3	2.3	3.5	52.7	11:15	15	2.67	0.2	2.4	3.1	58.4
11:30	17	2.52	0.2	2.2	2.9	61.9	11:30	10	2.82	0.2	2.6	3.3	55.4	11:30	13	2.60	0.2	2.4	2.9	60.0
11:45	20	2.60	0.2	2.3	2.9	60.0	11:45	26	2.70	0.2	2.3	3.2	57.9	11:45	16	2.44	0.2	2.1	2.7	63.9
12:00	15	2.59	0.2	2.2	2.8	60.2	12:00	14	2.50	0.2	2.2	2.8	62.5	12:00	25	2.60	0.2	2.3	3.0	60.1
12:15	17	2.54	0.3	2.1	3.2	61.4	12:15	12	2.39	0.1	2.2	2.6	65.2	12:15	22	2.45	0.2	2.2	2.8	63.7
12:30	10	2.72	0.3	2.3	3.2	57.4	12:30	21	2.58	0.2	2.3	2.9	60.4	12:30	25	2.58	0.2	2.2	2.9	60.5
12:45	14	2.86	0.2	2.6	3.2	54.6	12:45	11	2.50	0.2	2.2	2.9	62.5	12:45	19	2.71	0.3	2.4	3.4	57.6
13:00	14	2.93	0.2	2.6	3.2	53.3	13:00	16	2.59	0.1	2.3	2.8	60.3	13:00	11	2.94	0.2	2.7	3.3	53.0
13:15	14	2.76	0.2	2.4	3.1	56.4	13:15	16	2.56	0.2	2.1	3.0	60.9	13:15	13	2.57	0.2	2.3	2.8	60.8
13:30	19	2.83	0.1	2.6	3.1	55.1	13:30	18	2.69	0.2	2.4	3.2	58.0	13:30	14	2.52	0.2	2.3	2.9	61.9
13:45	18	2.90	0.2	2.6	3.3	53.7	13:45	17	2.58	0.2	2.3	3.1	60.4	13:45	20	2.79	0.7	2.3	5.8	56.0
14:00	14	3.50	0.3	3.2	4.1	44.5	14:00	17	2.67	0.2	2.2	3.1	58.5	14:00	15	2.76	0.2	2.4	3.1	56.6
14:15	11	4.03	0.4	3.6	4.7	38.7	14:15	15	3.17	0.5	2.3	3.9	49.2	14:15	19	2.59	0.2	2.3	2.9	60.1
14:30	14	3.76	0.3	3.3	4.2	41.5	14:30	18	2.72	0.2	2.4	3.1	57.3	14:30	18	2.66	0.1	2.5	2.9	58.7
14:45	20	3.03	0.5	2.6	4.9	51.5	14:45	15	2.66	0.2	2.4	3.0	58.6	14:45	18	2.57	0.1	2.2	2.9	60.8
15:00	18	2.78	0.3	2.4	3.2	56.1	15:00	16	2.71	0.1	2.5	3.0	57.6	15:00	18	2.62	0.2	2.2	3.0	59.6
15:15	21	3.21	0.4	2.7	4.3	48.6	15:15	28	2.97	0.4	2.3	3.9	52.6	15:15	21	3.13	0.5	2.2	3.9	49.9
15:30	16	2.87	0.3	2.4	3.6	54.4	15:30	18	2.90	0.8	2.3	5.9	53.8	15:30	21	3.95	0.6	3.1	5.7	39.5
15:45	25	2.73	0.2	2.4	3.2	57.2	15:45	22	2.72	0.3	2.2	3.3	57.3	15:45	17	4.07	0.3	3.6	4.5	38.3
16:00	14	3.39	0.2	3.0	3.7	46.0	16:00	18	2.90	0.4	2.5	3.7	53.8	16:00	20	3.59	0.3	3.1	4.2	43.5
16:15	17	4.11	0.6	3.3	5.0	38.0	16:15	22	2.89	0.4	2.5	3.8	54.0	16:15	18	3.52	0.4	3.0	4.2	44.3
16:30	19	3.34	0.3	2.9	3.8	46.7	16:30	20	2.68	0.2	2.3	3.0	58.2	16:30	15	3.59	0.3	3.0	4.1	43.5
16:45	11	2.89	0.4	2.4	3.6	53.9	16:45	13	2.82	0.3	2.4	3.3	55.3	16:45	22	4.08	0.6	2.8	4.9	38.3
17:00	17	3.04	0.5	2.3	3.9	51.3	17:00	8	2.97	0.2	2.6	3.3	52.6	17:00	11	5.49	1.2	3.6	6.9	28.4
17:15	21	5.23	0.9	3.4	7.0	29.9	17:15	21	4.28	0.8	3.3	7.3	36.4	17:15	22	5.16	0.9	3.3	6.5	30.2
17:30	21	5.63	1.3	3.5	8.9	27.7	17:30	11	4.84	0.6	3.9	5.6	32.2	17:30	20	4.51	0.5	3.7	5.2	34.6
17:45	22	4.76	0.7	3.5	6.0	32.8	17:45	17	3.56	0.7	2.3	4.2	43.8	17:45	19	5.10	1.0	3.8	6.4	30.6
18:00	10	3.51	0.7	2.9	5.2	44.4	18:00	22	2.72	0.2	2.3	3.1	57.4	18:00	16	5.13	0.8	3.4	6.1	30.4
18:15	17	2.79	0.2	2.4	3.3	56.0	18:15	12	2.66	0.3	2.3	3.3	58.6	18:15	15	4.08	0.5	3.2	4.7	38.2
18:30	17	3.13	1.5	2.3	7.0	49.9	18:30	13	2.56	0.2	2.3	3.0	61.1	18:30	23	2.47	0.2	2.1	3.1	63.2
18:45	16	2.59	0.1	2.5	2.9	60.2	18:45	14	2.54	0.1	2.3	2.7	61.3	18:45	14	2.68	0.2	2.4	3.0	58.2
19:00	18	2.57	0.2	2.4	3.1	60.7	19:00	13	2.61	0.2	2.3	2.8	59.7	19:00	12	2.50	0.2	2.2	2.7	62.5
19:15	12	2.55	0.2	2.3	2.8	61.3	19:15	15	2.48	0.2	2.2	3.0	62.9	19:15	6	2.48	0.2	2.3	2.7	63.0
19:30	14	2.47	0.2	2.2	2.8	63.1	19:30	12	2.46	0.2	2.1	2.9	63.5	19:30	9	2.79	0.5	2.2	4.0	55.9
19:45	15	2.47	0.1	2.3	2.7	63.1	19:45	15	2.52	0.2	2.3	2.9	61.9	19:45	10	2.63	0.3	2.3	3.0	59.4
20:00	14	2.53	0.2	2.1	2.8	61.7	20:00	14	2.46	0.1	2.2	2.7	63.5	20:00	14	2.56	0.1	2.4	2.9	60.9
20:15	10	2.50	0.2	2.2	2.8	62.3	20:15	13	2.45	0.2	2.2	2.7	63.7	20:15	19	2.54	0.2	2.4	3.0	61.5
20:30	14	2.56	0.2	2.2	2.9	60.9	20:30	14	2.43	0.2	2.1	2.8	64.2	20:30	10	2.56	0.2	2.3	2.9	61.1
20:45	13	2.48	0.1	2.3	2.7	62.9	20:45	12	2.66	0.3	2.3	3.0	58.7	20:45	8	2.59	0.2	2.3	2.9	60.3
21:00	6	2.55	0.2	2.4	2.9	61.2	21:00	10	2.57	0.2	2.3	2.8	60.7	21:00	9	2.52	0.3	2.0	2.9	61.8
21:15	12	2.53	0.3	2.1	3.1	61.5	21:15	11	2.71	0.3	2.2	3.1	57.5	21:15	25	2.63	0.2	2.3	3.0	59.2
21:30	16	2.56	0.1	2.4	3.0	60.9	21:30	7	2.63	0.3	2.3	3.0	59.2	21:30	11	2.70	0.2	2.5	3.1	57.7
21:45	7	2.59	0.2	2.3	2.9	60.3	21:45	12	2.59	0.2	2.2	2.9	60.2	21:45	11	2.58	0.5	2.2	4.0	60.4
22:00	6	2.55	0.2	2.2	2.9	61.2	22:00	6	2.44	0.1	2.3	2.7	63.8	22:00	15	2.57	0.2	2.3	2.9	60.8
22:15	10	2.46	0.2	2.2	2.7	63.5	22:15	15	2.56	0.2	2.1	2.9	60.9	22:15	11	2.62	0.4	2.1	3.6	59.6
22:30	2	2.63	0.1	2.6	2.7	59.2	22:30	8	2.40	0.2	2.1	2.7	65.1	22:30	10	2.47	0.2	2.0	2.8	63.2
22:45	8	2.46	0.2	2.2	2.7	63.4	22:45	7	2.48	0.2	2.1	2.8	62.8	22:45	10	2.50	0.2	2.1	2.7	62.5
23:00	3	2.27	0.2	2.1	2.5	68.8	23:00	8	2.48	0.2	2.2	2.8	62.9	23:00	8	2.34	0.1	2.2	2.5	66.8
23:15	5	2.47	0.2	2.3	2.7	63.1	23:15	11	2.42	0.2	2.0	2.8	64.5	23:15	5	2.29	0.2	2.1	2.5	68.0
23:30	5	2.43	0.3	2.2	3.0	64.1	23:30	4	2.45	0.1	2.3	2.6	63.6	23:30	3	2.52	0.5	2.1	3.0	62.0
23:45	6	2.51	0.3	2.2	3.1	62.2	23:45	2	2.50	0.5	2.2	2.8	62.4	23:45	4	2.43	0.3	2.1	2.8	64.3

15-minute average travel times -- I-69C SB to I-2 EB

For Origin = 7 to Destination = 5
Distance = 2.80 miles

Tuesday -- June 23, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	1	2.62		2.6	2.6	64.2
00:15						
00:30						
00:45	2	2.53	0.1	2.5	2.6	66.3
01:00						
01:15	1	2.50		2.5	2.5	67.2
01:30						
01:45	1	2.62		2.6	2.6	64.2
02:00						
02:15						
02:30						
02:45						
03:00						
03:15						
03:30	2	2.56	0.2	2.4	2.7	65.7
03:45	1	2.52		2.5	2.5	66.8
04:00						
04:15	2	2.48	0.1	2.4	2.5	67.9
04:30	1	2.37		2.4	2.4	71.0
04:45	3	2.56	0.1	2.5	2.6	65.6
05:00	4	2.64	0.2	2.4	2.7	63.7
05:15	3	3.95	2.1	2.7	6.4	42.5
05:30	5	2.48	0.3	2.1	2.8	67.8
05:45	7	2.78	0.2	2.4	3.0	60.4
06:00	2	2.39	0.2	2.3	2.5	70.2
06:15	7	2.73	0.2	2.6	3.0	61.6
06:30	7	2.42	0.1	2.2	2.6	69.4
06:45	6	2.53	0.2	2.3	2.8	66.5
07:00	10	2.64	0.3	2.3	3.2	63.8
07:15	9	2.68	0.1	2.6	2.9	62.7
07:30	12	2.60	0.2	2.3	3.0	64.6
07:45	15	2.94	0.3	2.5	3.5	57.2
08:00	5	2.60	0.1	2.5	2.7	64.7
08:15	10	2.88	0.9	2.4	5.3	58.4
08:30	9	3.18	1.6	2.3	7.5	52.8
08:45	7	2.78	0.2	2.5	3.1	60.4
09:00	10	2.67	0.2	2.4	2.9	63.0
09:15	7	2.56	0.1	2.5	2.6	65.5
09:30	12	2.53	0.2	2.2	2.8	66.5
09:45	10	2.67	0.1	2.5	2.8	63.0
10:00	12	2.77	0.3	2.2	3.2	60.7
10:15	7	2.66	0.1	2.5	2.9	63.2
10:30	12	2.73	0.2	2.5	3.1	61.4
10:45	5	2.65	0.2	2.4	2.9	63.3
11:00	9	2.76	0.2	2.4	3.0	60.9
11:15	8	2.71	0.2	2.3	3.0	62.0
11:30	16	2.75	0.2	2.3	3.2	61.1
11:45	12	2.82	0.2	2.5	3.3	59.5
12:00	4	2.76	0.2	2.5	2.9	60.8
12:15	8	2.61	0.1	2.5	2.8	64.3
12:30	13	3.03	0.3	2.6	3.6	55.4
12:45	8	3.18	0.3	2.7	3.6	52.9
13:00	4	3.80	0.6	3.1	4.6	44.2
13:15	9	4.01	0.4	3.5	4.8	41.9
13:30	12	3.03	0.5	2.5	4.6	55.4
13:45	5	3.17	0.4	2.8	3.5	53.0
14:00	5	4.36	0.2	4.1	4.6	38.5
14:15	6	3.75	0.2	3.5	4.0	44.8
14:30	7	3.50	0.4	2.8	4.1	48.0
14:45	9	3.17	0.3	2.7	3.6	53.1
15:00	5	2.85	0.2	2.5	3.1	58.9
15:15	11	2.83	0.2	2.6	3.2	59.3
15:30	14	3.02	0.3	2.5	3.6	55.7
15:45	8	2.85	0.2	2.5	3.3	58.9
16:00	24	3.81	0.7	2.5	5.1	44.0
16:15	8	3.18	0.4	2.8	4.1	52.8
16:30	11	2.92	0.2	2.8	3.4	57.5
16:45	6	3.40	0.4	2.7	3.9	49.4
17:00	6	3.90	1.0	2.6	5.0	43.0
17:15	11	6.20	0.2	5.9	6.4	27.1
17:30	11	4.49	0.6	3.5	5.2	37.4
17:45	9	3.55	0.6	2.6	4.3	47.3
18:00	7	2.88	0.2	2.6	3.1	58.4
18:15	10	2.84	0.1	2.6	3.1	59.1
18:30	10	2.58	0.2	2.2	2.9	65.2
18:45	5	2.63	0.3	2.3	2.9	64.0
19:00	17	2.82	1.2	2.3	7.2	59.5
19:15	7	2.73	0.2	2.4	3.0	61.5
19:30	6	2.51	0.1	2.4	2.8	66.9
19:45	2	2.69	0.1	2.6	2.8	62.4
20:00	5	2.50	0.0	2.5	2.6	67.3
20:15	11	2.59	0.2	2.2	3.0	64.9
20:30	9	2.74	0.4	2.3	3.2	61.2
20:45	5	2.97	0.3	2.7	3.5	56.6
21:00	10	2.56	0.1	2.3	2.7	65.7
21:15	4	2.74	0.3	2.4	3.1	61.3
21:30	4	2.63	0.2	2.5	2.9	63.8
21:45	8	2.59	0.1	2.4	2.8	64.8
22:00	5	2.46	0.1	2.3	2.6	68.3
22:15	7	2.55	0.2	2.4	2.9	65.9
22:30						
22:45	4	2.58	0.2	2.4	2.9	65.2
23:00	1	2.35		2.4	2.4	71.5
23:15	2	2.38	0.2	2.2	2.6	70.7
23:30	1	2.73		2.7	2.7	61.5
23:45	1	2.63		2.6	2.6	63.8

Wednesday -- June 24, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	3	2.81	0.1	2.8	2.9	59.9
00:15	1	2.38		2.4	2.4	70.5
00:30						
00:45	3	2.67	0.1	2.6	2.8	62.9
01:00						
01:15	1	2.55		2.6	2.6	65.9
01:30	1	2.47		2.5	2.5	68.1
01:45	2	2.48	0.1	2.4	2.6	67.7
02:00	1	2.43		2.4	2.4	69.0
02:15	1	2.52		2.5	2.5	66.8
02:30	1	2.58		2.6	2.6	65.0
02:45	2	2.78	0.6	2.4	3.2	60.5
03:00	1	2.35		2.4	2.4	71.5
03:15	2	2.61	0.2	2.5	2.7	64.4
03:30						
03:45						
04:00						
04:15						
04:30	2	2.39	0.1	2.4	2.4	70.2
04:45						
05:00	4	2.78	0.3	2.3	3.0	60.5
05:15	7	2.72	0.2	2.5	3.0	61.7
05:30	4	2.50	0.2	2.3	2.8	67.2
05:45	1	2.75		2.8	2.8	61.1
06:00	2	2.47	0.3	2.3	2.7	68.1
06:15	3	2.59	0.1	2.5	2.7	64.8
06:30	6	2.50	0.1	2.4	2.6	67.3
06:45	3	2.47	0.1	2.4	2.5	68.0
07:00	9	2.53	0.3	2.1	3.0	66.5
07:15	14	2.63	0.1	2.5	2.8	63.9
07:30	11	2.68	0.2	2.4	3.1	62.6
07:45	5	3.40	0.2	3.0	3.6	49.4
08:00	11	2.74	0.3	2.3	3.2	61.3
08:15	10	2.81	0.2	2.6	3.1	59.9
08:30	5	2.64	0.3	2.4	3.2	63.6
08:45	10	2.87	0.3	2.4	3.3	58.5
09:00	4	2.62	0.3	2.3	3.0	64.2
09:15	13	2.69	0.2	2.4	3.0	62.4
09:30	9	3.36	2.1	2.4	9.0	50.0
09:45	8	2.70	0.2	2.4	2.9	62.3
10:00	5	2.63	0.2	2.4	3.0	64.0
10:15	11	2.73	0.2	2.4	2.9	61.6
10:30	7	2.80	0.2	2.6	3.2	59.9
10:45	9	2.59	0.1	2.4	2.8	64.8
11:00	5	2.74	0.2	2.5	3.0	61.2
11:15	9	3.55	0.4	3.1	4.4	47.3
11:30	8	2.95	0.3	2.6	3.6	57.0
11:45	11	2.75	0.2	2.5	3.1	61.2
12:00	10	2.66	0.2	2.4	2.9	63.2
12:15	8	2.63	0.2	2.5	2.9	63.8
12:30	10	2.89	0.1	2.7	3.0	58.2
12:45	8	2.75	0.3	2.4	3.2	61.0
13:00	4	2.87	0.3	2.6	3.3	58.5
13:15	7	2.75	0.2	2.5	3.1	61.1
13:30	8	2.56	0.2	2.3	2.8	65.7
13:45	10	2.74	0.1	2.6	3.0	61.2
14:00	8	2.72	0.2	2.5	3.1	61.7
14:15	10	2.94	0.3	2.6	3.3	57.2
14:30	16	2.88	0.2	2.5	3.3	58.3
14:45	12	2.95	0.3	2.5	3.5	56.9
15:00	8	2.65	0.2	2.5	3.1	63.4
15:15	13	2.87	0.2	2.6	3.1	58.6
15:30	8	2.79	0.1	2.6	2.9	60.3
15:45	11	4.22	0.6	3.3	4.9	39.8
16:00	11	4.51	0.5	3.7	5.5	37.2
16:15	11	5.66	0.7	4.5	6.6	29.7
16:30	13	6.15	0.9	3.8	7.4	27.3
16:45	14	7.68	0.8	6.1	9.3	21.9
17:00	15	8.46	1.4	4.7	11.0	19.9
17:15	6	7.89	0.4	7.2	8.2	21.3
17:30	11	5.69	0.4	5.0	6.6	29.5
17:45	12	3.73	0.7	2.9	5.5	45.1
18:00	8	3.14	0.4	2.5	3.7	53.5
18:15	9	2.83	0.3	2.5	3.4	59.4
18:30	9	2.84	0.2	2.5	3.1	59.3
18:45	9	2.74	0.3	2.5	3.2	61.3
19:00	12	2.69	0.1	2.5	2.9	62.4
19:15	5	2.62	0.1	2.6	2.8	64.2
19:30	5	2.75	0.2	2.5	2.9	61.1
19:45	7	2.58	0.3	2.0	3.0	65.0
20:00	5	2.53	0.3	2.1	2.8	66.5
20:15	5	2.48	0.3	2.2	2.8	67.7
20:30	5	2.69	0.1	2.6	2.9	62.4
20:45	5	2.62	0.3	2.3	3.1	64.1
21:00	3	2.59	0.2	2.4	2.7	64.9
21:15	6	2.73	0.2	2.5	3.2	61.5
21:30						
21:45	9	2.64	0.2	2.4	3.0	63.7
22:00	5	2.56	0.1	2.4	2.8	65.6
22:15	2	2.52	0.0	2.5	2.6	66.8
22:30	5	2.72	0.2	2.4	2.9	61.7
22:45	2	2.54	0.3	2.3	2.8	66.1
23:00	4	2.50	0.2	2.4	2.7	67.3
23:15	4	2.61	0.3	2.2	2.9	64.3
23:30	1	2.53		2.5	2.5	66.3
23:45	2	2.61	0.2	2.5	2.8	64.4

Thursday -- June 25, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	3	2.51	0.1	2.4	2.6	66.9
00:15	3	2.63	0.3	2.5	2.9	63.9
00:30						
00:45	2	2.41	0.2	2.3	2.6	69.8
01:00						
01:15	3	2.55	0.3	2.3	2.9	65.9
01:30	1	2.52		2.5	2.5	66.8
01:45	1	2.45		2.5	2.5	68.6
02:00	1	2.73		2.7	2.7	61.5
02:15	2	2.78	0.1	2.7	2.9	60.5
02:30						
02:45	2	2.45	0.1	2.4	2.6	68.6
03:00	1	2.53		2.5	2.5	66.3
03:15	1	2.47		2.5	2.5	68.1
03:30						
03:45	1	2.38		2.4	2.4	70.5
04:00	1	2.50		2.5	2.5	67.2
04:15	2	2.37	0.1	2.3	2.4	71.0
04:30	2	2.50	0.1	2.4	2.6	67.2
04:45	4	2.48	0.2	2.3	2.7	67.9
05:00	6	2.68	0.3	2.4	2.9	62.6
05:15	6	2.93	0.8	2.3	4.5	57.3
05:30	5	2.55	0.3	2.2	2.9	65.8
05:45	8	2.50	0.2	2.1	2.8	67.3
06:00	4	2.66	0.3	2.4	3.1	63.1
06:15	8	2.56	0.2	2.4	3.0	65.6
06:30	7	2.59	0.2	2.3	3.0	65.0
06:45	4	2.50	0.1	2.3	2.7	67.2
07:00	8	2.71	0.3	2.3	3.1	61.9
07:15	15	2.60	0.2	2.3	3.0	64.5
07:30	10	3.92	2.9	2.8	12.1	42.9
07:45	11	3.32	0.5	2.7	4.3	50.5
08:00	10	3.03	0.3	2.8	3.7	55.4
08:15	6	2.69	0.2	2.5	2.9	62.5
08:30	9	2.73	0.2	2.3	3.0	61.6
08:45	5	2.85	0.1	2.7	3.1	58.9
09:00	6	2.63	0.2	2.5	2.9	64.0
09:15	8	2.67	0.2	2.3	3.0	63.0
09:30	9	2.55	0.1	2.4	2.7	65.9
09:45	8	2.72	0.2	2.5	3.1	61.7
10:00	6	2.68	0.1	2.5	2.8	62.8
10:15	6	2.59	0.2	2.4	2.9	64.8
10:30	12	2.71	0.1	2.4	2.9	62.0
10:45	8	2.74	0.2	2.4	3.0	61.3
11:00	15	2.71	0.2	2.3	3.0	61.9
11:15	10	2.81	0.3	2.5	3.2	59.7
11:30	9	2.74	0.3	2.3	3.1	61.4
11:45	15	2.77	0.2	2.5	3.1	60.7
12:00	14	2.73	0.2	2.4	3.1	61.5
12:15	12	2.79	0.2	2.5	3.0	60.2
12:30	13	2.60	0.2	2.4	2.9	64.7
12:45	8	2.66	0.3	2.2	3.0	63.2
13:00	11	2.78	0.2	2.4	3.0	60.4
13:15	9	2.91	0.3	2.3	3.1	57.7
13:30	14	2.66	0.3	2.3	3.1	63.2
13:45	8	2.60	0.2	2.2	2.9	64.6
14:00	9	2.68	0.2	2.4	3.0	62.6
14:15	9	2.76	0.2	2.5	3.1	61.0
14:30	9	2.86	0.3	2.5	3.3	58.7
14:45	11	3.31	0.3	2.8	3.9	50.7
15:00	8	3.10	0.3	2.6	3.5	54.1
15:15	13	2.98	0.2	2.6	3.3	56.4
15:30	10	2.86	0.1	2.7	3.1	58.8
15:45	11	2.90	0.2	2.5	3.3	57.8
16:00	14	3.69	0.4	2.9	4.4	45.6
16:15	16	4.99	0.5	4.2	6.1	33.7
16:30	8	4.28	0.3	4.0	4.7	39.2
16:45	7	4.42	1.0	3.5	6.6	38.0
17:00	9	4.75	0.8	3.9	6.1	35.4
17:15	15	9.61	1.9	6.3	14.0	17.5
17:30	15	8.98	0.8	7.4	10.1	18.7
17:45	8	8.09	0.6	6.7	8.5	20.8
18:00	8	4.77	0.5	3.8	5.4	35.2
18:15	11	3.58	0.9	3.0	6.1	46.9
18:30	7	2.75	0.2	2.4	3.0	61.1
18:45	6	2.79	0.2	2.6	3.1	60.3
19:00	9	2.59	0.2	2.3	3.0	64.8
19:15	9	2.54	0.1	2.4	2.7	66.0
19:30	5	2.61	0.2	2.3	2.8	64.4
19:45	4	2.64	0.1	2.5	2.8	63.7
20:00	5	3.32	1.8	2.3	6.5	50.6
20:15	6	2.45	0.1	2.2	2.6	68.6
20:30	10	2.65	0.1	2.5	2.9	63.5
20:45	3	2.58	0.1	2.5	2.7	65.2
21:00	8	2.77	0.3	2.4	3.1	60.7
21:15	5	2.70	0.2	2.5	2.9	62.2
21:30	3	2.71	0.3	2.3	3.0	62.0
21:45	5	2.61	0.1	2.5	2.8	64.3
22:00	4	2.76	0.1	2.7	2.9	60.9
22:15	5	2.68	0.3	2.4	3.0	62.6
22:30	5	2.51	0.2	2.3	2.8	67.0
22:45	2	2.72	0.3	2.5	3.0	61.8
23:00	1	2.68		2.7	2.7	62.6
23:15	2	2.52	0.2	2.4	2.7	66.8
23:30	1	2.45		2.5	2.5	68.6
23:45	2	2.53	0.0	2.5	2.5	66.5

15-minute average travel times -- I-69C SB to I-2 WB

For Origin = 7 to Destination = 6
Distance = 2.60 miles

	Tuesday -- June 23, 2015							Wednesday -- June 24, 2015							Thursday -- June 25, 2015					
	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	2	2.25	0.2	2.1	2.4	69.3	00:00							00:00	5	2.38	0.2	2.2	2.7	65.6
00:15	2	2.48	0.2	2.4	2.6	63.0	00:15	2	2.43	0.0	2.4	2.4	64.3	00:15	3	2.46	0.3	2.3	2.8	63.5
00:30	3	2.26	0.0	2.2	2.3	69.2	00:30							00:30	6	2.42	0.3	2.0	2.7	64.4
00:45	3	2.49	0.3	2.1	2.8	62.5	00:45	4	2.38	0.1	2.2	2.5	65.5	00:45						
01:00							01:00	1	2.40		2.4	2.4	65.0	01:00						
01:15							01:15	2	2.27	0.1	2.2	2.4	68.8	01:15	1	2.42		2.4	2.4	64.6
01:30							01:30							01:30	1	2.58		2.6	2.6	60.4
01:45	2	2.50	0.1	2.4	2.6	62.4	01:45	4	2.43	0.2	2.2	2.8	64.2	01:45	2	2.35	0.4	2.1	2.6	66.4
02:00	1	2.25		2.3	2.3	69.3	02:00	3	2.32	0.4	2.1	2.8	67.2	02:00	1	2.37		2.4	2.4	65.9
02:15	1	2.28		2.3	2.3	68.3	02:15	1	2.25		2.3	2.3	69.3	02:15	3	2.34	0.1	2.3	2.4	66.5
02:30	2	2.53	0.2	2.4	2.7	61.6	02:30	2	2.58	0.0	2.6	2.6	60.4	02:30						
02:45							02:45	3	2.36	0.1	2.3	2.5	66.2	02:45	1	2.28		2.3	2.3	68.3
03:00	1	2.37		2.4	2.4	65.9	03:00	1	2.38		2.4	2.4	65.5	03:00	2	2.49	0.5	2.2	2.8	62.6
03:15							03:15							03:15	1	2.27		2.3	2.3	68.8
03:30	2	2.53	0.0	2.5	2.6	61.6	03:30							03:30	2	2.40	0.1	2.3	2.5	65.0
03:45							03:45	4	2.38	0.1	2.3	2.5	65.5	03:45	5	2.54	0.1	2.5	2.6	61.5
04:00	1	2.45		2.5	2.5	63.7	04:00	4	2.34	0.1	2.2	2.5	66.7	04:00	3	2.44	0.3	2.3	2.8	64.0
04:15	6	2.37	0.1	2.2	2.5	65.9	04:15	1	2.25		2.3	2.3	69.3	04:15	7	2.25	0.1	2.1	2.4	69.2
04:30	3	2.35	0.1	2.2	2.5	66.4	04:30	1	2.43		2.4	2.4	64.1	04:30	5	2.30	0.1	2.1	2.4	67.8
04:45	4	2.39	0.3	2.1	2.8	65.3	04:45	3	2.33	0.2	2.1	2.5	66.9	04:45	1	2.20		2.2	2.2	70.9
05:00	1	2.25		2.3	2.3	69.3	05:00							05:00						
05:15	7	2.44	0.2	2.2	2.8	63.9	05:15							05:15	3	2.40	0.1	2.3	2.6	65.0
05:30	2	2.29	0.1	2.2	2.4	68.1	05:30	11	2.40	0.2	2.2	2.7	65.0	05:30	5	2.27	0.2	2.1	2.7	68.6
05:45	4	2.40	0.1	2.3	2.5	64.9	05:45	5	2.59	0.2	2.2	2.8	60.3	05:45	4	2.32	0.1	2.2	2.4	67.3
06:00	3	2.41	0.3	2.2	2.7	64.7	06:00	2	2.43	0.0	2.4	2.5	64.1	06:00	4	2.43	0.2	2.2	2.7	64.1
06:15	3	2.33	0.1	2.2	2.5	66.9	06:15	8	2.50	0.2	2.2	2.8	62.5	06:15	5	2.48	0.2	2.2	2.8	63.0
06:30	8	2.37	0.1	2.2	2.6	65.8	06:30	7	2.58	0.2	2.5	3.1	60.6	06:30	8	2.36	0.2	2.2	2.8	66.0
06:45	13	2.40	0.2	2.2	2.7	64.9	06:45	8	2.28	0.2	2.1	2.6	68.5	06:45	9	2.31	0.1	2.1	2.5	67.4
07:00	7	2.45	0.1	2.2	2.6	63.6	07:00	5	2.46	0.1	2.4	2.6	63.5	07:00	17	2.50	0.2	2.2	2.9	62.3
07:15	8	2.50	0.1	2.3	2.7	62.3	07:15	8	2.65	0.3	2.2	3.1	58.9	07:15	8	2.68	0.2	2.4	3.0	58.2
07:30	9	2.98	0.3	2.5	3.4	52.4	07:30	17	2.80	0.2	2.5	3.3	55.8	07:30	15	3.63	0.9	2.6	5.5	43.0
07:45	13	2.94	0.4	2.4	3.9	53.0	07:45	8	3.70	0.8	2.8	4.6	42.2	07:45	10	4.83	0.7	3.2	5.7	32.3
08:00	18	2.48	0.2	2.1	2.9	63.0	08:00	7	2.76	0.3	2.6	3.3	56.5	08:00	14	3.99	0.5	2.9	4.5	39.1
08:15	21	2.63	0.2	2.4	2.9	59.3	08:15	16	2.96	0.4	2.6	3.7	52.8	08:15	12	2.73	0.1	2.5	2.9	57.1
08:30	8	2.61	0.2	2.3	2.8	59.9	08:30	17	2.78	1.1	2.2	6.9	56.1	08:30	16	2.86	0.4	2.1	3.4	54.6
08:45	6	2.84	0.1	2.6	3.0	54.9	08:45	16	2.93	0.2	2.5	3.3	53.3	08:45	13	2.67	0.2	2.3	3.0	58.5
09:00	11	2.64	0.2	2.5	3.0	59.1	09:00	8	2.86	0.6	2.3	4.2	54.5	09:00	15	2.62	0.3	2.3	3.1	59.5
09:15	11	2.65	0.2	2.3	3.1	58.8	09:15	14	2.56	0.2	2.1	2.9	61.0	09:15	21	2.54	0.2	2.2	3.0	61.4
09:30	12	2.52	0.2	2.3	2.8	61.8	09:30	10	2.73	0.3	2.3	3.2	57.1	09:30	18	2.63	0.2	2.4	2.9	59.2
09:45	14	2.65	0.4	2.2	3.4	58.8	09:45	12	2.53	0.3	2.2	3.2	61.8	09:45	6	2.74	0.3	2.4	3.1	56.9
10:00	11	2.58	0.2	2.3	3.1	60.5	10:00	13	2.52	0.3	2.2	2.9	62.0	10:00	2	2.49	0.1	2.4	2.6	62.6
10:15	7	2.51	0.1	2.3	2.7	62.1	10:15	4	2.45	0.2	2.3	2.7	63.7	10:15	9	2.61	0.2	2.3	2.9	59.8
10:30	11	2.55	0.2	2.2	2.9	61.3	10:30	16	2.55	0.2	2.2	2.9	61.3	10:30	9	2.55	0.2	2.4	2.9	61.1
10:45	11	2.57	0.3	2.3	3.1	60.7	10:45	7	2.42	0.1	2.2	2.7	64.4	10:45	13	2.63	0.2	2.2	3.0	59.3
11:00	5	2.71	0.1	2.5	2.8	57.5	11:00	9	2.90	0.3	2.6	3.4	53.7	11:00	13	2.67	0.2	2.4	3.1	58.4
11:15	16	2.51	0.2	2.2	2.8	62.1	11:15	15	3.73	0.4	3.2	4.2	41.8	11:15	14	2.93	0.9	2.3	5.8	53.2
11:30	10	2.46	0.2	2.1	2.7	63.5	11:30	12	2.83	0.3	2.5	3.2	55.1	11:30	13	2.64	0.2	2.4	2.9	59.2
11:45	14	2.49	0.1	2.2	2.7	62.6	11:45	7	2.65	0.2	2.3	2.9	59.0	11:45	5	2.79	0.5	2.3	3.6	55.9
12:00	15	2.61	0.2	2.3	3.1	59.8	12:00	10	2.56	0.2	2.2	2.9	60.9	12:00	11	2.64	0.2	2.4	3.0	59.0
12:15	10	2.48	0.1	2.4	2.7	63.0	12:15	5	2.60	0.2	2.3	2.8	59.9	12:15	10	2.59	0.3	2.2	3.0	60.3
12:30	11	2.70	0.2	2.5	3.2	57.9	12:30	8	2.90	0.2	2.6	3.1	53.8	12:30	12	2.54	0.2	2.3	2.9	61.3
12:45	10	4.05	0.4	3.6	4.7	38.6	12:45	10	2.66	0.3	2.3	3.1	58.7	12:45	6	2.55	0.2	2.3	2.9	61.1
13:00	8	4.88	1.3	3.4	7.7	31.9	13:00	12	2.51	0.1	2.2	2.7	62.2	13:00	15	2.96	1.1	2.3	7.0	52.7
13:15	11	5.28	1.0	3.8	6.8	29.5	13:15	13	2.75	0.2	2.4	3.0	56.8	13:15	17	2.83	0.5	2.4	4.5	55.1
13:30	14	3.93	1.1	2.7	7.5	39.7	13:30	14	2.75	0.3	2.2	3.1	56.8	13:30	14	2.73	0.9	2.1	5.8	57.1
13:45	8	3.36	0.7	2.5	4.2	46.4	13:45	15	2.75	0.2	2.3	3.0	56.7	13:45	7	2.49	0.2	2.1	2.9	62.6
14:00	9	3.72	1.2	3.0	6.9	42.0	14:00	9	2.66	0.5	2.0	3.5	58.6	14:00	11	2.68	0.2	2.4	2.9	58.2
14:15	11	4.05	0.5	3.5	4.9	38.5	14:15	11	2.64	0.3	2.1	3.0	59.1	14:15	8	2.75	0.3	2.4	3.3	56.7
14:30	10	3.75	0.5	3.1	4.3	41.6	14:30	15	2.76	0.2	2.5	3.2	56.4	14:30	17	2.74	0.4	2.1	3.6	56.9
14:45	14	3.19	0.5	2.6	4.8	48.9	14:45	9	2.60	0.2	2.2	2.9	60.0	14:45	5	3.46	0.3	3.2	3.8	45.1
15:00	14	2.76	0.2	2.5	3.4	56.5	15:00	16	2.58	0.2	2.3	3.0	60.4	15:00	12	2.99	0.5	2.3	4.0	52.1
15:15	13	2.74	0.2	2.4	3.0	56.9	15:15	10	2.71	0.2	2.3	3.0	57.7	15:15	15	2.55	0.2	2.2	2.9	61.2
15:30	9	3.10	0.4	2.4	3.9	50.4	15:30	12	2.57	0.2	2.2	2.8	60.7	15:30	12	2.76	0.2	2.4	3.1	56.6
15:45	5	3.10	0.4	2.5	3.4	50.3	15:45	8	3.18	0.2	2.9	3.5	49.1	15:45	13	3.18	0.6	2.4	4.0	49.1
16:00	11	3.07	0.6	2.5	4.0	50.9	16:00	8	2.99	0.3	2.6	3.3	52.2	16:00	16	3.10	0.5	2.6	3.9	50.3
16:15	14	3.14	0.3	2.6	3.5	49.7	16:15	7	3.89	0.3	3.6	4.4	40.1	16:15	14	4.20	0.5	3.3	5.1	37.1
16:30	15	3.31	1.5	2.6	8.9	47.1	16:30	10	4.37	0.4	3.8	5.2	35.7	16:30	15	4.03	0.4	3.3	4.6	38.7
16:45	15	3.37	0.4	2.7	4.1	46.3	16:45	12	5.45	0.5	4.2	6.1	28.6	16:45	12	3.95	0.5	3.3	4.9	39.5
17:00	24	4.09	1.3	2.6	7.1	38.1	17:00	10	5.72	0.5	4.8	6.5	27.3	17:00	12	4.38	0.6	3.3	5.2	35.7
17:15	9	5.31	1.3	3.3	6.9	29.4	17:15	13	5.26	1.1	3.6	7.3	29.7	17:15	8	8.40	1.6	5.0	10.4	18.6
17:30	15	4.22	1.9	3.1	10.7	36.9	17:30	11	5.39	1.2	3.7	7.0	28.9	17:30	8	5.83	1.3	4.1	8.4	26.8
17:45	7	2.80	0.4	2.4	3.3	55.8	17:45	10	4.88	1.2	3.5	6.7	31.9	17:45	10	4.78	0.8	3.6	6.0	32.6
18:00	10	2.47	0.2	2.2	2.8	63.3	18:00	17	2.86	0.2	2.5	3.1	54.6	18:00	6	4.04	0.5	3.3	4.6	38.6
18:15	18	2.58	0.2	2.2	3.0	60.4	18:15	2	2.73	0.0	2.7	2.8	57.2	18:15	10	2.83	0.3	2.3	3.3	55.2
18:30	9	2.46	0.1	2.3	2.7	63.3	18:30	12	2.59	0.2	2.3	2.9	60.2	18:30	8	2.40	0.2	2.2	2.6	65.0
18:45	6	2.50	0.1	2.3	2.7	62.4	18:45	11	2.49	0.1	2.3	2.7	62.6	18:45	9	2.49	0.2	2.2	2.9	62.7
19:00	6	2.44	0.1	2.3	2.6	63.8	19:00	14	2.63	0.2	2.2	2.9	59.3	19:00	5	2.44	0.2	2.2	2.8	64.0
19:15	3	2.52	0.1	2.4	2.7	62.0	19:15	7	2.48	0.3	2.3	3.0	62.9	19:15	11	2.48	0.1	2.3	2.7	63.0
19:30	4	2.57	0.3	2.1	2.9	60.7	19:30	10	2.42	0.2	2.1	3.0	64.4	19:30	11	2.50	0.2	2.2	2.9	62.5
19:45	4	2.50	0.1	2.4	2.6	62.5	19:45	11	2.44	0.2	2.2	3.0	64.0	19:45	14	2.59	0.3	2.2	3.3	60.3
20:00	6	2.48	0.2	2.1	2.7	63.0	20:00	5	2.56	0.2	2.3	2.8	60.9	20:00	8	2.55	0.2	2.4	2.8	61.2
20:15	13	2.59	0.5	2.0	3.8	60.2	20:15	5	2.60	0.2	2.4	3.0	60.0	20:15	7	2.56	0.2	2.4	2.8	61.0
20:30	5	2.37	0.2	2.0	2.6	65.8	20:30	5	2.41	0.2	2.3	2.7	64.6	20:30	5	2.43	0.2	2.1	2.6	64.2
20:45	6	2.56	0.2	2.3	2.9	60.8	20:45	5	2.35	0.2	2.2	2.6	66.4	20:45	7	2.37	0.3	1.9	2.8	65.8
21:00	5	2.54	0.2	2.3	2.7	61.5	21:00	8	2.53	0.4	2.1	3.2	61.7	21:00	14	2.49	0.3	2.2	3.3	62.6
21:15	8	2.51	0.2	2.2	2.8	62.1	21:15	7	2.44	0.2	2.2	2.9	63.9	21:15	8	2.47	0.2	2.3	2.7	63.1
21:30	3	2.35	0.2	2.1	2.5	66.4	21:30	3	2.52	0.1	2.4	2.6	61.9	21:30	5	2.57	0.1	2.4	2.7	60.6
21:45	4	2.49	0.2	2.3	2.7	62.7	21:45	5	2.47	0.3	2.1	2.7	63.2	21:45						
22:00	4	2.41	0.1	2.2	2.6	64.8	22:00	4	2.55	0.2	2.4	2.7	61.3	22:00	6	2.37	0.1	2.3	2.6	65.8
22:15	8	2.49	0.1	2.4	2.8	62.7	22:15	4	2.61	0.1	2.5	2.7	59.7	22:15	5	2.45	0.1	2.4	2.5	63.7
22:30	6	2.51	0.3	2.2	2.7	62.1	22:30	5	2.38	0.2	2.1	2.7	65.5	22:30	5	2.55	0.1	2.4	2.7	61.2
22:45	3	2.49	0.4	2.0	2.8	62.7	22:45	1	2.62		2.6	2.6	59.6	22:45	5	2.29	0.1	2.2	2.4	68.0
23:00	5	2.46	0.2	2.2	2.8	63.4	23:00	2	2.41	0.0	2.4	2.4	64.8	23:00	4	2.41	0.0	2.4	2.5	64.8
23:15	5	2.36	0.2	2.1	2.6	66.2	23:15	5	2.52	0.1	2.4	2.6	61.8	23:15	2	2.44	0.2	2.3	2.6	63.9
23:30	2	2.48	0.0	2.5	2.5	62.8	23:30	4	2.27	0.1	2.2	2.4	68.8	23:30	4	2.31	0.3	2.1	2.7	67.6
23:45	1	2.47		2.5	2.5	63.2	23:45							23:45						

15-minute average travel times -- US 281 NB

For Origin = 7 to Destination = 17
Distance = 7.15 miles

	Tuesday -- June 23, 2015							Wednesday -- June 24, 2015							Thursday -- June 25, 2015					
	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	3	12.16	0.9	11.6	13.2	35.3	00:00	3	7.10	0.1	7.0	7.3	60.4	00:00	4	12.18	1.3	10.8	13.9	35.2
00:15	2	12.78	1.3	11.9	13.7	33.6	00:15	5	6.67	0.3	6.4	7.0	64.3	00:15	1	11.75		11.8	11.8	36.5
00:30	3	11.06	0.5	10.7	11.6	38.8	00:30							00:30						
00:45	7	12.16	1.3	10.1	14.4	35.3	00:45	1	6.97		7.0	7.0	61.6	00:45	2	11.27	0.9	10.6	11.9	38.1
01:00	1	9.50		9.5	9.5	45.2	01:00	4	6.96	0.3	6.6	7.3	61.6	01:00	1	12.50		12.5	12.5	34.3
01:15	3	11.64	1.5	10.2	13.1	36.8	01:15	1	6.42		6.4	6.4	66.9	01:15	1	15.25		15.3	15.3	28.1
01:30	6	11.39	1.2	10.1	13.4	37.7	01:30	2	6.53	0.2	6.4	6.7	65.7	01:30	2	10.06	0.7	9.6	10.5	42.7
01:45	3	11.74	0.9	11.0	12.8	36.5	01:45	1	5.85		5.9	5.9	73.3	01:45	1	12.07		12.1	12.1	35.6
02:00	2	11.44	1.9	10.1	12.8	37.5	02:00	3	6.83	0.7	6.3	7.7	62.8	02:00						
02:15							02:15	2	6.33	0.4	6.0	6.6	67.8	02:15	1	13.70		13.7	13.7	31.3
02:30	2	11.68	0.4	11.4	12.0	36.7	02:30	1	6.55		6.6	6.6	65.5	02:30						
02:45	1	11.88		11.9	11.9	36.1	02:45	4	7.97	1.0	7.1	9.0	53.8	02:45	2	10.49	0.2	10.3	10.7	40.9
03:00							03:00							03:00	2	11.45	0.0	11.4	11.5	37.5
03:15	6	12.33	1.5	10.1	14.7	34.8	03:15							03:15						
03:30	4	11.03	0.8	10.3	11.8	38.9	03:30	2	6.90	0.7	6.4	7.4	62.2	03:30						
03:45	2	10.82	2.5	9.1	12.6	39.7	03:45	5	7.11	0.4	6.7	7.6	60.3	03:45	2	10.83	0.3	10.6	11.0	39.6
04:00	2	12.09	3.3	9.8	14.4	35.5	04:00	3	6.95	0.8	6.5	7.9	61.7	04:00	2	11.87	1.8	10.6	13.1	36.2
04:15	2	11.05	0.4	10.8	11.3	38.8	04:15	4	6.33	0.6	5.8	7.0	67.8	04:15	2	13.18	2.9	11.2	15.2	32.5
04:30	9	8.54	2.6	5.3	12.3	50.2	04:30							04:30	1	14.48		14.5	14.5	29.6
04:45	1	6.80		6.8	6.8	63.1	04:45	2	5.99	0.2	5.9	6.1	71.6	04:45	3	10.88	0.6	10.4	11.5	39.4
05:00	3	6.00	0.5	5.5	6.5	71.5	05:00	3	6.61	1.2	5.3	7.3	64.9	05:00						
05:15	2	7.34	1.8	6.1	8.6	58.4	05:15	5	7.90	1.3	5.9	9.6	54.3	05:15	5	10.75	0.7	9.7	11.6	39.9
05:30	5	6.41	0.3	6.0	6.9	67.0	05:30	1	6.32		6.3	6.3	67.9	05:30	2	10.78	0.5	10.4	11.1	39.8
05:45	5	7.82	3.0	5.8	13.2	54.9	05:45	4	6.60	0.6	6.0	7.4	65.0	05:45	1	6.65		6.7	6.7	64.5
06:00	11	7.12	1.5	5.8	11.3	60.3	06:00	6	6.53	0.3	6.2	6.8	65.7	06:00	5	6.55	1.0	5.8	8.3	65.5
06:15	14	6.34	0.5	5.1	7.0	67.7	06:15	7	6.64	0.5	6.2	7.2	64.6	06:15	5	6.92	1.5	5.9	9.6	62.0
06:30	11	6.20	0.4	5.4	6.9	69.2	06:30	6	6.17	0.3	5.6	6.5	69.6	06:30	19	6.24	0.6	5.1	7.3	68.8
06:45	9	6.31	0.7	5.2	7.2	67.9	06:45	8	6.39	0.5	5.9	7.3	67.2	06:45	9	6.60	0.6	5.6	7.4	65.0
07:00	6	6.90	0.9	6.0	8.6	62.2	07:00							07:00	5	7.05	0.5	6.2	7.6	60.9
07:15	10	6.46	0.5	5.7	7.1	66.5	07:15	7	6.80	0.6	6.0	7.8	63.1	07:15	15	6.59	0.6	5.8	7.7	65.1
07:30	13	6.70	0.6	5.6	7.5	64.0	07:30	5	6.56	0.5	6.0	7.2	65.4	07:30	8	6.83	0.9	5.8	8.3	62.9
07:45	5	6.57	0.5	5.9	7.2	65.3	07:45	3	7.26	1.1	6.5	8.5	59.1	07:45	7	6.31	0.5	5.6	6.9	68.0
08:00	9	6.45	0.5	5.8	7.4	66.5	08:00	16	7.18	2.4	6.0	16.2	59.7	08:00	6	6.56	0.5	5.8	7.0	65.4
08:15	5	6.97	1.1	6.0	9.0	61.6	08:15	12	6.74	0.8	6.0	8.7	63.7	08:15	10	6.72	0.6	6.0	7.6	63.8
08:30	11	6.76	0.8	5.4	8.0	63.4	08:30	4	6.58	0.6	6.3	7.4	65.2	08:30	8	6.85	0.7	5.5	7.5	62.6
08:45	2	6.53	0.1	6.4	6.6	65.7	08:45	8	7.50	1.1	5.9	9.4	57.2	08:45	5	6.89	0.5	6.4	7.7	62.2
09:00	5	6.60	0.9	5.9	7.6	65.0	09:00	5	6.70	0.8	5.7	7.8	64.0	09:00	10	6.60	0.5	5.8	7.2	65.0
09:15	8	7.01	1.1	5.7	9.4	61.2	09:15	9	6.98	0.6	6.3	8.5	61.4	09:15	9	6.51	0.6	5.6	7.3	65.9
09:30	16	7.01	0.7	5.8	8.3	61.2	09:30	13	6.43	0.3	6.0	6.9	66.7	09:30	9	7.00	0.6	6.0	7.8	61.3
09:45	9	7.17	0.4	6.2	7.6	59.9	09:45	8	7.53	2.3	6.0	13.0	56.9	09:45	10	7.01	1.2	5.4	8.8	61.2
10:00	8	6.42	0.7	5.3	7.6	66.8	10:00	10	6.98	0.4	6.2	7.5	61.5	10:00	5	6.38	0.6	5.6	7.2	67.3
10:15	13	6.65	0.7	5.4	7.4	64.5	10:15	11	6.73	0.6	6.2	8.3	63.8	10:15	12	6.29	0.4	5.8	7.0	68.2
10:30	11	6.73	0.5	5.8	7.3	63.8	10:30	11	6.89	0.5	6.3	7.9	62.3	10:30	9	6.97	0.6	6.3	7.9	61.5
10:45	8	6.96	0.9	5.7	8.7	61.6	10:45	13	6.90	0.6	6.1	8.1	62.2	10:45	13	6.59	0.5	5.8	8.0	65.1
11:00	10	7.03	0.5	6.5	8.2	61.0	11:00	5	6.60	0.6	6.2	7.5	65.0	11:00	8	6.53	0.6	5.6	7.5	65.7
11:15	11	7.24	0.4	6.7	7.9	59.2	11:15	8	6.74	0.4	5.8	7.1	63.6	11:15	16	7.05	0.7	6.2	8.8	60.9
11:30	11	7.08	0.4	6.3	7.7	60.6	11:30	8	7.00	0.7	6.2	8.2	61.3	11:30	4	6.43	0.5	6.0	7.1	66.7
11:45	16	6.66	0.5	5.9	8.2	64.4	11:45	11	6.94	0.8	5.9	8.3	61.8	11:45	8	6.61	0.7	5.8	7.6	64.9
12:00	8	6.62	0.9	5.7	8.8	64.8	12:00	8	6.76	0.4	6.2	7.5	63.4	12:00	13	6.74	0.7	5.8	8.2	63.7
12:15	7	7.06	0.5	6.3	7.6	60.8	12:15	12	6.64	0.5	5.8	7.4	64.6	12:15	18	6.67	0.7	5.3	8.2	64.3
12:30	8	6.74	0.4	6.1	7.3	63.6	12:30	11	6.66	0.7	5.6	7.8	64.4	12:30	15	6.88	0.5	5.9	7.5	62.4
12:45	12	6.66	0.3	6.0	7.2	64.4	12:45	10	6.79	0.6	5.8	7.8	63.2	12:45	13	6.71	0.6	5.6	7.6	63.9
13:00	9	6.77	0.7	5.7	7.7	63.3	13:00	6	6.74	0.6	6.1	7.8	63.7	13:00	13	6.84	0.5	6.2	7.8	62.7
13:15	15	6.92	2.4	5.3	15.5	62.0	13:15	11	6.75	0.3	6.2	7.2	63.5	13:15	10	6.61	0.4	6.2	7.2	64.9
13:30	15	7.30	0.8	6.1	8.6	58.8	13:30	16	6.70	0.6	5.8	7.8	64.0	13:30	11	6.57	0.7	5.8	7.9	65.3
13:45	9	8.01	0.8	7.3	9.3	53.6	13:45	14	6.88	0.8	6.0	8.5	62.4	13:45	13	6.83	0.5	6.0	7.8	62.8
14:00	10	7.61	0.5	7.0	8.7	56.4	14:00	8	6.91	0.4	6.3	7.4	62.1	14:00	7	6.75	0.8	5.8	8.2	63.5
14:15	9	8.26	0.9	7.2	9.9	51.9	14:15	4	6.40	0.4	6.0	7.0	67.0	14:15	9	6.82	0.8	5.7	8.1	62.9
14:30	7	8.25	0.8	7.3	9.6	52.0	14:30	6	7.09	0.7	6.6	8.4	60.5	14:30	17	6.90	0.5	6.0	7.8	62.2
14:45	6	7.66	0.9	7.0	9.3	56.0	14:45	5	6.86	0.4	6.4	7.3	62.5	14:45	12	7.01	0.7	6.0	8.9	61.2
15:00	9	6.99	0.3	6.7	7.5	61.4	15:00	14	6.79	0.4	6.1	7.4	63.2	15:00	10	6.90	0.5	6.1	7.9	62.2
15:15	14	7.20	0.7	5.8	8.2	59.6	15:15	14	6.89	0.7	5.7	8.1	62.3	15:15	16	7.03	0.5	5.7	7.8	61.0
15:30	7	7.03	0.5	6.5	7.8	61.1	15:30	15	6.89	0.7	5.9	8.2	62.3	15:30	18	6.48	0.4	5.9	7.1	66.2
15:45	5	7.12	0.5	6.5	7.8	60.2	15:45	9	6.78	0.5	6.0	7.5	63.3	15:45	16	6.68	0.4	6.0	7.7	64.3
16:00	10	6.77	0.7	6.0	7.8	63.4	16:00	16	6.76	0.6	5.8	8.3	63.5	16:00	15	7.01	1.5	5.6	11.7	61.2
16:15	14	6.86	1.0	5.8	9.6	62.6	16:15	15	6.42	0.4	5.8	7.2	66.8	16:15	15	6.89	0.5	5.9	8.2	62.3
16:30	12	6.60	0.6	5.5	7.3	65.0	16:30	11	7.05	0.6	6.1	8.0	60.8	16:30	19	6.68	0.7	5.5	7.6	64.3
16:45	6	7.80	2.6	5.8	12.9	55.0	16:45	10	6.44	0.6	5.8	7.3	66.6	16:45	16	6.92	0.9	5.8	8.9	62.0
17:00	14	6.65	0.4	5.8	7.5	64.6	17:00	7	7.09	0.9	6.0	8.4	60.5	17:00	5	7.22	0.7	6.6	8.3	59.4
17:15	10	6.56	0.5	5.6	7.2	65.4	17:15	11	6.59	0.4	5.9	7.3	65.1	17:15	8	6.49	0.6	5.8	7.2	66.1
17:30	20	6.76	0.5	6.0	7.7	63.5	17:30	10	6.64	0.4	6.0	7.1	64.6	17:30	13	6.81	0.6	5.7	8.0	63.0
17:45	11	6.72	0.5	5.8	7.5	63.8	17:45	14	6.75	0.6	5.7	7.8	63.5	17:45	10	6.33	0.6	5.7	7.3	67.7
18:00	17	7.01	1.5	6.1	12.6	61.2	18:00	11	6.77	1.0	5.5	8.8	63.4	18:00	13	6.88	0.3	5.9	7.3	62.4
18:15	8	6.78	0.3	6.2	7.2	63.3	18:15	12	7.00	0.7	6.0	8.1	61.3	18:15	11	6.50	0.5	5.6	7.6	66.0
18:30	9	6.62	0.7	5.6	7.7	64.8	18:30	12	6.38	0.4	5.9	7.3	67.2	18:30	20	6.84	0.7	5.6	7.9	62.7
18:45	11	6.73	0.5	5.9	7.4	63.8	18:45	13	6.89	0.8	5.5	8.6	62.2	18:45	9	6.80	0.4	6.0	7.3	63.1
19:00	9	6.51	0.5	5.7	7.6	65.9	19:00	8	7.00	0.5	6.2	7.6	61.3	19:00	10	6.95	0.6	6.0	7.9	61.7
19:15	12	6.31	0.4	5.7	7.0	68.0	19:15	8	6.79	0.5	5.9	7.4	63.2	19:15	4	6.91	0.8	5.8	7.5	62.1
19:30	10	6.96	0.6	6.2	8.3	61.7	19:30	9	6.80	0.4	5.8	7.2	63.1	19:30	16	6.92	0.4	6.4	7.5	62.0
19:45	6	6.64	0.5	5.8	7.2	64.6	19:45	10	6.79	0.6	5.8	7.7	63.2	19:45	5	6.81	0.3	6.5	7.1	63.0
20:00	10	6.77	0.6	6.0	7.8	63.4	20:00	14	6.45	0.4	5.7	7.1	66.6	20:00	11	6.84	0.4	5.9	7.4	62.7
20:15	5	7.26	0.5	6.8	8.0	59.1	20:15	8	6.91	0.4	6.2	7.5	62.1	20:15	6	7.76	2.3	5.9	12.4	55.3
20:30	12	6.75	0.7	5.2	8.0	63.6	20:30	12	6.89	0.4	6.3	7.6	62.2	20:30	11	6.92	1.5	5.8	11.3	62.0
20:45	5	6.95	0.3	6.5	7.2	61.7	20:45	5	7.65	0.3	7.4	8.1	56.1	20:45	9	6.83	0.4	6.1	7.5	62.8
21:00	13	6.84	0.5	5.9	7.7	62.7	21:00	4	14.54	0.6	13.7	15.1	29.5	21:00	6	8.44	2.2	6.8	12.8	50.8
21:15	10	6.69	0.6	5.7	7.3	64.1	21:15	3	12.79	1.1	12.1	14.1	33.5	21:15	6	14.53	1.4	13.0	16.2	29.5
21:30	7	6.54	0.4	6.0	7.2	65.6	21:30	3	15.06	1.3	13.5	16.0	28.5	21:30	9	15.62	2.8	11.8	19.6	27.5
21:45	6	7.06	0.2	6.9	7.3	60.7	21:45	5	14.31	1.2	13.1	16.1	30.0	21:45	8	16.06	2.6	12.6	20.0	26.7
22:00	6	6.81	0.6	6.2	7.9	63.0	22:00							22:00	8	13.76	1.8	11.4	15.9	31.2
22:15	7	6.53	0.4	6.1	7.2	65.7	22:15	8	13.79	1.6	11.6	16.4	31.1	22:15	4	14.15	0.8	13.1	15.1	30.3
22:30	6	7.08	0.7	6.5	7.9	60.6	22:30	4	13.10	1.3	11.6	14.2	32.8	22:30	5	12.53	0.9	11.5	13.4	34.2
22:45	10	7.08	0.5	6.1	7.6	60.6	22:45	4	13.30	1.5	11.4	14.9	32.3	22:45	5	11.54	1.8	9.8	14.1	37.2
23:00	2	7.08	0.0	7.1	7.1	60.6	23:00	4	12.19	0.6	11.4	12.9	35.2	23:00	2	13.91	1.1	13.1	14.7	30.8
23:15	8	6.72	0.7	5.9	7.6	63.9	23:15	1	10.37		10.4	10.4	41.4	23:15	3	11.11	0.7	10.7	11.9	38.6
23:30	2	6.83	0.1	6.8	6.9	62.8	23:30	7	11.15	1.1	10.2	13.4	38.5	23:30	1	12.58		12.6	12.6	34.1
23:45	5	7.28	1.1	6.5	9.0	59.0	23:45	2	13.00	2.2	11.5	14.5	33.0	23:45						

15-minute average travel times -- US 281 NB

For Origin = 7 to Destination = 16
Distance = 13.50 miles

	Tuesday -- June 23, 2015						Wednesday -- June 24, 2015							Thursday -- June 25, 2015					
	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	2	19.24	0.4	19.0	19.5	42.1	00:00							00:00	3	20.07	2.2	17.7	22.0	40.4
00:15	1	22.65		22.7	22.7	35.8	00:15	4	13.21	0.7	12.4	13.9	61.3	00:15						
00:30	3	23.01	8.4	17.7	32.7	35.2	00:30	1	14.25		14.3	14.3	56.8	00:30						
00:45	1	19.62		19.6	19.6	41.3	00:45							00:45	1	19.40		19.4	19.4	41.8
01:00							01:00	1	14.98		15.0	15.0	54.1	01:00	1	20.75		20.8	20.8	39.0
01:15	2	18.46	2.1	17.0	19.9	43.9	01:15							01:15	1	20.68		20.7	20.7	39.2
01:30	2	27.46	2.4	25.7	29.2	29.5	01:30	1	13.87		13.9	13.9	58.4	01:30	1	18.43		18.4	18.4	43.9
01:45							01:45							01:45						
02:00	1	18.00		18.0	18.0	45.0	02:00	1	15.80		15.8	15.8	51.3	02:00						
02:15							02:15	1	11.87		11.9	11.9	68.3	02:15						
02:30	1	19.02		19.0	19.0	42.6	02:30	1	12.77		12.8	12.8	63.4	02:30						
02:45							02:45							02:45						
03:00							03:00							03:00	1	18.23		18.2	18.2	44.4
03:15	4	20.56	1.3	19.8	22.5	39.4	03:15							03:15						
03:30	2	18.88	1.4	17.9	19.9	42.9	03:30							03:30						
03:45	1	20.35		20.4	20.4	39.8	03:45	1	14.10		14.1	14.1	57.4	03:45						
04:00	2	20.91	4.2	17.9	23.9	38.7	04:00	2	13.77	1.1	13.0	14.5	58.8	04:00	1	17.32		17.3	17.3	46.8
04:15	2	19.66	2.0	18.3	21.1	41.2	04:15	2	11.48	0.0	11.5	11.5	70.5	04:15						
04:30	3	19.01	6.9	15.0	26.9	42.6	04:30							04:30						
04:45							04:45	2	11.60	0.4	11.3	11.9	69.8	04:45	1	17.55		17.6	17.6	46.2
05:00	2	12.41	0.3	12.2	12.7	65.3	05:00	3	13.40	1.4	11.8	14.2	60.4	05:00						
05:15							05:15	4	14.63	2.0	11.6	15.7	55.4	05:15	3	17.63	0.4	17.1	18.0	46.0
05:30	2	12.79	0.4	12.5	13.1	63.3	05:30	1	16.22		16.2	16.2	49.9	05:30	2	18.00	0.6	17.6	18.4	45.0
05:45	1	12.67		12.7	12.7	63.9	05:45	2	13.44	2.1	12.0	14.9	60.3	05:45						
06:00	5	13.09	0.9	12.1	14.0	61.9	06:00	2	12.73	0.4	12.4	13.0	63.6	06:00						
06:15	8	12.38	0.6	11.9	13.5	65.4	06:15	2	12.83	1.4	11.8	13.9	63.2	06:15	3	13.88	2.1	12.4	16.3	58.4
06:30							06:30	1	11.68		11.7	11.7	69.3	06:30	6	12.88	1.1	11.4	14.2	62.9
06:45	2	13.30	0.8	12.7	13.9	60.9	06:45	1	13.23		13.2	13.2	61.2	06:45	3	13.33	1.2	12.0	14.4	60.8
07:00	1	12.83		12.8	12.8	63.1	07:00							07:00	3	13.20	1.0	12.1	13.8	61.4
07:15	5	13.16	1.4	11.4	14.5	61.6	07:15	4	12.45	1.2	11.3	13.9	65.1	07:15	4	12.60	0.5	12.0	13.1	64.3
07:30	5	13.09	1.3	11.1	14.3	61.9	07:30	1	12.10		12.1	12.1	66.9	07:30	2	13.03	1.4	12.0	14.1	62.1
07:45	4	12.89	1.3	11.5	14.1	62.8	07:45	1	12.57		12.6	12.6	64.5	07:45	4	13.14	0.3	12.7	13.5	61.6
08:00	2	12.97	1.7	11.8	14.2	62.5	08:00	6	13.60	1.5	11.9	16.3	59.6	08:00						
08:15	1	11.52		11.5	11.5	70.3	08:15	7	12.64	0.8	11.8	13.7	64.1	08:15	4	12.88	1.3	11.6	14.3	62.9
08:30	4	12.53	1.2	11.0	13.6	64.6	08:30							08:30	2	12.53	0.9	11.9	13.1	64.7
08:45							08:45	2	11.91	0.8	11.4	12.5	68.0	08:45	3	13.21	0.8	12.2	13.8	61.3
09:00	1	11.97		12.0	12.0	67.7	09:00	1	13.02		13.0	13.0	62.2	09:00	7	13.11	0.9	11.7	14.1	61.8
09:15	4	13.02	0.8	12.4	14.1	62.2	09:15	7	13.28	0.6	12.5	14.1	61.0	09:15	3	12.43	1.3	11.4	13.9	65.2
09:30	4	13.42	1.6	11.4	15.3	60.4	09:30	6	12.35	0.5	11.7	13.1	65.6	09:30	4	13.78	1.0	12.9	15.3	58.8
09:45	1	12.13		12.1	12.1	66.8	09:45	5	13.49	0.9	12.5	14.5	60.0	09:45	4	12.71	0.3	12.5	13.2	63.7
10:00	4	13.01	1.4	11.2	14.6	62.3	10:00	3	13.66	0.4	13.4	14.1	59.3	10:00						
10:15	4	12.83	1.6	10.6	14.0	63.1	10:15	9	13.62	0.9	12.5	14.9	59.5	10:15	6	12.36	1.1	11.2	13.9	65.6
10:30	5	13.19	0.9	12.0	14.2	61.4	10:30	5	13.39	0.6	12.9	14.2	60.5	10:30	3	13.84	0.3	13.6	14.2	58.5
10:45	4	13.91	0.6	13.5	14.8	58.2	10:45	2	12.87	1.2	12.1	13.7	63.0	10:45	7	12.59	0.5	11.8	13.4	64.3
11:00	3	13.69	1.4	12.5	15.2	59.1	11:00	1	12.08		12.1	12.1	67.0	11:00	2	12.68	2.6	10.9	14.5	63.9
11:15	2	13.26	0.2	13.2	13.4	61.1	11:15	3	12.46	0.6	11.8	13.0	65.0	11:15	4	13.00	0.6	12.2	13.7	62.3
11:30	5	13.52	0.3	13.1	13.9	59.9	11:30	1	13.70		13.7	13.7	59.1	11:30	2	12.87	1.3	11.9	13.8	63.0
11:45	5	12.82	0.4	12.2	13.3	63.2	11:45	4	13.22	1.2	11.6	14.1	61.3	11:45	2	11.78	0.2	11.7	11.9	68.7
12:00	3	12.75	0.3	12.5	13.1	63.5	12:00	3	13.08	1.0	12.0	14.0	61.9	12:00	7	13.09	0.9	11.7	14.0	61.9
12:15	6	13.74	0.5	12.8	14.2	59.0	12:15	3	13.13	0.8	12.4	13.9	61.7	12:15	7	13.10	0.6	12.1	13.6	61.8
12:30	4	13.08	0.5	12.5	13.7	61.9	12:30	5	12.81	1.1	11.1	14.3	63.2	12:30	3	12.87	1.2	11.8	14.1	63.0
12:45	3	12.73	0.9	11.7	13.3	63.6	12:45	3	13.08	1.8	11.1	14.6	61.9	12:45	3	12.71	1.2	11.3	13.5	63.7
13:00	2	12.84	0.5	12.5	13.2	63.1	13:00	4	12.65	0.5	12.0	13.0	64.1	13:00	4	13.21	0.7	12.2	13.9	61.3
13:15	2	11.93	0.7	11.5	12.4	67.9	13:15	3	13.59	0.5	13.2	14.2	59.6	13:15	2	12.83	1.2	12.0	13.7	63.1
13:30	4	13.06	0.8	12.0	14.0	62.0	13:30	5	13.21	0.8	11.8	14.0	61.3	13:30	6	12.36	0.6	11.8	13.4	65.6
13:45	2	13.60	0.3	13.4	13.8	59.6	13:45	3	12.74	0.2	12.5	12.9	63.6	13:45	3	13.27	1.1	12.0	14.1	61.1
14:00	4	14.40	0.6	13.6	15.0	56.3	14:00	2	13.61	0.3	13.4	13.8	59.5	14:00	2	12.93	0.5	12.6	13.3	62.7
14:15							14:15							14:15	2	12.61	1.5	11.5	13.7	64.2
14:30	2	16.03	1.0	15.3	16.8	50.5	14:30	2	13.23	0.1	13.2	13.3	61.2	14:30	8	13.26	0.9	11.7	14.4	61.1
14:45	2	13.92	0.7	13.4	14.4	58.2	14:45	2	11.88	1.7	10.7	13.1	68.2	14:45	6	13.61	0.8	12.7	15.2	59.5
15:00	4	13.68	0.2	13.5	13.8	59.2	15:00	5	13.64	0.5	13.0	14.2	59.4	15:00	5	12.86	0.6	12.3	13.4	63.0
15:15	5	13.68	0.8	12.4	14.4	59.2	15:15	5	13.52	1.6	11.3	15.5	59.9	15:15	8	13.94	0.8	13.0	15.0	58.1
15:30	2	15.03	2.7	13.1	17.0	53.9	15:30	7	12.61	0.9	11.7	13.8	64.2	15:30	7	12.35	0.7	11.4	13.3	65.6
15:45	3	13.47	1.0	12.7	14.5	60.1	15:45	6	12.96	1.0	12.0	14.5	62.5	15:45	7	12.53	0.8	11.8	14.0	64.7
16:00	2	12.87	0.2	12.7	13.0	63.0	16:00							16:00	6	13.21	1.0	12.0	14.7	61.3
16:15	5	13.77	1.6	11.9	15.8	58.8	16:15							16:15	4	13.28	0.5	12.9	13.7	61.0
16:30	5	12.71	0.9	11.3	13.6	63.7	16:30	6	13.83	1.1	11.8	15.0	58.6	16:30	7	13.12	1.1	11.8	14.9	61.7
16:45	1	11.80		11.8	11.8	68.6	16:45	2	13.58	0.0	13.6	13.6	59.7	16:45	4	13.08	1.1	11.6	14.0	62.0
17:00	4	13.47	0.8	12.8	14.6	60.1	17:00	1	11.82		11.8	11.8	68.5	17:00	1	13.02		13.0	13.0	62.2
17:15	6	13.05	0.9	11.2	13.8	62.1	17:15	3	13.41	0.3	13.2	13.7	60.4	17:15	3	13.71	0.6	13.1	14.2	59.1
17:30	3	13.18	0.8	12.4	14.0	61.5	17:30	1	13.85		13.9	13.9	58.5	17:30	4	13.09	0.7	12.1	13.6	61.9
17:45	3	12.82	1.4	11.8	14.4	63.2	17:45	5	12.92	1.1	11.7	14.5	62.7	17:45	3	12.19	1.3	11.1	13.6	66.4
18:00	6	12.65	0.9	11.8	13.6	64.0	18:00	1	16.15		16.2	16.2	50.2	18:00	5	13.22	0.9	11.8	14.3	61.3
18:15	2	13.53	0.1	13.4	13.6	59.9	18:15	1	12.07		12.1	12.1	67.1	18:15	1	12.90		12.9	12.9	62.8
18:30	4	12.42	0.8	11.3	13.1	65.2	18:30	5	12.46	0.7	11.5	13.3	65.0	18:30	3	13.86	0.4	13.4	14.1	58.4
18:45	2	13.02	0.5	12.7	13.4	62.2	18:45	2	13.81	1.3	12.9	14.7	58.7	18:45	3	13.83	0.6	13.2	14.2	58.6
19:00	6	12.51	0.7	11.4	13.2	64.8	19:00	2	13.11	1.6	12.0	14.2	61.8	19:00	4	12.86	1.0	11.5	13.9	63.0
19:15	3	12.99	1.0	11.9	13.7	62.3	19:15	1	12.82		12.8	12.8	63.2	19:15	2	13.73	0.5	13.4	14.1	59.0
19:30	3	13.42	0.3	13.1	13.7	60.3	19:30	2	12.69	0.8	12.1	13.3	63.8	19:30	5	13.42	1.0	12.2	14.9	60.3
19:45	4	13.23	0.4	12.9	13.7	61.2	19:45	3	13.25	0.7	12.6	14.0	61.1	19:45	2	12.90	0.5	12.5	13.3	62.8
20:00	2	13.99	1.1	13.2	14.8	57.9	20:00	5	13.15	0.5	12.6	13.7	61.6	20:00	3	13.62	0.3	13.4	14.0	59.5
20:15	2	13.35	0.3	13.1	13.6	60.7	20:15	1	13.60		13.6	13.6	59.6	20:15	1	14.77		14.8	14.8	54.9
20:30	2	14.11	0.9	13.5	14.8	57.4	20:30	4	13.24	0.3	12.9	13.7	61.2	20:30	4	13.00	1.1	12.2	14.5	62.3
20:45	1	13.03		13.0	13.0	62.1	20:45	1	13.70		13.7	13.7	59.1	20:45	4	13.13	0.3	12.8	13.4	61.7
21:00	3	13.68	0.6	13.2	14.4	59.2	21:00	2	22.30	0.5	21.9	22.7	36.3	21:00	4	18.15	4.6	14.1	23.4	44.6
21:15	3	13.36	0.3	13.0	13.6	60.6	21:15	3	21.57	1.4	20.0	22.6	37.6	21:15	6	23.93	2.8	20.9	29.0	33.9
21:30	4	13.18	0.6	12.7	14.1	61.5	21:30	4	25.37	4.5	20.5	30.3	31.9	21:30	2	22.53	3.7	19.9	25.1	35.9
21:45	4	13.71	0.4	13.4	14.2	59.1	21:45	4	25.54	2.1	22.4	27.2	31.7	21:45	4	22.24	4.2	20.0	28.5	36.4
22:00	4	13.03	1.1	12.2	14.6	62.2	22:00							22:00	2	18.99	0.0	19.0	19.0	42.7
22:15	2	12.94	1.1	12.1	13.8	62.6	22:15	4	23.99	3.6	20.9	29.1	33.8	22:15	2	21.82	0.8	21.2	22.4	37.1
22:30	2	13.61	1.2	12.8	14.4	59.5	22:30							22:30	1	21.22		21.2	21.2	38.2
22:45	5	13.83	0.3	13.5	14.3	58.6	22:45							22:45	1	17.48		17.5	17.5	46.3
23:00	1	14.20		14.2	14.2	57.0	23:00	3	20.53	1.3	19.1	21.3	39.5	23:00	3	20.19	0.5	19.9	20.8	40.1
23:15	2	12.36	0.8	11.8	12.9	65.5	23:15							23:15	2	19.45	1.0	18.7	20.2	41.6
23:30	1	13.45		13.5	13.5	60.2	23:30	3	18.32	2.2	17.0	20.8	44.2	23:30	1	21.75		21.8	21.8	37.2
23:45	3	13.53	1.0	12.9	14.7	59.9	23:45	2	18.11	0.0	18.1	18.1	44.7	23:45						

15-minute average travel times -- US 281 NB

For Origin = 7 to Destination = 15
Distance = 17.60 miles

	Tuesday -- June 23, 2015						Wednesday -- June 24, 2015							Thursday -- June 25, 2015					
	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00							00:00	4	16.22	0.8	15.3	17.1	65.1	00:00	3	23.13	2.2	20.7	25.1	45.6
00:15	1	25.70		25.7	25.7	41.1	00:15	1	17.63		17.6	17.6	59.9	00:15						
00:30	2	21.05	0.8	20.5	21.6	50.2	00:30							00:30	1	25.48		25.5	25.5	41.4
00:45	1	22.62		22.6	22.6	46.7	00:45							00:45	1	22.35		22.4	22.4	47.2
01:00	1	19.28		19.3	19.3		01:00	1	17.90		17.9	17.9	59.0	01:00	1	24.03		24.0	24.0	43.9
01:15	2	21.42	2.1	20.0	22.9	49.3	01:15							01:15						
01:30	2	24.41	6.0	20.2	28.6	43.3	01:30	1	16.98		17.0	17.0	62.2	01:30	1	21.50		21.5	21.5	49.1
01:45							01:45							01:45						
02:00	1	20.97		21.0	21.0	50.4	02:00							02:00						
02:15							02:15							02:15						
02:30	1	21.82		21.8	21.8	48.4	02:30							02:30						
02:45							02:45	1	18.18		18.2	18.2	58.1	02:45						
03:00							03:00							03:00	1	20.97		21.0	21.0	50.4
03:15	4	23.87	1.3	23.0	25.8	44.2	03:15							03:15						
03:30	3	20.69	2.2	18.5	22.9	51.0	03:30							03:30						
03:45	2	20.43	4.1	17.6	23.3	51.7	03:45	2	17.38	0.1	17.3	17.4	60.8	03:45						
04:00	2	23.98	4.2	21.0	27.0	44.0	04:00	2	16.79	1.2	15.9	17.7	62.9	04:00	1	19.98		20.0	20.0	52.8
04:15	1	21.03		21.0	21.0	50.2	04:15	2	14.21	0.0	14.2	14.2	74.3	04:15						
04:30	4	19.38	4.1	15.6	25.2	54.5	04:30							04:30						
04:45	1	22.33		22.3	22.3	47.3	04:45	2	14.22	0.4	13.9	14.5	74.3	04:45						
05:00							05:00	1	17.45		17.5	17.5	60.5	05:00						
05:15	1	19.27		19.3	19.3		05:15	4	18.03	2.5	14.3	19.5	58.6	05:15	4	21.43	2.1	20.0	24.6	49.3
05:30	2	18.27	3.0	16.1	20.4	57.8	05:30	1	18.93		18.9	18.9	55.8	05:30	2	20.83	0.5	20.5	21.2	50.7
05:45	1	15.65		15.7	15.7	67.5	05:45	2	18.03	0.6	17.6	18.4	58.6	05:45	1	34.03		34.0	34.0	31.0
06:00	5	16.13	1.1	14.8	17.3	65.5	06:00	2	15.64	0.4	15.3	16.0	67.5	06:00	1	34.75		34.8	34.8	30.4
06:15	5	14.81	1.4	12.7	16.5	71.3	06:15	2	15.78	1.9	14.5	17.1	66.9	06:15	3	23.14	10.2	15.3	34.7	45.6
06:30							06:30	1	14.48		14.5	14.5	72.9	06:30	7	16.98	2.8	14.6	22.8	62.2
06:45	2	16.43	0.9	15.8	17.1	64.3	06:45							06:45	3	17.93	3.9	14.8	22.3	58.9
07:00	2	16.15	0.3	16.0	16.4	65.4	07:00							07:00	3	16.28	1.1	15.0	17.0	64.9
07:15	7	15.75	1.5	14.0	17.7	67.1	07:15	3	15.65	1.5	14.1	17.1	67.5	07:15	3	15.42	0.5	14.9	15.9	68.5
07:30	4	16.06	1.2	14.5	17.6	65.8	07:30	1	14.95		15.0	15.0	70.6	07:30	1	17.28		17.3	17.3	61.1
07:45	3	15.38	1.4	14.1	16.9	68.7	07:45	1	15.50		15.5	15.5	68.1	07:45	2	16.18	0.3	16.0	16.4	65.3
08:00	2	16.07	2.1	14.6	17.6	65.7	08:00	5	15.73	1.1	14.7	17.0	67.1	08:00	1	16.37		16.4	16.4	64.5
08:15							08:15	6	15.34	0.8	14.5	16.5	68.8	08:15	5	15.70	1.4	14.4	17.7	67.3
08:30	5	15.58	1.3	13.6	16.7	67.8	08:30							08:30	1	15.00		15.0	15.0	70.4
08:45	1	15.27		15.3	15.3	69.2	08:45	2	14.61	0.8	14.0	15.2	72.3	08:45	2	16.11	1.0	15.4	16.8	65.6
09:00	2	14.82	0.0	14.8	14.8	71.3	09:00	1	16.05		16.1	16.1	65.8	09:00	6	15.97	1.3	14.5	17.4	66.1
09:15	4	16.06	0.9	15.3	17.4	65.8	09:15	6	16.44	0.7	15.6	17.3	64.2	09:15	4	15.22	1.3	14.2	17.2	69.4
09:30	3	15.77	1.4	14.2	16.7	67.0	09:30	7	15.26	0.5	14.5	16.0	69.2	09:30	2	16.58	0.4	16.3	16.9	63.7
09:45							09:45	4	16.91	1.1	15.5	17.9	62.4	09:45	6	15.35	0.9	13.7	16.2	68.8
10:00	2	15.85	2.7	13.9	17.8	66.6	10:00	3	16.82	0.5	16.4	17.3	62.8	10:00						
10:15	2	17.08	0.1	17.0	17.2	61.8	10:15	9	16.59	1.1	15.4	18.1	63.6	10:15	4	15.28	1.4	14.2	17.2	69.1
10:30	6	16.06	1.3	14.6	17.6	65.7	10:30	3	16.19	0.6	15.8	16.9	65.2	10:30	3	17.12	0.3	16.9	17.5	61.7
10:45	2	19.75	2.5	18.0	21.5	53.5	10:45	4	15.90	1.1	14.9	16.9	66.4	10:45	5	15.58	0.2	15.4	15.8	67.8
11:00	4	18.05	2.9	15.3	21.9	58.5	11:00							11:00						
11:15	2	16.29	0.1	16.2	16.4	64.8	11:15	2	15.67	0.4	15.4	15.9	67.4	11:15	3	15.94	0.9	15.0	16.8	66.3
11:30	4	16.60	0.4	16.1	17.1	63.6	11:30	2	15.87	1.4	14.9	16.9	66.6	11:30	2	15.99	1.5	14.9	17.1	66.0
11:45	6	15.90	0.7	14.8	16.7	66.4	11:45	4	15.76	1.3	14.2	17.4	67.0	11:45	3	15.33	1.3	14.6	16.8	68.9
12:00	2	15.80	0.6	15.4	16.2	66.8	12:00	3	16.21	1.2	15.0	17.4	65.1	12:00	7	16.32	1.2	14.4	17.3	64.7
12:15	5	17.13	0.3	16.7	17.4	61.7	12:15	5	15.69	1.2	13.9	17.1	67.3	12:15	8	16.40	1.2	15.0	19.0	64.4
12:30	4	16.20	0.7	15.3	16.7	65.2	12:30	5	16.26	0.7	15.7	17.4	64.9	12:30	5	16.08	1.1	14.6	17.4	65.7
12:45	4	15.59	0.9	14.4	16.3	67.7	12:45							12:45	4	15.76	1.4	14.1	17.3	67.0
13:00	2	15.15	0.4	14.9	15.4	69.7	13:00	2	15.86	0.1	15.8	15.9	66.6	13:00	3	16.32	1.0	15.2	17.1	64.7
13:15	2	14.68	0.8	14.1	15.3	71.9	13:15	1	16.33		16.3	16.3	64.7	13:15	2	15.83	1.3	14.9	16.7	66.7
13:30	5	16.53	1.4	14.8	18.4	63.9	13:30	5	16.85	1.0	15.7	18.4	62.7	13:30	4	15.44	1.1	14.2	16.8	68.4
13:45	3	16.71	0.4	16.3	17.1	63.2	13:45	4	15.35	0.7	14.4	15.9	68.8	13:45	2	15.94	1.1	15.2	16.7	66.2
14:00	5	16.94	0.7	16.3	17.8	62.3	14:00	2	16.70	0.3	16.5	16.9	63.2	14:00	1	15.57		15.6	15.6	67.8
14:15							14:15							14:15	2	15.63	1.7	14.4	16.9	67.6
14:30	2	19.12	1.3	18.2	20.0	55.2	14:30	3	17.32	1.7	16.1	19.2	61.0	14:30	8	16.37	1.1	14.4	17.8	64.5
14:45	2	17.13	0.8	16.6	17.7	61.7	14:45	1	15.97		16.0	16.0	66.1	14:45	4	16.30	0.5	15.7	16.8	64.8
15:00	3	16.72	0.3	16.4	17.1	63.2	15:00	5	16.77	0.6	16.1	17.4	63.0	15:00	3	16.39	0.2	16.3	16.6	64.4
15:15	6	16.54	1.0	15.3	17.7	63.8	15:15	4	16.29	2.1	14.0	19.0	64.8	15:15	6	17.14	0.8	16.2	18.3	61.6
15:30	2	18.19	2.3	16.6	19.8	58.0	15:30	7	15.58	1.1	14.4	17.0	67.8	15:30	7	15.26	0.9	14.0	16.3	69.2
15:45	3	16.67	1.1	15.9	17.9	63.4	15:45	3	15.98	1.0	14.9	16.7	66.1	15:45	5	15.07	0.5	14.6	15.9	70.1
16:00	2	15.84	0.0	15.8	15.9	66.7	16:00							16:00	3	15.51	0.8	14.9	16.4	68.1
16:15	5	16.56	1.4	14.7	17.9	63.8	16:15							16:15	4	16.40	0.5	16.0	16.9	64.4
16:30	4	16.16	0.5	15.6	16.7	65.4	16:30	4	17.70	0.7	16.8	18.5	59.7	16:30	5	16.27	1.4	14.9	18.3	64.9
16:45	1	14.83		14.8	14.8	71.2	16:45	2	16.72	0.0	16.7	16.7	63.2	16:45	4	16.06	1.2	14.3	17.1	65.8
17:00	4	16.52	0.9	15.8	17.9	63.9	17:00							17:00	1	16.02		16.0	16.0	65.9
17:15	6	16.03	1.2	13.7	16.9	65.9	17:15	3	16.55	0.3	16.3	16.9	63.8	17:15	4	16.22	1.3	14.4	17.3	65.1
17:30	3	16.29	0.9	15.4	17.1	64.8	17:30	1	16.88		16.9	16.9	62.5	17:30	3	15.87	0.8	14.9	16.4	66.5
17:45	3	15.96	1.5	15.0	17.7	66.2	17:45	5	16.09	1.0	14.6	17.1	65.6	17:45	3	15.25	1.3	14.3	16.8	69.2
18:00	4	15.56	1.1	14.4	16.8	67.9	18:00							18:00	5	16.99	0.8	16.3	18.1	62.2
18:15	2	16.65	0.2	16.5	16.8	63.4	18:15	1	15.17		15.2	15.2	69.6	18:15	2	16.30	0.7	15.8	16.8	64.8
18:30	4	15.69	1.6	13.7	17.5	67.3	18:30	6	15.21	0.9	14.2	16.3	69.4	18:30	3	17.06	0.5	16.5	17.4	61.9
18:45	3	15.32	1.2	14.1	16.4	68.9	18:45	3	16.82	1.2	16.0	18.2	62.8	18:45	3	17.00	0.7	16.2	17.4	62.1
19:00	4	15.84	0.5	15.2	16.2	66.7	19:00	2	16.90	0.8	16.4	17.5	62.5	19:00	3	15.35	1.0	14.2	16.0	68.8
19:15	3	15.95	1.3	14.5	16.8	66.2	19:15	1	15.85		15.9	15.9	66.6	19:15	2	17.18	1.1	16.4	17.9	61.5
19:30	4	16.09	0.9	14.8	16.9	65.6	19:30							19:30	4	16.85	1.1	15.7	18.2	62.7
19:45	4	16.40	0.6	15.9	17.1	64.4	19:45	3	16.06	0.6	15.5	16.7	65.7	19:45	3	15.74	0.5	15.5	16.3	67.1
20:00	3	16.72	1.2	15.8	18.1	63.1	20:00	5	16.21	0.6	15.5	16.9	65.2	20:00	3	16.76	0.3	16.6	17.1	63.0
20:15	2	16.38	0.4	16.1	16.7	64.5	20:15	1	16.65		16.7	16.7	63.4	20:15						
20:30	2	17.39	1.0	16.7	18.1	60.7	20:30	4	16.51	0.6	16.0	17.4	64.0	20:30	4	16.22	1.3	15.2	18.0	65.1
20:45	1	16.05		16.1	16.1	65.8	20:45	1	16.78		16.8	16.8	62.9	20:45	4	16.20	0.6	15.6	17.1	65.2
21:00	3	16.98	0.7	16.2	17.6	62.2	21:00	2	25.78	0.8	25.2	26.4	41.0	21:00	3	22.74	4.7	17.5	26.4	46.4
21:15	2	16.64	0.9	16.0	17.3	63.5	21:15	2	24.16	1.8	22.9	25.4	43.7	21:15	6	27.18	2.9	23.8	32.5	38.8
21:30	4	16.33	0.7	15.7	17.3	64.7	21:30	3	30.06	3.9	25.7	33.2	35.1	21:30						
21:45	3	17.00	0.5	16.6	17.5	62.1	21:45	4	28.60	1.8	26.1	30.3	36.9	21:45	3	26.09	4.9	23.0	31.8	40.5
22:00	3	15.48	0.7	14.9	16.3	68.2	22:00							22:00	3	22.82	1.5	21.9	24.5	46.3
22:15	1	14.92		14.9	14.9	70.8	22:15	4	26.90	3.3	24.0	31.7	39.3	22:15	2	24.97	0.4	24.7	25.3	42.3
22:30	2	16.80	1.5	15.8	17.9	62.9	22:30							22:30	1	24.27		24.3	24.3	43.5
22:45	4	17.08	0.3	16.8	17.6	61.8	22:45							22:45	2	20.60	0.0	20.6	20.6	51.3
23:00	1	17.53		17.5	17.5	60.2	23:00	4	25.74	5.5	22.0	33.8	41.0	23:00	2	24.79	2.9	22.8	26.8	42.6
23:15	2	15.29	1.0	14.6	16.0	69.1	23:15							23:15	2	22.63	1.4	21.6	23.6	46.7
23:30	1	16.53		16.5	16.5	63.9	23:30	3	21.54	2.6	20.0	24.5	49.0	23:30						
23:45	2	17.34	1.4	16.3	18.4	60.9	23:45	1	20.92		20.9	20.9	50.5	23:45						

15-minute average travel times -- US 281 NB

For Origin = 7 to Destination = 14
Distance = 25.05 miles

	Tuesday -- June 23, 2015						Wednesday -- June 24, 2015							Thursday -- June 25, 2015					
	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]		# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00							00:00							00:00	2	30.96	0.9	30.4	31.6	48.5
00:15	1	32.20		32.2	32.2	46.7	00:15	3	22.84	1.2	21.4	23.6	65.8	00:15						
00:30	2	26.97	0.7	26.5	27.4	55.7	00:30							00:30	1	31.70		31.7	31.7	47.4
00:45	1	28.95		29.0	29.0	51.9	00:45							00:45						
01:00							01:00	2	26.10	2.9	24.1	28.1	57.6	01:00						
01:15	1	29.10		29.1	29.1	51.6	01:15							01:15						
01:30							01:30							01:30	1	28.42		28.4	28.4	52.9
01:45							01:45							01:45						
02:00	1	27.80		27.8	27.8	54.1	02:00	1	26.32		26.3	26.3	57.1	02:00	1	25.78		25.8	25.8	58.3
02:15							02:15							02:15	2	33.11	4.7	29.8	36.4	45.4
02:30	1	27.97		28.0	28.0	53.7	02:30							02:30						
02:45							02:45	1	24.17		24.2	24.2	62.2	02:45						
03:00							03:00							03:00						
03:15	4	30.68	1.2	29.9	32.5	49.0	03:15							03:15						
03:30	2	31.18	2.6	29.3	33.1	48.2	03:30							03:30						
03:45	2	26.43	4.5	23.2	29.7	56.9	03:45	2	24.28	0.0	24.3	24.3	61.9	03:45						
04:00							04:00	1	22.02		22.0	22.0	68.3	04:00						
04:15							04:15							04:15						
04:30	3	27.58	3.4	25.6	31.5	54.5	04:30							04:30						
04:45	1	28.80		28.8	28.8	52.2	04:45							04:45						
05:00							05:00	2	24.51	0.0	24.5	24.5	61.3	05:00						
05:15	1	25.50		25.5	25.5		05:15	2	26.83	0.0	26.8	26.9	56.0	05:15	3	26.27	0.5	25.8	26.8	57.2
05:30	3	23.18	2.8	20.7	26.2	64.8	05:30							05:30	1	27.17		27.2	27.2	55.3
05:45	1	22.27		22.3	22.3	67.5	05:45	3	24.04	2.2	21.5	25.6	62.5	05:45						
06:00	4	23.01	1.3	21.1	24.1	65.3	06:00							06:00	1	21.03		21.0	21.0	71.5
06:15	2	21.48	1.2	20.6	22.4	70.0	06:15	2	22.09	2.6	20.3	23.9	68.0	06:15	2	23.84	3.2	21.6	26.1	63.0
06:30							06:30							06:30	6	23.96	2.6	20.8	28.7	62.7
06:45							06:45							06:45	1	20.30		20.3	20.3	74.0
07:00	1	22.88		22.9	22.9	65.7	07:00							07:00	2	22.39	2.1	20.9	23.9	67.1
07:15							07:15	3	21.52	2.1	20.2	24.0	69.8	07:15	2	21.32	0.7	20.9	21.8	70.5
07:30	3	23.28	1.2	22.4	24.6	64.6	07:30							07:30	2	22.57	2.1	21.1	24.1	66.6
07:45	2	25.71	3.2	23.4	28.0	58.5	07:45							07:45	1	31.83		31.8	31.8	47.2
08:00	1	24.43		24.4	24.4	61.5	08:00							08:00						
08:15							08:15	3	22.24	1.5	20.8	23.8	67.6	08:15	3	22.81	2.4	20.1	24.8	65.9
08:30	3	21.84	2.2	19.3	23.3	68.8	08:30	4	21.75	1.3	20.1	23.2	69.1	08:30						
08:45							08:45							08:45	1	23.58		23.6	23.6	63.7
09:00							09:00	1	22.47		22.5	22.5	66.9	09:00	5	22.44	2.0	20.2	24.0	67.0
09:15	2	23.84	0.8	23.3	24.4	63.0	09:15	6	22.87	1.1	21.4	24.4	65.7	09:15	3	21.59	2.3	19.9	24.2	69.6
09:30	3	22.85	3.0	19.9	25.9	65.8	09:30	3	22.11	0.4	21.7	22.4	68.0	09:30						
09:45							09:45	2	24.48	3.6	22.0	27.0	61.4	09:45	6	22.98	3.7	19.6	30.2	65.4
10:00							10:00	3	23.26	0.2	23.1	23.4	64.6	10:00						
10:15	2	23.85	0.0	23.9	28.9	63.0	10:15	6	23.79	1.3	22.0	25.3	63.2	10:15						
10:30	4	22.37	1.5	20.4	23.9	67.2	10:30	3	22.64	0.9	22.0	23.7	66.4	10:30	3	24.08	0.5	23.7	24.6	62.4
10:45	2	23.51	0.2	23.4	23.7	63.9	10:45	2	22.29	1.5	21.3	23.3	67.4	10:45	5	21.77	0.4	21.4	22.2	69.0
11:00	1	23.02		23.0	23.0	65.3	11:00							11:00						
11:15	1	22.60		22.6	22.6	66.5	11:15	2	21.94	0.5	21.6	22.3	68.5	11:15	3	23.12	0.7	22.3	23.7	65.0
11:30	3	23.18	0.8	22.4	24.1	64.8	11:30							11:30	2	22.34	1.9	21.0	23.7	67.3
11:45	2	21.89	1.0	21.2	22.6	68.7	11:45	2	22.13	0.6	21.7	22.6	67.9	11:45	2	20.32	0.2	20.2	20.4	74.0
12:00	1	21.85		21.9	21.9	68.8	12:00	4	23.00	1.5	21.1	24.6	65.3	12:00	5	23.25	1.6	20.5	24.2	64.7
12:15	2	24.05	0.5	23.7	24.4	62.5	12:15	5	23.50	3.9	19.7	30.0	64.0	12:15	4	22.52	1.1	20.9	23.2	66.7
12:30	3	22.65	1.1	21.4	23.5	66.4	12:30	3	23.01	1.3	21.9	24.4	65.3	12:30	3	22.04	1.6	20.6	23.8	68.2
12:45	3	21.53	1.2	20.2	22.6	69.8	12:45	1	22.83		22.8	22.8	65.8	12:45	2	23.64	0.8	23.1	24.2	63.6
13:00	3	22.54	1.2	21.3	23.6	66.7	13:00							13:00	2	23.68	0.4	23.4	24.0	63.5
13:15	1	21.83		21.8	21.8	68.8	13:15							13:15	1	23.12		23.1	23.1	65.0
13:30	3	22.59	2.3	20.7	25.1	66.5	13:30	4	22.54	1.5	20.6	24.2	66.7	13:30	1	21.25		21.3	21.3	70.7
13:45	2	22.95	0.9	22.3	23.6	65.5	13:45	4	21.45	0.9	20.3	22.2	70.1	13:45	2	22.33	1.6	21.2	23.5	67.3
14:00	4	23.68	0.9	22.6	24.5	63.5	14:00							14:00						
14:15							14:15							14:15	2	22.13	2.2	20.6	23.7	67.9
14:30	1	24.50		24.5	24.5	61.3	14:30	2	23.03	0.6	22.6	23.4	65.3	14:30	6	22.61	1.8	20.2	24.9	66.5
14:45	1	23.47		23.5	23.5	64.0	14:45							14:45						
15:00	3	23.28	0.6	22.7	24.0	64.6	15:00	1	23.43		23.4	23.4	64.1	15:00	2	22.88	0.1	22.8	22.9	65.7
15:15	3	23.52	1.8	21.5	24.6	63.9	15:15	2	23.78	1.1	23.0	24.6	63.2	15:15	1	22.55		22.6	22.6	66.7
15:30	1	22.88		22.9	22.9	65.7	15:30	8	22.24	2.2	20.0	26.3	67.6	15:30	5	21.44	1.0	20.4	22.8	70.1
15:45	3	23.47	1.3	22.7	25.0	64.0	15:45	3	22.51	1.3	21.1	23.5	66.8	15:45	3	22.51	1.8	20.8	24.3	66.8
16:00	1	22.15		22.2	22.2	67.9	16:00							16:00	3	22.15	1.8	21.0	24.2	67.9
16:15	5	24.04	1.4	21.6	25.1	62.5	16:15							16:15	3	23.09	0.8	22.1	23.6	65.1
16:30	4	22.84	0.8	21.9	23.6	65.8	16:30	5	25.22	1.4	23.3	27.2	59.6	16:30	2	22.45	2.1	21.0	23.9	66.9
16:45							16:45	2	23.48	0.1	23.4	23.5	64.0	16:45	1	22.98		23.0	23.0	65.4
17:00	1	23.05		23.1	23.1	65.2	17:00							17:00	1	22.58		22.6	22.6	66.6
17:15	6	22.48	1.7	19.2	23.8	66.9	17:15	2	23.16	0.7	22.6	23.7	64.9	17:15	2	23.46	1.2	22.6	24.3	64.1
17:30	3	22.74	1.2	21.4	23.6	66.1	17:30	1	23.32		23.3	23.3	64.5	17:30	2	23.12	0.2	23.0	23.3	65.0
17:45	2	21.44	0.1	21.4	21.5	70.1	17:45	6	22.13	1.0	20.9	23.2	67.9	17:45	1	22.95		23.0	23.0	65.5
18:00	4	22.93	1.2	21.4	23.9	65.5	18:00							18:00	5	23.95	1.6	22.7	26.4	62.8
18:15	1	23.48		23.5	23.5	64.0	18:15							18:15	2	22.88	1.0	22.2	23.6	65.7
18:30	3	22.80	1.0	22.0	23.8	65.9	18:30	4	21.60	1.0	20.6	22.6	69.6	18:30	2	24.22	0.1	24.2	24.3	62.1
18:45	2	22.16	0.8	21.6	22.7	67.8	18:45	3	23.63	1.4	22.5	25.3	63.6	18:45	3	23.73	1.0	22.6	24.3	63.3
19:00	4	22.30	0.7	21.3	23.0	67.4	19:00							19:00	1	22.25		22.3	22.3	67.6
19:15	2	23.60	0.1	23.5	23.7	63.7	19:15	1	22.03		22.0	22.0	68.2	19:15	1	22.97		23.0	23.0	65.4
19:30	2	23.09	0.9	22.5	23.7	65.1	19:30							19:30	2	23.48	0.3	23.2	23.7	64.0
19:45	4	22.93	0.8	22.2	23.8	65.6	19:45	1	22.02		22.0	22.0	68.3	19:45	1	22.75		22.8	22.8	66.1
20:00	2	22.38	0.1	22.3	22.4	67.1	20:00	4	22.84	0.5	22.3	23.5	65.8	20:00	3	23.63	0.5	23.2	24.2	63.6
20:15	1	23.33		23.3	23.3	64.4	20:15	1	23.35		23.4	23.4	64.4	20:15						
20:30	2	24.27	1.3	23.3	25.2	61.9	20:30	3	23.26	0.9	22.6	24.3	64.6	20:30	1	25.22		25.2	25.2	59.6
20:45	1	22.38		22.4	22.4	67.1	20:45							20:45	4	22.51	0.9	21.7	23.7	66.8
21:00	3	23.63	0.8	22.7	24.4	63.6	21:00	2	32.52	0.9	31.9	33.1	46.2	21:00	3	29.31	4.2	24.5	32.4	51.3
21:15	3	23.12	0.9	22.4	24.1	65.0	21:15	1	29.33		29.3	29.3	51.2	21:15	5	32.73	1.7	30.2	34.3	45.9
21:30	2	23.19	1.1	22.4	24.0	64.8	21:30	4	34.97	4.7	29.9	39.6	43.0	21:30	2	29.81	0.5	29.5	30.1	50.4
21:45	3	23.84	0.6	23.5	24.6	63.0	21:45	4	34.90	1.8	32.7	37.0	43.1	21:45						
22:00	1	22.78		22.8	22.8	66.0	22:00							22:00						
22:15	1	23.60		23.6	23.6	63.7	22:15	3	31.73	1.2	30.4	32.8	47.4	22:15	2	31.90	0.6	31.5	32.3	47.1
22:30	1	25.12		25.1	25.1	59.8	22:30							22:30	1	30.77		30.8	30.8	48.9
22:45	5	23.76	0.5	23.3	24.6	63.3	22:45							22:45	2	27.43	0.0	27.4	27.5	54.8
23:00	1	24.42		24.4	24.4	61.6	23:00	1	32.17		32.2	32.2	46.7	23:00	1	29.10		29.1	29.1	51.6
23:15							23:15							23:15	1	27.92		27.9	27.9	53.8
23:30							23:30	2	29.02	3.2	26.8	31.3	51.8	23:30						
23:45	2	23.87	2.2	22.3	25.4	63.0	23:45							23:45						

15-minute average travel times -- US 281 SB

For Origin = 14 to Destination = 15
Distance = 7.45 miles

Tuesday -- June 23, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	4	6.32	0.2	6.1	6.5	70.8
00:15	1	6.43		6.4	6.4	69.5
00:30	3	6.76	0.6	6.1	7.3	66.1
00:45	2	7.16	0.1	7.1	7.3	62.4
01:00	3	6.92	0.6	6.2	7.3	64.6
01:15	5	6.64	0.2	6.4	7.0	67.4
01:30						
01:45	4	6.74	0.2	6.5	7.1	66.3
02:00	1	6.72		6.7	6.7	66.6
02:15	4	6.19	0.7	5.7	7.1	72.2
02:30						
02:45	2	6.18	0.4	5.9	6.5	72.4
03:00	3	6.79	0.4	6.4	7.3	65.8
03:15						
03:30	2	6.71	0.3	6.5	6.9	66.6
03:45	3	6.33	0.5	6.0	6.9	70.6
04:00	4	6.33	0.4	5.9	6.9	70.6
04:15	2	7.12	0.2	7.0	7.3	62.8
04:30	1	7.13		7.1	7.1	62.7
04:45	3	7.03	0.3	6.8	7.4	63.6
05:00						
05:15	3	6.93	0.3	6.7	7.3	64.5
05:30						
05:45	1	6.65		6.7	6.7	67.2
06:00						
06:15	3	7.03	0.4	6.8	7.4	63.6
06:30	3	6.62	0.1	6.6	6.7	67.6
06:45	5	6.37	0.3	6.0	6.8	70.1
07:00	1	6.97		7.0	7.0	64.2
07:15	4	6.75	0.8	5.6	7.3	66.3
07:30	8	6.72	0.2	6.4	6.9	66.5
07:45	5	6.40	0.5	5.9	6.9	69.9
08:00	4	6.67	0.3	6.3	7.1	67.1
08:15	4	6.50	0.4	6.1	7.0	68.8
08:30	8	6.69	0.2	6.3	6.9	66.9
08:45	2	6.27	0.7	5.8	6.8	71.3
09:00	4	6.70	0.2	6.3	6.9	66.7
09:15	4	6.35	0.3	6.1	6.8	70.3
09:30	8	6.43	0.4	5.7	7.1	69.5
09:45	3	6.76	0.5	6.3	7.2	66.2
10:00	4	6.63	0.4	6.1	6.9	67.4
10:15	4	6.38	0.4	6.0	6.9	70.1
10:30	4	6.55	0.3	6.3	6.9	68.2
10:45	2	6.52	0.9	5.9	7.1	68.6
11:00	8	6.45	0.4	6.0	7.2	69.3
11:15	8	6.20	0.6	5.5	7.0	72.1
11:30	3	6.32	0.3	6.1	6.7	70.8
11:45	3	6.15	0.2	6.0	6.4	72.7
12:00	3	6.43	0.5	6.1	7.0	69.5
12:15	2	6.36	0.0	6.3	6.4	70.3
12:30	4	6.79	0.4	6.2	7.1	65.8
12:45	6	6.61	0.6	5.9	7.4	67.6
13:00	4	6.72	0.6	6.0	7.4	66.5
13:15	4	6.41	0.1	6.3	6.6	69.8
13:30	1	6.93		6.9	6.9	64.5
13:45	8	6.45	0.5	5.8	7.1	69.3
14:00	4	6.88	0.6	6.4	7.7	65.0
14:15	8	6.43	0.3	5.9	6.9	69.5
14:30	8	6.57	0.7	5.8	8.0	68.0
14:45	7	6.64	0.5	5.8	7.2	67.3
15:00	7	6.52	0.8	5.9	8.1	68.6
15:15	2	6.38	0.4	6.1	6.6	70.0
15:30	4	6.61	0.1	6.4	6.7	67.6
15:45	9	6.16	0.4	5.6	6.6	72.6
16:00	8	6.63	0.6	5.8	7.7	67.4
16:15	9	6.52	0.7	5.8	7.4	68.5
16:30	7	6.31	0.4	6.0	6.9	70.8
16:45	10	6.43	0.3	6.2	7.0	69.6
17:00	4	6.35	0.2	6.1	6.5	70.4
17:15	9	6.46	0.4	6.0	7.5	69.2
17:30	3	6.29	0.1	6.2	6.4	71.1
17:45	7	6.45	0.6	5.8	7.2	69.3
18:00	3	6.24	0.2	6.0	6.4	71.6
18:15	8	6.76	0.6	5.9	7.6	66.1
18:30	7	6.68	0.5	6.2	7.4	66.9
18:45	5	6.59	0.6	5.9	7.2	67.8
19:00	7	6.59	0.3	6.2	6.9	67.9
19:15	5	6.27	0.3	5.9	6.6	71.3
19:30	4	6.40	0.6	6.0	7.3	69.8
19:45	10	6.81	1.0	6.1	9.3	65.7
20:00	5	6.34	0.4	6.0	6.8	70.5
20:15	8	6.61	0.8	5.8	8.3	67.6
20:30	6	6.61	0.5	5.9	7.5	67.6
20:45	5	6.43	0.5	6.0	7.2	69.6
21:00	10	6.66	0.6	6.1	8.2	67.1
21:15	7	7.00	0.7	6.2	8.3	63.8
21:30	5	6.45	0.5	5.9	7.1	69.3
21:45	8	7.32	0.9	6.3	9.2	61.1
22:00	6	6.59	0.7	5.7	7.5	67.8
22:15	4	7.13	0.3	6.8	7.5	62.7
22:30	4	6.88	0.3	6.5	7.2	65.0
22:45	6	6.30	0.7	5.5	7.1	70.9
23:00	2	6.89	0.2	6.8	7.0	64.9
23:15	3	6.69	0.3	6.5	7.0	66.8
23:30	1	6.43		6.4	6.4	69.5
23:45	2	6.38	0.2	6.3	6.5	70.0

Wednesday -- June 24, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	2	6.53	0.3	6.3	6.8	68.4
00:15	5	6.94	0.6	6.0	7.5	64.4
00:30	2	7.34	0.8	6.8	7.9	60.9
00:45	5	6.57	0.4	5.8	6.9	68.0
01:00	1	6.93		6.9	6.9	64.5
01:15	1	6.60		6.6	6.6	67.7
01:30	3	6.36	0.5	5.8	6.8	70.3
01:45	4	6.78	0.4	6.5	7.3	65.9
02:00	2	6.88	0.8	6.4	7.4	64.9
02:15						
02:30	1	6.43		6.4	6.4	69.5
02:45	1	7.12		7.1	7.1	62.8
03:00						
03:15						
03:30						
03:45						
04:00	1	6.38		6.4	6.4	70.0
04:15						
04:30						
04:45	1	6.25		6.3	6.3	71.5
05:00	4	6.52	0.5	6.2	7.2	68.5
05:15	2	6.78	0.1	6.7	6.9	65.9
05:30	3	6.92	0.1	6.8	7.0	64.6
05:45	1	6.78		6.8	6.8	65.9
06:00	2	6.33	0.7	5.9	6.8	70.7
06:15	3	6.65	0.2	6.4	6.8	67.2
06:30	4	6.60	0.2	6.4	6.8	67.7
06:45	1	6.68		6.7	6.7	66.9
07:00	7	6.90	0.3	6.6	7.4	64.8
07:15	4	6.78	0.6	6.0	7.4	65.9
07:30						
07:45	4	6.80	0.2	6.7	7.0	65.7
08:00	6	6.47	0.6	5.6	7.4	69.1
08:15	9	6.47	0.3	6.1	7.2	69.1
08:30	1	6.88		6.9	6.9	64.9
08:45	4	6.70	0.5	6.0	7.1	66.7
09:00	3	6.27	0.1	6.2	6.4	71.3
09:15	1	6.60		6.6	6.6	67.7
09:30	7	6.28	0.2	6.1	6.6	71.2
09:45	8	6.46	0.3	6.0	7.1	69.2
10:00	3	6.16	0.5	5.7	6.7	72.6
10:15	5	6.54	0.5	5.9	7.0	68.3
10:30	2	7.08	0.5	6.7	7.4	63.1
10:45	3	6.42	0.4	6.0	6.7	69.7
11:00	6	6.46	0.4	6.0	7.0	69.2
11:15	5	6.45	0.6	5.9	7.2	69.3
11:30	2	6.83	0.6	6.4	7.3	65.5
11:45						
12:00						
12:15	7	6.40	0.7	5.7	7.6	69.8
12:30	10	6.56	0.6	5.9	7.9	68.1
12:45						
13:00	4	6.33	0.4	5.9	6.8	70.6
13:15	2	6.29	0.7	5.8	6.8	71.0
13:30	2	6.47	0.3	6.2	6.7	69.1
13:45	6	6.44	0.6	5.8	7.3	69.5
14:00	7	6.75	0.4	6.1	7.3	66.2
14:15	7	6.38	0.3	6.0	6.8	70.0
14:30	8	6.45	0.5	5.9	7.2	69.3
14:45	8	6.49	0.3	6.2	7.0	68.8
15:00	12	6.58	0.5	5.9	7.2	68.0
15:15	6	6.45	0.6	5.8	7.0	69.3
15:30	3	6.41	0.1	6.3	6.5	69.8
15:45	9	6.41	0.6	5.7	7.3	69.8
16:00	3	6.54	0.1	6.5	6.6	68.3
16:15	5	6.40	0.6	5.6	6.9	69.9
16:30	5	6.56	0.3	6.2	7.0	68.1
16:45	6	6.54	0.3	6.2	7.1	68.4
17:00	11	6.29	0.4	5.8	7.1	71.0
17:15	5	6.35	0.3	6.0	6.8	70.4
17:30	16	6.35	0.5	5.8	7.6	70.4
17:45	12	6.48	0.6	5.4	7.3	68.9
18:00	7	6.41	0.4	5.8	6.9	69.8
18:15	5	6.63	0.5	6.0	7.3	67.5
18:30	9	6.32	0.4	5.8	7.1	70.7
18:45	5	6.53	0.6	5.7	7.1	68.4
19:00	7	6.35	0.6	5.7	7.1	70.3
19:15	9	6.38	0.8	5.4	8.1	70.0
19:30	3	6.57	0.6	5.9	7.1	68.0
19:45	4	6.36	0.3	6.1	6.7	70.3
20:00	6	6.41	0.6	5.8	7.3	69.8
20:15						
20:30	2	6.19	0.2	6.1	6.3	72.2
20:45	4	6.43	0.5	5.9	7.0	69.5
21:00	4	6.45	0.2	6.3	6.7	69.3
21:15	6	6.35	0.5	5.8	7.0	70.4
21:30	3	6.50	0.7	5.9	7.2	68.8
21:45	5	6.65	0.9	5.8	7.6	67.2
22:00						
22:15	2	6.72	1.3	5.8	7.7	66.6
22:30	2	6.28	0.5	6.0	6.6	71.1
22:45	3	6.57	0.7	6.1	7.4	68.0
23:00	2	6.57	0.0	6.5	6.6	68.1
23:15	5	6.71	1.0	5.8	8.4	66.7
23:30	2	6.36	0.3	6.2	6.6	70.3
23:45	5	6.26	0.6	5.7	7.0	71.4

Thursday -- June 25, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	4	6.61	0.3	6.3	6.9	67.6
00:15	7	6.52	0.4	6.1	7.2	68.6
00:30	3	6.49	0.5	5.9	6.9	68.9
00:45	2	6.17	0.9	5.5	6.8	72.5
01:00						
01:15						
01:30	4	6.79	0.9	6.2	8.2	65.8
01:45	1	7.02		7.0	7.0	63.7
02:00	4	6.41	0.2	6.3	6.6	69.7
02:15	1	6.90		6.9	6.9	64.8
02:30	2	7.21	0.1	7.1	7.3	62.0
02:45	3	6.95	0.3	6.6	7.2	64.3
03:00	4	6.39	0.2	6.2	6.6	69.9
03:15						
03:30						
03:45						
04:00						
04:15	5	6.36	0.4	5.7	6.9	70.2
04:30						
04:45	5	6.68	0.9	6.0	7.9	66.9
05:00	4	6.60	0.4	6.0	6.9	67.7
05:15	2	6.44	0.1	6.4	6.5	69.4
05:30	3	6.34	0.3	6.0	6.6	70.5
05:45	6	6.51	0.4	6.0	7.1	68.7
06:00	4	7.28	0.4	6.9	7.7	61.4
06:15	5	6.90	0.1	6.8	7.1	64.8
06:30	1	6.45		6.5	6.5	69.3
06:45	4	6.54	0.3	6.2	6.9	68.3
07:00	1	6.87		6.9	6.9	65.1
07:15	6	6.47	0.4	5.9	6.9	69.1
07:30	6	6.50	0.6	5.8	7.4	68.7
07:45	7	6.70	0.5	6.1	7.7	66.7
08:00	7	6.71	0.6	5.5	7.3	66.6
08:15	3	6.77	0.2	6.5	6.9	66.1
08:30	8	6.51	0.3	5.9	6.9	68.6
08:45	5	6.77	0.6	6.0	7.4	66.0
09:00	9	6.48	0.3	6.0	6.8	69.0
09:15	8	6.39	0.4	5.9	6.9	70.0
09:30	1	6.27		6.3	6.3	71.3
09:45	5	6.71	0.4	6.4	7.4	66.7
10:00	7	6.73	0.4	6.0	7.1	66.4
10:15	9	6.74	0.3	6.3	7.1	66.4
10:30	2	6.38	0.5	6.0	6.8	70.1
10:45	5	6.92	0.3	6.6	7.4	64.6
11:00	4	6.50	0.4	6.0	6.9	68.8
11:15	3	6.96	0.6	6.5	7.7	64.2
11:30	7	6.59	0.5	5.9	7.3	67.8
11:45	2	6.57	0.7	6.1	7.1	68.1
12:00	8	6.46	0.4	5.9	7.2	69.2
12:15	5	6.28	0.5	5.8	7.0	71.2
12:30	6	6.45	0.4	6.1	7.0	69.3
12:45	7	6.48	0.4	6.0	7.0	69.0
13:00	8	6.39	0.6	5.6	7.2	70.0
13:15	12	6.58	0.4	6.0	7.3	68.0
13:30	5	6.55	0.1	6.4	6.7	68.2
13:45						
14:00	5	6.44	0.4	6.0	7.0	69.4
14:15	2	6.30	0.4	6.1	6.6	71.0
14:30	3	6.43	0.4	6.0	6.8	69.5
14:45	3	6.28	0.5	5.9	6.9	71.2
15:00	5	6.58	0.4	6.1	7.1	67.9
15:15						
15:30	3	6.50	0.9	5.5	7.2	68.8
15:45	9	6.22	0.5	5.4	7.1	71.8
16:00	6	6.12	0.1	5.9	6.2	73.0
16:15	6	6.74	0.9	5.5	8.0	66.3
16:30	12	6.64	0.5	5.9	7.5	67.3
16:45	7	6.64	0.3	6.3	6.9	67.3
17:00	6	6.54	0.6	6.1	7.7	68.3
17:15	9	6.59	0.8	5.7	7.8	67.9
17:30	4	6.43	0.4	6.1	6.9	69.5
17:45	9	6.38	0.4	5.8	7.3	70.0
18:00	9	6.26	0.4	5.7	7.0	71.4
18:15	12	6.41	0.6	5.8	7.4	69.8
18:30	6	6.43	0.4	5.8	6.9	69.5
18:45	6	6.47	0.4	6.0	6.8	69.1
19:00	8	6.55	0.4	6.2	7.2	68.2
19:15	9	6.32	0.5	5.8	7.3	70.7
19:30	9	6.48	0.3	6.1	6.9	68.9
19:45	10	6.49	0.3	6.1	7.1	68.9
20:00	9	6.36	0.4	5.9	7.0	70.3
20:15	8	6.60	0.5	5.8	7.2	67.7
20:30	7	6.82	0.7	6.0	7.8	65.5
20:45	9	6.70	0.7	5.7	8.0	66.7
21:00	5	6.47	0.4	6.0	6.9	69.1
21:15	1	6.95		7.0	7.0	64.3
21:30	2	6.37	0.5	6.0	6.8	70.2
21:45						
22:00	3	6.64	0.7	6.0	7.3	67.3
22:15	5	6.26	0.5	5.7	7.0	71.4
22:30	7	6.47	0.6	5.7	7.5	69.1
22:45	3	6.52	0.7	6.0	7.3	68.5
23:00	8	7.10	1.2	5.7	8.5	62.9
23:15	6	6.34	0.3	6.2	7.0	70.5
23:30	5	6.21	0.5	5.6	6.7	72.0
23:45	1	5.73		5.7	5.7	

15-minute average travel times -- US 281 SB

For Origin = 14 to Destination = 16
Distance = 11.60 miles

Tuesday -- June 23, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	4	9.26	0.3	9.0	9.7	75.2
00:15	1	9.43		9.4	9.4	73.8
00:30	3	9.82	0.8	8.9	10.6	70.9
00:45	1	10.28		10.3	10.3	67.7
01:00	2	9.81	1.1	9.0	10.6	71.0
01:15	4	9.74	0.4	9.3	10.2	71.5
01:30						
01:45	4	9.87	0.4	9.5	10.4	70.5
02:00	1	9.98		10.0	10.0	69.7
02:15	4	9.18	0.9	8.6	10.4	75.9
02:30						
02:45	4	10.23	0.4	9.8	10.7	68.0
03:00						
03:15						
03:30	2	9.73	0.4	9.4	10.0	71.5
03:45	3	9.47	0.6	9.1	10.2	73.5
04:00	3	9.43	0.6	9.0	10.1	73.8
04:15	2	10.46	0.1	10.4	10.5	66.5
04:30	2	11.08	1.0	10.4	11.8	62.8
04:45	3	10.21	0.5	9.8	10.8	68.2
05:00						
05:15	3	10.16	0.5	9.8	10.7	68.5
05:30						
05:45	1	9.68		9.7	9.7	71.9
06:00						
06:15	2	10.39	0.7	9.9	10.9	67.0
06:30	3	9.64	0.2	9.5	9.8	72.2
06:45	4	9.22	0.1	9.1	9.4	75.5
07:00	1	10.17		10.2	10.2	68.5
07:15	4	9.66	1.1	8.0	10.4	72.0
07:30	9	9.79	0.3	9.3	10.1	71.1
07:45	6	9.34	0.6	8.6	10.2	74.5
08:00	4	9.73	0.5	9.2	10.3	71.6
08:15	4	9.45	0.6	9.0	10.1	73.6
08:30	7	9.71	0.4	9.0	10.1	71.7
08:45	2	9.17	1.0	8.4	9.9	75.9
09:00	3	9.74	0.4	9.3	10.0	71.5
09:15	4	9.38	0.4	9.1	10.0	74.2
09:30	7	9.31	0.7	8.3	10.3	74.7
09:45	3	9.80	0.7	9.2	10.5	71.0
10:00	4	9.73	0.6	8.8	10.1	71.6
10:15	3	9.42	0.5	8.9	10.0	73.9
10:30	4	9.58	0.4	9.1	10.1	72.7
10:45	3	9.92	1.1	8.7	10.9	70.2
11:00	7	9.37	0.6	8.7	10.5	74.3
11:15	5	9.52	0.6	8.5	10.2	73.1
11:30	4	9.22	0.4	9.0	9.8	75.5
11:45	1	9.27		9.3	9.3	75.1
12:00	1	9.20	0.3	8.8	9.2	75.7
12:15	2	9.21	0.0	9.2	9.2	75.6
12:30	3	10.11	0.2	9.9	10.2	68.9
12:45	4	9.60	0.7	9.2	10.6	72.5
13:00	5	9.62	0.8	8.8	10.8	72.4
13:15	5	9.26	0.3	8.9	9.8	75.2
13:30	1	10.02		10.0	10.0	69.5
13:45	9	9.61	0.7	8.5	10.6	72.4
14:00	4	9.96	0.5	9.5	10.7	69.9
14:15	8	9.54	0.7	8.6	10.6	73.0
14:30	7	9.55	1.1	8.6	11.7	72.9
14:45	7	9.76	0.7	8.5	10.5	71.3
15:00	8	9.68	0.8	8.9	10.9	71.9
15:15	2	9.25	0.5	8.9	9.6	75.2
15:30	4	9.74	0.2	9.5	9.9	71.5
15:45	9	9.10	0.6	8.3	9.8	76.5
16:00	5	9.64	0.7	8.6	10.5	72.2
16:15	7	9.54	1.0	8.5	10.8	73.0
16:30	7	9.30	0.6	8.8	10.3	74.8
16:45	9	9.41	0.4	9.0	10.3	73.9
17:00	4	9.45	0.5	9.1	10.2	73.7
17:15	7	9.40	0.3	9.1	9.8	74.1
17:30	3	9.29	0.1	9.2	9.4	74.9
17:45	9	9.45	0.9	8.4	10.6	73.7
18:00	3	9.21	0.1	9.1	9.3	75.6
18:15	9	9.62	0.8	8.5	10.6	72.3
18:30	8	9.66	0.6	8.8	10.6	72.0
18:45	5	9.71	0.8	8.5	10.6	71.7
19:00	6	9.74	0.4	9.3	10.2	71.5
19:15	3	9.27	0.5	8.7	9.6	75.1
19:30	4	9.39	0.8	8.8	10.6	74.1
19:45	9	9.52	0.9	8.4	11.4	73.1
20:00	5	9.33	0.4	9.0	9.8	74.6
20:15	8	9.63	1.0	8.6	11.6	72.2
20:30	5	9.68	0.8	8.7	10.8	71.9
20:45	4	9.55	0.8	8.8	10.6	72.9
21:00	11	9.64	0.9	8.6	11.8	72.2
21:15	6	10.03	0.6	9.4	10.8	69.4
21:30	4	9.77	0.5	9.1	10.2	71.3
21:45	6	10.42	0.5	9.7	11.4	66.8
22:00	6	9.77	1.1	8.3	11.3	71.3
22:15	3	10.77	0.6	10.2	11.5	64.6
22:30	5	9.89	0.4	9.4	10.3	70.4
22:45	6	9.19	1.0	8.0	10.3	75.7
23:00	1	9.95		10.0	10.0	69.9
23:15	3	9.86	0.4	9.5	10.2	70.6
23:30	1	9.60		9.6	9.6	72.5
23:45	2	9.48	0.2	9.4	9.6	73.4

Wednesday -- June 24, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	2	9.58	0.4	9.3	9.9	72.7
00:15	6	10.17	0.8	8.9	11.0	68.4
00:30	2	10.56	1.1	9.8	11.3	65.9
00:45	4	9.86	0.3	9.6	10.2	70.6
01:00	2	11.59	2.1	10.1	13.1	60.0
01:15	1	9.55		9.6	9.6	72.9
01:30	3	9.29	0.8	8.5	10.0	74.9
01:45	4	9.88	0.5	9.5	10.7	70.5
02:00	2	10.27	1.2	9.4	11.1	67.8
02:15						
02:30	1	9.28		9.3	9.3	75.0
02:45	1	10.12		10.1	10.1	68.8
03:00						
03:15						
03:30	2	9.15	0.0	9.1	9.2	76.1
03:45						
04:00						
04:15	2	11.62	2.5	9.9	13.4	59.9
04:30	1	9.90		9.9	9.9	70.3
04:45						
05:00	4	9.54	0.6	9.0	10.3	73.0
05:15	2	9.88	0.2	9.7	10.0	70.5
05:30	3	10.15	0.2	9.9	10.4	68.6
05:45	1	9.92		9.9	9.9	70.2
06:00	1	9.85		9.9	9.9	70.7
06:15	2	9.83	0.0	9.8	9.9	70.8
06:30	4	9.63	0.3	9.2	9.9	72.3
06:45						
07:00	6	10.14	0.4	9.7	10.9	68.6
07:15	4	9.97	0.8	8.9	11.0	69.8
07:30						
07:45	4	10.16	0.4	9.8	10.7	68.5
08:00	5	9.24	0.7	8.2	10.2	75.3
08:15	9	9.97	1.5	9.0	13.9	69.8
08:30	1	9.85		9.9	9.9	70.7
08:45	5	9.76	0.7	8.7	10.4	71.3
09:00	2	9.18	0.3	9.0	9.4	75.9
09:15	2	9.47	0.4	9.2	9.7	73.5
09:30	4	9.33	0.2	9.2	9.5	74.6
09:45	5	9.59	0.4	9.4	10.3	72.6
10:00	1	9.88		9.9	9.9	70.4
10:15	5	9.54	0.8	8.5	10.2	73.0
10:30	2	10.18	0.4	9.9	10.5	68.3
10:45	3	9.37	0.5	8.8	9.7	74.3
11:00	5	9.72	0.5	9.1	10.2	71.6
11:15	6	9.60	0.8	8.8	10.7	72.5
11:30	1	9.52		9.5	9.5	73.1
11:45						
12:00						
12:15	7	9.37	0.9	8.5	10.7	74.2
12:30	10	9.55	0.8	8.6	11.4	72.9
12:45	1	9.40		9.4	9.4	74.0
13:00	3	9.73	1.0	9.0	10.9	71.5
13:15	1	9.90		9.9	9.9	70.3
13:30	3	9.27	0.4	9.0	9.8	75.1
13:45	6	9.66	0.7	8.6	10.5	72.1
14:00	5	9.85	0.2	9.5	10.1	70.7
14:15	6	9.31	0.4	8.8	9.9	74.7
14:30	8	9.62	0.6	8.8	10.5	72.3
14:45	8	9.52	0.4	9.1	10.2	73.1
15:00	12	9.54	0.7	8.6	10.6	73.0
15:15	6	9.43	0.8	8.5	10.2	73.8
15:30	5	9.44	0.6	8.7	10.5	73.7
15:45	7	9.43	0.8	8.5	10.7	73.8
16:00	3	9.15	0.6	8.5	9.5	76.1
16:15	2	9.43	0.2	9.3	9.6	73.8
16:30	7	9.91	0.7	9.1	10.8	70.2
16:45	5	9.41	0.2	9.1	9.6	74.0
17:00	12	9.26	0.5	8.6	10.5	75.2
17:15	3	9.54	0.5	9.1	10.1	73.0
17:30	14	9.39	0.6	8.5	10.7	74.1
17:45	9	9.16	0.8	8.0	10.0	76.0
18:00	6	9.56	0.6	8.7	10.2	72.8
18:15	5	9.79	0.5	9.4	10.6	71.1
18:30	9	9.18	0.6	8.6	10.2	75.8
18:45	6	9.71	0.7	8.6	10.6	71.7
19:00	7	9.29	0.8	8.4	10.4	74.9
19:15	5	9.20	0.6	8.2	9.7	75.6
19:30	3	9.89	0.5	9.4	10.4	70.4
19:45	3	9.29	0.5	8.9	9.8	74.9
20:00	6	9.40	0.8	8.5	10.6	74.0
20:15						
20:30	1	9.15		9.2	9.2	76.1
20:45	4	9.45	0.6	8.9	10.2	73.6
21:00	3	9.33	0.1	9.3	9.4	74.6
21:15	6	9.31	0.7	8.4	10.2	74.7
21:30	3	9.43	0.9	8.6	10.4	73.8
21:45	4	9.44	1.1	8.7	11.1	73.7
22:00						
22:15	2	9.98	2.0	8.5	11.4	69.8
22:30	3	9.21	0.5	8.7	9.8	75.6
22:45	3	9.58	0.8	9.0	10.5	72.7
23:00	3	9.74	0.3	9.6	10.0	71.4
23:15	3	9.48	0.3	9.1	9.7	73.4
23:30	2	9.33	0.5	9.0	9.7	74.6
23:45	4	9.46	0.8	8.6	10.2	73.6

Thursday -- June 25, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	4	9.64	0.4	9.3	10.0	72.2
00:15	7	9.51	0.6	8.8	10.4	73.2
00:30	3	9.44	0.7	8.6	10.0	73.7
00:45	1	9.90		9.9	9.9	70.3
01:00	2	10.25	0.1	10.2	10.4	67.9
01:15						
01:30	4	10.15	1.5	9.2	12.4	68.5
01:45	1	10.18		10.2	10.2	68.3
02:00	4	9.42	0.3	9.1	9.7	73.9
02:15	1	10.13		10.1	10.1	68.7
02:30	1	10.48		10.5	10.5	66.4
02:45	3	10.11	0.5	9.5	10.5	68.8
03:00	2	9.53	0.0	9.5	9.5	73.1
03:15						
03:30						
03:45						
04:00	2	10.09	0.1	10.0	10.2	69.0
04:15	4	9.57	0.3	9.4	10.0	72.7
04:30						
04:45	4	9.91	1.2	8.8	11.4	70.2
05:00	3	9.51	0.4	9.1	9.8	73.2
05:15	2	9.38	0.0	9.4	9.4	74.2
05:30	2	9.18	0.3	8.9	9.4	75.9
05:45	6	9.59	0.6	8.9	10.4	72.6
06:00	4	10.76	0.5	10.2	11.3	64.7
06:15	6	10.06	0.2	9.8	10.4	69.2
06:30	1	9.52		9.5	9.5	73.1
06:45	5	9.55	0.3	9.2	10.0	72.9
07:00	2	9.95	0.0	10.0	10.0	69.9
07:15	5	9.37	0.6	8.7	10.0	74.3
07:30	5	9.74	0.6	9.0	10.6	71.5
07:45	7	9.93	0.7	8.9	11.3	70.1
08:00	7	9.82	0.8	8.3	10.6	70.9
08:15	3	9.89	0.3	9.5	10.1	70.3
08:30	8	9.52	0.4	8.7	10.0	73.1
08:45	4	10.27	0.5	9.7	10.8	67.8
09:00	9	9.48	0.4	8.9	10.0	73.4
09:15	8	9.34	0.6	8.7	10.0	74.6
09:30	2	9.05	0.1	9.0	9.1	76.9
09:45	5	9.88	0.6	9.4	10.8	70.4
10:00	7	9.84	0.5	9.0	10.3	70.7
10:15	7	9.91	0.3	9.4	10.3	70.2
10:30	1	8.90		8.9	8.9	78.2
10:45	5	10.09	0.3	9.8	10.6	69.0
11:00	3	9.69	0.3	9.5	10.0	71.8
11:15	3	10.16	0.8	9.5	11.0	68.5
11:30	7	9.48	0.6	8.7	10.5	73.4
11:45	2	8.80	0.3	8.6	9.0	79.1
12:00	8	9.45	0.6	8.6	10.4	73.7
12:15	5	9.31	0.7	8.7	10.4	74.8
12:30	7	9.81	0.7	9.1	11.1	71.0
12:45	7	9.52	0.5	8.8	10.2	73.1
13:00	9	9.48	0.8	8.1	10.5	73.4
13:15	11	9.54	0.5	8.9	10.7	73.0
13:30	8	9.06	0.8	8.2	9.8	76.9
13:45	5	10.29	1.0	8.5	11.3	67.6
14:00	9	10.05	1.4	8.7	12.3	69.3
14:15	3	9.56	0.7	9.0	10.3	72.8
14:30	6	9.83	0.7	8.7	10.4	70.8
14:45	2	9.52	0.7	9.0	10.0	73.1
15:00	6	9.99	1.2	8.9	12.2	69.7
15:15						
15:30	3	10.26	0.3	10.0	10.5	67.8
15:45	6	9.22	0.3	9.0	9.8	75.5
16:00	6	9.84	1.9	8.6	13.8	70.8
16:15	8	9.73	1.2	8.0	11.6	71.6
16:30	14	9.69	0.8	8.5	10.8	71.8
16:45	7	9.73	0.4	9.2	10.1	71.5
17:00	6	9.22	0.3	8.9	9.7	75.5
17:15	8	9.42	1.0	8.3	10.8	73.9
17:30	5	9.28	0.5	8.7	10.0	75.0
17:45	8	9.16	0.7	8.3	10.5	75.9
18:00	8	9.06	0.6	8.4	10.1	76.8
18:15	10	9.31	0.7	8.5	10.5	74.7
18:30	6	9.37	0.5	8.7	10.0	74.3
18:45	7	9.39	0.5	8.7	10.0	74.2
19:00	8	9.63	0.5	9.1	10.5	72.3
19:15	8	9.29	0.7	8.5	10.6	74.9
19:30	6	9.48	0.5	8.9	10.1	73.4
19:45	10	9.45	0.4	8.9	10.2	73.7
20:00	9	9.27	0.7	8.5	10.3	75.1
20:15	6	9.87	0.4	9.1	10.3	70.5
20:30	6	9.88	0.7	9.0	10.6	70.5
20:45	6	9.93	0.9	8.5	10.9	70.1
21:00	4	9.39	0.7	8.6	10.0	74.1
21:15	2	10.29	0.1	10.2	10.4	67.6
21:30						
21:45						
22:00	2	9.21	0.4	8.9	9.5	75.6
22:15	3	9.72	0.2	9.6	9.9	71.6
22:30	7	9.43	0.9	8.3	10.9	73.8
22:45	3	9.58	0.8	9.0	10.5	72.7
23:00	7	9.62	1.5	8.3	11.8	72.3
23:15	5	9.32	0.6	8.9	10.3	74.7
23:30	4	9.37	0.6	8.5	9.9	74.3
23:45						

15-minute average travel times -- US 281 SB

For Origin = 14 to Destination = 17
Distance = 18.00 miles

Tuesday -- June 23, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	1	15.67		15.7	15.7	68.9
00:15	1	15.98		16.0	16.0	67.6
00:30	1	16.85		16.9	16.9	64.1
00:45						
01:00	1	15.27		15.3	15.3	70.7
01:15	1	15.48		15.5	15.5	69.8
01:30						
01:45	3	16.27	0.4	15.8	16.5	66.4
02:00	1	16.40		16.4	16.4	65.9
02:15	3	15.03	0.5	14.8	15.6	71.9
02:30						
02:45						
03:00	1	16.62		16.6	16.6	65.0
03:15						
03:30	1	16.77		16.8	16.8	64.4
03:45	2	15.43	0.0	15.4	15.4	70.0
04:00	2	14.89	0.3	14.7	15.1	72.5
04:15						
04:30	1	17.25		17.3	17.3	62.6
04:45	2	16.64	0.1	16.6	16.7	64.9
05:00	1	15.37		15.4	15.4	70.3
05:15	1	16.63		16.6	16.6	64.9
05:30						
05:45						
06:00	1	14.73		14.7	14.7	73.3
06:15	1	16.42		16.4	16.4	65.8
06:30	2	15.96	0.1	15.9	16.0	67.7
06:45	4	15.96	0.5	15.6	16.5	67.7
07:00						
07:15	3	15.75	2.1	13.3	17.3	68.6
07:30	6	15.98	1.1	13.9	16.6	67.6
07:45	4	15.29	1.3	14.0	17.0	70.6
08:00						
08:15	3	15.48	0.8	14.7	16.3	69.8
08:30	3	16.18	0.4	15.8	16.6	66.7
08:45						
09:00	4	16.33	0.4	15.8	16.6	66.1
09:15	2	16.14	0.6	15.7	16.6	66.9
09:30	6	15.66	1.1	14.2	16.8	69.0
09:45	3	15.90	1.5	14.6	17.5	67.9
10:00	4	16.35	1.1	14.7	17.0	66.1
10:15	3	15.77	0.8	15.0	16.6	68.5
10:30	2	16.12	0.8	15.5	16.7	67.0
10:45	1	17.07		17.1	17.1	63.3
11:00	5	15.86	1.0	14.6	17.4	68.1
11:15	4	15.50	1.4	14.1	16.9	69.7
11:30	3	15.24	0.7	14.7	16.0	70.9
11:45	3	14.99	0.3	14.8	15.4	72.0
12:00	4	15.26	1.3	14.0	17.1	70.8
12:15	1	15.72		15.7	15.7	68.7
12:30	3	16.92	0.2	16.7	17.1	63.8
12:45	2	16.93	1.4	15.9	17.9	63.8
13:00	5	16.29	1.3	14.7	18.1	66.3
13:15	2	15.60	0.8	15.0	16.2	69.2
13:30	1	17.00		17.0	17.0	63.5
13:45	7	16.96	1.6	14.7	19.7	63.7
14:00						
14:15	6	16.56	0.8	15.5	17.6	65.2
14:30	6	16.04	1.9	14.4	19.6	67.3
14:45	3	17.79	0.9	17.0	18.9	60.7
15:00	3	16.43	1.6	15.4	18.2	65.7
15:15	2	15.41	0.8	14.9	16.0	70.1
15:30	3	16.22	0.5	15.7	16.5	66.6
15:45	6	15.36	1.1	14.0	16.4	70.3
16:00	3	15.98	1.6	14.4	17.6	67.6
16:15	7	15.93	1.6	14.0	17.9	67.8
16:30	4	14.99	0.2	14.8	15.2	72.1
16:45	5	15.67	0.6	15.1	16.6	68.9
17:00	1	15.37		15.4	15.4	70.3
17:15	6	15.95	1.0	14.9	17.8	67.7
17:30	2	15.44	0.1	15.4	15.5	69.9
17:45	5	15.83	1.6	14.0	17.3	68.2
18:00	4	15.11	0.4	14.6	15.5	71.5
18:15	6	16.36	1.4	14.5	17.8	66.0
18:30	7	15.73	1.0	14.8	17.4	68.7
18:45	3	15.45	1.9	13.9	17.5	69.9
19:00	6	16.24	0.6	15.7	16.8	66.5
19:15	3	14.53	0.5	14.1	15.0	74.3
19:30	1	14.73		14.7	14.7	73.3
19:45	6	15.06	0.5	14.3	15.8	71.7
20:00	3	15.51	0.9	14.7	16.5	69.6
20:15	2	15.69	0.6	15.3	16.1	68.8
20:30	4	16.06	1.3	14.5	17.6	67.3
20:45	2	15.52	0.1	15.5	15.6	69.6
21:00	7	15.81	1.7	14.1	19.5	68.3
21:15	3	15.39	0.7	14.8	16.1	70.2
21:30	4	16.47	0.8	15.4	17.1	65.6
21:45						
22:00	3	15.81	1.4	14.2	16.6	68.3
22:15	2	17.12	0.1	17.1	17.2	63.1
22:30	3	16.73	0.8	16.1	17.6	64.5
22:45	2	16.62	0.8	16.0	17.2	65.0
23:00						
23:15	2	16.72	0.4	16.5	17.0	64.6
23:30						
23:45	1	15.68		15.7	15.7	68.9

Wednesday -- June 24, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00						
00:15	3	16.35	1.4	14.8	17.4	66.1
00:30	1	16.43		16.4	16.4	65.7
00:45						
01:00	1	16.95		17.0	17.0	63.7
01:15	1	15.98		16.0	16.0	67.6
01:30	3	15.64	1.4	14.1	16.7	69.0
01:45	1	16.50		16.5	16.5	65.5
02:00						
02:15						
02:30	1	15.58		15.6	15.6	69.3
02:45						
03:00						
03:15						
03:30	3	15.26	0.2	15.0	15.4	70.8
03:45						
04:00						
04:15	1	16.77		16.8	16.8	64.4
04:30						
04:45						
05:00	2	15.62	0.8	15.0	16.2	69.2
05:15	1	16.68		16.7	16.7	64.7
05:30	3	16.92	0.3	16.6	17.1	63.8
05:45						
06:00	3	15.66	0.8	15.2	16.6	69.0
06:15	2	16.10	0.7	15.6	16.6	67.1
06:30	4	16.08	0.4	15.5	16.5	67.2
06:45	1	16.22		16.2	16.2	66.6
07:00	4	17.38	0.6	16.9	18.3	62.2
07:15	4	16.61	1.5	14.8	18.4	65.0
07:30						
07:45	2	16.71	0.4	16.4	17.0	64.6
08:00	4	15.54	1.2	14.0	16.9	69.5
08:15	6	15.87	0.9	15.0	17.6	68.1
08:30	1	16.65		16.7	16.7	64.9
08:45	3	16.38	1.5	14.7	17.2	65.9
09:00	4	15.05	0.5	14.7	15.8	71.7
09:15	2	16.08	1.1	15.3	16.8	67.2
09:30	6	15.63	0.6	14.7	16.2	69.1
09:45	6	15.53	0.5	14.8	16.0	69.5
10:00	2	15.09	2.3	13.5	16.7	71.6
10:15	3	16.19	1.1	15.0	16.9	66.7
10:30	1	16.32		16.3	16.3	66.2
10:45	3	15.84	0.7	15.1	16.5	68.2
11:00	5	15.94	0.7	15.4	16.9	67.8
11:15	2	15.48	1.2	14.6	16.3	69.8
11:30	1	15.73		15.7	15.7	68.6
11:45	1	15.25		15.3	15.3	70.8
12:00						
12:15	2	16.16	0.4	15.9	16.4	66.8
12:30	6	15.37	0.7	14.5	16.3	70.3
12:45	1	15.47		15.5	15.5	69.8
13:00	3	16.29	1.7	15.1	18.3	66.3
13:15	2	15.28	1.7	14.1	16.5	70.7
13:30	1	15.95		16.0	16.0	67.7
13:45	7	16.17	1.7	14.1	19.1	66.8
14:00	6	16.69	0.5	16.0	17.4	64.7
14:15	6	15.20	1.1	14.1	16.8	71.0
14:30	6	16.37	1.1	15.3	18.0	66.0
14:45	3	15.77	0.2	15.5	16.0	68.5
15:00	3	16.03	1.3	14.6	16.8	67.4
15:15	4	15.41	1.3	13.8	17.0	70.1
15:30	5	15.25	1.7	12.6	17.4	70.8
15:45	6	15.97	1.2	14.9	17.6	67.6
16:00	3	15.37	1.0	14.2	16.1	70.3
16:15	3	15.13	1.3	13.7	16.0	71.4
16:30	6	16.38	0.9	15.0	17.4	65.9
16:45	3	15.94	0.4	15.7	16.4	67.8
17:00	8	15.34	0.9	14.5	17.2	70.4
17:15	2	15.90	0.1	15.9	16.0	67.9
17:30	12	15.35	0.7	14.5	16.2	70.4
17:45	5	15.22	1.5	13.3	16.6	71.0
18:00	3	15.82	1.0	14.7	16.7	68.3
18:15	6	16.05	0.8	15.1	17.5	67.3
18:30	3	16.14	1.5	14.4	17.0	66.9
18:45	6	16.18	1.1	14.6	17.5	66.8
19:00	4	15.73	1.5	13.8	17.3	68.6
19:15	3	15.52	3.5	13.1	19.5	69.6
19:30	4	15.75	1.3	14.6	17.5	68.6
19:45	3	15.53	0.7	15.0	16.4	69.6
20:00	3	15.69	1.8	14.6	17.7	68.8
20:15	3	15.23	0.8	14.7	16.2	70.9
20:30	4	15.38	0.4	14.8	15.7	70.2
20:45	1	15.35		15.4	15.4	70.4
21:00	3	15.76	0.3	15.5	16.1	68.5
21:15	2	14.74	0.2	14.6	14.9	73.3
21:30						
21:45	1	14.45		14.5	14.5	74.7
22:00						
22:15	1	14.53		14.5	14.5	74.3
22:30	1	16.32		16.3	16.3	66.2
22:45	2	16.51	1.7	15.3	17.7	65.4
23:00	2	15.96	0.2	15.8	16.1	67.7
23:15	2	15.97	0.2	15.8	16.1	67.6
23:30						
23:45	5	15.77	1.0	14.8	17.0	68.5

Thursday -- June 25, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	2	16.49	0.2	16.4	16.6	65.5
00:15	4	15.43	0.8	14.8	16.4	70.0
00:30	2	16.34	0.3	16.1	16.6	66.1
00:45	2	15.12	1.9	13.8	16.4	71.4
01:00	3	16.90	0.3	16.6	17.2	63.9
01:15						
01:30	1	16.25		16.3	16.3	66.5
01:45	1	17.00		17.0	17.0	63.5
02:00	1	15.32		15.3	15.3	70.5
02:15						
02:30	1	17.23		17.2	17.2	62.7
02:45	3	16.87	0.8	15.9	17.4	64.0
03:00	2	15.04	0.0	15.0	15.1	71.8
03:15	2	16.80	0.0	16.8	16.8	64.3
03:30	2	15.29	0.0	15.3	15.3	70.6
03:45						
04:00	2	16.78	0.1	16.7	16.9	64.4
04:15	4	16.15	0.4	15.9	16.7	66.9
04:30						
04:45	3	15.72	1.6	14.5	17.5	68.7
05:00	3	16.00	0.6	15.4	16.4	67.5
05:15	1	15.70		15.7	15.7	68.8
05:30	1	15.55		15.6	15.6	69.5
05:45	4	16.24	1.1	15.1	17.2	66.5
06:00	2	17.48	0.7	17.0	18.0	61.8
06:15	4	16.76	0.4	16.3	17.1	64.4
06:30	1	15.75		15.8	15.8	68.6
06:45	3	15.94	0.7	15.3	16.7	67.7
07:00	1	16.73		16.7	16.7	64.5
07:15	5	16.24	0.6	15.1	16.7	66.5
07:30	3	16.68	1.0	16.0	17.8	64.7
07:45	5	16.86	1.4	14.7	18.6	64.1
08:00	3	16.19	0.9	15.5	17.2	66.7
08:15	2	16.79	0.1	16.8	16.8	64.3
08:30	7	16.62	1.3	15.9	19.6	65.0
08:45	5	16.76	1.1	15.0	18.0	64.5
09:00	7	15.89	0.6	15.1	16.6	68.0
09:15	6	15.45	0.9	14.6	16.6	69.9
09:30	1	14.78		14.8	14.8	73.1
09:45	2	16.32	0.9	15.7	17.0	66.2
10:00	5	16.35	0.7	15.4	17.1	66.1
10:15	4	16.21	0.7	15.4	17.0	66.6
10:30	1	15.43		15.4	15.4	70.0
10:45	5	16.90	0.5	16.5	17.8	63.9
11:00	4	15.95	0.7	15.0	16.6	67.7
11:15	2	17.34	1.3	16.5	18.2	62.3
11:30	4	15.74	1.0	14.7	16.9	68.6
11:45	2	14.91	0.2	14.7	15.1	72.4
12:00	7	15.63	0.9	14.5	17.3	69.1
12:15	3	15.16	1.2	14.0	16.4	71.2
12:30	5	16.61	0.6	16.1	17.6	65.0
12:45	3	17.29	1.9	15.6	19.3	62.4
13:00	7	16.34	1.0	15.1	17.6	66.1
13:15	6	15.69	0.7	14.9	16.5	68.8
13:30	3	15.40	1.3	13.9	16.4	70.1
13:45	2	16.05	2.6	14.2	17.9	67.3
14:00	7	16.86	1.8	14.3	19.1	64.1
14:15	2	16.44	0.8	15.9	17.0	65.7
14:30	4	15.93	1.0	14.8	17.0	67.8
14:45	2	15.91	1.1	15.1	16.7	67.9
15:00	5	16.84	1.2	15.8	18.8	64.1
15:15						
15:30	3	16.11	1.5	14.4	17.3	67.1
15:45	7	15.37	1.1	14.2	17.2	70.3
16:00	5	16.40	2.0	15.0	19.8	65.9
16:15	6	16.45	0.8	15.2	17.4	65.6
16:30	6	16.42	1.2	14.9	18.0	65.8
16:45	3	16.14	0.9	15.2	16.9	66.9
17:00	1	15.95		16.0	16.0	67.7
17:15	9	15.17	1.5	13.7	17.6	71.2
17:30	3	14.66	0.4	14.2	15.0	73.7
17:45	7	15.54	1.1	14.5	17.6	69.5
18:00	8	15.28	1.0	14.2	16.9	70.7
18:15	7	15.95	1.5	14.1	18.1	67.7
18:30	5	15.92	0.5	15.4	16.7	67.9
18:45	5	15.76	0.9	14.7	16.5	68.5
19:00	2	15.81	0.8	15.2	16.4	68.3
19:15	6	15.47	0.9	14.1	17.0	69.8
19:30	7	16.42	1.1	15.1	18.3	65.8
19:45	2	16.51	1.0	15.8	17.2	65.4
20:00	6	15.81	1.1	14.6	17.3	68.3
20:15	3	14.88	1.2	13.8	16.1	72.6
20:30	3	15.93	0.5	15.5	16.4	67.8
20:45	5	15.31	1.1	14.0	16.7	70.5
21:00	1	15.13		15.1	15.1	71.4
21:15						
21:30	2	15.33	1.5	14.3	16.4	70.4
21:45						
22:00	1	15.57		15.6	15.6	69.4
22:15	3	15.44	1.1	14.1	16.2	70.0
22:30	4	15.10	0.8	14.0	15.9	71.5
22:45	1	15.62		15.6	15.6	69.2
23:00	6	16.37	2.5	14.0	19.9	66.0
23:15	3	15.89	1.2	15.0	17.3	67.9
23:30						
23:45						

15-minute average travel times -- US 281 SB

For Origin = 14 to Destination = 7
Distance = 25.05 miles

Tuesday -- June 23, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	1	22.37		22.4	22.4	67.2
00:15	2	21.77	1.8	20.5	23.0	69.1
00:30	1	23.92		23.9	23.9	62.8
00:45						
01:00						
01:15	1	22.02		22.0	22.0	68.3
01:30						
01:45						
02:00	1	23.02		23.0	23.0	65.3
02:15						
02:30						
02:45						
03:00	1	23.58		23.6	23.6	63.7
03:15						
03:30	1	23.75		23.8	23.8	63.3
03:45	2	21.60	0.0	21.6	21.6	69.6
04:00	2	22.79	1.5	21.7	23.9	65.9
04:15						
04:30						
04:45	2	23.64	0.2	23.5	23.8	63.6
05:00						
05:15	3	24.43	0.7	23.7	24.8	61.5
05:30						
05:45						
06:00						
06:15	2	24.55	1.6	23.4	25.7	61.2
06:30	1	22.63		22.6	22.6	66.4
06:45	2	23.23	0.2	23.1	23.3	64.7
07:00						
07:15	1	23.80		23.8	23.8	63.2
07:30	4	22.95	0.7	22.1	23.7	65.5
07:45	2	23.99	0.0	24.0	24.0	62.6
08:00	1	24.27		24.3	24.3	61.9
08:15	2	22.73	0.7	22.3	23.2	66.1
08:30	4	22.46	1.2	20.7	23.6	66.9
08:45						
09:00	3	23.53	0.4	23.0	23.8	63.9
09:15	2	23.06	1.0	22.4	23.8	65.2
09:30	5	22.70	1.2	20.7	23.8	66.2
09:45						
10:00	2	24.08	0.0	24.1	24.1	62.4
10:15	2	22.39	1.4	21.4	23.4	67.1
10:30	3	23.64	1.3	22.2	24.8	63.6
10:45						
11:00	5	23.92	1.8	22.5	26.7	62.8
11:15	4	22.05	2.1	20.3	24.2	68.2
11:30	2	21.60	1.3	20.7	22.6	69.6
11:45						
12:00						
12:15						
12:30	3	24.53	1.0	23.8	25.7	61.3
12:45	1	25.40		25.4	25.4	59.2
13:00	4	24.00	1.5	22.6	26.1	62.6
13:15						
13:30						
13:45	5	25.77	2.6	21.9	28.2	58.3
14:00	2	24.29	0.2	24.1	24.5	61.9
14:15	3	24.22	0.5	23.7	24.6	62.1
14:30	3	23.85	3.4	21.5	27.7	63.0
14:45	3	24.61	0.2	24.4	24.9	61.1
15:00	1	22.78		22.8	22.8	66.0
15:15	2	22.19	1.1	21.4	23.0	67.7
15:30						
15:45						
16:00	3	23.54	1.2	22.8	24.9	63.9
16:15	3	23.91	1.7	21.9	25.0	62.9
16:30	1	21.53		21.5	21.5	69.8
16:45	3	23.44	1.6	22.0	25.1	64.1
17:00						
17:15	2	24.09	1.9	22.8	25.4	62.4
17:30	2	23.29	2.4	21.6	25.0	64.5
17:45	4	23.09	2.1	20.0	24.6	65.1
18:00	2	21.53	0.5	21.2	21.9	69.8
18:15	5	23.17	2.4	20.6	25.9	64.9
18:30	5	21.82	1.0	20.6	23.0	68.9
18:45	1	24.87		24.9	24.9	60.4
19:00	4	23.50	0.8	22.4	24.0	64.0
19:15	1	21.17		21.2	21.2	71.0
19:30						
19:45	3	21.87	0.7	21.2	22.5	68.7
20:00	5	24.80	4.2	20.4	29.8	60.6
20:15	3	25.55	3.2	22.9	29.2	58.8
20:30	4	22.00	1.3	20.6	23.5	68.3
20:45	2	22.18	0.3	22.0	22.4	67.8
21:00	4	23.16	2.9	21.2	27.5	64.9
21:15						
21:30	5	23.30	2.0	20.6	25.1	64.5
21:45	1	25.13		25.1	25.1	59.8
22:00	1	23.57		23.6	23.6	63.8
22:15	2	24.58	0.4	24.3	24.9	61.1
22:30	1	23.47		23.5	23.5	64.0
22:45	1	24.28		24.3	24.3	61.9
23:00						
23:15	2	23.67	0.8	23.1	24.3	63.5
23:30						
23:45	2	22.38	0.3	22.2	22.6	67.1

Wednesday -- June 24, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00						
00:15	2	22.27	1.7	21.1	23.5	67.5
00:30	1	23.33		23.3	23.3	64.4
00:45						
01:00	1	24.12		24.1	24.1	62.3
01:15	1	22.65		22.7	22.7	66.4
01:30	3	22.07	2.1	19.7	23.6	68.1
01:45	1	23.42		23.4	23.4	64.2
02:00						
02:15						
02:30						
02:45						
03:00						
03:15						
03:30	3	21.58	0.1	21.5	21.7	69.6
03:45						
04:00						
04:15						
04:30						
04:45						
05:00	3	24.76	4.5	21.4	29.9	60.7
05:15	1	23.78		23.8	23.8	63.2
05:30	3	24.00	0.4	23.6	24.3	62.6
05:45						
06:00	3	21.99	1.4	21.2	23.6	68.4
06:15						
06:30	2	23.17	1.0	22.5	23.9	64.9
06:45	1	23.48		23.5	23.5	64.0
07:00	4	24.53	0.0	24.5	24.6	61.3
07:15	3	24.59	1.4	23.6	26.2	61.1
07:30						
07:45	2	23.77	0.6	23.3	24.2	63.2
08:00	3	23.08	0.8	22.6	24.0	65.1
08:15	7	24.12	2.6	21.4	27.8	62.3
08:30						
08:45	2	22.82	2.4	21.2	24.5	65.9
09:00	3	23.05	2.8	21.2	26.3	65.2
09:15	2	22.32	0.7	21.8	22.8	67.3
09:30	3	22.32	0.6	22.0	23.0	67.3
09:45	3	23.20	3.3	21.2	27.0	64.8
10:00						
10:15	3	22.90	1.8	20.9	24.1	65.6
10:30	1	23.07		23.1	23.1	65.2
10:45	3	22.79	0.9	21.8	23.6	65.9
11:00	5	22.84	1.0	21.7	24.2	65.8
11:15	3	23.23	2.3	20.9	25.5	64.7
11:30	1	22.58		22.6	22.6	66.6
11:45						
12:00						
12:15	4	24.18	3.5	21.5	29.3	62.2
12:30	3	24.13	0.7	23.6	25.0	62.3
12:45						
13:00	2	24.13	2.7	22.2	26.0	62.3
13:15	1	23.50		23.5	23.5	64.0
13:30	1	22.95		23.0	23.0	65.5
13:45	5	21.88	1.7	20.0	23.8	68.7
14:00	4	23.86	0.8	22.8	24.7	63.0
14:15	5	22.38	1.9	20.2	24.1	67.2
14:30	4	23.61	2.6	21.9	27.5	63.7
14:45	3	22.23	0.6	21.7	22.8	67.6
15:00	2	23.88	0.0	23.9	23.9	63.0
15:15	1	21.67		21.7	21.7	69.4
15:30	3	22.63	2.3	20.5	25.1	66.4
15:45	4	22.53	1.5	21.5	24.8	66.7
16:00	1	22.77		22.8	22.8	66.0
16:15	1	22.40		22.4	22.4	67.1
16:30	4	23.66	1.3	21.8	24.5	63.5
16:45	3	24.86	0.2	24.7	25.1	60.5
17:00	6	23.04	1.8	20.8	25.3	65.2
17:15	2	22.06	1.6	21.0	23.2	68.1
17:30	11	22.35	1.3	20.9	25.3	67.3
17:45	2	23.23	0.7	22.7	23.7	64.7
18:00						
18:15	4	22.40	0.9	21.6	23.6	67.1
18:30	4	23.57	2.0	20.7	24.9	63.8
18:45	5	22.52	1.4	20.5	23.8	66.7
19:00	2	22.63	1.1	21.8	23.4	66.4
19:15	3	22.92	4.1	20.1	27.6	65.6
19:30						
19:45	2	22.19	1.5	21.1	23.3	67.7
20:00						
20:15						
20:30						
20:45						
21:00	3	22.38	0.5	22.0	22.9	67.1
21:15						
21:30	1	22.08		22.1	22.1	68.1
21:45	2	22.83	3.9	20.1	25.6	65.8
22:00						
22:15						
22:30						
22:45	1	25.02		25.0	25.0	60.1
23:00	1	22.82		22.8	22.8	65.9
23:15	4	23.62	4.1	19.9	29.4	63.6
23:30	1	22.32		22.3	22.3	67.3
23:45	4	22.43	1.9	20.8	24.1	67.0

Thursday -- June 25, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	1	23.27		23.3	23.3	64.6
00:15	3	21.81	1.2	21.1	23.2	68.9
00:30	2	23.19	0.4	22.9	23.5	64.8
00:45						
01:00	3	24.07	0.5	23.6	24.6	62.5
01:15						
01:30						
01:45	1	24.23		24.2	24.2	62.0
02:00	1	21.73		21.7	21.7	69.2
02:15						
02:30						
02:45	3	23.92	1.1	22.6	24.6	62.8
03:00						
03:15	2	23.73	0.0	23.7	23.8	63.3
03:30	2	21.53	0.0	21.5	21.6	69.8
03:45						
04:00	2	23.83	0.2	23.7	24.0	63.1
04:15	3	23.10	0.6	22.6	23.7	65.1
04:30						
04:45	2	22.73	3.0	20.6	24.9	66.1
05:00	2	23.46	0.1	23.4	23.5	64.1
05:15						
05:30						
05:45	4	25.51	5.5	21.4	33.5	58.9
06:00						
06:15	4	23.75	0.4	23.2	24.1	63.3
06:30	1	22.22		22.2	22.2	67.7
06:45	4	22.64	0.9	21.8	23.9	66.4
07:00	2	23.68	0.0	23.7	23.7	63.5
07:15	5	24.45	2.7	21.8	29.1	61.5
07:30	3	23.84	1.2	23.1	25.3	63.0
07:45	6	23.86	1.7	21.0	26.2	63.0
08:00	3	23.09	1.1	22.3	24.3	65.1
08:15	2	23.42	0.6	23.0	23.8	64.2
08:30	3	22.84	0.2	22.7	23.1	65.8
08:45	3	24.21	1.1	23.5	25.5	62.1
09:00	6	22.84	0.9	21.7	23.8	65.8
09:15	4	22.75	1.7	20.6	24.2	66.1
09:30						
09:45	1	22.43		22.4	22.4	67.0
10:00	4	22.99	1.1	21.5	24.2	65.4
10:15	6	23.12	1.0	21.7	24.0	65.0
10:30						
10:45	1	23.48		23.5	23.5	64.0
11:00	2	22.28	1.0	21.5	23.0	67.5
11:15	3	23.84	1.7	22.4	25.7	63.0
11:30	2	21.87	1.7	20.7	23.1	68.7
11:45	2	22.85	2.0	21.5	24.3	65.8
12:00	6	22.87	2.6	20.8	27.8	65.7
12:15	3	21.69	1.8	19.9	23.4	69.3
12:30	3	23.89	0.8	23.0	24.5	62.9
12:45	2	23.08	1.4	22.1	24.1	65.1
13:00	5	23.05	0.8	21.8	23.8	65.2
13:15	3	22.86	0.5	22.3	23.3	65.8
13:30	1	22.67		22.7	22.7	66.3
13:45	2	22.79	3.9	20.1	25.5	65.9
14:00	6	23.59	2.5	20.1	26.2	63.7
14:15	1	22.58		22.6	22.6	66.6
14:30	1	22.88		22.9	22.9	65.7
14:45	3	21.58	2.1	19.7	23.8	69.6
15:00	4	23.85	1.6	22.3	25.9	63.0
15:15						
15:30	2	24.08	0.6	23.6	24.5	62.4
15:45	4	22.04	1.9	20.0	24.5	68.2
16:00	3	23.21	2.6	21.4	26.2	64.8
16:15	3	22.88	1.2	21.6	24.0	65.7
16:30	3	24.78	1.6	23.0	26.1	60.7
16:45	2	23.63	1.3	22.7	24.6	63.6
17:00						
17:15	6	23.74	2.5	20.7	27.2	63.3
17:30						
17:45	1	22.12		22.1	22.1	68.0
18:00	3	21.88	1.4	20.4	23.2	68.7
18:15	3	24.70	1.7	22.7	26.0	60.9
18:30	4	22.67	0.9	21.9	23.7	66.3
18:45	3	24.92	2.7	23.3	28.0	60.3
19:00	1	24.77		24.8	24.8	60.7
19:15	3	21.93	2.1	19.8	24.1	68.5
19:30	4	23.87	0.9	23.0	25.2	63.0
19:45	1	24.68		24.7	24.7	60.9
20:00	4	23.23	1.4	21.5	24.8	64.7
20:15	4	22.40	1.5	20.2	23.8	67.1
20:30						
20:45	6	22.18	1.9	19.8	24.6	67.8
21:00						
21:15						
21:30	1	23.57		23.6	23.6	63.8
21:45	1	24.53		24.5	24.5	61.3
22:00	2	24.33	3.5	21.9	26.8	61.8
22:15	1	22.22		22.2	22.2	67.7
22:30	1	22.53		22.5	22.5	66.7
22:45	1	21.92		21.9	21.9	68.6
23:00						
23:15	1	21.72		21.7	21.7	69.2
23:30						
23:45						

15-minute average travel times -- US 281 SB

For Origin = 16 to Destination = 7
Distance = 13.50 miles

Tuesday -- June 23, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	2	12.92	1.2	12.1	13.7	62.7
00:15	2	13.28	0.4	13.0	13.6	61.0
00:30	1	13.65		13.7	13.7	59.3
00:45						
01:00						
01:15						
01:30	1	12.73		12.7	12.7	63.6
01:45						
02:00						
02:15	1	12.53		12.5	12.5	64.6
02:30						
02:45						
03:00						
03:15	2	13.83	0.3	13.6	14.1	58.6
03:30						
03:45	1	13.72		13.7	13.7	59.1
04:00	2	12.48	0.1	12.4	12.5	64.9
04:15	1	12.48		12.5	12.5	64.9
04:30	2	14.63	0.1	14.6	14.7	55.4
04:45	2	13.74	0.1	13.7	13.8	58.9
05:00						
05:15						
05:30	3	14.27	0.7	13.7	15.0	56.8
05:45	1	13.10		13.1	13.1	61.8
06:00	1	11.70		11.7	11.7	69.2
06:15						
06:30	1	13.47		13.5	13.5	60.1
06:45	1	13.33		13.3	13.3	60.8
07:00	2	13.59	0.4	13.3	13.9	59.6
07:15	3	12.47	1.3	11.4	13.9	64.9
07:30	6	13.15	1.2	10.9	14.5	61.6
07:45						
08:00	2	13.94	0.2	13.8	14.1	58.1
08:15	1	13.98		14.0	14.0	57.9
08:30	6	13.17	0.7	11.7	13.8	61.5
08:45	2	12.22	0.2	12.1	12.4	66.3
09:00	1	14.07		14.1	14.1	57.6
09:15	5	13.64	0.2	13.3	13.8	59.4
09:30	3	13.80	0.2	13.6	14.0	58.7
09:45	5	13.12	0.7	11.9	13.9	61.8
10:00	2	14.03	0.1	14.0	14.1	57.8
10:15						
10:30	3	12.94	0.5	12.5	13.4	62.6
10:45	3	13.67	0.4	13.2	14.0	59.2
11:00	2	13.39	0.1	13.3	13.5	60.5
11:15	6	12.95	1.2	11.2	14.3	62.5
11:30	5	13.50	1.0	12.0	14.5	60.0
11:45	2	12.20	0.8	11.7	12.7	66.4
12:00	2	13.82	0.1	13.8	13.9	58.6
12:15	2	12.14	0.0	12.1	12.2	66.7
12:30	2	13.89	0.0	13.9	13.9	58.3
12:45	3	13.64	0.3	13.4	13.9	59.4
13:00	4	13.97	0.6	13.5	14.8	58.0
13:15	2	14.54	1.1	13.8	15.3	55.7
13:30	5	15.14	1.0	13.7	16.0	53.5
13:45	1	15.18		15.2	15.2	53.3
14:00	5	14.34	0.6	13.3	15.0	56.5
14:15	4	14.08	0.7	13.5	14.9	57.5
14:30	4	14.59	0.3	14.4	15.0	55.5
14:45	2	12.90	0.1	12.8	13.0	62.8
15:00	5	14.24	0.4	13.9	14.9	56.9
15:15	3	13.29	0.3	12.9	13.6	60.9
15:30	1	12.52		12.5	12.5	64.7
15:45	5	13.09	0.7	11.9	13.7	61.9
16:00	1	13.28		13.3	13.3	61.0
16:15	2	13.41	0.4	13.1	13.7	60.4
16:30	3	13.36	0.7	12.7	14.1	60.6
16:45	5	12.81	0.9	11.8	14.1	63.2
17:00	3	14.22	1.1	13.0	14.9	57.0
17:15	2	11.97	0.4	11.7	12.3	67.7
17:30	1	13.48		13.5	13.5	60.1
17:45	2	13.95	2.5	12.2	15.7	58.1
18:00	5	13.03	1.1	11.6	14.1	62.2
18:15	6	12.41	0.7	12.0	13.7	65.3
18:30	4	14.00	1.4	12.7	15.7	57.9
18:45	3	12.53	0.6	11.8	13.1	64.6
19:00	1	13.17		13.2	13.2	61.5
19:15	5	13.03	1.0	11.7	13.9	62.1
19:30	2	14.34	1.2	13.5	15.2	56.5
19:45	4	12.23	0.5	12.0	12.9	66.2
20:00	2	13.18	0.5	12.8	13.6	61.4
20:15	4	12.69	1.0	11.4	13.7	63.8
20:30	2	12.99	1.5	11.9	14.1	62.3
20:45	2	12.24	0.2	12.1	12.4	66.2
21:00	3	12.96	0.5	12.5	13.4	62.5
21:15	4	13.10	1.7	12.1	15.7	61.9
21:30						
21:45	3	13.79	1.0	12.6	14.5	58.7
22:00	1	14.68		14.7	14.7	55.2
22:15	2	13.93	1.0	13.2	14.6	58.1
22:30	1	13.68		13.7	13.7	59.2
22:45	1	13.55		13.6	13.6	59.8
23:00	1	13.98		14.0	14.0	57.9
23:15	1	14.05		14.1	14.1	57.7
23:30	1	13.20		13.2	13.2	61.4
23:45						

Wednesday -- June 24, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	2	12.90	0.1	12.8	13.0	62.8
00:15						
00:30	2	12.75	0.8	12.2	13.3	63.5
00:45	1	13.55		13.6	13.6	59.8
01:00	1	14.02		14.0	14.0	57.8
01:15	1	15.13		15.1	15.1	53.5
01:30	4	13.53	0.3	13.1	13.9	59.9
01:45						
02:00						
02:15						
02:30						
02:45						
03:00						
03:15						
03:30						
03:45						
04:00						
04:15						
04:30						
04:45						
05:00						
05:15	3	13.14	0.7	12.4	13.8	61.6
05:30	4	13.41	0.9	12.1	14.0	60.4
05:45						
06:00						
06:15	4	12.64	0.8	12.0	13.8	64.1
06:30	2	12.68	1.9	11.4	14.0	63.9
06:45	2	12.63	0.1	12.6	12.7	64.1
07:00	2	13.44	0.1	13.4	13.5	60.3
07:15	4	14.02	0.7	13.0	14.5	57.8
07:30	4	13.66	1.4	11.9	15.3	59.3
07:45						
08:00	2	13.27	1.0	12.6	14.0	61.1
08:15	3	13.48	0.3	13.2	13.9	60.1
08:30	7	12.95	1.2	10.9	14.5	62.6
08:45						
09:00	5	13.23	0.8	12.4	14.1	61.2
09:15	4	12.92	0.3	12.4	13.1	62.7
09:30	6	12.73	0.5	12.1	13.4	63.6
09:45	1	12.73		12.7	12.7	63.6
10:00	3	12.74	0.3	12.4	13.0	63.6
10:15						
10:30	4	13.31	1.0	11.9	14.1	60.9
10:45	2	13.33	0.2	13.2	13.5	60.8
11:00	5	13.74	0.6	13.0	14.6	58.9
11:15	6	13.53	0.5	12.9	14.0	59.9
11:30	5	13.00	0.6	12.1	13.8	62.3
11:45	3	14.09	0.4	13.6	14.3	57.5
12:00						
12:15	3	12.98	1.2	11.6	13.8	62.4
12:30	3	12.98	0.6	12.5	13.7	62.4
12:45	3	14.28	0.6	13.8	14.9	56.7
13:00						
13:15	3	13.28	0.3	13.0	13.6	61.0
13:30	1	13.20		13.2	13.2	61.4
13:45	1	11.80		11.8	11.8	68.6
14:00	4	12.99	0.9	11.6	13.7	62.4
14:15	6	13.14	1.4	11.3	14.5	61.6
14:30	7	13.40	0.8	12.5	14.5	60.5
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15:00	5	12.61	2.2	8.9	14.2	64.2
15:15	1	12.87		12.9	12.9	63.0
15:30						
15:45	1	12.97		13.0	13.0	62.5
16:00	7	13.67	1.1	12.4	14.7	59.2
16:15	2	13.41	0.4	13.1	13.7	60.4
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17:15	5	12.95	1.2	11.9	14.9	62.5
17:30	5	14.31	1.4	12.8	15.9	56.6
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18:45	8	13.68	1.4	11.8	16.4	59.2
19:00	1	11.92		11.9	11.9	68.0
19:15	5	13.26	1.5	12.0	15.8	61.1
19:30	3	12.27	1.3	11.5	13.8	66.0
19:45	3	12.16	1.1	11.5	13.5	66.6
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20:45						
21:00	1	12.72		12.7	12.7	63.7
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21:30	2	12.32	0.3	12.1	12.5	65.8
21:45	2	12.49	0.4	12.2	12.8	64.8
22:00						
22:15						
22:30	1	12.52		12.5	12.5	64.7
22:45	1	13.67		13.7	13.7	59.3
23:00	2	13.72	1.2	12.9	14.5	59.1
23:15	1	13.25		13.3	13.3	61.1
23:30	2	12.89	0.3	12.7	13.1	62.8
23:45	3	12.98	1.0	12.2	14.1	62.4

Thursday -- June 25, 2015

	# Obs	Avg Ttime [min]	StdDEV	Min	Max	Avg Spd [mph]
00:00	4	13.37	0.4	12.9	13.9	60.6
00:15	3	12.62	0.6	12.2	13.4	64.2
00:30	1	13.55		13.6	13.6	59.8
00:45	1	13.12		13.1	13.1	61.8
01:00						
01:15	1	14.27		14.3	14.3	56.8
01:30						
01:45	1	14.05		14.1	14.1	57.7
02:00	2	12.62	0.0	12.6	12.6	64.2
02:15						
02:30						
02:45	4	13.82	0.5	13.1	14.2	58.6
03:00						
03:15	2	11.58	0.0	11.6	11.6	69.9
03:30	3	13.90	0.9	13.4	14.9	58.3
03:45	2	12.45	0.0	12.5	12.5	65.1
04:00	1	13.68		13.7	13.7	59.2
04:15	2	13.31	0.5	13.0	13.6	60.9
04:30	1	13.77		13.8	13.8	58.8
04:45						
05:00	2	13.34	1.6	12.2	14.5	60.7
05:15	2	13.73	0.0	13.7	13.7	59.0
05:30						
05:45						
06:00	3	13.39	0.9	12.4	14.3	60.5
06:15	1	13.73		13.7	13.7	59.0
06:30	4	13.80	0.3	13.4	14.2	58.7
06:45	4	12.76	0.2	12.6	12.9	63.5
07:00	2	13.59	0.5	13.3	13.9	59.6
07:15	7	13.44	0.7	12.1	13.9	60.3
07:30	2	13.63	0.1	13.5	13.7	59.4
07:45	1	13.42		13.4	13.4	60.4
08:00	7	14.12	1.1	12.2	15.5	57.4
08:15	6	13.29	0.6	12.3	14.0	61.0
08:30	2	13.22	0.0	13.2	13.3	61.3
08:45	2	12.74	0.9	12.1	13.4	63.6
09:00	8	13.51	0.7	12.4	14.7	59.9
09:15	8	13.38	0.9	12.6	15.3	60.6
09:30	5	13.68	2.0	11.6	16.4	59.2
09:45	1	12.80		12.8	12.8	63.3
10:00	3	13.40	0.3	13.0	13.6	60.4
10:15	4	13.62	0.8	12.5	14.5	59.5
10:30	4	13.52	0.4	13.1	13.9	59.9
10:45	1	13.58		13.6	13.6	59.6
11:00	2	13.82	1.1	13.0	14.6	58.6
11:15	5	13.67	0.7	12.6	14.5	59.2
11:30	4	13.37	1.0	12.4	14.7	60.6
11:45	3	12.73	0.9	12.0	13.8	63.6
12:00	3	12.89	0.6	12.2	13.4	62.8
12:15	5	12.41	0.9	11.2	13.4	65.3
12:30	2	13.23	0.6	12.8	13.6	61.2
12:45	3	13.96	0.9	13.1	14.9	58.0
13:00	1	13.87		13.9	13.9	58.4
13:15	7	13.30	0.4	12.7	13.8	60.9
13:30	5	13.05	1.2	11.1	14.5	62.1
13:45	6	13.34	1.0	11.6	14.4	60.7
14:00	4	14.15	2.1	11.5	16.5	57.2
14:15	6	13.24	1.1	11.6	14.1	61.2
14:30	6	13.68	0.8	13.0	15.1	59.2
14:45	1	12.27		12.3	12.3	66.0
15:00	6	13.90	0.4	13.5	14.3	58.3
15:15	5	14.00	1.3	12.9	16.3	57.8
15:30						
15:45	6	13.11	1.0	11.4	14.2	61.8
16:00	5	12.61	0.9	11.6	14.1	64.3
16:15	5	12.82	0.5	12.3	13.4	63.2
16:30	3	13.66	0.8	12.8	14.5	59.3
16:45	5	13.71	1.7	12.0	16.0	59.1
17:00	2	14.93	2.4	13.3	16.6	54.2
17:15	2	13.13	1.1	12.4	13.9	61.7
17:30	3	13.87	1.3	12.4	14.7	58.4
17:45	1	12.82		12.8	12.8	63.2
18:00	6	12.69	1.1	11.3	14.1	63.8
18:15	3	13.67	2.0	11.9	15.8	59.2
18:30	1	11.75		11.8	11.8	68.9
18:45	3	12.88	0.4	12.6	13.4	62.9
19:00	4	13.07	0.6	12.6	13.6	62.0
19:15	4	13.07	1.4	11.3	14.3	62.0
19:30	3	12.51	0.9	11.6	13.3	64.8
19:45	1	13.80		13.8	13.8	58.7
20:00	1	11.88		11.9	11.9	68.2
20:15	6	14.01	1.1	12.8	15.8	57.8
20:30	3	12.63	1.3	11.1	13.5	64.1
20:45	3	13.56	1.9	11.6	15.4	59.7
21:00	2	12.71	0.7	12.2	13.2	63.7
21:15						
21:30						
21:45	2	13.37	1.3	12.5	14.3	60.6
22:00						
22:15	2	12.49	0.2	12.4	12.6	64.8
22:30	1	12.95		13.0	13.0	62.5
22:45						
23:00						
23:15	1	14.57		14.6	14.6	55.6
23:30	1	12.82		12.8	12.8	63.2
23:45						

Appendix B:

Investment Grade Traffic and Revenue Analysis for SH 365 and IBTC
(Draft)

Investment Grade Traffic and Revenue Analysis for SH365 and IBTC

- DRAFT -

Presented to

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

DANNENBAUM
ENGINEERING CORPORATION

Submitted By:

C&M
C&M Associates, Inc.
10 years of reliable advice

September 2014

Investment Grade Traffic and Revenue Analysis for SH 365 and IBTC

Prepared For:

Hidalgo County Regional Mobility Authority
through
Dannenbaum Engineering Corporation

By:

C&M
C&M Associates, Inc.
10 years of reliable advice

Draft Report

September, 2014

Review History

Document: Investment Grade Traffic and Revenue Analysis for SH 365 and IBTC

Date: September 15, 2014

Prepared by: Axel Herrmann, M.S., Dipl.-Ing.
Roshna Ashraf, M.E., E.I.T.

Reviewed by:

Date	Details	Name/Position	Signature/ Initials
September 8, 2014	Draft Report V1	Shahram Bohluli, PE Vice President	SB
September 15, 2014	Draft Report V2	Shahram Bohluli, PE Vice President	SB

The results of this study constitute the opinion of C&M. This opinion is based on normal professional effort with respect to future traffic and revenue for the tolled facility, and subject to the time and budget constraints of the study's scope of work, and based on the information available to C&M at the time of execution of this study. C&M cannot guarantee or assure future events in connection to this traffic and revenue forecast.

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List of Acronyms and Abbreviations

Acronym/Abbreviation	Description
AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
AP	Attraction-to-Production
ATR	Automatic Traffic Recorder
BLS	Bureau of Labor Statistics
BPR	Bureau of Public Roads
C&M	C&M Associates, Inc.
CAGR	Compound Annual Growth Rate
CANACAR	Cámara Nacional de Autotransporte de Carga
CBEST	Center for Border Economic Studies
CBP	U.S. Customs and Border Protection
CMHCTDM	C&M Hidalgo County Travel Demand Model
CPI	Consumer Price Index
C-TPAT	Customs-Trade Partnership Against Terrorism
CV	Commercial Vehicle
DOT	Department of Transportation
EB	Eastbound
EDC	Economic Development Corporation
ETC	Electronic Toll Collection
FAST	Free and Secure Trade
FM	Farm-to-Market Road
FHWA	Federal Highway Administration
GDP	Gross Domestic Product
IH	Interstate Highway
HBH	Home-Based Home
HBO	Home-Based Other
HBW	Home-Based Work
HCMPO	Hidalgo County Metropolitan Planning Organization
HCRM	Hidalgo County Road Builders
HCRMA	Hidalgo County Regional Mobility Authority
HNW	Home-Based Non-Work
HOT	High Occupancy Toll
IBTC	International Bridge Trade Corridor
IDENT	Automated Biometric Fingerprint Identification System
IIRIRA	Illegal Immigration Reform and Immigrant Responsibility Act
ITE	Institution of Transportation Engineers

LOS	Level of Service
MCFTZ	McAllen Foreign Trade Zone
MD	Midday
Moody's	Moody's Analytics
MSA	Metropolitan Statistical Area
MTP	Metropolitan Transportation Plan
NAFTA	North American Free Trade Agreement
NHB	Non-Home-Based
NHTS	National Household Travel Survey
NPV	Net Present Value
NT	Nighttime
OBH	Other-Based Home
OBO	Other-Based Other
OBW	Other-Based Work
OD	Origin and Destination
PA	Production-to-Attraction
POE	Port of Entry
R^2	Coefficient of determination
RFID	Radio Frequency Identification
RFP	Request for Proposal
SENTRI	Secure Electronic Network for Travelers' Rapid Inspection
SH	State Highway
SIAVE	Sistema de Aforo Vehicular
SP	Stated Preference
T&R	Traffic and Revenue
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TOD	Time-of-Day
TSDC	Texas State Data Center
TTI	Texas Transportation Institute
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
US	U. S. Route
USA PATRIOT	United and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism
UTPA	University of Texas-Pan American
VMT	Vehicle Miles Traveled
VOT	Value of Time
W&P	Woods & Poole Economics

WBH	Work-Based Home
WBO	Work-Based Other
WBW	Work-Based Work
WHTI	The Western Hemisphere Travel Initiative
WiSE	Wireless Signal Extraction

Executive Summary

This Investment Grade Traffic and Revenue (T&R) Analysis summarizes C&M Associates', Inc. (C&M) efforts to carry out a T&R forecast for the proposed State Highway 365 (SH 365) and International Bridge Trade Corridor (IBTC) projects (The Projects) in Hidalgo County, Texas. This analysis was conducted to support possible financing of the Projects by the Hidalgo County Regional Mobility Authority (HCRMA).

ES.1. Study Background

The study area comprises the Rio Grande Valley region, specifically the area covering both sides of the U.S./Mexican border along the southern part of Hidalgo County. The location of Hidalgo County, in combination with the economic opportunities offered by the North American Free Trade Agreement (NAFTA), make this one of the most dynamically growing areas in the United States. Compared to other counties along the border, the state of Texas, and the United States as a whole, demographic growth in Hidalgo County has been among the highest. Employment in the county exhibited an average annual growth rate of 2.8 percent between 2001 and 2012, while population grew by 2.9 percent annually.

Hidalgo County and northern Mexico represent a highly integrated economic unit. Residents from both countries cross the border each day in search of consumer goods, personal services, and educational and employment opportunities. Businesses ship raw materials and unfinished goods to manufacturing facilities throughout the region for additional processing, final assembly, and distribution. Therefore, it is important to consider socioeconomic trends within the border area of Mexico, given the connection to activity in Hidalgo County.

Reynosa, the largest Mexican municipality near Hidalgo County, has shown a very fast rate of population growth in recent decades. From 1990 to 2000, the Reynosa municipality exhibited the second highest population growth rate in all of Mexico, with a CAGR of 4.48 percent. From 2000 to 2010, the Reynosa municipality became the fastest growing municipality in Mexico, with a reported CAGR of 3.6 percent.

The Projects are proposed to be open to traffic on July 1, 2018 and can be briefly described as follows:

- SH 365: 14.8 miles from Farm-to-Market Road 1016 (FM 1016/Conway Avenue) to U.S. Route 281 (US 281/Military Highway).
- IBTC: 12.3 miles from the intersection of SH 365 and FM 3072 (Dicker Road) to Interstate Highway 2 (IH2/US 83) and FM 493 to IH2 (US 83).

The Projects are being planned as a new toll road facility. C&M has delivered several T&R studies related to the Projects since 2008, when they were originally envisioned as a single project (i.e., the Hidalgo Loop). C&M performed an intermediate level T&R study for the Hidalgo Loop project in 2008. Then, in the second half of 2009, C&M studied traffic and revenue on two southern sections of the Loop—an east section and a west section—and presented HCRMA with an update of its earlier intermediate

T&R study. In 2010, C&M presented the first Investment Grade Study for the project. This study was then updated in 2013.

ES.2. Study Components

The current study effort involves the following key components:

- *Existing Data Collection*: C&M updated its databases of existing traffic data, which were collected in the previous studies, to analyze traffic pattern changes within the study area. The existing traffic data considered for this study include the historical data of nearby roadway networks and International Bridges, historical trends, and the current traffic pattern. Since the traffic pattern of the study area is strongly affected by the cross-border traffic, C&M took into consideration border trends and policies.

  According to the Texas Department of Transportation (TxDOT), the Annual Average Daily Traffic (AADT) on the two major freeways IH2 (US 83) and IH69C (US 281) has been growing by more than 3.0 percent per year during the 2000–2012 period.

- *Field Data Collection and Analysis*: Since 2008, C&M has been collecting field data in the study area specifically for the Projects. Based on these data, C&M has not only developed a user profile, but also gained a better understanding of traffic characteristics and travel patterns within the study area. The field work performed by C&M for the present investment grade analysis included: Economic Development Corporation's (EDC) survey in Hidalgo County, Automatic Traffic Recorder (ATR) counts, Travel time monitoring, cell phone metadata based Origin-Destination (OD) surveys and a Commercial vehicle survey on the US/Mexican Border.

- *Independent Socioeconomic Forecast*: The University of Texas-Pan American (UTPA) in Hidalgo County prepared the socioeconomic forecast for the study area. UTPA estimated the annual growth rate in population and employment for the year 2012–2035 to be 1.7 and 1.8 percent, respectively.

- *Model Development*: C&M developed the C&M Hidalgo County Travel Demand Model (CMHCTDM), updated the base year network for the year 2012, and created three future build networks for model years 2018, 2025, and 2035. A series of sensitivity tests were performed based on toll rates, value of time (VOT), and socioeconomic forecast scenarios.

- *Traffic and Revenue Forecast*: C&M modeled and prepared T&R forecasts for two different scenarios: a scenario for the proposed Projects (i.e., SH 365 and the IBTC), and an SH 365-Only scenario that includes only some highway segments of SH 365.

ES.3. Traffic and Revenue Assumptions

C&M's T&R forecast is based on the following set of post-processing assumptions, some of which may differ depending upon whether the traveler remains exclusively within the United States or crosses the U.S./Mexican border. C&M determined that of the Projects' potential users, approximately 20 percent of those will have their origins or destinations in Mexico.

The following T&R assumptions were used in this study:

- The Projects are expected to open to traffic by July 1, 2018.
- Traffic and revenue were forecasted for a 40-year period beginning in 2018.
- Trucks were assumed to have an average of 3.9 axles for internal trucks and 4.9 for external trucks.
- All revenues are expressed in nominal dollars. C&M used the average CPI from the Dallas Forth Worth and Houston Metropolitan Area forecasted by Moody's to inflate the revenue forecast.
- While a number of new toll roads are scheduled to open within the next five years in the Rio Grande Valley of South Texas, the fact remains that the region currently has no toll roads, and the only existing tolled facilities are the international bridges. Therefore, during its analysis, C&M was aware that many drivers in the area may be unfamiliar with the notion of road pricing and, consequently, reluctant to use the new toll roads. This may result in an extended ramp-up period (i.e., the time it takes for traffic volumes to reach their full potential after the opening of a new toll facility). For the analysis, trucks are expected to utilize the facilities at a slightly higher rate than cars throughout the ramp-up period. In addition, C&M also expected passenger car motorists on the U.S. side of the border to become familiar with the toll roads more quickly than those Mexican drivers crossing the border on a regular basis. Ramp-ups for cars and trucks start at a modest 50 and 60 percent, respectively, during the Projects' opening year.
- Tolls will be collected by means of ETC or video recognition. The video toll rates are assumed to be 150% of the ETC rates to compensate the offset of additional costs associated with the video tolling recognition and billing method.
- In the Projects' opening year, ETC penetration—referring to the percentage of all toll transactions collected electronically—was assumed to be 50–60 percent for U.S. customers (passenger vehicles and trucks) and 30–50 percent for border-crossing customers. These percentages were assumed to reach an eventual maximum of 80 percent for U.S. customers and 60–70 percent for border-crossing customers. In fact, C&M's SP survey in earlier projects found that more than 70 percent of automobile travelers said they would be likely to utilize the ETC system. ETC penetration for trucks was assumed to be higher than that for autos due to the operational characteristics of truck traffic.

- For this study, the ETC leakage rate was assumed to be 1 percent, enough to account for any uncollected revenue from ETC customers as a result of system deficiencies.
- A video violation rate was applied in order to make up for revenue lost as a result of deficiencies in the video transaction system and potential toll evaders. An effective video toll factor of 32 percent was assumed for all customers in the opening year.
- In order to obtain annual T&R figures, C&M estimated equivalent revenue days of 350 for cars (365 for border-crossing cars) and 280 for trucks (275 for border-crossing trucks), a result of its analysis of weekday and weekend traffic counts.
- Only the roadway improvements from the Hidalgo County MTP 2010–2035 and TIP have been implemented within the model.
- It was assumed that the use of alternative modes of transportation in the area of influence would remain unchanged during the forecast period.
- Gasoline availability and prices were assumed to remain at levels that would not significantly affect traffic.
- Federal and state fuel taxes would not change to a degree that would affect travel behavior.
- The proposed toll road would be efficiently maintained for the length of the forecast period.

ES.4. Traffic and Revenue Results

Table ES-1 and Table ES-2 present the predicted annual transactions for the Projects (Scenario 1) and the SH 365-Only scenario (Scenario 2), respectively. For Scenario 1, transactions are shown for SH 365, the IBTC, and both facilities combined. Table ES-3 and Table ES-4 present the predicted annual revenue for the Projects and the SH 365-Only scenario, respectively. All results are based on the most likely (i.e., Base) socioeconomic forecast and have the same toll rates per mile.

Table ES-1. SH365 and IBTC Annual Transactions– Base Scenario

Year	SH365 Annual Transactions (in Thousands)			IBTC Annual Transactions (in Thousands)			Total Annual Transactions (in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total	Auto	Truck	Total
2018	1,895	420	2,315	565	150	715	2,460	570	3,030
2030	12,630	2,700	15,330	3,740	1,060	4,800	16,370	3,760	20,130
2035	14,560	3,170	17,730	4,580	1,300	5,880	19,140	4,470	23,610
2040	16,500	3,660	20,160	5,550	1,590	7,140	22,050	5,250	27,300
2050	20,430	4,710	25,140	7,470	2,190	9,660	27,900	6,900	34,800
2057	22,970	5,430	28,400	8,120	2,390	10,510	31,090	7,820	38,910

Table ES-2. SH365 only Annual Transactions- Scenario 2

Year	SH365 Annual Transactions (in Thousands)		
	Auto	Truck	Total
2018	1,315	205	1,520
2030	8,210	1,250	9,460
2035	9,190	1,420	10,610
2040	10,140	1,600	11,740
2050	12,120	2,000	14,120
2057	13,360	2,270	15,630

Table ES-3 SH365 and IBTC Annual Revenue– Base Scenario

Year	SH365 Annual Revenue (in Thousand Nominal Dollars)			IBTC Annual Revenue (in Thousand Nominal Dollars)			Total Annual Revenue (in Thousand Nominal Dollars)		
	Auto	Truck	Total	Auto	Truck	Total	Auto	Truck	Total
2018	$845	$630	$1,475	$390	$380	$770	$1,235	$1,010	$2,245
2030	$10,300	$6,340	$16,640	$4,400	$3,820	$8,210	$14,700	$10,160	$24,860
2035	$13,510	$8,310	$21,820	$5,910	$5,120	$11,030	$19,420	$13,430	$32,850
2040	$17,040	$10,670	$27,710	$7,960	$7,050	$15,010	$25,000	$17,720	$42,720
2050	$26,360	$17,190	$43,550	$13,290	$12,240	$25,530	$39,650	$29,430	$69,080
2057	$34,550	$23,130	$57,680	$16,880	$15,650	$32,530	$51,430	$38,780	$90,210

Table ES-4 SH365 only Annual Revenue- Scenario 2

Year	SH365 Annual Revenue (in Thousand Nominal Dollars)		
	Auto	Truck	Total
2018	$630	$305	$935
2030	$6,990	$3,020	$10,010
2035	$9,360	$3,900	$13,260
2040	$11,510	$4,900	$16,410
2050	$17,280	$7,670	$24,950
2057	$22,290	$10,190	$32,480

1. Introduction

This report documents the Investment Grade Traffic and Revenue (T&R) Analysis conducted by C&M Associates, Inc. (C&M)—acting as an independent T&R consultant—for the proposed State Highway 365 (SH 365) and International Bridge Trade Corridor (IBTC) projects (the Projects) in Hidalgo County, Texas. This analysis will support the Hidalgo County Regional Mobility Authority (HCRMA) in their effort to finance the Projects by providing an Investment Grade T&R forecast for the Projects over a 40-year period.

1.1. Study Background

Figure 1-1 shows the study area and the Projects' locations. Hidalgo County's proximity to major industrial and retail centers on both sides of the U.S./Mexican border promotes constant economic growth in this region. Alongside economic growth, population and employment in Hidalgo County have grown faster than those in other border counties in Texas. From 2001 to 2012, population and employment grew by 2.9 and 2.8 percent, respectively. The Milken Institute ranked this metro area as one of the top ten best performing U.S. cities from 2005 to 2011.[1] According to the University of Texas-Pan American (UTPA) forecast, the population in Hidalgo County is expected to grow, with an annual average growth rate of about 1.7 percent from 2012 to 2035. In the same period, employment is expected to grow at a Compound Annual Growth Rate (CAGR) of approximately 1.8 percent.[2]

As a result of economic and population growth, the transportation needs in this region have been increasing. According to the Texas Department of Transportation (TxDOT), the Annual Average Daily Traffic (AADT) on the two major roadways in the urban area—U.S. Route 83 (US 83) and US 281—has grown by more than 3.5 percent during the 2000–2012 period. As part of its study on emission trends in different Texas counties, the Texas Transportation Institute (TTI) estimated that Vehicle Miles Traveled (VMT) has grown by an average annual growth rate of more than 4 percent between 1990 and 2012.[3] The study forecasts that VMT in Hidalgo County will grow by approximately 46 percent by 2030.

Hidalgo County and northern Mexico represent a highly integrated economic unit. Residents from both countries cross the border each day in search of consumer goods, personal services, and educational and employment opportunities. Businesses ship raw materials and unfinished goods to manufacturing facilities throughout the region for additional processing, final assembly, and distribution. Therefore, it is important to consider socioeconomic trends within the border area of Mexico, given the connection to activity in Hidalgo County.

Reynosa, the largest Mexican municipality near Hidalgo County, has shown a very fast rate of population growth in recent decades. From 1990 to 2000, the Reynosa municipality exhibited the second highest population growth rate in all of Mexico, with a CAGR of 4.48 percent.[4] From 2000 to 2010, the Reynosa municipality became the fastest growing municipality in Mexico, with a reported CAGR of 3.6 percent.[5]

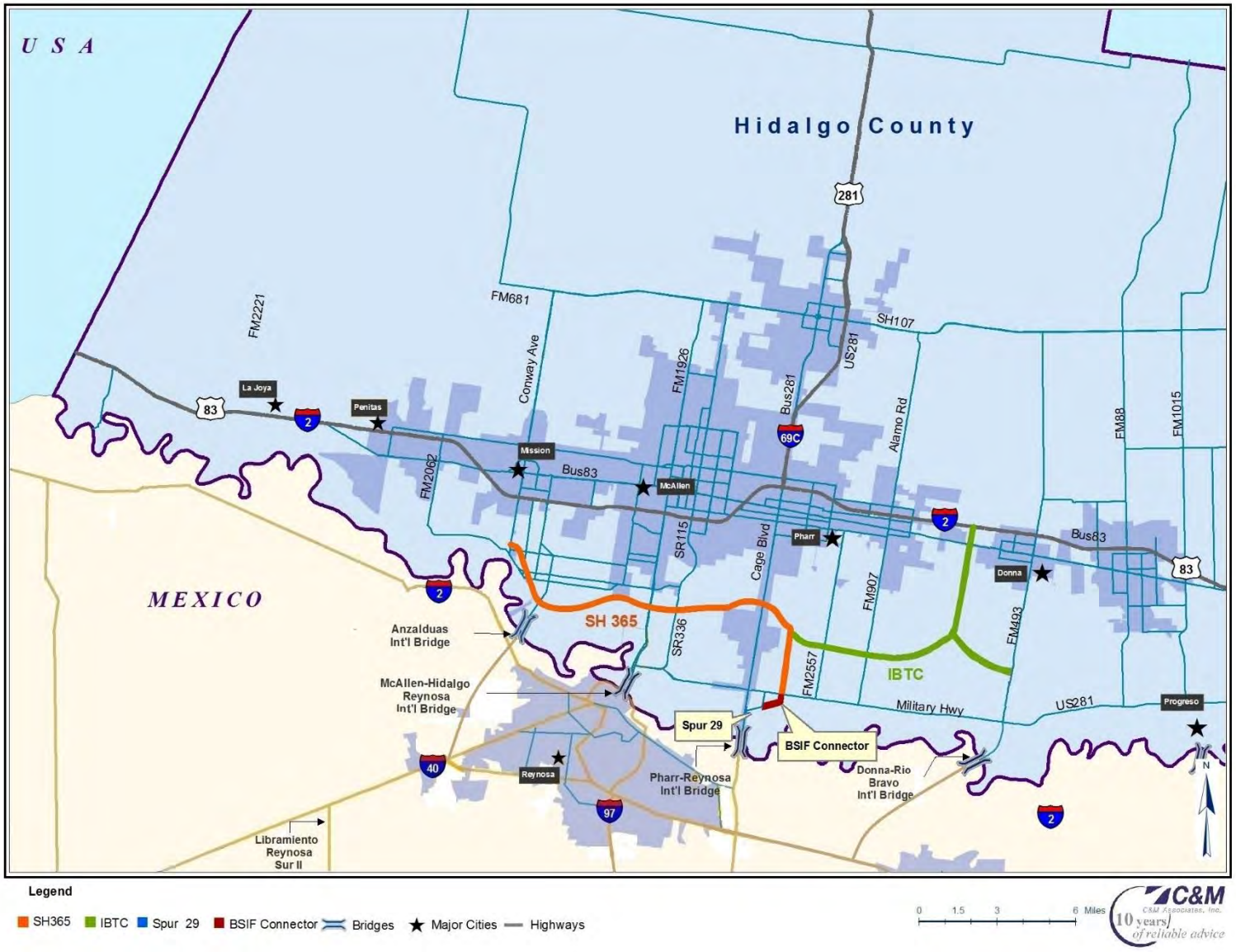

Figure 1-1. Project Location and Study Area

In addition to the truck traffic associated with the *maquiladora* industry, many other vehicles travel the roadways of the study area on a daily basis. These vehicles might include cross-border commuters destined for universities and other education centers, or commuters driving to their places of employment. Others might be crossing the border on their way to the many retail attractions located within the study area, or for other non-work related trips. Whatever the case, the combination of various traffic generators is unique to this region and has resulted in, and continues to contribute to, significant traffic growth in Hidalgo County. These conditions are expected to contribute to increasing congestion and pollution over time due to a lack of state funds with which to expand the existing, and already congested, traffic network.

To deal with future transportation needs, the Hidalgo Loop was proposed. Originally envisioned as a single project and now split into the proposed Projects, the Hidalgo Loop will eventually result in the formation of a loop around the metropolitan area of the cities of McAllen, Mission, Pharr, and Edinburg. In 2008, on behalf of Hidalgo County Road Builders (HCRB), C&M performed an intermediate level T&R study for the Loop project.[6] Then, in the second half of 2009, C&M studied traffic and revenue on two southern sections of the Loop—an east section and a west section—and presented HCRMA and First Southwest Company with an update of its earlier intermediate T&R study.[7] In 2010, C&M presented the first Investment Grade Study for the project.[8] This study was then updated in 2013.[9]

Based on the results of these studies, HCRMA decided to finance and build the following two projects:

- SH 365: 14.8 miles from Farm-to-Market Road 1016 (FM 1016/Conway Avenue) to US 281 (Military Highway).
- International Bridge Trade Corridor (IBTC): 12.3 miles from the intersection of SH 365 and FM 3072 (Dicker Road) to Interstate Highway 2 (IH2/US 83) and FM 493 to IH2 (US 83).

For the present T&R Investment Grade Analysis, C&M can build upon the previous knowledge and efforts related to the Projects, including the following traffic surveys:

- Commercial truck Origin and Destination (OD) and Stated Preference (SP) survey on the U.S./Mexican border crossings.
- Commercial company OD and SP survey.
- Regional intercept and off-side OD and SP survey using mail back, internet, and person-to-person interview methods.
- Person-to-person interviews with the Projects' stakeholders.
- A video license plate recording survey for vehicle OD on the major corridors.
- Several traffic count data collection efforts with automatic and manual counts, including turning movements and vehicle axle counts.

1.2. Objective and Scope of the Study

The aim of this Investment Grade T&R Analysis is to create traffic and revenue forecasts for the Projects. Results are expressed in annual toll transactions and toll revenue over a 40-year period beginning in 2018.

C&M T&R forecast methods and practices meet common standards and are accepted within the T&R business. Part of the scope for this study is an independent socioeconomic review of the study area conducted by a local economist from UTPA. Another improvement over previous studies is the possibility of a cellphone-based regional OD survey of the entire model area. The regional OD, as well as an extensive field data collection program, are the keys to calibrating the C&M Hidalgo County Travel Demand Model (CMHCTDM) to base year conditions. The field work scope includes traffic counts and a commercial truck OD survey on the U.S./Mexican Border. The CMCHTDM and socioeconomic forecast create the traffic demand for the Projects, which will ultimately lead to the final traffic and revenue figures.

1.3. Study Area

The focus of this study is on the southern part of Hidalgo County and includes both sides of the U.S./Mexican border. Figure 1-1 shows the study area and the location and alignment of the Projects. Major U.S. cities located within the study area include McAllen, Pharr, Mission, Alamo, and Donna in Texas; and Reynosa in Mexico. The study area features significant transportation generators such as industrial zones and shopping malls.

The area is served by two major roads: IH2 (US 83) and IH69C (US 281). IH2 is a major east-west travel corridor connecting the urban areas of Hidalgo County with those of neighboring Cameron County to the east and Starr County to the west. Many residential and commercial developments are located along the IH2 corridor.

IH69C is a north-south travel corridor which intersects US 83 just north of the City of Pharr, linking that city to the Pharr-Reynosa International Bridge located further south at the U.S./Mexican border. North of IH2, IH69C becomes a high speed roadway that connects Hidalgo County to northern destinations throughout the State of Texas and to the broader United States.

1.4. Project Description

The Projects will provide more efficient traffic movement and congestion relief for locals within the study area and for the traffic movements between the international bridges and IH2. The toll road will only have electronic and video toll systems installed, meaning that vehicles are not required to stop at any time when using this toll facility.

In the opening year, the Projects will be built with two mainlanes in each direction. They will be upgraded to three lanes per direction in 2035, providing a high-speed connection between the Pharr-Reynosa International Bridge, the Anzalduas International Bridge, the Alliance International Bridge, and IH2.

SH 365 is expected to be constructed as an extension from Military Road, west of FM 1016 towards the eastern section of S I Road crossing Cage Boulevard (US 281). It then runs north-south, meeting Military Highway (US 281) to the east of the Pharr International Bridge. SH 365 will have access to the Pharr International Bridge through Spur 29 at Cage Boulevard and the Border Safety Inspection Facility (BSIF) Connector at Military Highway, which is a toll-free road.

It is also expected that SH 365 will have an interchange with the IBTC, north of the Pharr Bridge, that will run west to east along FM 3072 (Dicker Road), allowing partial access to nearby intersecting roads, and that it will run from south to north before merging with US 83 between the cities of Alamo and Donna. Near Valley View Road, the IBTC will spur eastward and proceed to FM 493, which is the access road leading to the Alliance International Bridge. The existing FM 3072 has been developed as a frontage road for the IBTC.

1.5. Organization of the Report

This report is organized into six chapters, with the remaining chapters consisting of the following:

- Chapter 2 provides a review of existing traffic information, historical traffic trends and characteristics of existing traffic within the study area, including those typical of traffic crossing the U.S./Mexican border. Background information regarding the Mexican traffic network near the border, as well as a description of special programs that facilitate easier cross-border travel, are also provided in this chapter.
- Chapter 3 describes C&M's data collection efforts and the results of its traffic data analysis.
- Chapter 4 reviews and evaluates the study area's existing and projected socioeconomic data.
- Chapter 5 explains the travel demand modeling procedure undertaken by C&M in its effort to obtain traffic and revenue figures based on socioeconomic inputs and traffic characteristics within the study area.
- Chapter 6 summarizes the toll transactions and revenue projected by C&M for the proposed SH 365 and IBTC Projects, as well as an outline of results from various sensitivity analyses performed by C&M during the development of its T&R projections.

1.6. C&M Qualifications

C&M Associates, Inc. is a corporation founded by U.S. investors and by Cal y Mayor y Asociados, S.C., a premier Mexican engineering firm with offices and operations throughout Latin America. The combined experience of C&M Associates, Inc. and Cal y Mayor y Asociados, S.C., jointly referred to as C&M, comprises more than 25 years of U.S. and international T&R analysis. C&M's staff has vast experience in providing reliable and detailed traffic and revenue forecasts, as well as risk analysis, to turnpike authorities, trusts, bond underwriters, rating agencies, credit enhancers, bank lenders, and investors,

in both the United States and Latin America.

C&M's experience in P3 projects includes toll roads, toll tunnels, and toll bridges as well as HOT lanes, managed lanes, and projects with fixed, dynamic, and variable pricing, with a focus on congestion management and/or revenue maximization.

1.6.1. Traffic and Revenue Expertise

From 2005 to 2012, C&M has served as a prime traffic and revenue consultant, performing 142 traffic and revenue studies to date: 32 in the United States and the remainder in Mexico, Colombia, and Puerto Rico. This experience ranges from sketch to investment grade studies for the support of toll revenue bonds and bank debt on behalf of a variety of clients almost evenly distributed between public entities and private concessionaires. Of the 142 studies, 52 have been investment grade studies. More than $11 billion in bonds and debt, plus equity investments, have been supported by C&M's investment grade studies.

1.6.2. Recent Experience

Route 460 Investment Grade T&R Study, Virginia (2012) – Produced an investment grade T&R study to support the ultimate issuance of approximately $300 million in toll revenue bonds. The project consisted of constructing a 55-mile Greenfield toll road connecting the Richmond and Hampton Roads metropolitan areas.

PR-22 PR-5 and Dynamic Tolled Lanes Investment Grade T&R Study, Puerto Rico (2011) – As part of the investment grade traffic and revenue study performed on behalf of Citi Infrastructure Investors and CCR for the PR-22 and PR-5 in Puerto Rico privatization, C&M conducted an analysis of the proposed dynamic tolled lanes to be built in the western end of the San Juan metropolitan area. The work included a review of the operational implications of the added lanes and a T&R forecast.

North Tarrant Express Managed Lanes Investment Grade T&R Study, Texas (2008) – Provided forecasts to support the concession bid of Itinere North America. C&M's work included forecasting revenues for the concession period, an operational analysis—through micro-simulation—of the interaction between the managed lanes and the surrounding network and key interchanges, and presenting the results to financial advisors and lenders.

I-64 HOT Lanes Sketch Level T&R (2008) and Intermediate T&R (2012-2013) – Produced a preliminary T&R study of the possible development of I-64 High Occupancy Toll (HOT) Lanes by the Virginia Department of Transportation (DOT). The HOT lane analysis was performed in urban areas within a larger I-64 toll project in Virginia, from I-95 (east of Richmond) to the beginning of the Hampton Roads Bridge-Tunnel in Hampton Roads.

IH20 East Managed Lanes T&R (2008) – Produced sketch and subsequent intermediate T&R forecasts for the Public Private Initiative Program of the Georgia DOT. The analysis included the following: assessing the feasibility of a base case project and an extension alternative; forecasting traffic demand, project revenues, and the resulting toll rates of a free-flow throughput maximization strategy; interacting with the environmental review team to select geometric alternatives and ramp configurations; and conducting a micro-

simulation traffic operation analysis to identify potential issues in the interaction of the managed lanes with the general purpose lanes and surrounding network.

I-70 Mountain Corridor RFP Development and Proposal Review, Colorado (2012) – Provided the High Performance Transportation Enterprise division of the Colorado DOT with Request for Proposal (RFP) Language Development Assistance and RFP Response Evaluation Assistance regarding the scope and adequacy of traffic and revenue, and regarding conclusions presented by the proposers to develop managed lanes along the corridor as a co-development agreement.

Midtown Tunnel / Downtown Tunnel / MLK Freeway Extension T&R Study and Review (2009–2011) – Intermediate level T&R study, in which C&M advised the Virginia DOT in the procurement of the Downtown Tunnel / Midtown Tunnel / MLK Freeway Extension project in Norfolk and Portsmouth, Virginia. The project comprised a new two-lane tunnel parallel to the existing Midtown Tunnel, maintenance and safety improvements to the existing Midtown and Downtown Tunnels, and extension of the MLK Freeway to Interstate 264. C&M reviewed the project sponsor's T&R forecast and provided the Virginia DOT with advice during contract negotiations.

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[7] C&M Associates, Inc. (2009). *Hidalgo County Loop Intermediate T&R Forecast Update* [Memorandum]. Dallas, TX: Author.

[8] C&M Associates, Inc. (2010). *Hidalgo County International Bridge Trade Corridor Investment Grade Traffic and Revenue Study*. Dallas, TX: Author.

[9] C&M Associates, Inc. (2013). *Hidalgo County Loop (SH 365 and IBTC) Intermediate Traffic and Revenue Study***.** Dallas, TX: Author.

2. Existing Traffic Information

This chapter presents an overview of existing traffic-related data corresponding to the study area, including the historical data of nearby roadway networks and International Bridges, historical trends, and the current traffic pattern that has been used for the study's traffic forecast. The traffic pattern of the study area is strongly affected by the cross-border traffic; therefore, the last section of this chapter discusses border trends and policies.

C&M updated the existing traffic data, which were collected in the previous studies, to analyze traffic pattern changes within the study area. The following two sections discuss the existing roadway networks and related historical traffic data in Hidalgo County and in Mexico near the border (i.e., in and around the city of Reynosa), respectively.

2.1. Existing Roadway Network: Hidalgo County

Hidalgo County has two major traffic corridors: IH2 (US 83) traveling east-west and IH69C (US 281) traveling north-south. Additionally, a minor but nevertheless important east-west corridor is Military Highway (US 281), which serves as the major connection between Hidalgo County and Cameron County after IH2. Finally, given the high proportion of truck traffic in the study area, it is necessary to consider specific truck road corridors in Hidalgo County. The following sections describe the characteristics and functions of these corridors, as well as provide corresponding historical traffic data.

2.1.1. IH2 (US 83)

IH2 (US 83) is the major east-west limited-access regional highway in Hidalgo County, running parallel to the border with Mexico for approximately 48 miles. Within the study area of Hidalgo County, IH2 (US 83) extends from Sullivan City at the Starr County line on the west to the city of Mercedes at the Cameron County line on the east. Beyond the study area, the road continues out of Hidalgo County into the City of Harlingen in Cameron County to the east and to the City of Laredo in Webb County to the west.

IH2 (US 83) connects most of the major cities in Hidalgo County with outlying counties to the west and with Brownsville and South Padre Island to the east, making it a crucial industrial, retail, and recreational link within the region. Its traffic pattern is influenced not only by trucks coming from and going to the industrial zones within the study area, but also by retail shoppers driving to malls along the expressway, vacationers traveling to South Padre Island resorts, and daily commuters.

The only major interchange along IH2 (US 83) within the study area is located at the junction of IH69C (US 281), a leading roadway that provides access to northern destinations in Hidalgo County and the rest of Texas, as well as to southern destinations in Mexico. This interchange is currently working near capacity, with low speeds during peak times.

Within the study area, US 83 runs from approximately 1.5 miles east of Peñitas at its westernmost point, to the Cameron County line at its easternmost point, and functions as an expressway with overpasses, frontage roads, and entrance and exit ramps at major

crossroads. Figure 2-1 below presents historical Annual Average Daily Traffic (AADT) volumes at both ends of IH2 (US 83) within Hidalgo County and near its interchange with US 281. As expected, the traffic increases with proximity to the interchange. Overall, traffic has exhibited an average annual growth of about 3.0 percent since 2000 near the more densely populated areas west of US 281 and Mercedes. Near La Joya, the CAGR has remained at 0.0 percent since 2000.[1]

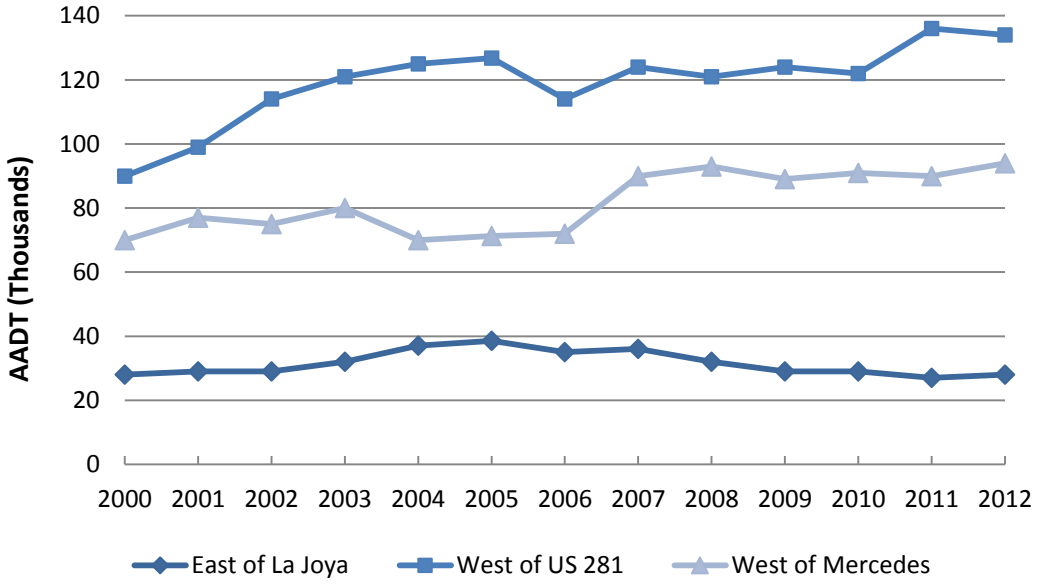


Figure 2-1. IH2 (US 83) AADT at Selected Locations

2.1.2. IH69C (US 281)

This section focuses on the north-south direction of IH69C (US 281) from the Pharr International Bridge to the north county line, approximately 50 miles to the northern end of Hidalgo County. The portion of US 281 known as Military Highway—the east-west direction between the Pharr International Bridge and the east county line—is described in the next section.

Just south of its interchange with IH2 (US 83), US 281 serves as a signalized main street through the City of Pharr. In addition to the numerous retail properties located near this corridor, there are also low density residential areas scattered along the southbound path of US 281, as well as agricultural and industrial zones where it approaches the international bridge at the US/Mexico border. North of IH2 (US 83), this facility becomes a limited-access highway—indeed, Hidalgo County's most crucial north-south route—connecting Hidalgo County not only to San Antonio and other northern Texas cities, but to the rest of the country.

IH69C plays a critical role within Hidalgo County: This single roadway is the county's link to the Pharr International Bridge, important industrial parks, major retail centers, IH2, and, by way of San Antonio, to the rest of Texas and the interstate highway system. Because IH69C (US 281) is the only major roadway within the study area by which long haul trucks can reach their nationwide destinations, the traffic pattern of this road is greatly influenced

by international trucks going to and coming from the study area's industrial zones. Traffic on IH69C (US 281) is also significantly affected by the large number of retail shoppers who use this roadway to access area malls, as well as by daily commuters.

The only interchange along IH69C (US 281) is where it meets IH2 (US 83). This interchange currently is working near or above capacity. The IH2 (US 83) and IH69C (US 281) interchange is by far the most congested within the study area during peak periods. According to INRIX's 2013 national traffic scorecard, the McAllen-Edinburg-Mission Metropolitan Area was ranked 78th in national congestion based on the congestion at the US 83/US 281 interchange.[2] Traffic congestion is mostly a result of the high volume of traffic that merges from IH2 (US 83) into IH69C (US 281). Figure 2-2 presents historical AADT volumes at selected locations along IH2 and US 281: south of Military Highway near the Pharr International Bridge, near the northern Hidalgo County line just south of FM 490, and north of IH2 (US 83). Similar to IH2 (US 83), IH69C (US 281) has exhibited a CAGR of 2.6 percent since 2000.[3]

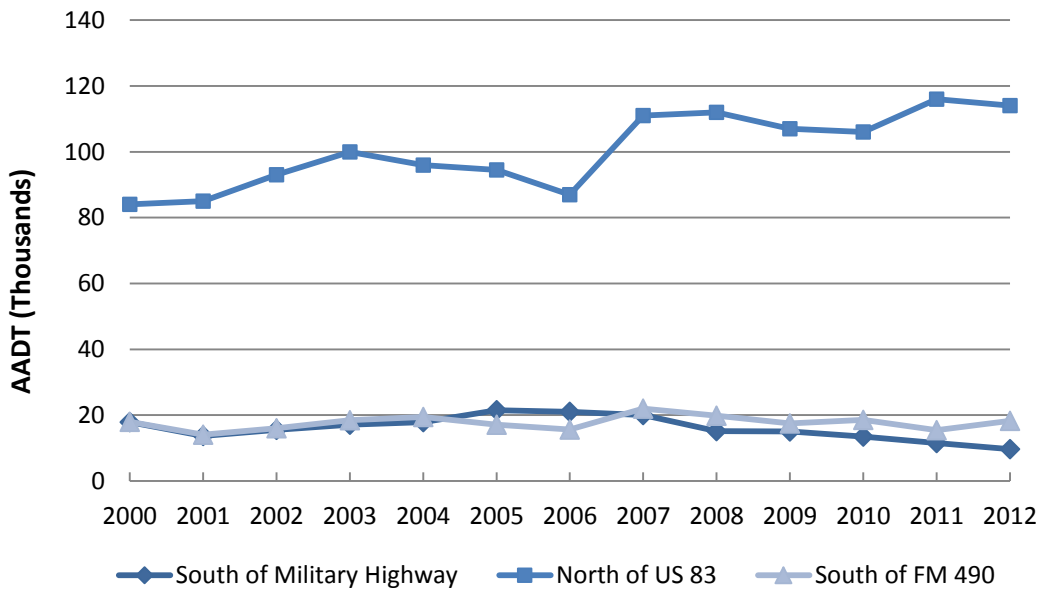


Figure 2-2. IH69C (US 281) AADT at Selected Locations

2.1.3. Military Highway (US 281)

In the past, Military Highway (US 281) was a major east-west truck corridor, but recently its traffic pattern has become more closely aligned with that of commuters, tourists, and retail shoppers. This has resulted in a reduced Level of Service (LOS) for truckers, forcing many of them to opt for alternate routes. Recent improvements on Military Highway east of US 281 Cage Blvd, in the form of bypass lanes, have improved the LOS for a few segments. Trucks now encounter large numbers of passenger cars traveling to and from the many residential and retail developments between the Pharr International Bridge and the Hidalgo International Bridge. West of the Pharr International Bridge, Military Highway is a four-lane local access road with traffic signals and turning bays at all major intersections. This section of the road is located near major shopping outlets, business

centers, and industrial parks. East of the Pharr International Bridge, Military Highway is a two-lane farm-to-market road primarily serving the agricultural needs of local farmers. Figure 2-3 presents historical AADT volumes at selected locations along Military Highway (US 281). As with the previous two corridors, traffic has exhibited high growth near the more densely populated or industrial areas, but the overall CAGR has been less than 1.0 percent since 2000.[3]

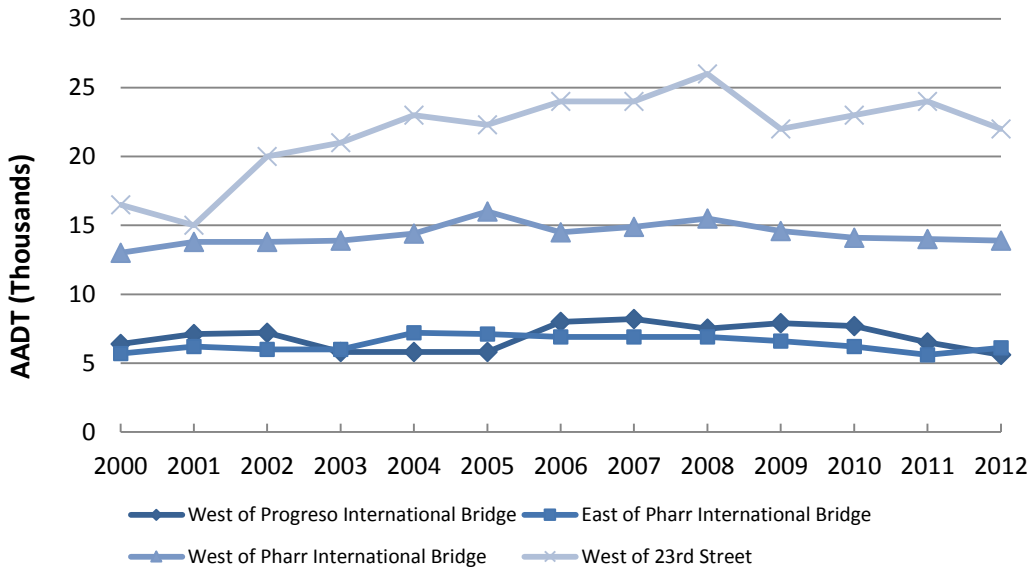


Figure 2-3. Military Highway (US 281) AADT at Selected Locations

2.1.4. Dicker Road/Jackson Road Corridor

Dicker Road and Jackson Road provide an alternative route to the congested Military Highway (US 281) for heavy trucks traveling north from the Pharr-Reynosa International Bridge. Typically, after crossing the Pharr-Reynosa International Bridge, most truckers will proceed north onto Jackson Road and then west on Dicker Road until they reach 10th Street and the McAllen Foreign Trade Zone (MCFTZ).

Both facilities are two-lane local access roads with traffic signals at major intersections. Although they have succeeded in helping reduce the high volume of truck traffic on Military Highway (US 281), the spillover of that traffic has caused these roadways to suffer the effects of increased heavy truck traffic, including reduced LOS and conflicts with passenger vehicles. Figure 2-4 depicts historical AADT volumes at selected locations along the Dicker/Jackson Road truck corridor. As with the other corridors, a high CAGR overall is observed here, with the section west of the Pharr International Bridge exhibiting a CAGR as high as 7.0 percent.[3]

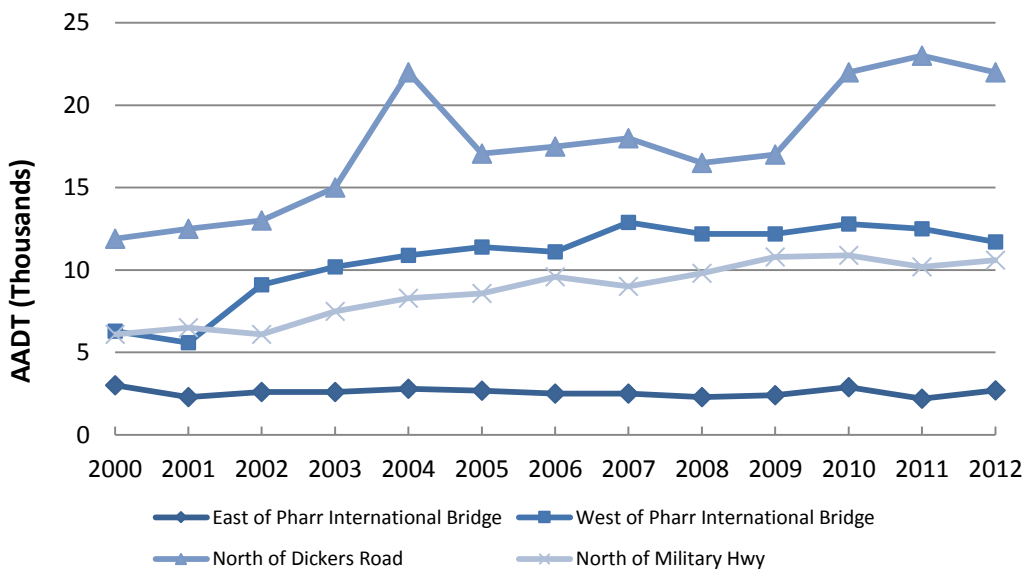
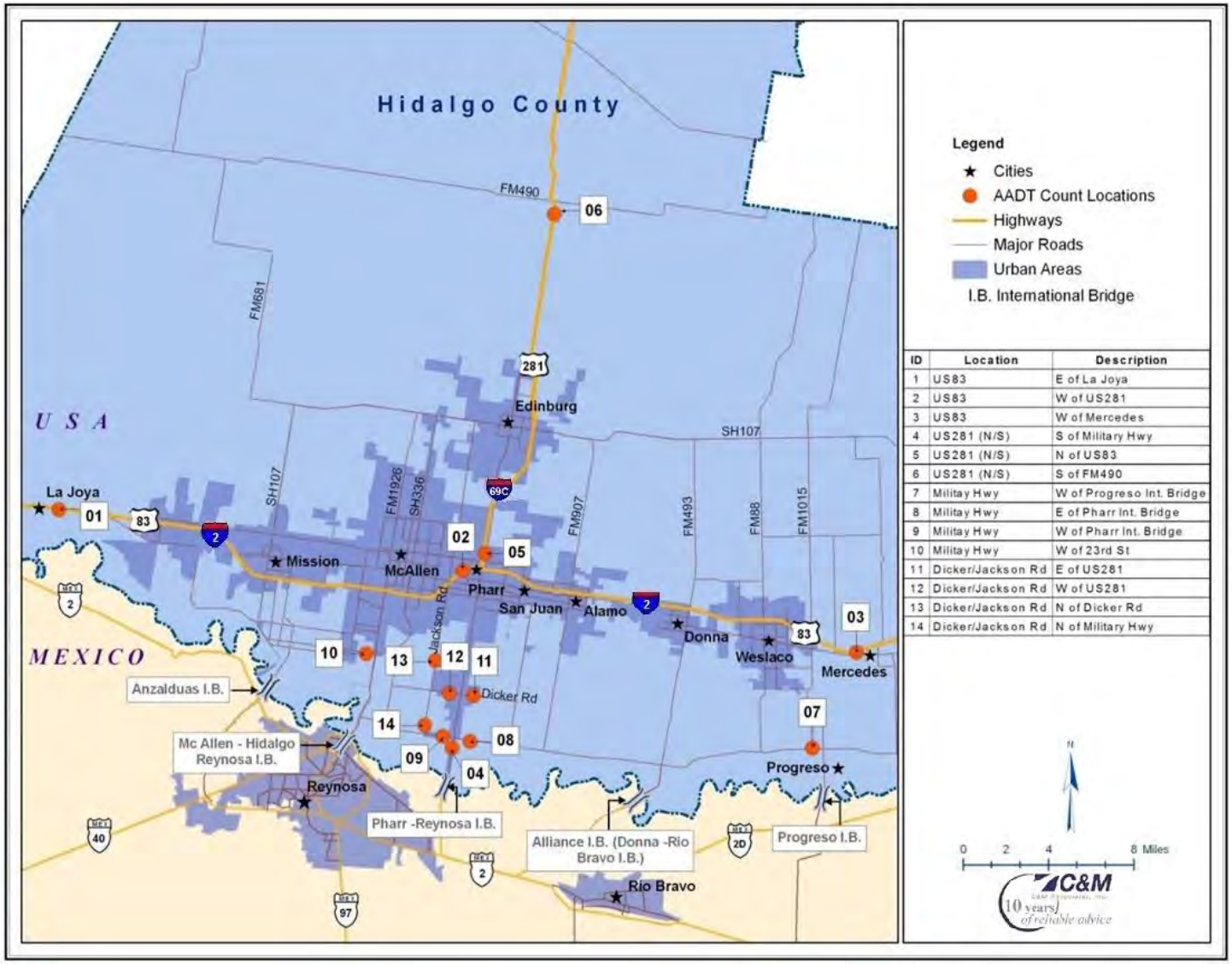


Figure 2-4. Dicker/Jackson Rd AADT at Selected Locations

Figure 2-5 below presents a map of the AADT count locations corresponding to the Hidalgo County roadway network facilities described above.



ID	Location	Description
1	US83	E of La Joya
2	US83	W of US281
3	US83	W of Mercedes
4	US281 (N/S)	S of Military Hwy
5	US281 (N/S)	N of US83
6	US281 (N/S)	S of FM490
7	Militay Hwy	W of Progreso Int. Bridge
8	Militay Hwy	E of Pharr Int. Bridge
9	Militay Hwy	W of Pharr Int. Bridge
10	Militay Hwy	W of 23rd St
11	Dicker/Jackson Rd	E of US281
12	Dicker/Jackson Rd	W of US281
13	Dicker/Jackson Rd	N of Dicker Rd
14	Dicker/Jackson Rd	N of Military Hwy

Figure 2-5. Representative AADT Locations

2.2. Existing Roadway Network: Reynosa, Mexico

The traffic network in and around the Mexican city of Reynosa comprises three major federal roads and two important toll roads. The following paragraphs discuss the major roads that impact the study area; Figure 2-6 presents a map of these roads.

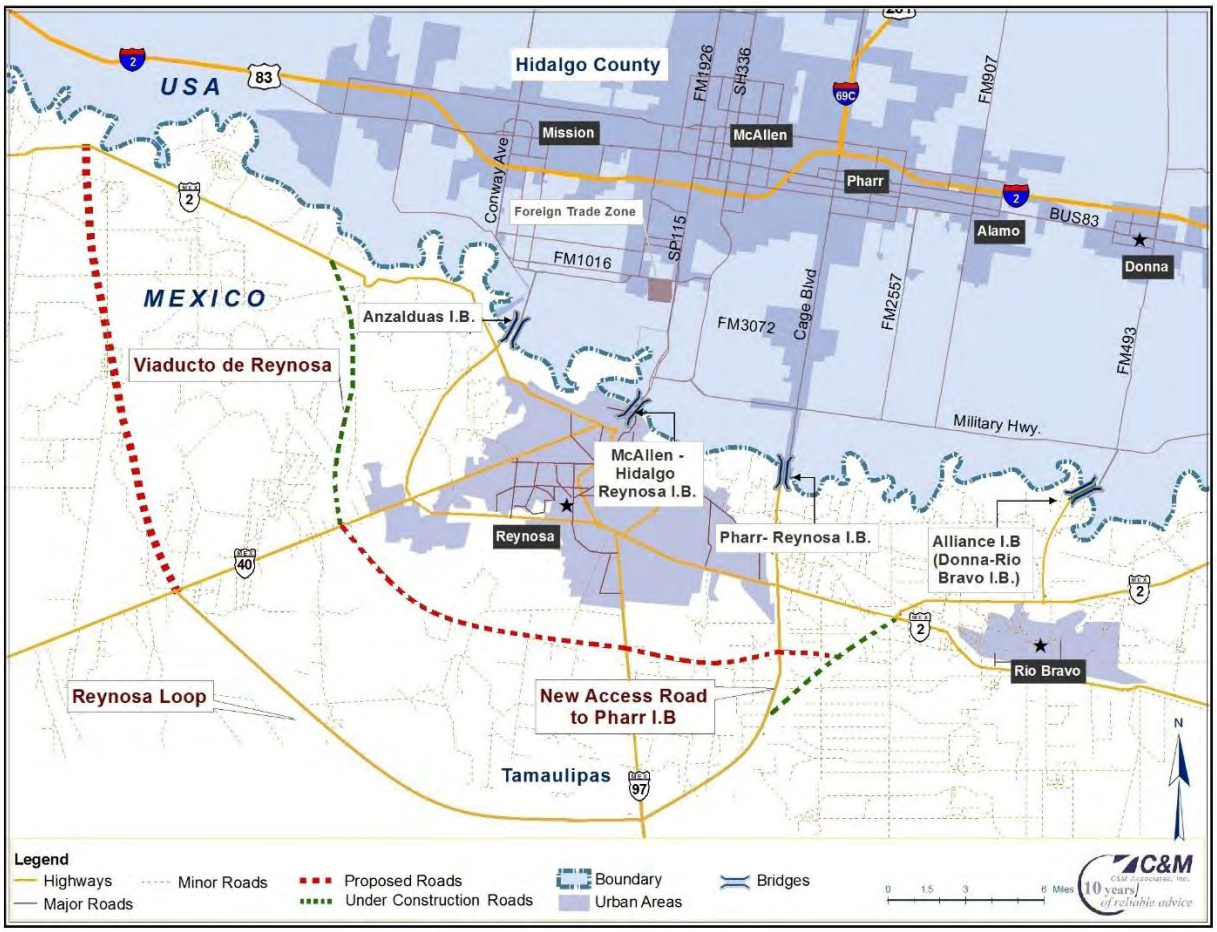


Figure 2-6. Mexican Road Network

2.2.1. Highway 40/40D: Cadereyta - Reynosa (MEX40/40D)

Highway 40/40D connects the City of Reynosa to the City of Monterrey, Mexico's leading industrial center located in the State of Nuevo Leon. Highway 40 is a four-lane facility with turning bays and traffic signals in the vicinity of Reynosa. On the state line between Tamaulipas and Nevo Lean, this Highway becomes a toll road (Highway 40D). This road meets Highway 2 (discussed below), thereby allowing access to the McAllen-Hidalgo-Reynosa International Bridge and the Pharr-Reynosa International Bridge. AADT on the free highway section near the state limit is approximately 12,000.[4]

2.2.2. Highway 2/2D: Reynosa Matamoros (MEX2/Med2D)

Highway 2/2D connects Reynosa to Nuevo Laredo, in the Mexican state of Tamaulipas, on the west and to Matamoros, also in Tamaulipas, on the east. Highway 2 is a four-lane facility with turning bays and traffic signals in the vicinity of Reynosa. A portion of Highway 2 runs through downtown Reynosa, connecting it to the McAllen-Hidalgo-Reynosa International Bridge by way of local streets. There is a major interchange east of Reynosa which connects Highway 2 to the Pharr-Reynosa International Bridge, and further east, minor access roads provide access to the Progresso International Bridge. Highway 2 divides east of Reynosa into the toll-free Highway 2 and the toll road Highway 2D; these two roads join again west of the city of Matamoros. AADT on Highway 2 west of Reynosa is approximately 8,000.[4] Toll Road 2D links Highway 2 with the Progreso International Bridge and the *maquiladora* area of Rio Bravo, in the Mexican state of Tamaulipas. Toll Road 2D is a four-lane limited-access highway with overpasses at major crossroads in the area. AADT on this road is approximately 3,000.[4]

2.2.3. Highway 97 (MEX97)

Highway 97 not only connects the City of Reynosa with Ciudad Victoria, the capital city of the State of Tamaulipas, but also provides access to Mexican ports along the Gulf of Mexico and to the rest of the state. Highway 97 is a four-lane facility with turning bays and traffic signals in the vicinity of Reynosa. This road connects to Highway 2, thereby allowing access to the McAllen-Hidalgo-Reynosa International Bridge and the Pharr-Reynosa International Bridge. AADT on this road is approximately 4,500.[4]

2.2.4. Reynosa Loop (Libramiento Reynosa Sur II)

Traffic using the McAllen-Hidalgo-Reynosa International Bridge previously had to use the congested local streets of Reynosa City. With the opening of the Anzalduas International Bridge, the Alliance International Bridge, and the Ryenosa Loop (Libramiento Sur II), travelers from outside Reynosa are able to avoid the local streets of Reynosa on their way to the United States. Trucks also have a direct connection between the Pharr International Bridge and the Reynosa Loop, which has especially improved the connection for trucks coming or going to Monterrey. The average travel speed is estimated to be approximately 56 mph. Due to the wide shoulder, this operates as a super two-lane highway, which gives slower vehicles the possibility to move to the far right of the extra-large shoulder to let faster vehicles pass.

2.2.1. Historical AADTs and Seasonality

Figure 2-7 shows the AADT growth on Highway 40D and 2D from 2006 to 2012, and Figure 2-8 presents the seasonal variation at selected locations.

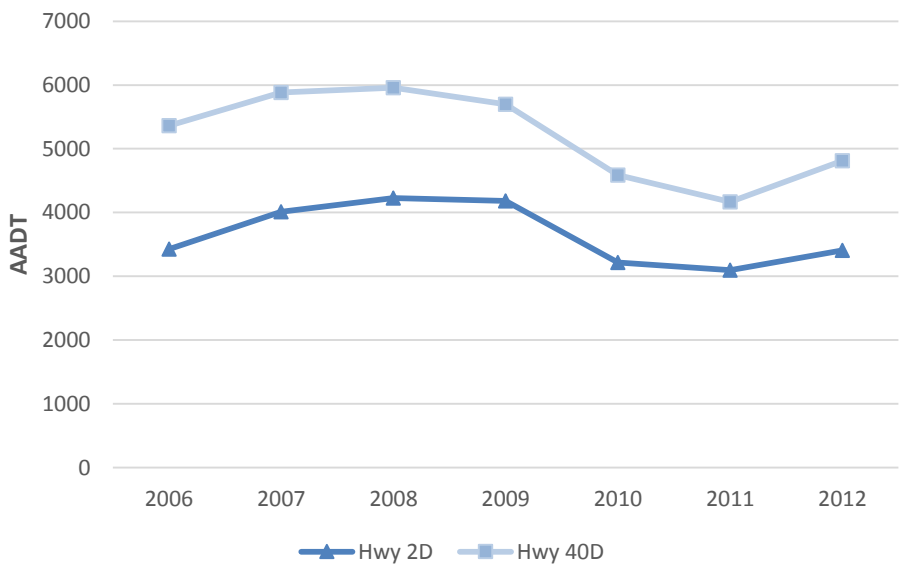


Figure 2-7. AADT at Highway 2D and 40D

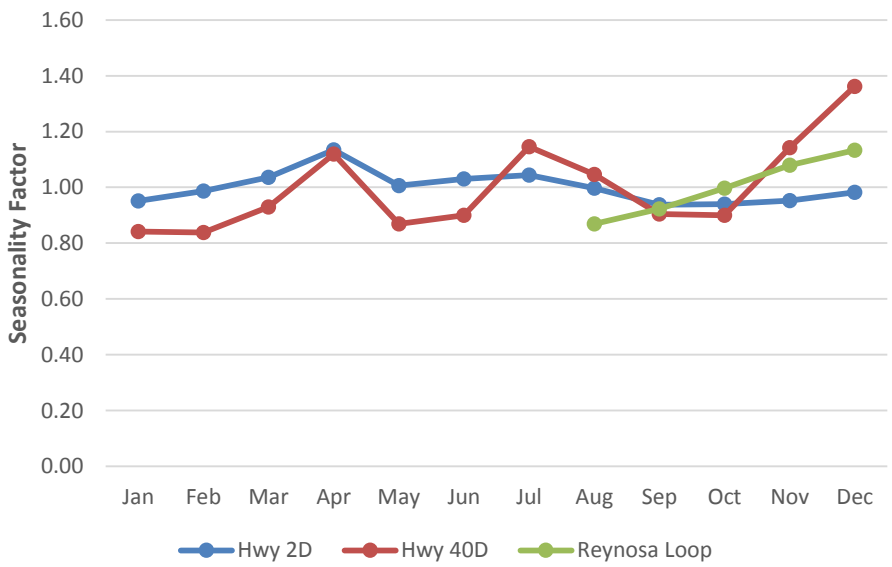


Figure 2-8. Seasonal Variation of Highway 2D, 40D, and Reynosa Loop

On the above presented graphs it can be seen that the national traffic volumes towards Reynosa were also affected by *Operation Michoacán*, the escalation of drug violence, further discussed in this chapter. In terms of seasonality, it can be observed that the highest traffic volume is in the months typically associated with vacations such as Easter, summer, and Christmas.

2.3. International Bridges

2.3.1. Hidalgo County Bridges

There are five international bridges connecting Hidalgo County to the Mexican city of Reynosa, thus providing access to retail, industrial, and educational centers on both sides of the border. A map showing the location of these bridges along Hidalgo County's southern border with Mexico can be found in Chapter 1: Introduction (Figure 1-1). Information about each of these bridges, based on visits and interviews with stakeholders, can be summarized as follows:

- Anzalduas International Bridge: This bridge is operated by the City of McAllen and connects the McAllen Foreign Trade Zone-MCFTZ and surrounding industrial areas (via a new access road at Bryan Road and US 83) to Reynosa's western *maquiladora* parks and Mexican highway 40. The bridge has one four-lane span, as well as immigration, customs, and TxDOT facilities. This bridge has a Secure Electronic Network for Travelers' Rapid Inspection (SENTRI) lane in the U.S. portion. The Bridge only serves passenger cars, since trucks will not be allowed to use it until 2015.
- McAllen-Hidalgo-Reynosa International Bridge: This bridge is operated by the City of McAllen and connects Hidalgo County to downtown Reynosa. This bridge has two spans, with four lanes in the southbound direction and four lanes in the northbound direction. It also includes a SENTRI lane that became operational in August 2006 and a READY lane, which is a special lane that uses Radio Frequency Identification (RFID) technology to speed up the border crossing process. The bridge also has immigration and customs facilities as well as the highest passenger car volumes in Hidalgo County. Trucks have not been allowed to use the northbound direction of this bridge since 1996.
- Pharr-Reynosa International Bridge: This bridge is operated by the City of Pharr and connects Reynosa's eastern *maquiladora* parks and Mexican Highway 2 to the Pharr Industrial Park, the MCFTZ, and local retail and tourist centers. It is currently the biggest truck traffic crossing within the study area. It has one four-lane span as well as immigration, customs, and TxDOT facilities. The Free and Secure Trade (FAST) lane program began to operate in late 2004. This bridge has a SENTRI lane and a recently opened READY lane.
- Alliance International Bridge: This bridge was completed in December 2010. It is operated by the City of Donna and links that city to the *maquiladora* industrial area in the Mexican city of Rio Bravo, as well as to toll road 2D in Mexico. The bridge has four lanes in each direction and permits access to only passenger cars. Trucks will also be allowed access by the time the Projects are built. This bridge includes a READY lane and also has immigration, customs, and TxDOT facilities.
- Progreso International Bridge: This privately-owned bridge is operated by the B&P Bridge Company and connects the U.S. border city of Progreso with the Mexican border city of Nuevo Progreso, linking the retail, medical, and tourist centers of both sides. Within the study area, this bridge is the primary means by which trucks

transport bulk materials back and forth across the border. This bridge has two spans: one with four lanes for passenger vehicles (two lanes in each direction) and one with two lanes for trucks. Both spans have immigration and customs facilities.

Table 2-1 presents annual data regarding northbound passenger vehicles and trucks crossing Hidalgo County bridges.[5] The data show a steady decline in passenger car crossings after the events of September 11, 2001, when excessive delays at the border became commonplace, forcing many travelers to consolidate their trips. The current state of the economy has also played a role in reducing the number of passenger cars crossing bridges at the border. In contrast, truck crossings have experienced steady growth rates since 1994, when the North American Free Trade Agreement (NAFTA) went into effect.

Table 2-1. Yearly Traffic for Hidalgo County International Bridges since 1995: Northbound

Hidalgo County Bridges		
Year	Passenger Cars (Thousands)	Trucks (Thousands)
1995	6,553	198
1996	7,122	229
1997	7,599	254
1998	8,192	282
1999	9,471	342
2000	9,866	386
2001	8,685	388
2002	9,350	414
2003	8,321	426
2004	8,305	477
2005	7,974	515
2006	7,491	489
2007	7,819	528
2008	7,859	520
2009	6,969	465
2010	6,172	503
2011	5,706	496
2012	5,849	526
2013	5,848	553

Source: RITA

Table 2-2 shows the percentage share of Hidalgo County bridges. The Pharr-Reynosa International Bridge opened in 1995, attracting trips from the other two area bridges. It specifically removed trucks from the northbound direction of the McAllen-Hidalgo-Reynosa International Bridge, which no longer accepts trucks. The Pharr-Reynosa International Bridge is now the main point of entry for international trucks in the area, averaging an annual growth rate of 2.4 percent between 2000 and 2013.

Table 2-2. Hidalgo County Bridge Percentages Shares

Year	Passenger Cars					Trucks	
	Hidalgo	Pharr	Anzalduas	Donna	Progreso	Pharr	Progreso
2000						97%	3%
2001						95%	5%
2002						94%	6%
2003						95%	5%
2004	63%	24%			13%	95%	5%
2005	67%	21%			13%	95%	5%
2006	64%	23%			13%	94%	6%
2007	64%	23%			13%	92%	8%
2008	63%	26%			11%	91%	9%
2009	65%	23%	1%		11%	90%	10%
2010	51%	24%	16%	1%	9%	91%	9%
2011	40%	22%	17%	7%	15%	91%	9%
2012	35%	22%	18%	8%	16%	92%	8%
2013	33%	22%	17%	10%	18%	92%	8%

Truck traffic has suffered under the pressure of the economic downturn, when it experienced a CAGR of -12.0 percent at the end of 2009, signaling a considerable reversal of the positive trend it had enjoyed since 1995, when truck traffic grew at a CAGR of 8.0 percent. While this downward trend was cause for concern, it has begun to show signs of easing since 2010.

2.3.2. Cameron County Bridges

There are four international bridges connecting Cameron County to the Mexican city of Matamoros, thus providing access to retail, industrial, and educational centers on both sides of the border. A map showing the location of these bridges along Cameron County's southern border with Mexico can be found in Chapter 1: Introduction (Figure 1-1). Information about each of these bridges, according to TxDOT,[6] can be summarized as follows:

- Brownsville & Matamoros International Bridge: This privately-owned bridge is operated by the B&M Bridge Company and connects the U.S. border city of Brownsville with the Mexican border city of Matamoros. There are two bridges at this crossing. The old bridge consists of a single railroad track and two commercial lanes, one in each direction. The new bridge expansion consists of four lanes, two in each direction. It is used exclusively for noncommercial vehicles. The southbound pedestrian sidewalk is located on the old bridge, while the northbound pedestrian sidewalk is located on the new bridge expansion. Trucks have not been allowed to use this bridge since 1999. All commercial vehicles began using the Veterans International Bridge at Los Tomates.
- Gateway International Bridge: This is operated by the City of Brownsville and consists of two bridges, with a total of four lanes. One bridge has two lanes for southbound traffic, while the other has two lanes for northbound traffic.

Commercial vehicles are no longer allowed on either bridge. This crossing stopped processing northbound commercial vehicles on April 30, 1999. Southbound commercial vehicles were stopped on February 28, 2001. At that time, all commercial vehicles in the area began using only the Veterans International Bridge. Oversize/overweight commercial vehicles with permits can travel on SH 48/SH 4 between this bridge and the Port of Brownsville. This bridge includes a READY lane.

- Veterans International Bridge: This four-lane bridge, operated by the City of Brownsville, carries commercial vehicles, passenger vehicles, and pedestrians. A FAST lane opened in 2004 and a SENTRI lane became operational in August 2006.
- Los Indios International Bridge: This four-lane bridge is owned jointly by Cameron County and the Cities of Harlingen and San Benito. It connects the U.S. border city of Los Indios with the Mexican border city of Matamoros.[7]

Table 2-3 presents annual data regarding northbound passenger vehicles and trucks crossing Cameron County bridges.[8] As with Hidalgo County, the data show a steady decline in passenger car crossings after the events of September 11, 2001. Table 2-4 shows the percentage share of Cameron County bridges.

Table 2-3. Yearly Traffic for Cameron County International bridges since 1995: Northbound

Cameron County Bridges		
Year	Passenger Cars (Thousands)	Trucks (Thousands)
1995	5,768	224
1996	6,074	226
1997	6,161	248
1998	6,513	277
1999	7,579	304
2000	7,877	299
2001	7,548	252
2002	7,897	249
2003	7,220	229
2004	7,211	226
2005	7,104	235
2006	6,968	243
2007	6,477	239
2008	6,567	222
2009	5,513	190
2010	4,640	207
2011	4,123	208
2012	4,262	218
2013	4,277	208

Source: RITA

Table 2-4. Cameron County Bridge Percentages

Year	Passenger Cars				Trucks	
	B&M	Gateway	Veterans	Free Trade	Veterans	Free Trade
2000	34%	30%	27%	8%	79%	21%
2001	30%	30%	31%	9%	89%	11%
2002	26%	31%	33%	10%	90%	10%
2003	24%	31%	34%	10%	90%	10%
2004	24%	32%	34%	11%	90%	10%
2005	23%	31%	35%	11%	89%	11%
2006	24%	31%	35%	11%	89%	11%
2007	26%	31%	32%	11%	84%	16%
2008	36%	27%	26%	12%	84%	16%
2009	43%	24%	24%	9%	88%	12%
2010	29%	27%	32%	12%	86%	14%
2011	29%	29%	31%	10%	85%	15%
2012	31%	29%	30%	10%	87%	13%
2013	35%	30%	26%	9%	89%	11%

2.3.3. Shipment Types by Bridge

C&M noted in previous studies that for a future truck forecast, it is crucial to not only look at the overall growth pattern, but to observe the growth trends of the goods that are shipped on every single bridge. Along the entire Mexican/U.S. border, the International Port of Entries have specialists for certain types of goods. This specialization for certain goods affects the historical growth rates as well as the future forecast of the truck crossings. Figure 2-9 through Figure 2-11 illustrate historical trends regarding the amount of goods imported, by category.

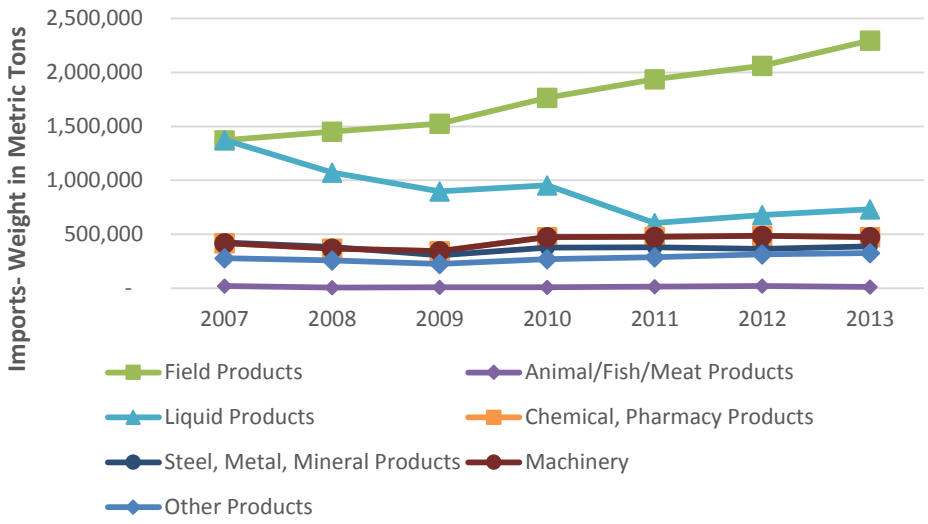


Figure 2-9 Hidalgo Bridge – Import Weights in Metric Tons

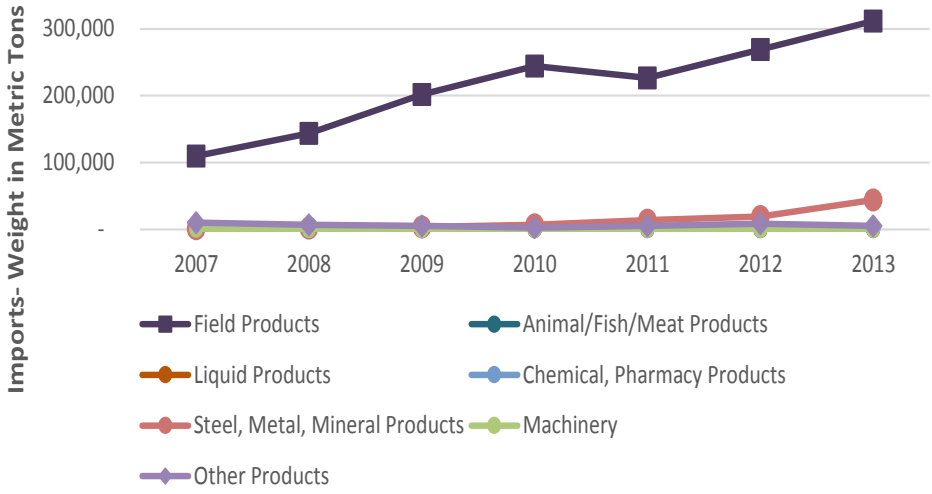


Figure 2-10 Progreso Bridge – Imports Weights in Metric Tons

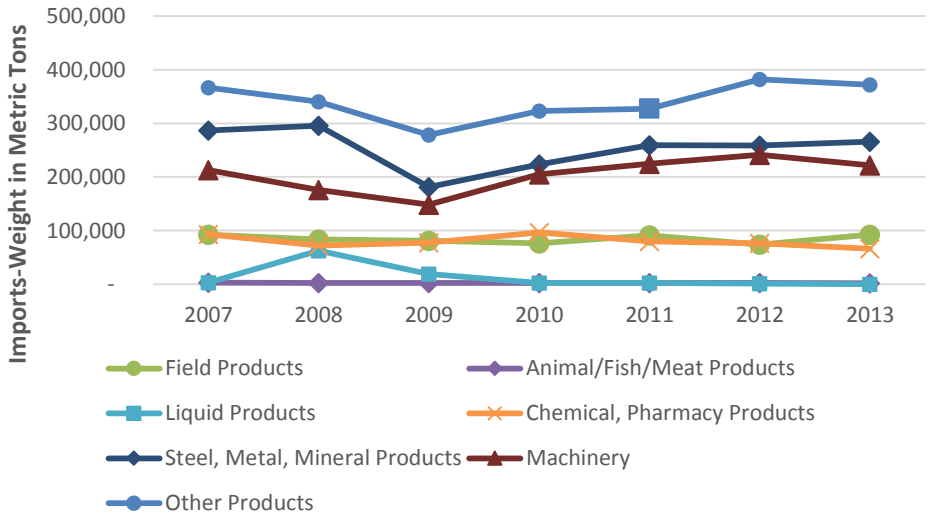


Figure 2-11 Brownsville Bridge – Imports Weights in Metric Tons

As can be seen from Figure 2-9, Hidalgo Bridge imports a majority of field products, followed by liquid products and machinery, and Figure 2-10 shows that more than 85 percent of imports on Progreso Bridge consist of field products. For Brownsville Bridge, the primary import is miscellaneous products followed by steel/metal/mineral products and machinery, as shown in Figure 2-11. It is also important to note that the weight magnitude of imports is much higher through the Hidalgo Bridge compared to the other two bridges.

2.4. Seasonality

Seasonal variation is an important factor to consider when making annual projections, as it can have a significant impact on traffic patterns. The following information outlines the effects of seasonal changes on traffic patterns within the study area.

2.4.1. International Bridge Crossing Seasonality

Figure 2-12 and Figure 2-13 depict monthly passenger vehicle factors for Hidalgo and Cameron county bridges, respectively, from 2010-2013, while Figure 2-14 and Figure 2-15 presents similar data for trucks.[9]

For both counties, passenger vehicle patterns indicate an increase in traffic during the Christmas and Easter months, seasons of the year when Mexican citizens typically go on holiday. From 2011 to 2013, the seasonal traffic is highest in December for passenger vehicles in both counties. Average monthly factors for passenger vehicles range from 0.91 to 1.13 for Hidalgo County and 0.91 to 1.09 for Cameron County, which show a distinct seasonality. For corresponding truck data, monthly factors show a greater variation of 0.9 to 1.14 for Hidalgo County and 0.87 to 1.1 for Cameron County, which indicate strong seasonality. Truck volumes are at their lowest during the summer months and during the December holiday season; the highest volumes are observed primarily in March or April.

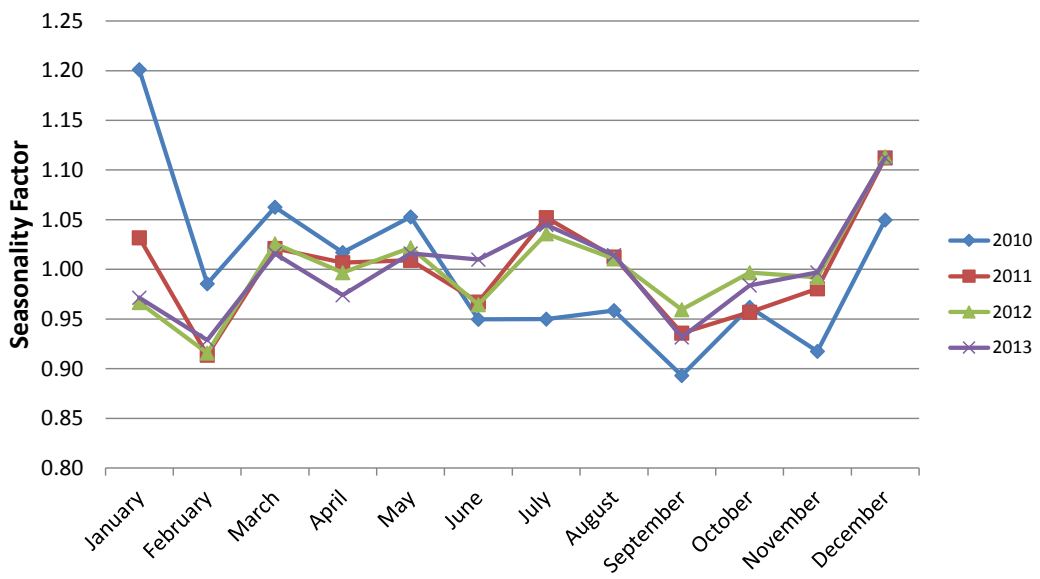


Figure 2-12. Passenger Vehicle Seasonality Factors at Hidalgo County Bridges

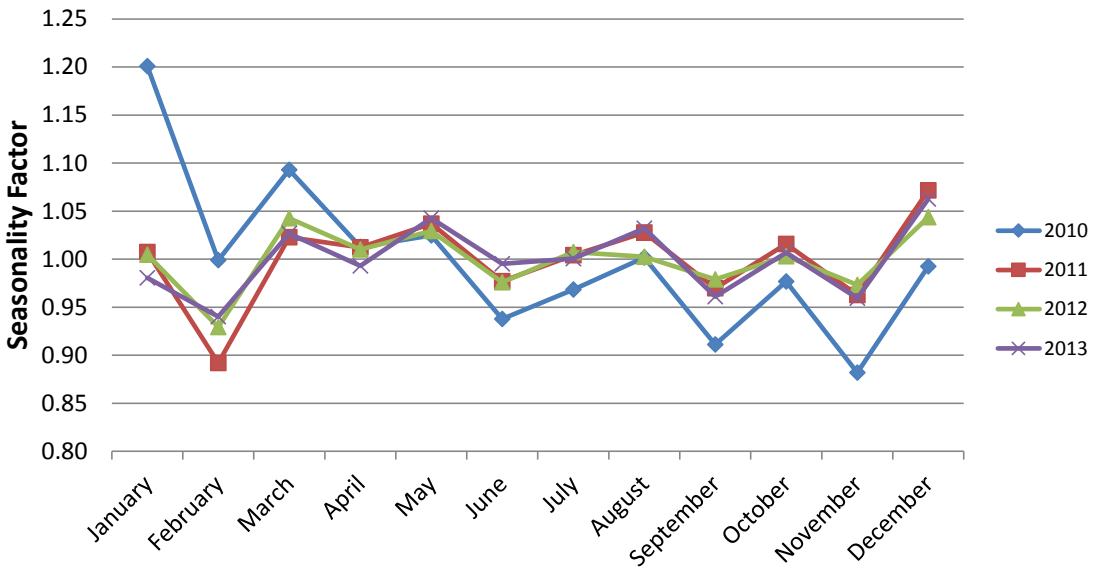


Figure 2-13. Passenger Vehicle Seasonality Factors at Cameron County Bridges

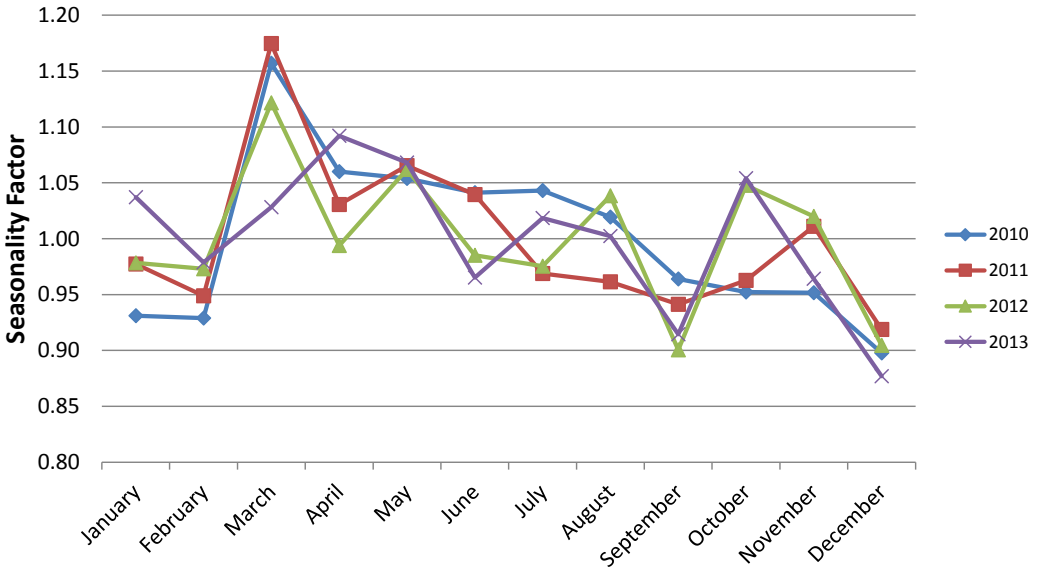


Figure 2-14. Truck Seasonality Factors at Hidalgo County Bridges

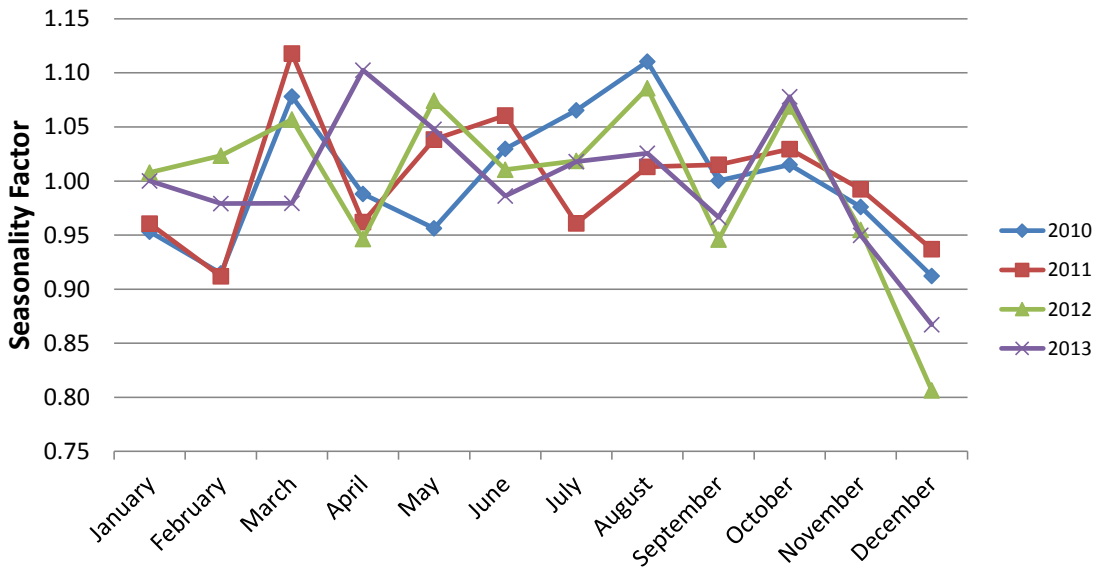


Figure 2-15. Truck Seasonality Factors at Cameron County Bridges

2.4.2. Seasonal Data in Other Locations in the Study Area

TxDOT maintains 10 permanent counting stations in the Pharr District (see Figure 2-16). Selected stations relevant to this study are listed below.

- US 83: 0.2 miles west of FM1426 in Pharr, Texas: Station S143
- US 83: 0.2 miles west of SP374 in Mission, Texas: Station S159
- US 281: 7.4 miles south of U.S.83 in Pharr, Texas: Station S173
- BU83S: 1.3 miles east of U.S.281 in Pharr, Texas: Station A327
- US 281: 7.4 miles south of U.S.83 in Pharr, Texas: Station S2102
- US 281: 9.3 miles north of SH186 in N of Edinburg, Texas: Station S235
- FM 396: 0.6 miles south of FM 1016 in Hidalgo, Texas: Station S300
- SH 336: 3.5 miles south of SH107 in McAllen, Texas: Station S69
- US 281: 0.1 miles east of FM1015 in Progreso, Texas: Station S2103

Numbers from these locations are reported as seasonal variation in Average Daily Traffic (ADT) by month, so their patterns are characteristic of both commuter and commercial traffic, as described in previous sections.

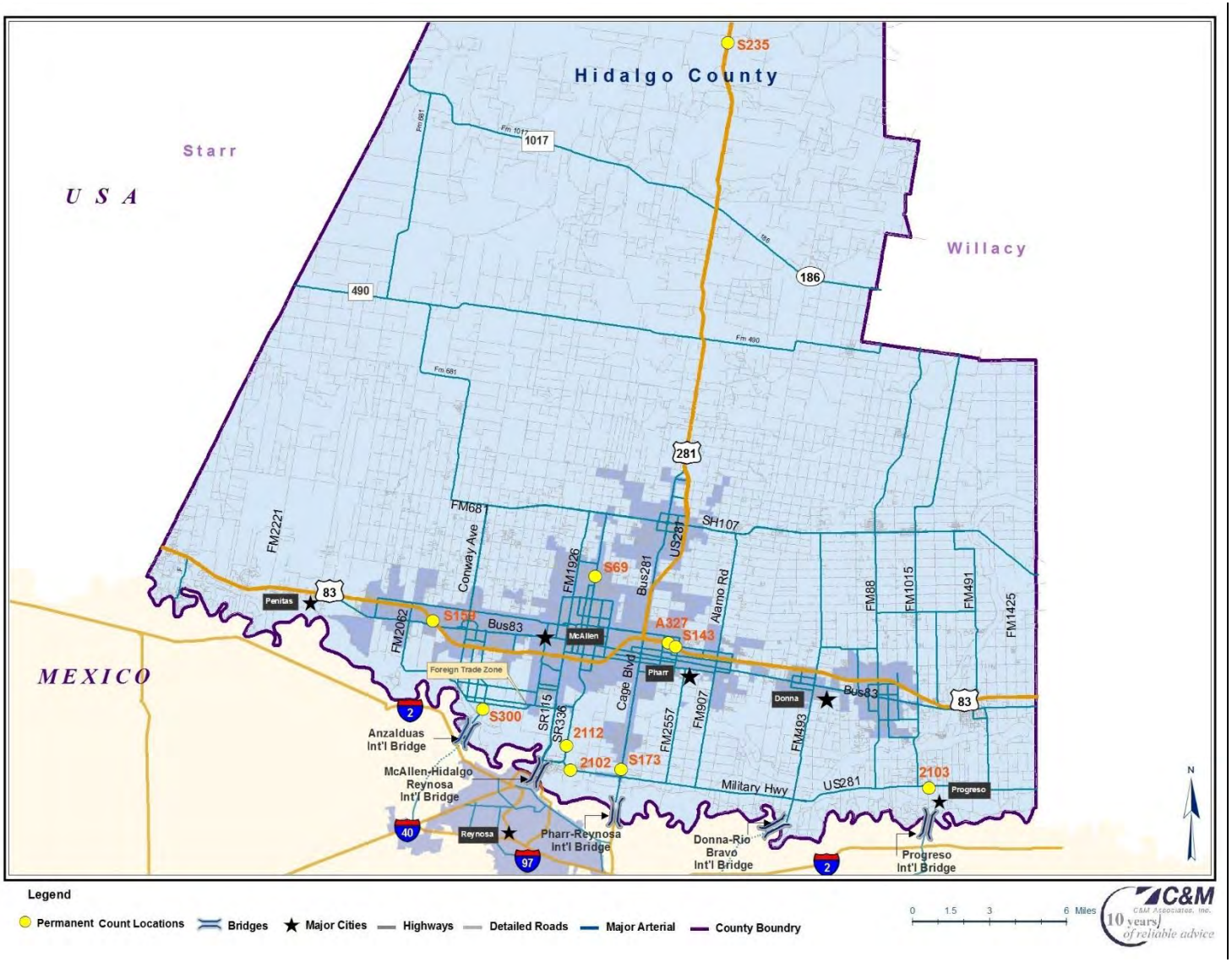


Figure 2-16. Permanent Count Locations

Figure 2-17 and Figure 2-18 show seasonal variations at mentioned stations within and outside the Projects area. Average monthly factor ranges from 0.93 to 1.09 for these stations, which indicates strong seasonality, with the Easter season standing out as a high traffic period and the summer months reflecting the lowest numbers.[10]

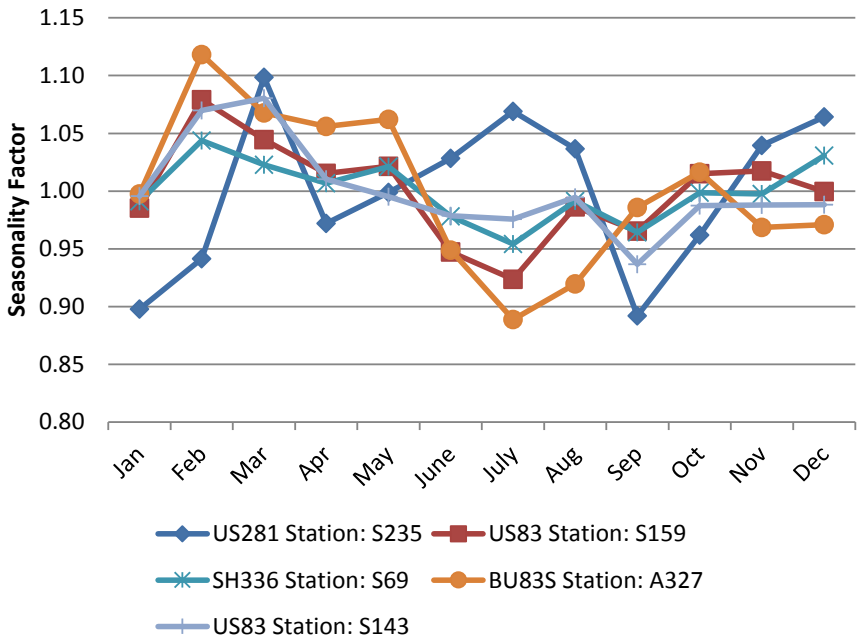


Figure 2-17 Seasonal Variations at Selected Permanent Count Stations

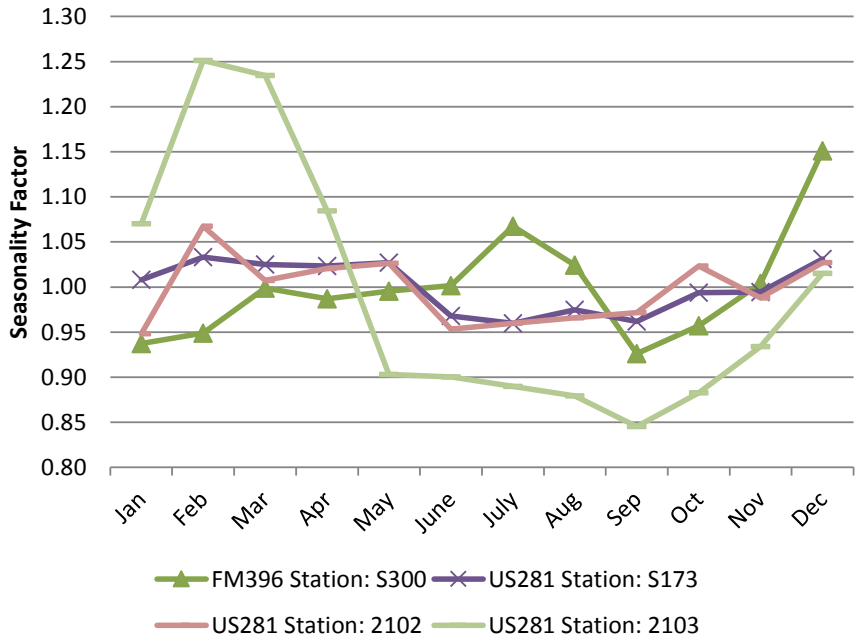


Figure 2-18 Seasonal Variations at Other Selected Permanent Count Stations

Figure 2-19 presents weekly traffic profiles for a subset of the mentioned stations. As can be seen, weekdays exhibit more traffic than weekends. Traffic trends and magnitudes are similar in both directions except for US 281 Station S235, which is far north of US 83.

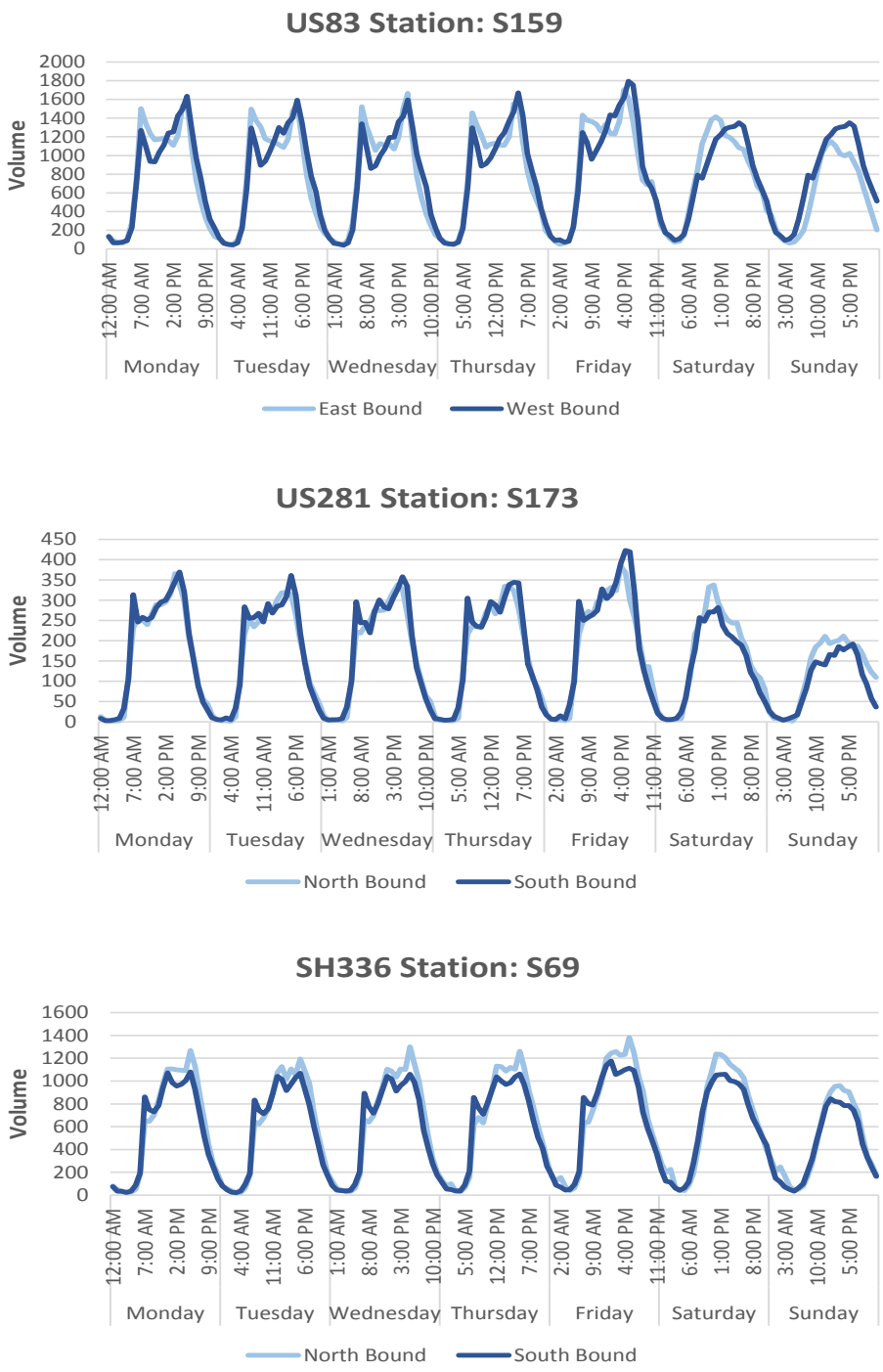


Figure 2-19. Weekly Traffic Profile at Selected Stations

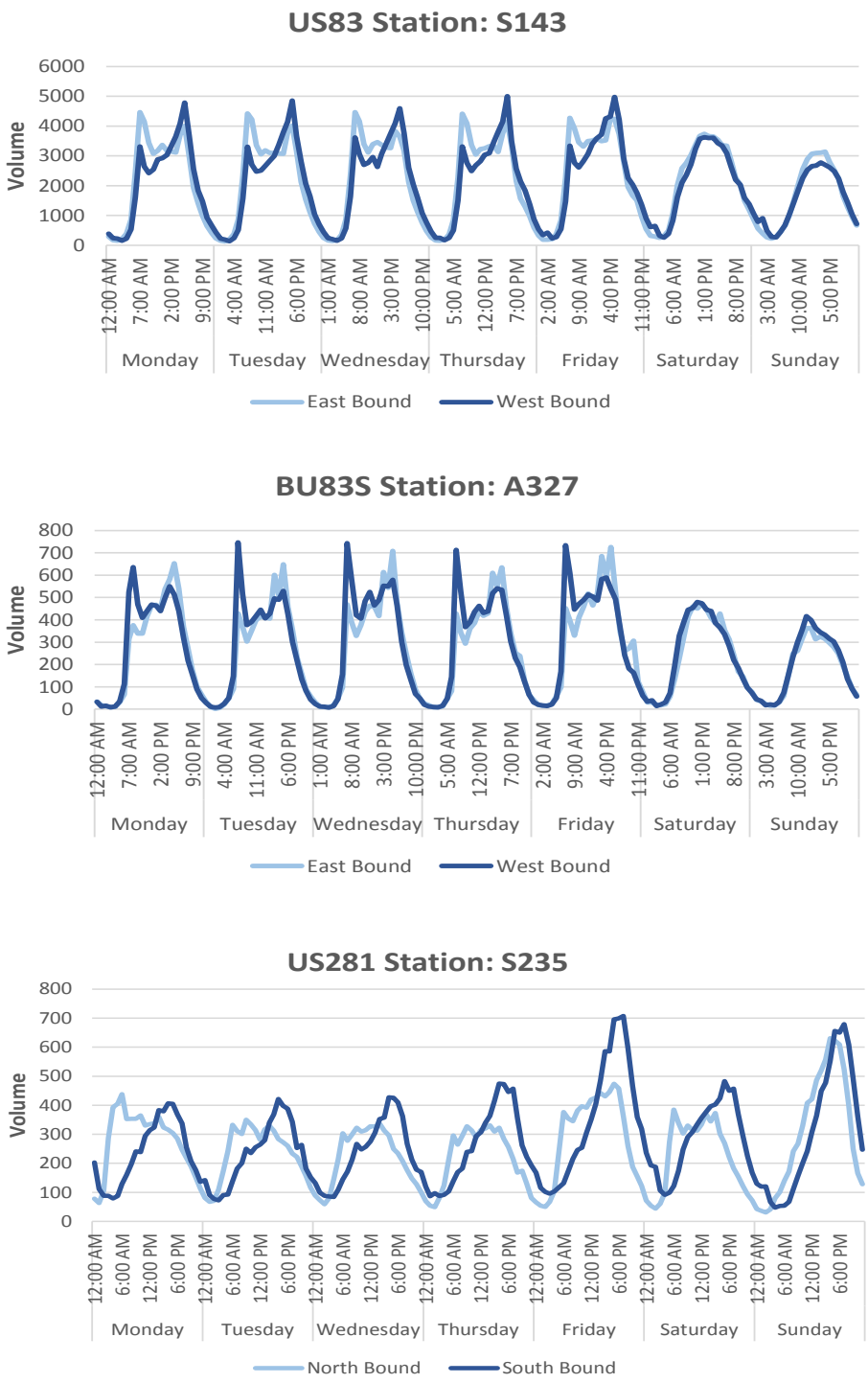


Figure 2-17 Weekly Traffic Profile at Selected Stations (Cont'd.)

2.5. Border Traffic Trends

Given that the traffic characteristics of the study area are influenced by Mexican/U.S. border traffic, the following sections discuss border traffic trends and policies.

2.5.1. Passenger Cars

The Hidalgo County metropolitan statistical area (MSA) has a unique traffic composition of local commuters and national and international visitors. Local vehicles exhibit typical commuter patterns of home-to-work trips in the morning and afternoon. Major origins and destinations are the urban areas along US 83. Visitor traffic on its way to the shopping and recreational destinations in the study area make up an important part of the economy in Hidalgo County, and of particular interest are passenger cars from Mexico. The MSA of Hidalgo County has been ranked by the Texas Comptroller as 3rd in Texas for Sales Tax collections per household and 4th in per capita sales tax, which demonstrates the high amount of non-local visitors to the area.

Passenger car crossings on the international bridges tend to be higher during the weekends, due mostly to Mexican visitors on their way to retail malls in the study area, with a smaller fraction on their way to touristic areas such as South Padre Island.

Passenger cars from the United States and Mexico also use these bridges in typical commuter patterns, such as workers traveling to industrial parks on both sides of the border in the morning and returning home in the afternoon. In addition, some Mexican drivers travel north to American schools and universities, creating familiar school trip patterns across the bridges. These traffic patterns also impact other roadways such as US 83 and US 281 within the traffic network, though not significantly.

2.5.2. Truck Traffic

Regarding the composition of international trade and truck travel patterns, each region along the U.S./Mexican border has its own specific characteristics and markets. In the case of the Reynosa/Hidalgo County region, international trade is driven by two different market segments: the local *maquiladora* trade and fruit imports from Mexico to the United States. Figure 2-20 presents the industrial parks in the United States and the *maquiladora* parks in Mexico.[11,12] Many Texas produce shippers have already invested in farming operations in Mexico, and produce already crosses the border into the lower Rio Grande Valley for distribution throughout the United States and Canada.[13] Cameron and Hidalgo counties are seeing a greater amount of imported produce shares, with estimates as high of 40 percent in the past five years.[14] The produce shippers are using the already-existing logistic infrastructure that allows Texas, as one of the important U.S. agricultural producers, to distribute produce imported from Mexico throughout the entire United States.

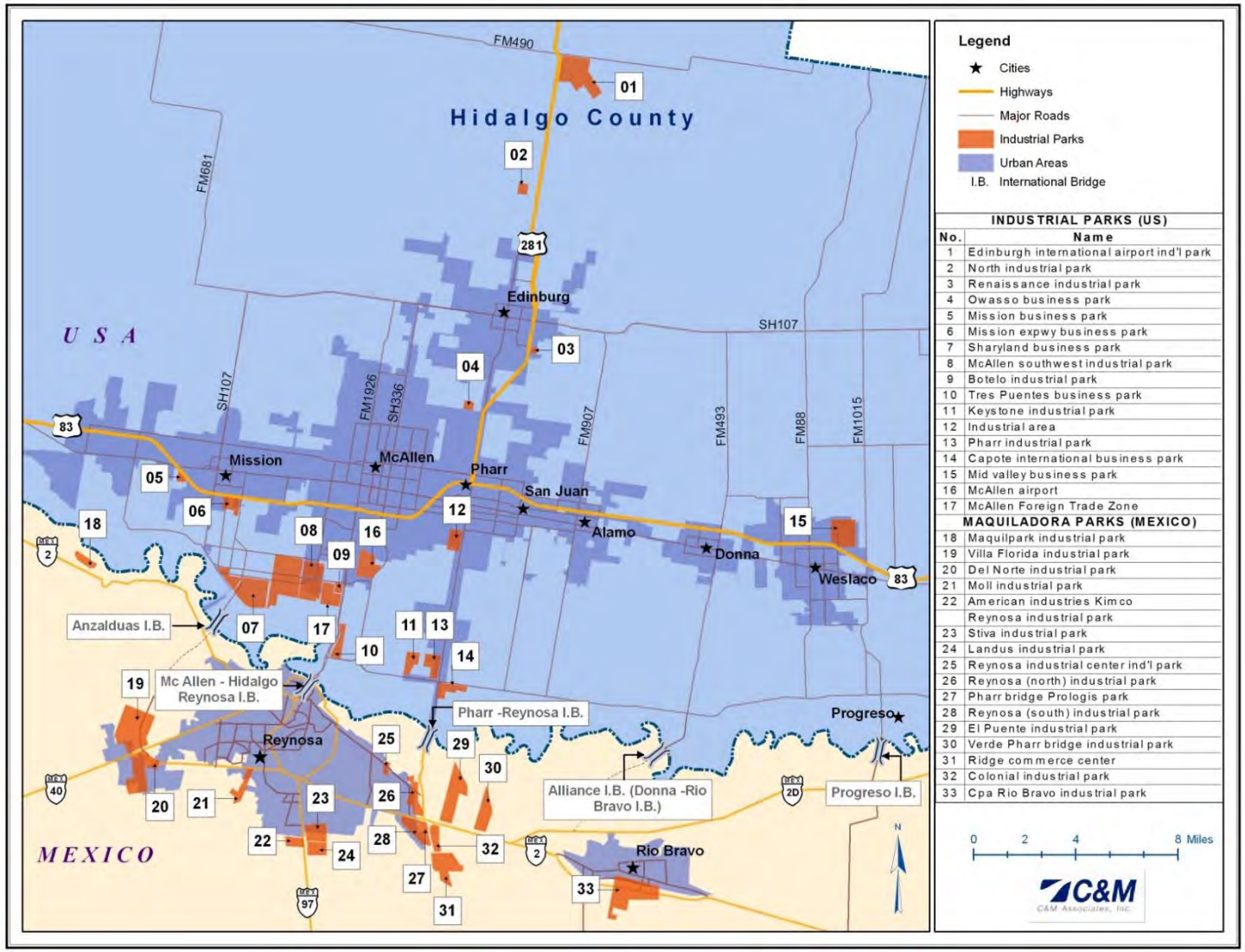


Figure 2-20. Industrial and Maquiladora Parks in the Study Area

Truck travel patterns between the Mexican city of Reynosa and Hidalgo County in the United States are generally short haul in nature, known within the industry as “cartage” or “transfer” hauling. The less frequent long haul truck movements typically originate further south in Monterrey, Mexico’s leading industrial city and capital of the northern state of Nuevo Leon.

The *maquiladora* trade activity is accomplished by means of short haul truck movements. Typically, these trucks pick up products from their origins at *maquiladora* plants in the Mexican city of Reynosa and haul them across the border to interim distribution centers in Hidalgo County and surrounding areas. Conversely, trucks on the U.S. side of the border pick up components from warehouses in Hidalgo County and surrounding areas and deliver them to *maquiladora* plants in Reynosa to the south.

Short haul truck movements are also attractive for the produce industry because in Mexico, trucks are allowed to carry 125,000 pounds, whereas in the United States, trucks heavier than 80,000 pounds are required to have an overweight permit. When these overweight Mexican produce arrive at the border, they typically re-distribute their cargo to other trucks in order to cross the border. Table 2-5 presents the current truck standards in the United States and Mexico.

Table 2-5. U.S. and Mexican Truck Regulations

Standard	Height	Width	Weight
U.S.	14 ft	8.5 ft	80,000 lbs
Mexico	15 ft, 6 in	12 ft	125,000 lbs

Source: U.S. Department of Transportation

In January 2014, Hidalgo County established an overweight permit, which covers travel over selected Hidalgo County roads for vehicles weighing no more than the Mexican legal weight limit. This overweight permit makes it theoretically unnecessary for trucks coming from Mexico to re-distribute their loads.

2.5.3. Government Policies

This section discusses a number of government policies that can aid in understanding factors other than the economy that have an impact on border crossings. These policies and their impacts on border crossings are listed in Table 2-6.

Table 2-6. Border Policies and their Effect on Border Crossings

Item	Year	Effect
North American Free Trade Agreement (NAFTA)	1994	Positive
The Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA)	1998	Negative
Secure Electronic Network for Travelers Rapid Inspection (SENTRI)	2010	Positive
Free and Secure Trade (FAST)	2004	Positive
Laser Visas (Mexican Border Crossing Cards)	2001	Negative
The Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (USA PATRIOT)	2001	Negative
The Enhanced Border Security and Visa Entry Reform Act	2002	Negative
The Western Hemisphere Travel Initiative (WHTI)	2008	Negative
Ready Lane	2010	Positive
México's Policies Against Organized Crime	2006	Negative
Sistema de Aforo Vehicular (SIAVE)	2011	Negative
U.S. Truck Restrictions	2010	Negative

These policies are explained in detail below.

- **North American Free Trade Agreement (NAFTA)**

U.S./Mexican economic integration boomed in the 1980s and 1990s, beginning with Mexico pursuing a unilateral liberalization of its economy—after decades of protectionism—and then a regional strategy which, in 1994, resulted in the implementation of NAFTA. This signature piece of legislation not only enhanced U.S./Mexican economic integration, but also resulted in an annual bilateral trade growth rate of 17.4 percent, the value of which doubled before the end of the decade. However, since 2000, a number of regional and global factors have slowed the pace of integration, reducing the average annual increase in trade by 9.5 percent. Still, NAFTA has served as a model of production sharing and cross-border investment among the three North American countries, making their economies an example of profound interdependence. This is especially evident in Hidalgo County, where production sharing through maquiladoras is an important part of the economy and where truck traffic across the U.S./Mexican border increased from approximately 5.0 billion in 1994 (pre-NAFTA) to approximately 19.9 billion in 2006 and 23.5 billion in 2011.

- **The Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA)**

In 1996, Congress began addressing the need for greater border security by passing the IIRIRA, under which border security provisions were concentrated along the U.S./Mexican border with the intent of increasing border enforcement. At the same time, to facilitate legitimate travel to the United States, IIRIRA sought to address the persistent problem of long delays at each port of entry (POE) by authorizing the hiring of enough inspectors in 1997 and 1998 to ensure full staffing during peak crossing hours. The act also authorized

the U.S. Attorney General to formulate six inspection projects—such as the construction of dedicated commuter lanes—aimed at speeding up the border-crossing process for frequent crossers paying a fee.

In an effort to stem illegal immigration, IIRIRA not only authorized the expansion of border barriers, but also gave the Attorney General the authority to acquire and use all available federal equipment in the government's attempt to reduce the flow of illegal immigrants into the United States. This legislation also authorized appropriations for the nationwide expansion of the Automated Biometric Fingerprint Identification System (IDENT) in order to include the fingerprints of all illegal or criminal aliens apprehended at the border. IIRIRA also contained a first-time provision requiring biometrics as one form of identity on certain travel documents. Specifically, the act required that the Secretary of State issue border-crossing cards bearing a biometric identifier that is machine readable and, furthermore, that the biometric identifier must match the biometric characteristic of the card holder in order for that person to enter the United States.

- **Secure Electronic Network for Travelers Rapid Inspection (SENTRI)**

The SENTRI program from U.S. Customs and Border Protection (CBP) is a program for pre-approved, low-risk travelers that have access to specific, dedicated primary lanes into the United States. Participants in the program wait for shorter periods of time than those in regular lanes when entering the United States through a land POE, even at the busiest time of day. Critical information required in the inspection process is provided to the officer in advance of the passenger's arrival to the inspection booth, thus reducing the inspection time from an average of 30–40 seconds to an average of 10 seconds.[15] CBP's goal is that the waiting time for users in these dedicated lanes will not exceed 30 minutes.

Applicants have to voluntarily go through a biographical background check against criminal, law enforcement, customs, immigration, and terrorist databases, with an additional 10-fingerprint law enforcement check and a personal interview with a CBP officer. An approved SENTRI applicant will be issued an RFID that will identify its record and status in the CBP database upon arrival at the U.S. POEs. Additional to the personal identification document, a transponder is also issued to the applicant's vehicle or motorcycle. Anecdotal evidence suggests that some border crossers are reluctant to go through the detailed screening process for privacy or residency concerns. This, in combination with the high price, serves as a barrier to higher utilization rates for this program.

SENTRI was first implemented at the Otay Mesa POE on November 1, 1995. SENTRI lanes are available to passenger cars at the Pharr-Reynosa International Bridge (since 2010), the McAllen-Hidalgo-Reynosa International Bridge, the Veteran international bridge (since 2006), and the Anzalduas International Bridge (since 2009). The Alliance International Bridge, opened in December 2010, has applied to the SENTRI program and expects approval soon.[16]

- **Free and Secure Trade (FAST)**

The FAST program is a commercial clearance program for known low-risk shipments entering the United States from Canada and Mexico. Initiated after the events of September 11, 2001, this trusted traveler/trusted shipper program allows expedited processing for commercial carriers who have completed background checks and fulfill certain eligibility requirements. More than 78,000 commercial drivers are currently enrolled in the FAST program nationwide.[17] The FAST program is open to enrollment by U.S., Canadian, and Mexican commercial vehicle (CV) drivers.

The FAST program was first implemented in December, 2002 in U.S./Canadian land POEs. The first dedicated FAST lanes on the U.S./Mexican border are located in El Paso, Texas. CBP officers began the initial processing of CVs through FAST lanes on October 27, 2003. The Pharr International Bridge and Veteran International Bridge have mixed FAST lanes from 2004, and the Anzalduas International Bridge is expected to have FAST lanes only once it opens to trucks in 2015.

Participation in FAST requires that every link in the supply chain—from manufacturer to carrier to driver to importer—is certified under the Customs-Trade Partnership Against Terrorism (C-TPAT) program. C-TPAT is a voluntary government-private sector partnership in which companies involved in commerce destined for the United States demonstrate that they have implemented enhanced security measures within their facilities and day-to-day operations to prevent terrorists and weapons of mass effect from infiltrating the supply chain. At about 25 percent, the percentage of CVs meeting all requirements of the FAST program is low when compared to the number of CV shipments that meet at least one of the C-TPAT program requirements (35 percent).

The benefits of FAST members are dedicated access lanes for faster crossing time and efficiency in the processing of transporter shipments, a reduced number of inspections resulting in reduced delays at the border, and priority (front of the line) processing for CBP inspections.

- **Laser Visas (Mexican Border Crossing Cards)**

Since 1953, the United States has made special accommodations for Mexican nationals who visit the country frequently and conduct business in border communities. Mexican nationals applying for admission to the United States as visitors are required to obtain a visa or possess a Mexican border crossing card, now referred to as a laser visa. The laser visa is valid for 10 years and can be used multiple times by citizens of Mexico desiring short-term entry (up to six months) for business or tourism in the United States. Mexican citizens can obtain a laser visa from the Department of State Bureau of Consular Affairs if they are otherwise admissible as B-1 (business) or B-2 (tourism) nonimmigrants. As of October 1, 2001, first-time laser visa applicants are required to present a valid Mexican passport as primary evidence of their citizenship and identity.

Most Mexican entrants with laser visas are not required to obtain an I-94 arrival/departure form if CBP officers determine that they do not intend to travel more than 25 miles into the country or stay more than 30 days. If it is determined by a CBP officer that a Mexican citizen intends to exceed either limit, the entrant is then referred to a secondary inspection point at the POE, where he or she will be subject to U.S.-VISIT requirements and issued

an I-94 form, if no grounds are found on which to deny the application. Figure 2-21 depicts the limits of the 25-mile zone in the San Diego region.

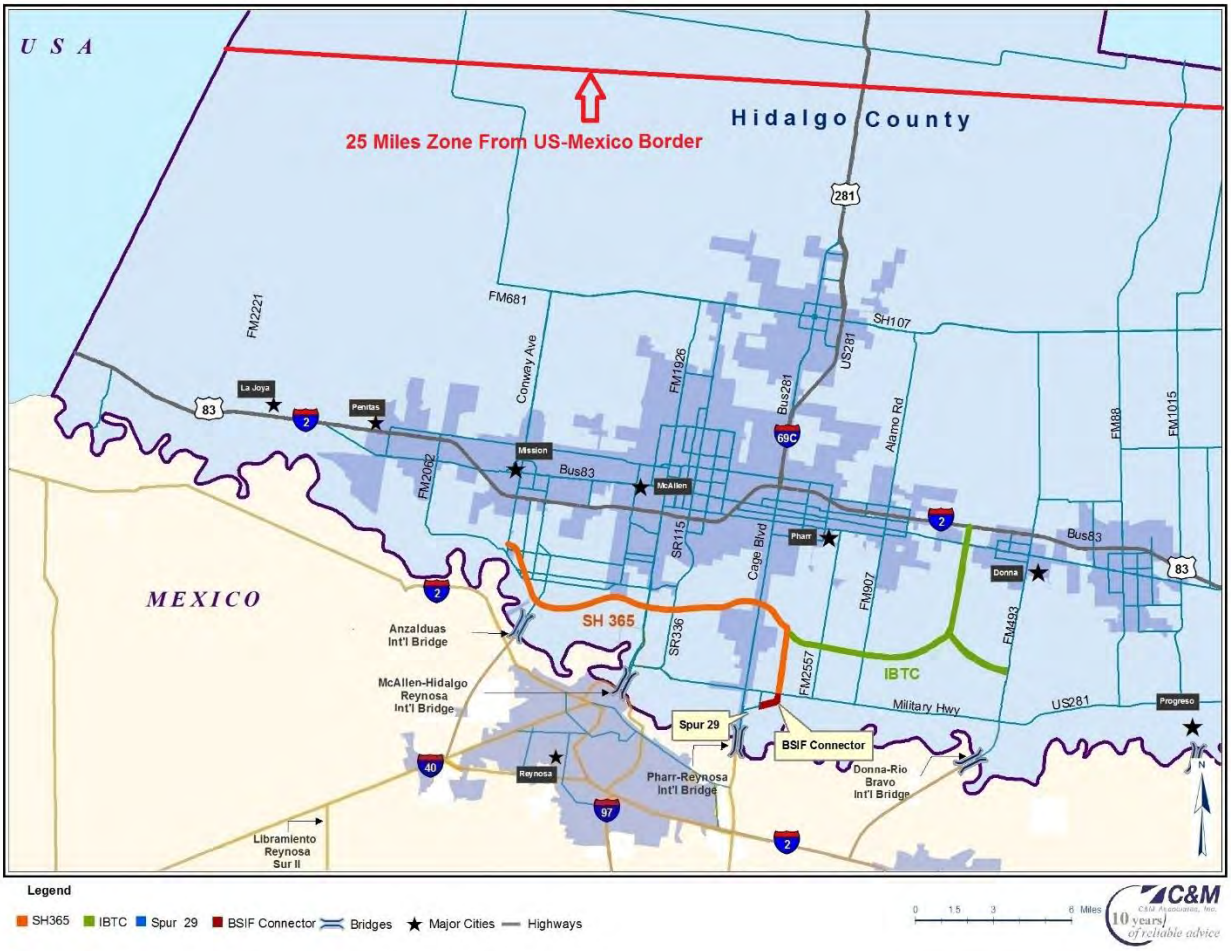


Figure 2-21. Twenty-Five Mile Zone From the U.S./Mexican Border

The I-94 form is valid for six months and allows travel throughout the country. In recognition that a large number of Mexican citizens may need to go beyond the 25-mile zone during the holiday season, travelers can obtain an I-94 form up to 30 days before travel for a $6 fee. This process is intended to avoid congestion at the POE secondary inspection facilities during holidays and is not meant as an everyday crossing mechanism.

- **The Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (USA PATRIOT)**

The 2001 USA PATRIOT Act called for the immediate implementation of an integrated entry and exit data system and required that the system be interoperable with other law enforcement data systems. Moreover, the act required the Attorney General and the Secretary of State to develop and certify a technology standard that could be used to verify the identity of people seeking a visa to enter the United States. The mandate to implement an integrated entry and exit data system and the requirement that travel documents contain a biometric identifier have had direct implications on most foreign nationals seeking entry into the United States at the U.S./Mexican border.

- **The Enhanced Border Security and Visa Entry Reform Act**

The 2002 Enhanced Border Security and Visa Entry Reform Act called on the Attorney General (now the Secretary of Homeland Security) to take additional measures in the government's effort to secure U.S. borders. Specifically, this act mandated the installation of biometric data readers and scanners at all POEs and extended a previously set deadline requiring border crossing identification cards (laser visas) to contain a biometric identifier matching a biometric characteristic of the card holder.

- **The Western Hemisphere Travel Initiative (WHTI)**

In April 2005, the U.S. Departments of State and Homeland Security unveiled their Western Hemisphere Travel Initiative (WHTI), pursuant to section 7209 of the Intelligence Reform and Terrorism Prevention Act of 2004 (the "9/11 Intelligence Bill"). As a result of this initiative, all travelers to and from the Americas—including Canada, Mexico, Central America, and South America—and to the Caribbean and Bermuda were required to possess a valid passport, or other accepted document or combination of documents, in order to enter or re-enter the United States. Phase one of WHTI, which instituted passport requirements for air travel, went into effect in 2007, followed by Phase two on June 1, 2009, which instituted passport requirements for land and sea travel into the United States. In addition, under the terms of WHTI, as of January 31, 2008, CBP officers ended their practice of accepting verbal declarations of citizenship from U.S. travelers at land POEs and instead began requiring each traveler to produce a secure document in order to enter or depart the country. It is suspected that these measures have had a negative impact on the number of trips taken by U.S. citizens into Mexico. Indeed, according to the WHTI Final Programmatic Environmental Assessment, while 43 percent of all U.S./Mexican border crossings in 2004 were made by U.S. citizens, 68 percent of those travelers were estimated to not possess passports.[18] Cost and convenience factors may have played a role in these findings, as currently it can take two–six weeks for passport applications to be processed, at a cost of $135 each.

- **Ready Lane**

The Ready program, or "Ready Lane," is a dedicated primary vehicle lane for travelers entering the United States at land POEs. Travelers who obtain and travel with a WHTI-compliant RFID-enabled travel document may receive the benefits of utilizing a Ready Lane. The Ready Lane border crossing stations are able to scan the card from 10–30 feet away. Travelers simply need to hold the RFID card up to the windshield while driving

through the station. The CBP officer is then able to read all related information to the scanned user in a monitor, which makes the passport control process faster. CBP launched the Ready Lane program in 2010 at the Ambassador Bridge port of entry in Detroit, Michigan. The Pharr-Reynosa international bridge, McAllen-Hidalgo-Reynosa Bridge, Donna International Bridge, and Gateway international bridge have Ready Lanes. CBP expects that, as travel documents undergo a renewal cycle, in the near future 100 percent of all border crossers will have RFID, which will decrease waiting times at POEs.

Ready Lane users experience, on average, 15–20 seconds less processing time than travelers with no RFID.

- **Mexico's Policies Against Organized Crime**

In 2006, Mexican President Felipe Calderon ordered 6,500 federal troops into the State of Michoacán in an effort to end the rampant drug violence there. Known as *Operation Michoacán*, this step was regarded as the first major initiative against organized crime in México and, as such, was generally viewed as the starting point in the combat by the Mexican government against drug cartels. This combat continues today and has resulted in large scale violence that affects the border region and its citizens on a daily basis, particularly as drug cartels engage not only the Mexican government, but also each other, in their attempt to control drug trafficking routes into the United States. As with many U.S./Mexican border towns, violence along the border in Tamaulipas and Nuevo Leon has had a detrimental effect on the entertainment and tourism industries of Mexico, as many U.S. citizens have chosen to stay away from Reynosa to avoid unnecessary risk. According to surveys conducted in 2010 by C&M in Mexico's northeast border region, the perception of insecurity has translated into lower traffic volumes.[19] Likewise, travelers living in the interior sections of the United States or Mexico are more often choosing to fly into or out of airports away from the Mexican border region rather than cross the border by land. Recent trends have shown a decline in drug cartel related crime in Reynosa and Matamoros,[20] which could be one of the reasons that the passenger car crossings are not declining like they have in previous years.

- **Sistema de Aforo Vehicular (SIAVE)**

The growing drug-related violence in Mexico has led to increased southbound inspections at many ports of entry, as part of the U.S. and Mexican governments' attempts to slow the shipment of firearms and money linked to illicit activities in Mexico. In addition, the Mexican government has instituted Sistema de Aforo Vehicular (SIAVE), a program by which the actual weight of a vehicle is compared against a database; when a vehicle is discovered during inspection to be outside a prescribed weight range, it becomes subject to further scrutiny.[21] In addition, on the U.S. side of the border, CBP conducts random inspections of vehicles before they cross into Mexico in an effort to intercept firearms and dirty money made from the sale of illegal drugs. These individual efforts—SIAVE and random inspections conducted by CBP—not only have added stress to a system that was not meant to handle southbound inspections, but they have resulted in increased wait times at the border.

- **U.S. Truck Restrictions**

For many years, the system by which goods are shipped back and forth across the U.S./Mexican border generally has involved three types of trucks. Typically, a Mexican long-haul truck is the first vehicle involved, delivering a container of goods to a location near the U.S. border. There, a so-called drayage service is employed to carry the goods across the border in a short-haul truck where, finally, a U.S.-based long-haul truck picks up the goods and delivers them to their final destination. In the case of maquiladoras operating in Reynosa, the process involves only the last two steps. The U.S. Department of Transportation estimates the cost of drayage at between $100 and $200 per trip, which—when multiplied by the 4.7 million CVs that crossed the U.S. border in 2010—puts the approximate cost of the drayage system at between $0.5 and $1 billion dollars a year.[22]

Under the terms of NAFTA, the United States agreed to allow Mexican CVs to transport goods into the United States, starting in 1995 with the border-states and extending throughout the country by 2000. Likewise, Mexico offered the same access to U.S. trucks. However, in 1995, President Clinton delayed implementation of those trucking provisions out of what his administration considered to be a legitimate concern for safety. Clinton's action was followed in 2001 by a NAFTA arbitration panel ruling in which the United States was declared out of compliance with its NAFTA obligations. In a renewed effort to implement cross-border trucking, President Bush took steps in 2002 to address the Clinton administration's safety concerns; however, Bush's attempts were thwarted by a series of legal challenges, which delayed the implementation of cross-border trucking until 2007. That year, a small pilot program was launched, thereby allowing a select few Mexican trucking companies to move beyond the designated 25-mile border zone they had been accessing since before NAFTA. In 2009, Congress put an end to the pilot program, and in March 2011, President Obama announced a breakthrough on the issue, which resulted in a plan granting U.S. access to Mexican CVs capable of meeting stringent safety standards. In October 2011, Transportes Olympic, based in Apodaca in the Mexican state of Nuevo León, became the first Mexican trucking company to be granted permission to make deliveries throughout the United States. Since then, only two other firms have received similar permission: Distribuidora Marina El Pescador and Grupo Behr de Baja California, both based in Tijuana.

While it is too early to tell how the lifting of restrictions on Mexican commercial vehicles will affect freight operations within the Hidalgo County-Reynosa region, an interview with a local delegate of the national Mexican Association of Commercial Vehicles— Cámara Nacional de Autotransporte de Carga (CANACAR)—suggests there will be little impact in the short term.[23] This prediction was due not only to uncertainties surrounding the new program, but also to questions about its chances of becoming permanent. Indeed, with an investment of about $10,000 per truck needed to obtain permission to deliver beyond the current geographical limits within the United States, most of the industry is adopting a wait-and-see attitude. Nevertheless, in the long term, analysts believe transportation costs will go down and bilateral trade between the United States and Mexico will be stimulated.[24]

Officials within the U.S. and Mexican governments are pushing ahead with their "21st Century Border" project. This project builds on the Bush administration's "Smart Border Initiative," which seeks to give a broader definition to the meaning of "border," moving it beyond the notion of a simple line to a concept of secure flows.[25]

The programs, initiatives, and legislation outlined in the preceding section detail the lengths to which the U.S. and Mexican governments have gone in order to ensure border security in an age of international terrorism and drug trafficking. How these measures affect life and business along the U.S./Mexican border is difficult to quantify; however, acknowledging their role is vital to the task of being able to accurately analyze border crossing trends and make predictions about the future of this region.

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3. Data Collection and Analysis

Since 2008, C&M has been collecting field data in the study area specifically for the Projects. Based on this data, C&M has not only developed a user profile, but also gained a better understanding of traffic characteristics and travel patterns within the study area, all of which provided critical support for the travel demand model described in Chapter 5. The field work performed by C&M for the present Investment Grade study included:

- Field reconnaissance
- Economic Development Corporation's (EDC) survey in Hidalgo County
- Automatic Traffic Recorder (ATR) counts
- Travel time monitoring
- Origin-Destination (OD) surveys
- Commercial vehicle survey

3.1. Field Reconnaissance and Monitoring

Using publicly available satellite imagery and aerial photography, as well as data gathered through field observation and reconnaissance, C&M determined the general geometric inventory of the traffic network on both sides of the border—including information such as number of lanes and ramp locations. This information was used to create the base year road network.

Field reconnaissance was focused primarily on IH2 (US 83), US 281, the industrial zones, international bridges, and on the major roads and *maquiladora* parks of Mexico.

C&M staff members made several trips during the AM, PM and off-peak hours to the major roadways discussed in the previous chapter. Field observations revealed that traffic across the study area is greatly influenced by large numbers of trucks originating in and destined for Hidalgo County. Interaction between trucks and passenger vehicles, combined with competition for space on the roadways, has a significant negative impact on level of service (LOS).

Field reconnaissance on the region's international bridges and within the related industrial zones found that truck traffic reaches its peak during the midday hours every Monday through Friday, thus confirming its relationship to the *maquiladora* industry in Mexico and to the long wait times experienced by travelers at the U.S./Mexican border.

3.2. EDC Survey

C&M, in cooperation with the University of Texas-Pan American (UTPA), conducted an EDC survey to estimate future developments in Hidalgo County. The focus of the survey was to detect future developments in Hidalgo County that might not have been included within the socioeconomic data forecast. UTPA visited the most important EDCs within Hidalgo County, listed below.

- City of Edinburg
- City of McAllen
- City of San Juan
- City of Weslaco
- City of Mission
- City of Pharr
- City of Mercedes

The survey consisted of questions relating to new businesses that are coming to the cities in the coming years. The survey did not request the names of specific businesses, but rather an approximated number of companies, types, and sizes.

The outcome of this survey has been growth indicators for each City area, which are a direct input for the socioeconomic forecast models.

3.3. Automatic Vehicle Classification Counts

Automatic vehicle classification counts were collected by C&M at more than 120 locations on both sides of the border from 2008 to 2012. For the present Investment Grade study, C&M collected traffic data from 35 count locations, as shown in Figure 3-1. All counts were performed over a seven-day period.

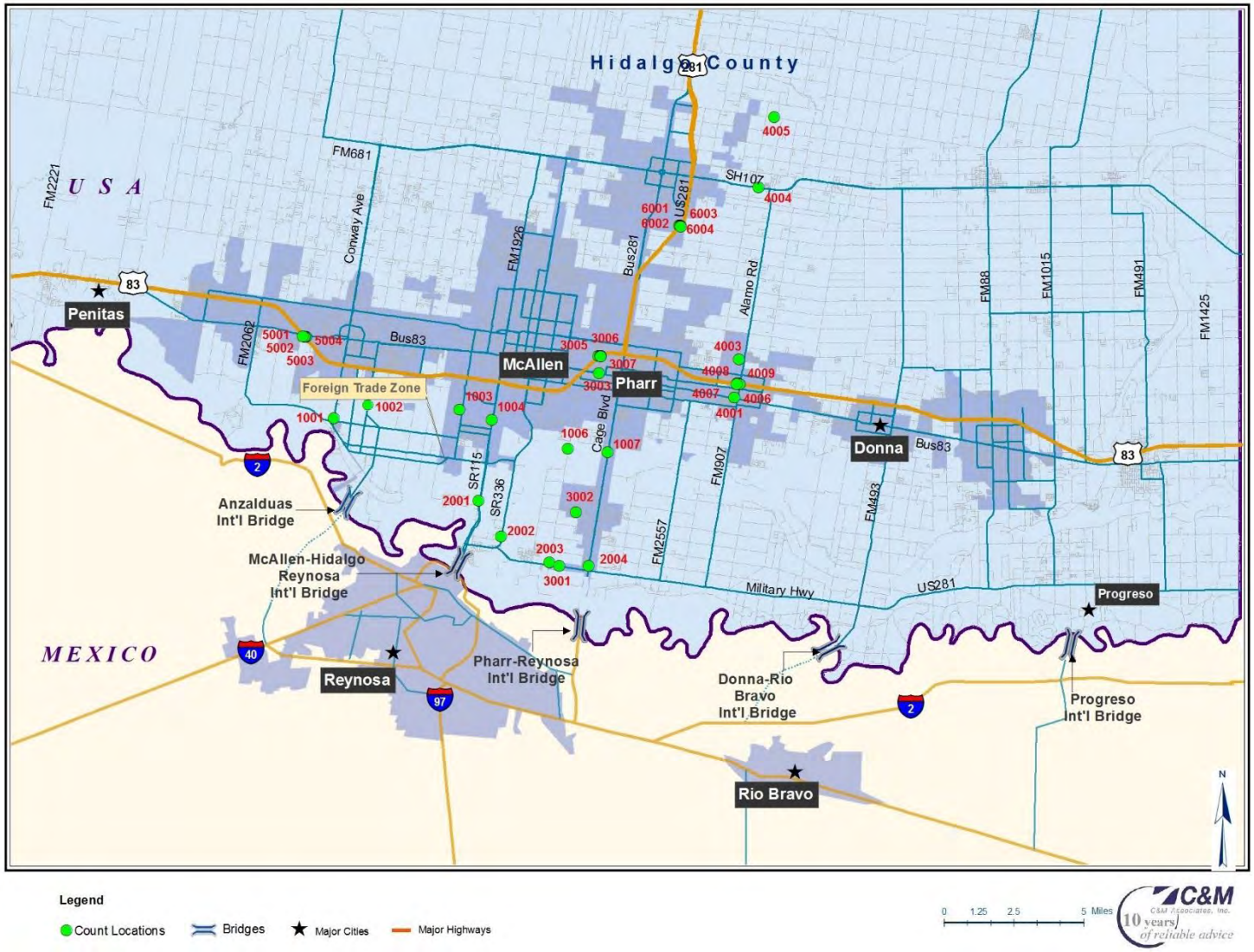


Figure 3-1. Field Data Collected in the Study Area

The observed traffic patterns are similar to C&M's observations in previous years. The study area locations have the same traffic profile over weekdays and weekends. Table 3-1 shows the ADTs and truck percentages over these selected locations. As can be seen, the majority of locations have high truck percentages.

Table 3-1. ADT and Truck Percentages at Selected Locations

ID	Description	ADT	Truck Percentage
1001	FM 1016 (S Convey Ave) North of Los Indios Rd	6,275	13.1%
1002	FM 396 (Bryan Rd) South of Trinity Rd	5,665	6.1%
1003	FM 2220 (S Ware Rd) North of Rio Grande Road	13,680	10.2%
1004	FM 115 (S 23rd St) North of Elmira Ave	19,500	11.1%
1005	FM 336 (S 10th St) North of W Military Hwy	10,650	11.0%
1006	FM 2061 (S Jackson Rd) North of Main Floodway	21,174	13.5%
1007	US 281 (S Cage Blvd) South of W El Rancho Blanco Rd	17,255	4.6%
2001	SPUR115 - (23rd St/International Blvd) South of Dicker Rd	16,585	6.6%
2002	SR336 (10th Street) North of US 281/ Military Hwy	10,733	17.5%
2003	SR2061 (Jackson Rd) North of Military Hwy	8,887	11.9%
2004	US 281 (Cage Blvd) North of Military Hwy	7,276	19.5%
3001	US 281/Military Hwy East of Jackson Rd	9,884	25.8%
3002	SR 3072/ Dicker Dr West of S Plata Ln	8,154	12.0%
3003	Center Ave (SR 374/US Business US83) East of Sugar Rd	9,851	7.2%
3004-3007	US 83 (I-2) - Frontage Road West of N Sugar Rd	9,987	13.8%
3005-3006	US 83 (I-2) - Mainlanes West of N Sugar Rd	126,656	10.6%
4001	Bus 83 West of FM 907	4,216	5.1%
4002	US281 West of FM 907 (S Alamo Rd)	4,454	23.3%
4003	FM 495 West of FM 907 (S Alamo Rd)	4,230	13.4%
4004	SR 107 (University Drive SR 107 West of SR 907	15,167	7.1%
4005	FM 1925 (E Monte Cristo Rd) West of FM 907 (N Alamo Rd)	8,002	13.2%
4006-4009	US 83 (I-2) - Frontage Road West of FM 907 (N Alamo Rd)	15,413	5.2%
4007-4008	US 83 (I-2) - Mainlanes West of FM 907 (N Alamo Rd)	106,411	8.6%
5001-5004	US 83 (I-2) - Frontage Road South of Bus 83	20,985	12.8%
5002-5003	US 83 (I-2) - Mainlanes South of Bus 83	43,242	17.4%
6001-6004	US 281 - Frontage Road South of E Canton Rd	12,258	4.3%
6002-6003	US 281 - Mainlanes South of E Canton Rd	71,610	11.4%

Figure 3-2 shows the weekly traffic profile in selected locations along IH2 (US 83), IH69C (US 281), and within the study area. US 83 has more traffic in the eastbound direction, whereas US 281 shows a similar trend in both directions and traffic dampens during the weekends. These weekly profiles aid in verifying the revenue days used for the present study. The observed weekend to weekday ratio for these selected road ways is presented in Table 3-2.

Table 3-2. Weekend-Weekday Ratio Selected Locations

Station	Description	ADT		Weekend-Weekday Ratio
		Weekday	Weekend	
3005-3006	US 83 (I-2) - Mainlanes West of N Sugar Rd	131,697	114,054	87%
6002-6003	US 281 - Mainlanes South of E Canton Rd	78,238	57,605	74%
4007-4008	US 83 (I-2) - Mainlanes West of FM 907 (N Alamo Rd	110,638	95,844	87%
1004	FM 115 (S 23rd St) North of Elmira Ave	20,171	17,823	88%
1007	US 281 (S Cage Blvd) South of W El Rancho Blanco R	17,840	15,794	89%

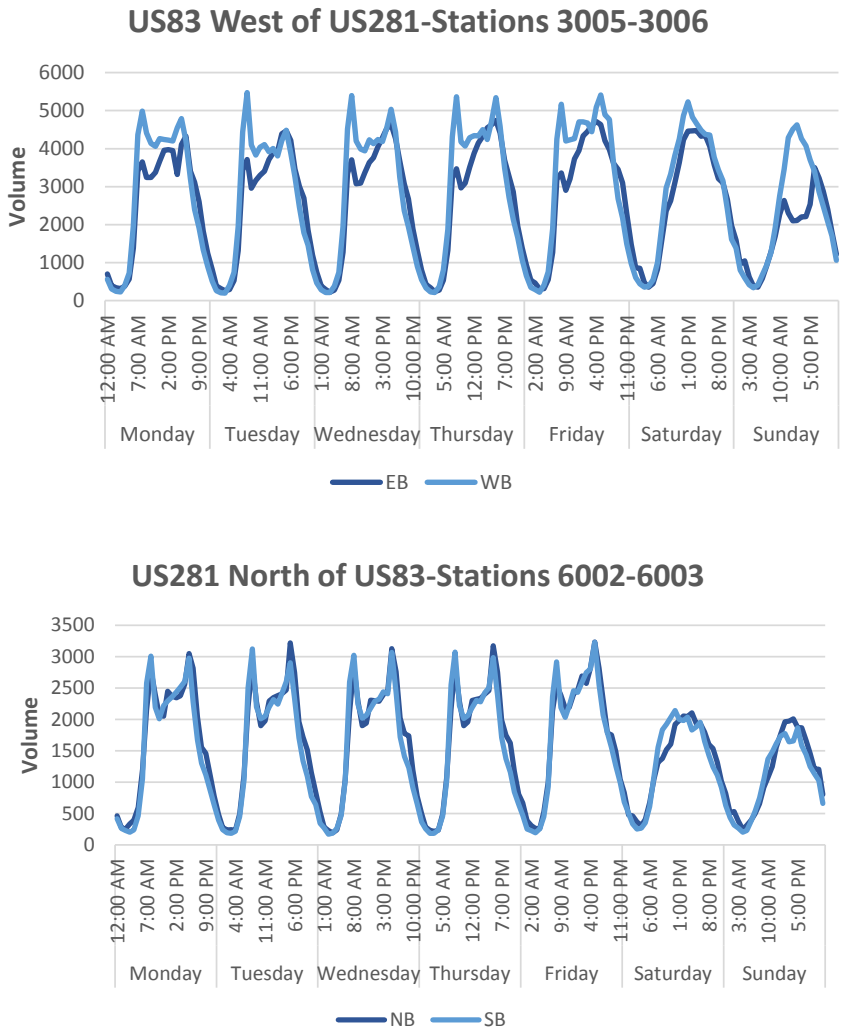
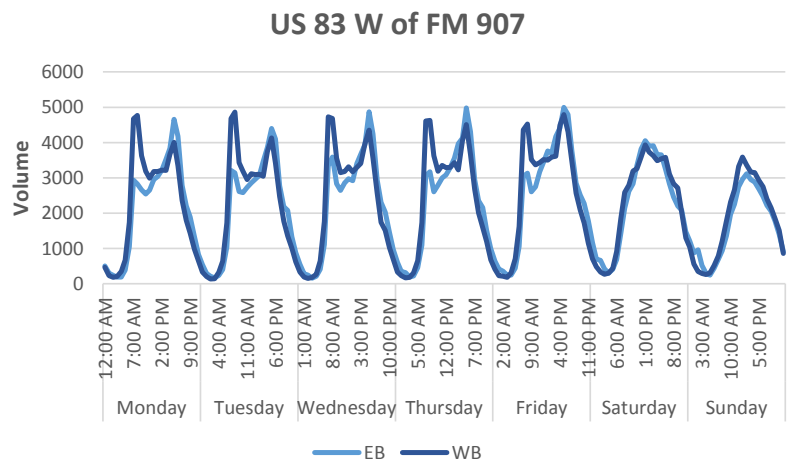
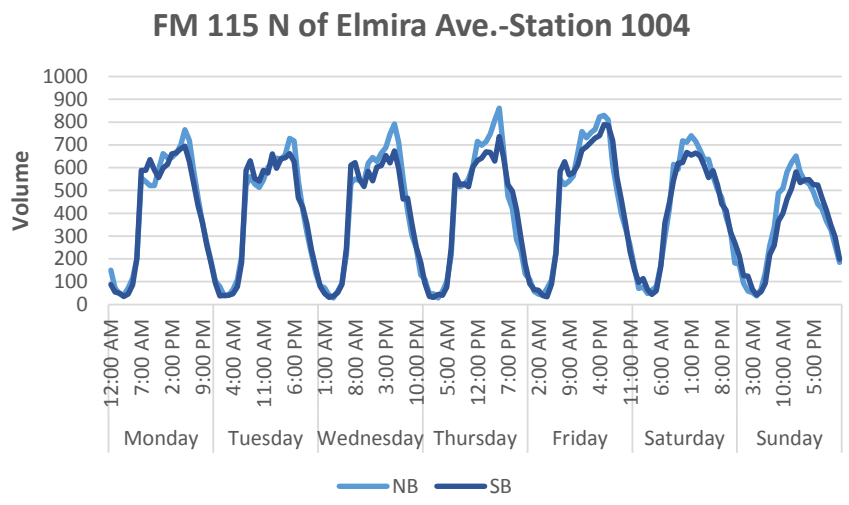


Figure 3-2. Weekly Traffic Profile at Selected Locations





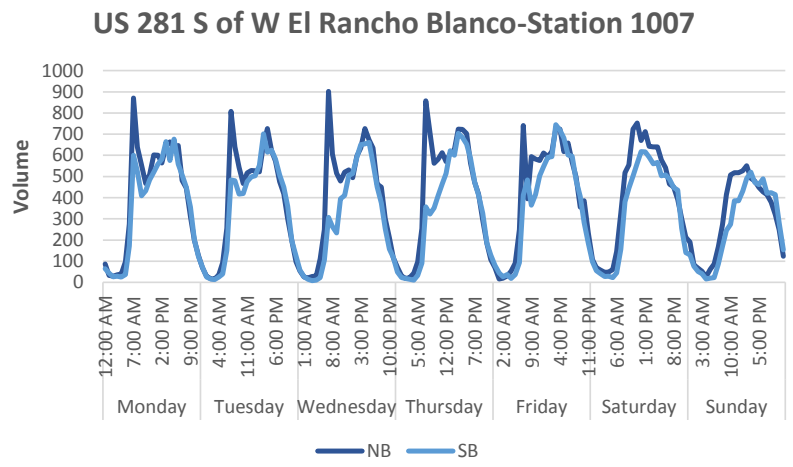


Figure 3-2. Weekly Traffic Profile at Selected Locations (Cont'd.)

3.4. Speed Monitoring

The purpose of a travel time study is to evaluate the quality of traffic movement along a route and determine the locations, types, and extent of traffic delays. C&M's data streaming program gathers the travel time of predefined road segments every five minutes from Google Maps. This travel time streaming process can be used to compare operational conditions before and after roadway or intersection improvements have been made. It can also be used as a tool to assist in prioritizing projects by analyzing the magnitude of operational deficiencies (such as delays and stops) for the project under consideration.

An analysis of traffic congestion was performed over a full day period by collecting travel times for selected segments of IH69C (US 281), IH2 (US 83), and several available local roads. For each segment, the average speed was calculated during a selected five-minute interval for each time period throughout the day. The present study used the full data output of this streaming program conducted over several months.

Figure 3-3 and Figure 3-4 represent exemplary speed heat maps for AM and PM peak periods in eastbound (EB) direction. Each heat map shows a color-coded representation of the average vehicle speed during the time period from May to August 2014; green represents speeds greater than 55 mph, yellow represents speeds from 35 to 55 mph, and red represents speeds lower than 35 mph.

During the AM and PM peak period, heavy congestion is observed on IH2 (US 83) in the EB directions just before IH69C (US 281). C&M used the raw data from the monitoring program and, after reviewing and validating it, incorporated the acquired speeds into the CMHCTDM validation.

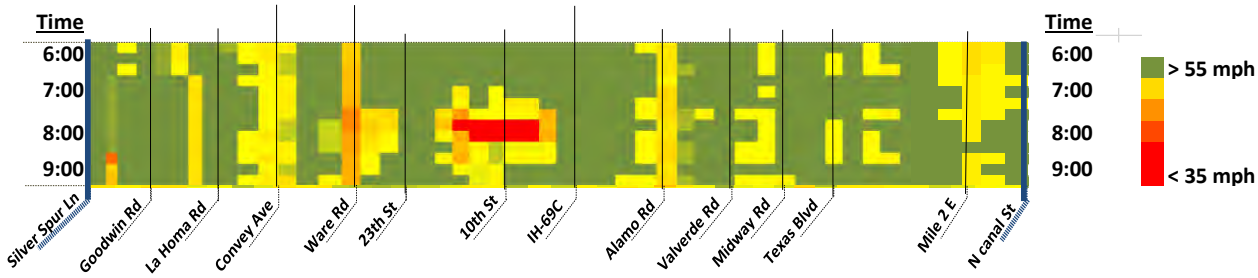


Figure 3-3. AM Speed Heat Map for IH2 East Bound

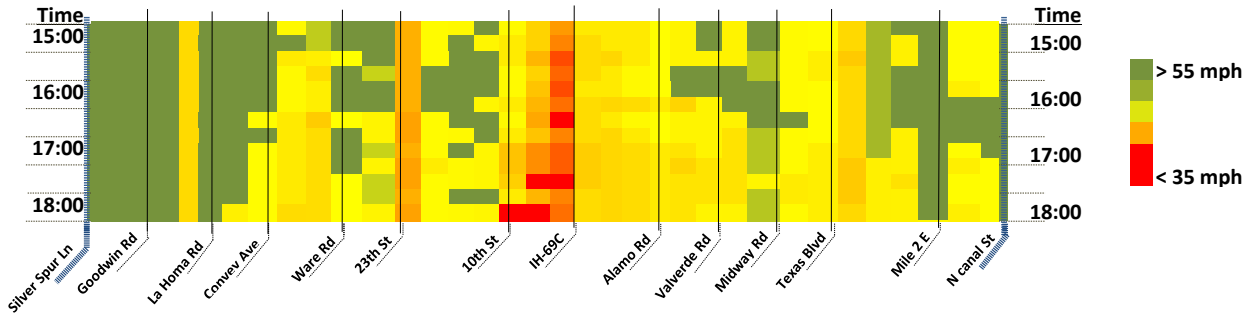


Figure 3-4. PM Speed Heat Map for IH2 East Bound

3.5. Origin-Destination Surveys

C&M designed a regional OD survey for Hidalgo and Cameron County and a commercial truck survey for truck crossings into Hidalgo County. The regional OD Survey was performed by AirSage, Inc. (AirSage) based on mobile device data. Since such data can only track the movement of people (e.g., cell phone owners), C&M added a commercial truck survey to acquire ODs specifically from trucks entering Hidalgo County. The following sections describe the two surveys in more detail.

3.5.1. Airsage OD Survey

The regional OD survey was performed by AirSage using Wireless Signaling Extraction (WiSE) technology that compiles data from select wireless carrier networks as generated by mobile devices. This technology anonymizes the data and performs multiple stages of analysis to monitor the location and movement of mobile devices.

AirSage uses a modular, multi-step methodology to derive useful information and analytics from wireless signaling data provided by its wireless carrier partners. The core components of the data collection, processing, and delivery process include the following:

- *Device Location Processing:* Time-stamped locations (latitude/longitude) are generated for each mobile device (e.g., a cellphone), utilizing the network signaling data generated each time a mobile device interacts with the mobile network. This interaction occurs not only when devices are in use, but also when they are in idle mode.
- *Activity Pattern Analysis:* The data are run through a series of pattern recognition and statistical clustering algorithms to determine repeated and irregular trip patterns and primary activity locations for a device. This information can then be used to classify trip purpose.
- *Activity Point Generation*: Each device location is combined with other recent sightings and known activity locations to further refine the location, determine if the device is moving or stationary, and calculate additional attributes to create individual "Activity Points." These are then combined to create "Trip Legs," which eventually allow the creation of a network of travel behaviors.

- *Population Synthesis:* A full population is synthesized from the original set of data collected by considering device quality and the penetration rates, which is the ratio of number of residents observed by AirSage in a given geographical area to the 2010 census population.
- *Trip Analysis*: Each trip is analyzed and classified into various categories such as resident class of subscriber, trip purpose, time of day, and day of week.
- *Data Aggregation and Packaging:* A unique study area is further subdivided into analysis zones, and the trip ends (Activity Points) are assigned to these zones. All of the trip ends within these zones are also assigned a purpose and time of day during which they took place. All of these data are then packaged in the form of an OD Matrix.

The OD data was processed for 145 aggregated traffic analysis zones (TAZs) for Hidalgo and Cameron County from mid-October to mid-November, representing an average month of the study area in terms of traffic volumes. The population covered approximately 1,300,000 people. The OD survey was created for weekdays (Tuesday through Thursday) and for weekend trips separately. The coefficient of determination (R^2) between the obtained OD trip volume of the aggregated TAZs within the two counties and the volume from the calibrated TDM was 0.95, indicating a good model fit. Figure 3-5 to Figure 3-8 shows origin and destination trip density comparison of the AirSage versus the CMHCTDM.

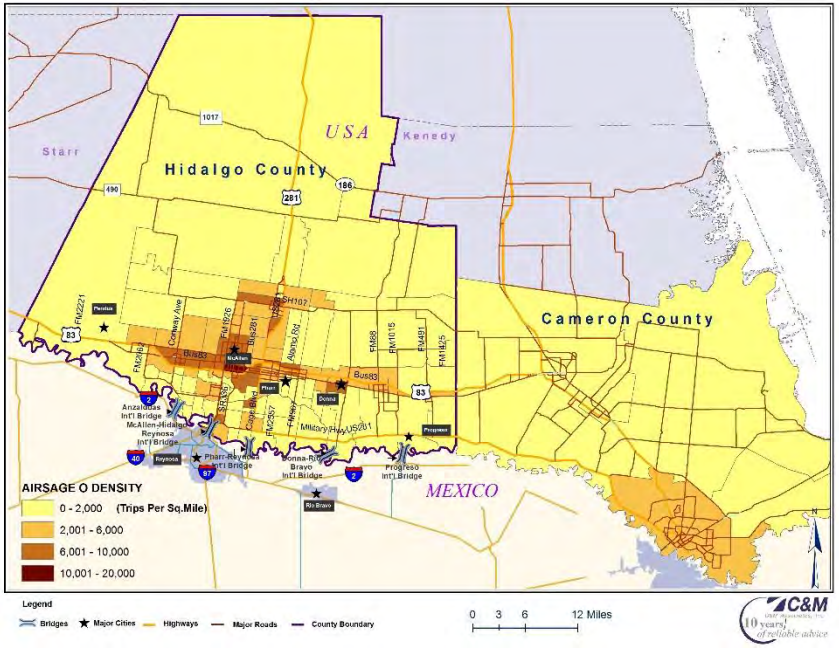


Figure 3-5. Airsage Trip Density Origin

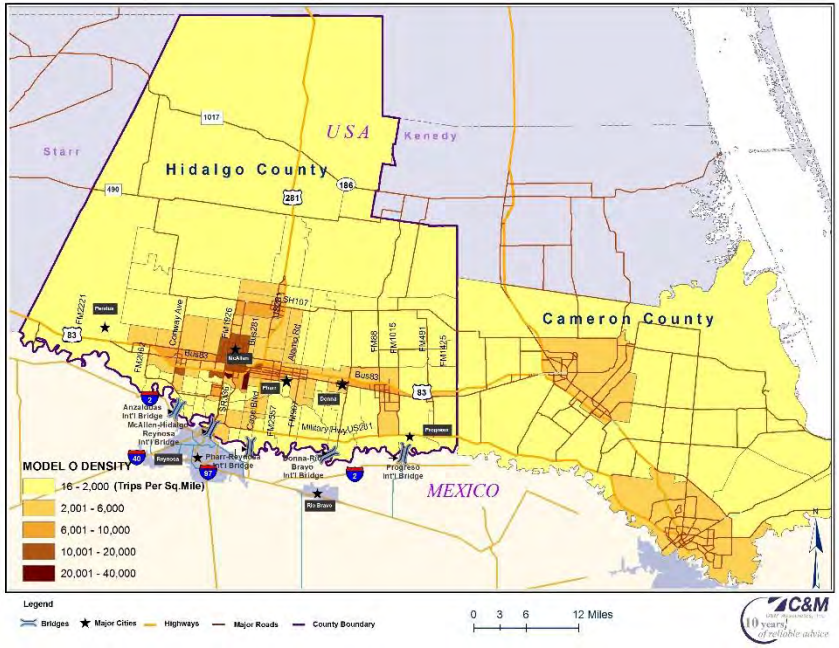


Figure 3-6. CMHCTDM Trip Density Origin

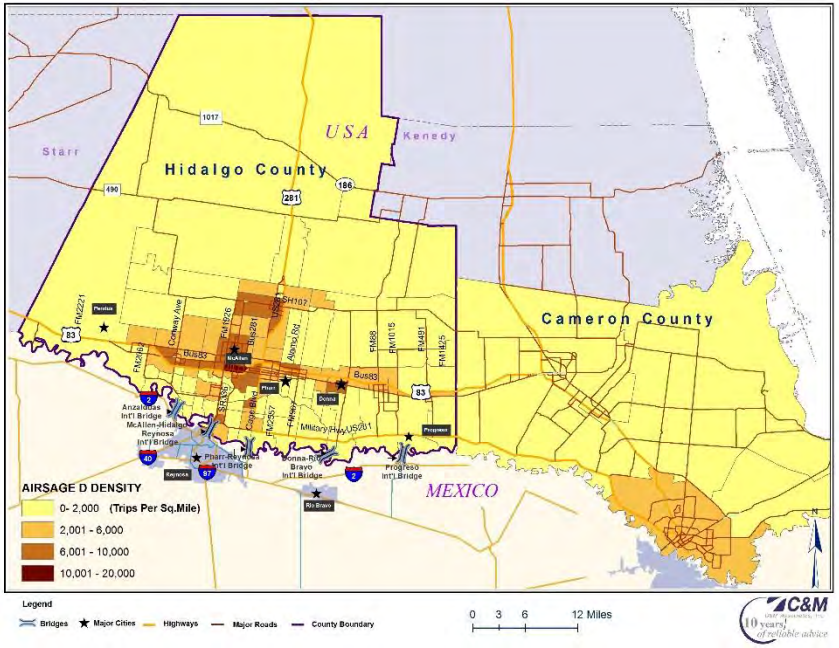


Figure 3-7. Airsage Trip Density Destination

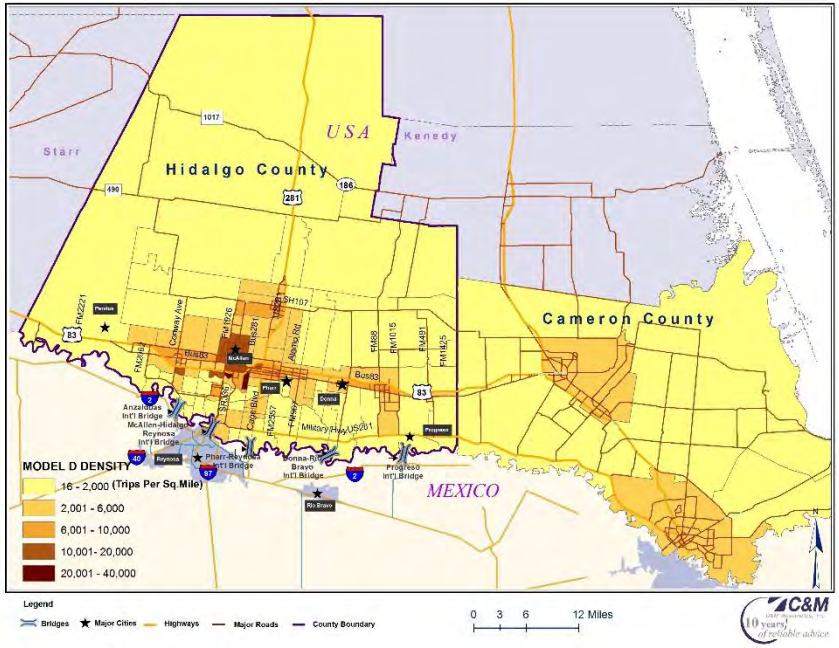


Figure 3-8. CMHCTDM Trip Density Destination

Besides the pure OD data from this survey, C&M obtained additional information that has also been used in model development and validation. Based on the location, length of stay, and the time of day, the mobile device OD survey determined the OD matrix also by trip purposes. The following trip purposes were included in this survey: Home-Based Work (HBW), Home-Based Other (HBO), Work-Based Other (WBO), Worked-Based Home (WBH), Worked-Based Work (WBW), Home-Based Home (HBH), Other-Based Home (OBH), Other-Based Work (OBW), and Other-Based Other (OBO).

C&M used the aggregated version of trip purpose information to validate the Trip Tables from the CMHCTDM by time period, as shown in Table 3-3. It can be observed that the distribution over the daily time periods for the aggregated trip purposes HBW, Home-Based Non-Work (HNW), and Other are similar.

Table 3-3. Comparing Model vs Survey Trip Purpose Distribution by Time Period

Item	Type	AM	PM	MD	NT
Model Shares	HBW	31%	26%	22%	21%
	HNW	12%	23%	45%	20%
	Other	13%	24%	44%	19%
Survey Shares	HBW	29%	21%	30%	20%
	HNW	15%	21%	35%	29%
	Other	15%	22%	42%	21%

Note: AM = Morning Period, PM = Afternoon Period, MD = Mid Day Period, NT = Night Time Period

The obtained trip length distribution from the OD survey is compared to the model distribution in Chapter 5. Other data that have been very useful for model development include the separation of the OD matrix into 16 income groups. Based on these data, C&M could identify for every OD pair the percent of trip volume by these income groups, which provides a significant improvement to the toll diversion model of the CMHCTDM. Comparing the total trip volume from AirSage by income group to the Census household income group distribution of Cameron and Hidalgo County shows a similar pattern, as can be seen in Figure 3-9.

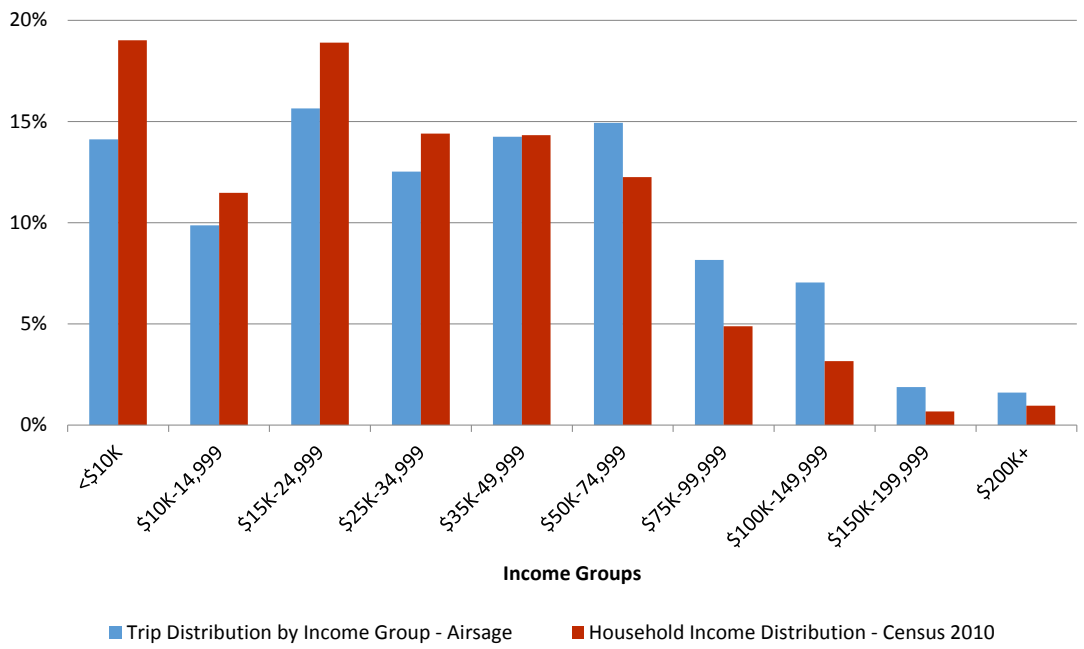


Figure 3-9**. Income Group Distribution Comparison**

3.5.2. Commercial Truck survey

C&M performed a commercial truck survey on the two truck-carrying international bridges in Hidalgo County: Pharr and Progresso International Bridge. C&M surveyed the trucks crossing from Mexico into the United States. The survey was conducted for one week in May 2014. Existing data regarding truck crossings on Hidalgo County international bridges indicate that May is a representative month in terms of traffic volumes. Due to the project schedule, there was no possibility to survey trucks based on specific load types, because the types of goods imported to the United States vary throughout the year. C&M obtained permission to survey truck drivers south of the Mexican/U.S. border while they were in the queue waiting to cross into the United States. The survey materials included a paper-and-pencil questionnaire and a Projects location map. Figure 3-10 shows example images of the surveying process.

Figure 3-10. Truck Survey Images

The survey sample size was 615 truck drivers on the Pharr International Bridge and 140 truck drivers on the Progresso International Bridge, which makes around 33 and 80 percent of the daily truck trips. The achieved sample size is a statistically significant proportion of the truck populations for these bridges.

The survey included not only questions about origin and destination, but also trip frequency, trip duration, cargo type, and general information of the truckers' company and logistics. Selected statistics from the survey are summarized below.

Who pays the Tolls?

For the question regarding who pays the fee to use a toll road, the majority of respondents answered that each route is pre-determined by the driver's company, and if there are tolls involved, each driver is expected to pay the tolls and receive company reimbursement later.

Average Duration of the Trip

Figure 3-11 and Figure 3-12 present the average hourly duration of a trip for truck drivers using Pharr and Progreso International Bridge, respectively. As can be seen, the respondents on both bridges gave similar answers regarding trip duration.

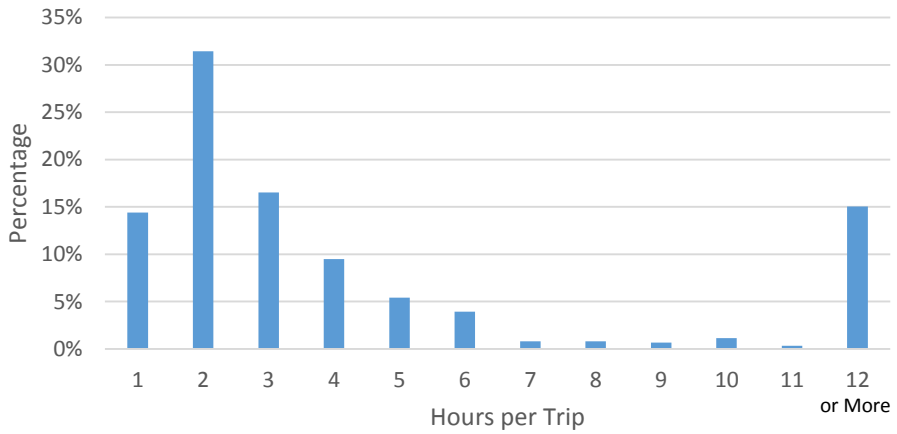


Figure 3-11. Trip Duration – Pharr Bridge

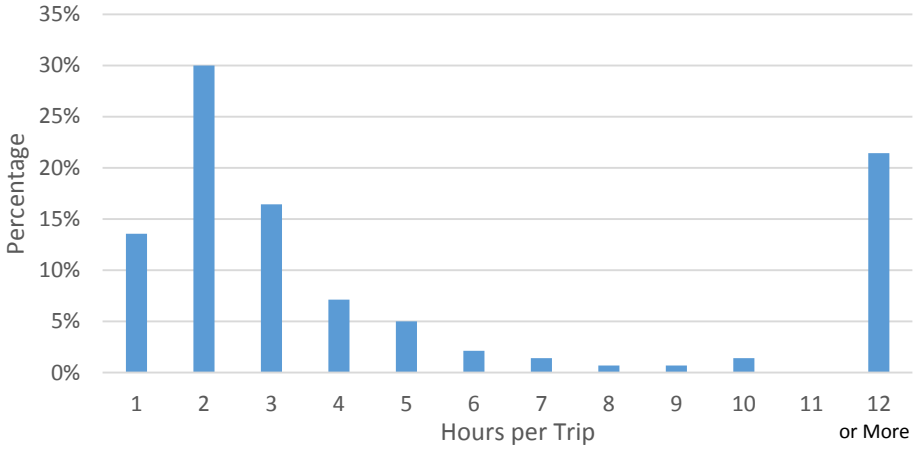


Figure 3-12. Trip Duration – Progreso Bridge

Average Number of Truck Axles

Figure 3-13 and Figure 3-14 show the number of truck axles crossing Pharr and Progreso International Bridge, respectively. Results indicated that the majority of trucks on both bridges have five axles, and the Progreso International Bridge has not been used by trucks with less than five axles.

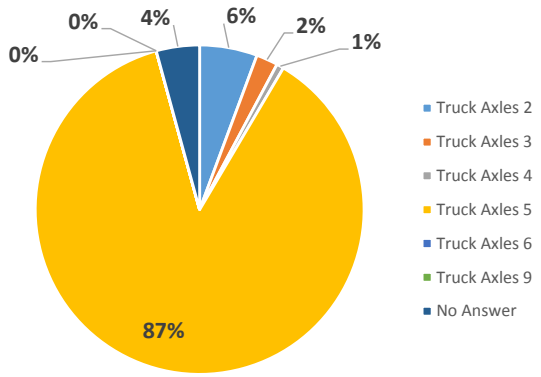


Figure 3-13. Number of Axles – Pharr

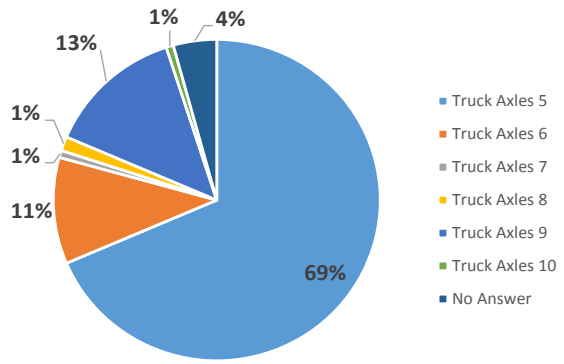


Figure 3-14. Number of Axles – Progreso

Load Type

Figure 3-15 and Figure 3-16 show the types freight the trucks carry on Pharr and Progreso International Bridge, respectively. Fruits and Vegetables were the major imported products on both bridges, and a greater variety of freight is carried over the Pharr International Bridge. However, as noted earlier, these types of freight imported are subject to change throughout the year.

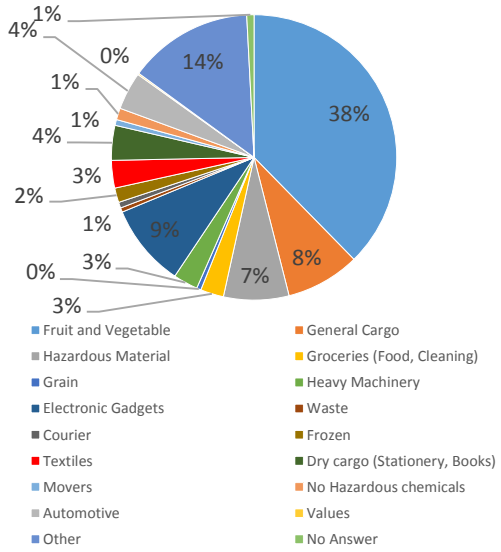


Figure 3-15. Load Type – Pharr

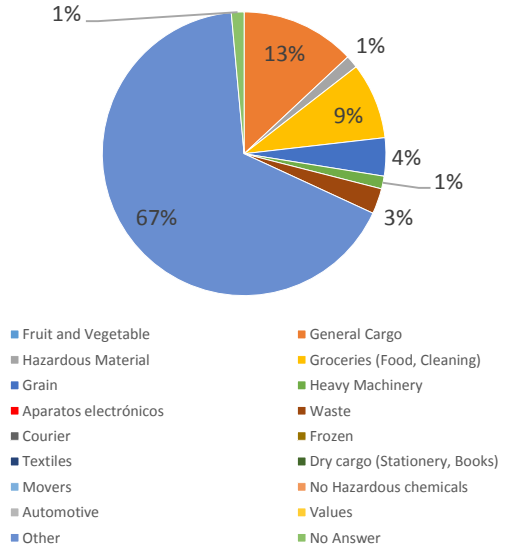


Figure 3-16. Load Type – Progreso

Other Relevant Statistics

- 49% of drivers at Progreso Bridge and 34% of drivers at Pharr Bridge perform this trip on a weekly basis.
- 94% of drivers at Progreso Bridge and Pharr Bridge have the cost of crossing the bridges paid for by their companies.
- 89% of drivers at Progreso Bridge and 52% of drivers at Pharr Bridge were not coming from a Maquiladora or an industrial park.
- 53% of trucks at Progreso Bridge and 74% of trucks at Pharr Bridge are owned by a Company or an Association.
- 55% of trucks at Progreso Bridge and 48% of trucks at Pharr Bridge do not belong to a fast driving program.
- 64% of drivers at Progreso Bridge and 44% of drivers at Pharr Bridge do not face any traffic congestion once they cross the U.S. border.
- 36% of trucks crossing the Pharr International Bridge from the United States to Mexico are three-axle trucks.

4. Socioeconomic Evaluation and Projection

This chapter provides an evaluation of current and future socioeconomic data within Hidalgo County and surrounding areas relevant to the Projects. Special emphasis was placed on factors that impact transportation activities and drive traffic demand within the area of the Projects, particularly population, employment, number of households, median household income, and gross domestic product (GDP).

C&M based its socioeconomic evaluation on a study carried out by the Center for Border Economic Studies (CBEST) at the University of Texas-Pan American (UTPA). CBEST is a public policy research unit of the College of Business Administration at UTPA; it is dedicated to the study of problems and issues unique to the U.S./Mexican border economy. CBEST conducts interdisciplinary research that supports economic development, trade, entrepreneurship, innovation, social mobility, and access.

C&M's evaluation process not only included a study of historical growth within Hidalgo County, but within the region as a whole. In addition, C&M considered other data and projections in the evaluation process, and a number of private economic research and forecast groups were consulted, among them Moody's Analytics and Woods & Poole Economics. Information from the previous CMHCTDM – 2012 Update was also used.

As part of its socioeconomic evaluation of the study area, C&M personnel took the following steps:

- Reviewed historical and forecasted socioeconomic data.
- Determined countywide population and employment growth rates between 2012 and 2035.
- Determined population and employment growth at the census tract level.
- Prepared Traffic Analysis Zone (TAZ)-level socioeconomics for all future model years using socioeconomic data provided by UTPA.

The following sections summarize the results of C&M's socioeconomic evaluation, beginning with a description of population data.

4.1. Population

The baseline assessment of population was derived from county and city data, including datasets on population and land use, all of which were collected and analyzed. Additional data were gathered from the following local, state, and federal agencies:

- Texas State Data Center (TSDC)
- U.S. Census Bureau (Census)
- HCMPO/C&M Model
- Reports and studies produced for cities within Hidalgo County
- Moody's Analytics (Moody's)

- Woods & Poole Economics (W&P)
- Texas Water Development Board (TWDB)

4.1.1. Historical Population Trends

The population of Hidalgo County has expanded rapidly in the last four decades, particularly in the 1990s following the implementation of NAFTA. As seen in Table 4-1, Hidalgo County has added 237,537 residents since 2000, with a Compound Annual Growth Rate (CAGR) of about 3 percent. In comparison, the state's overall CAGR is 1.9 percent for the same time period. With a 2012 population of 807,000 Hidalgo County is fast becoming the state's most populous border region.

Table 4-1. Hidalgo County Historical Population Trend

Item	1970	1980	1990	2000	2009	2010	2012
Hidalgo Population	181,535	283,229	383,545	569,463	741,200	774,769	807,000
CAGR		4.5%	3.1%	4.0%	3.0%	4.5%	2.1%

Source: US Census

Population growth in Hidalgo County has been influenced by two key demographic variables: high birth-rate and domestic in-migration. The high birth rate within the area is most likely due to the county's relatively young population. Indeed, its median age of 28.7 years is notably less than that of 33.6 registered for Texas and 36.9 for the United States. In addition, unlike its neighboring counties, Hidalgo County has a positive domestic in-migration, meaning that more people move into the county than move out. This ability to attract residents is a result not only of Hidalgo County's successful economic development programs and quality of life, but also of its booming economy, a by-product of its close relationship with the Mexican city of Reynosa on its southern border.

4.1.2. Population Projections by Outside Sources

In its analysis, C&M studied population projections and compared CAGR forecasts from a variety of outside sources, including W&P, Moody's, the TSDC, and the TWDB. It was found that W&P predicts the fastest rate of growth for the area, whereas the TSDC predicts the slowest growth, as seen in Table 4-2. UTPA population estimates are smaller than those presented by W&P and Moody's. UTPA argues that one key factor behind their lower estimates is lower population growth rates reported by the Census for 2011 and 2012. While the average yearly population growth rate between 2000 and 2010 has been 3.1 percent, for 2011 and 2012 this growth rate dropped to 1.9 and 1.6 percent, respectively.

Table 4-2. Hidalgo County Population Projections from Different Sources

Source	CAGR			Population
	2012-2018	2018-2025	2025-2035	2035
Moody's	2.1%	2.0%	1.8%	1,251,850
W&P	2.0%	2.0%	1.9%	1,270,862
C&M Model	1.7%	1.7%	1.5%	1,176,810
UTPA	1.9%	1.7%	1.5%	1,174,081
TSDC	1.5%	1.4%	1.3%	1,091,697
TWDB*	2.4%	2.3%	2.0%	1,353,520

Note: *Populations for 2012, 2018, and 2035 from the TWDB are calculated via linear interpolation from available data for 2010, 2020, 2030, and 2040.

4.1.3. Population Projections by UTPA

The research conducted by UTPA utilized panel statistical techniques to create "Optimistic," "Conservative," and "Most Likely" population estimates in Hidalgo County for the years 2012 through 2050. Table 4-3 presents UTPA's forecasts and C&M's adopted forecast.

Table 4-3. UTPA Population Forecasts for Hidalgo County

Population Forecast	2012	2018	2025	2035
Conservative	797,947	880,852	956,631	1,025,793
Most Likely	797,468	893,825	1,009,047	1,174,081
Optimistic	796,989	906,798	1,061,464	1,324,631
C&M Model	**809,552**	**895,597**	**1,011,213**	**1,176,810**
CAGR		2010-2018	2018-2025	2025-2035
Conservative		1.7%	1.2%	0.7%
Most Likely		1.9%	1.7%	1.5%
Optimistic		2.2%	2.3%	2.2%
C&M Model		**1.7%**	**1.7%**	**1.5%**

After evaluating UTPA's methodology and findings, C&M adopted the projections of this economic forecasting firm for use in its travel demand model (TDM).

4.1.4. Population at the Census Tracts Level

Using the existing proportions within the census tract as a base, population forecasts were assigned to each census tract. Figure 4-1 presents 2012 population density at the census tract level. Figure 4-2, Figure 4-3, and Figure 4-4 illustrate projected population density for the years 2018, 2025, and 2035, respectively.

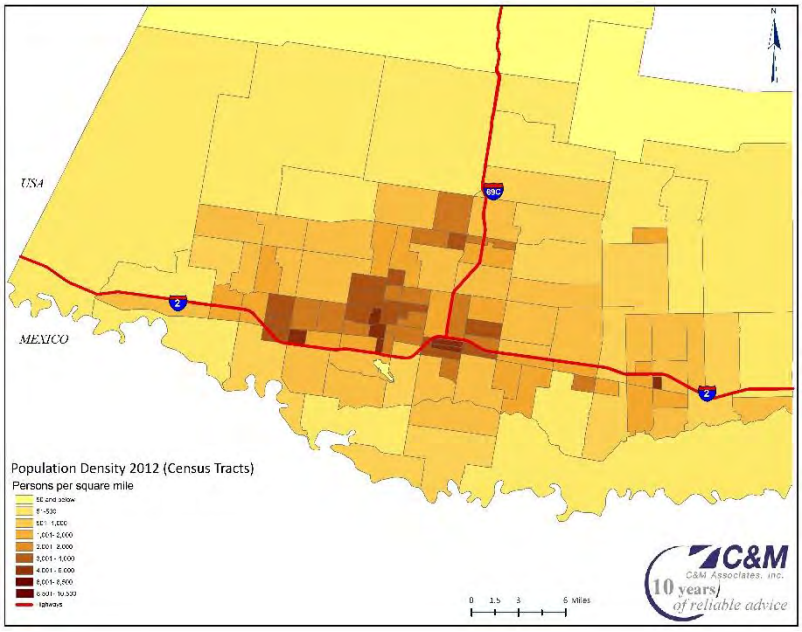


Figure 4-1. Population Density Map – 2012

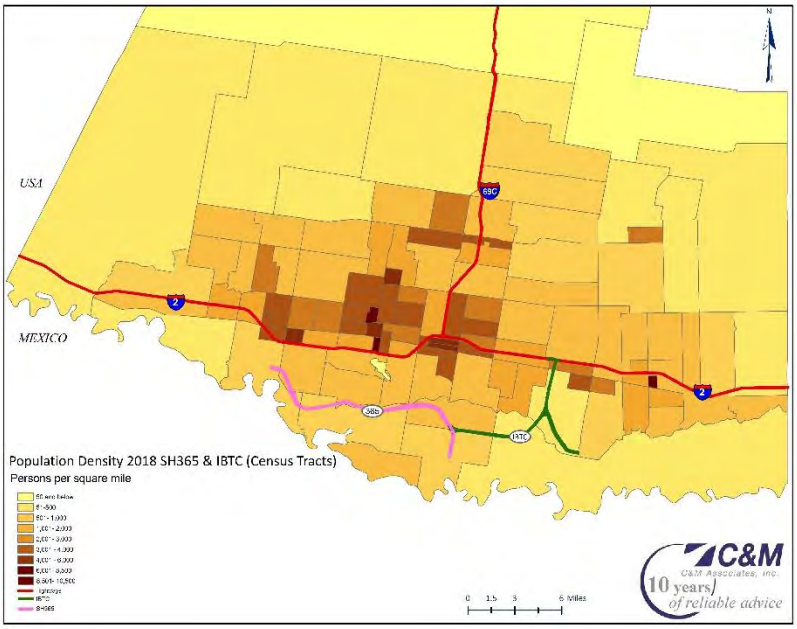


Figure 4-2. Population Density Map – 2018

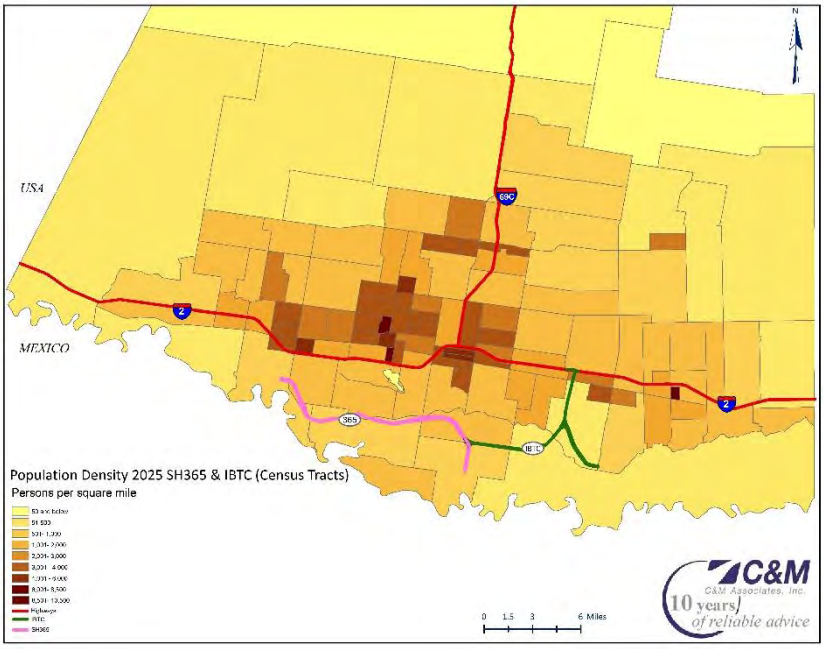


Figure 4-3. Population Density Map – 2025

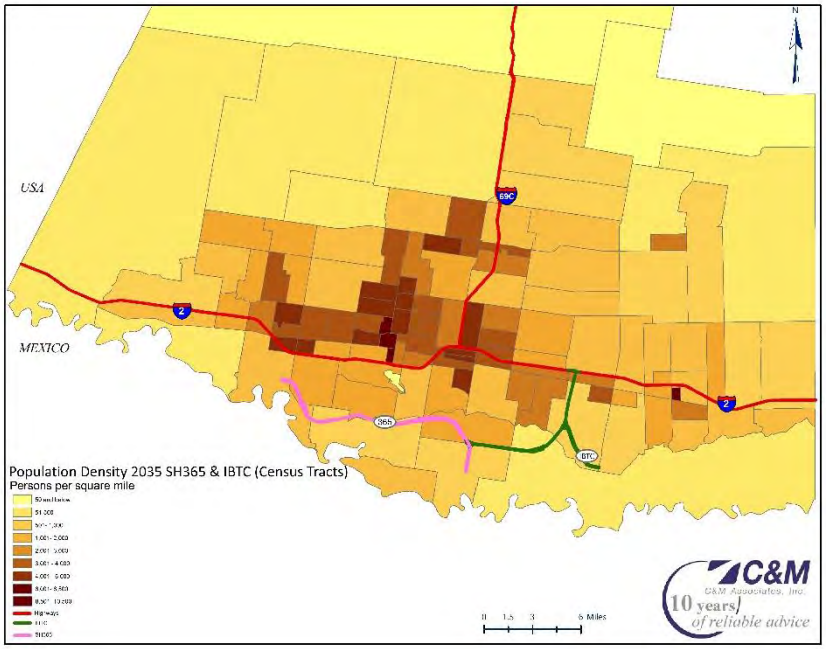


Figure 4-4. Population Density Map – 2035

4.2. Employment

From a transportation planning perspective, workplace-based employment in a region provides a more straightforward picture of trip destinations. In an effort to develop such a picture, C&M studied and evaluated Hidalgo County's current job market, the area's employment history, and available projections for the county. Based on that information, employment forecasts were developed for the greater Hidalgo County area, specifically for those census tracts within the study area. The final employment forecast took into account information obtained through interviews with Hidalgo County stakeholders. These interviews not only provided valuable insights into the current trends within the area, but they also provided an indication of what might lie ahead in the future.

4.2.1. Historical Employment Trends

C&M collected and analyzed county and city data pertaining to employment and labor force size within Hidalgo County. Additional employment information was then gathered from local, state, and federal agencies, as well as from the following private economic research and forecasting groups:

- Bureau of Labor Statistics (BLS)
- Moody's
- W&P

Table 4-4 below depicts Hidalgo County's employment growth pattern since 1990. The findings indicate that, with the exception of 2009, the area has consistently experienced an increase in jobs. In fact, until 2008 employment in Hidalgo County was growing at a faster rate than the population. During recent years, both employment and population have grown at similar rates.

Table 4-4. Hidalgo County Historical Employment Trends

Item	1990	2000	2005	2006	2007	2008	2009	2012
Total Nonfarm Employment	101,408	156,875	194,492	202,158	211,842	219,258	217,475	228,900
CAGR		4.5%	4.4%	3.9%	4.8%	3.5%	-0.8%	1.7%

Source: Bureau of Labor Statistics (BLS)

From 2000–2012, when compared to other counties along the Texas-Mexico border, as well as to the State of Texas and the nation as a whole, Hidalgo County experienced a substantially higher rate of population and employment expansion, as seen in Figure 4-5.

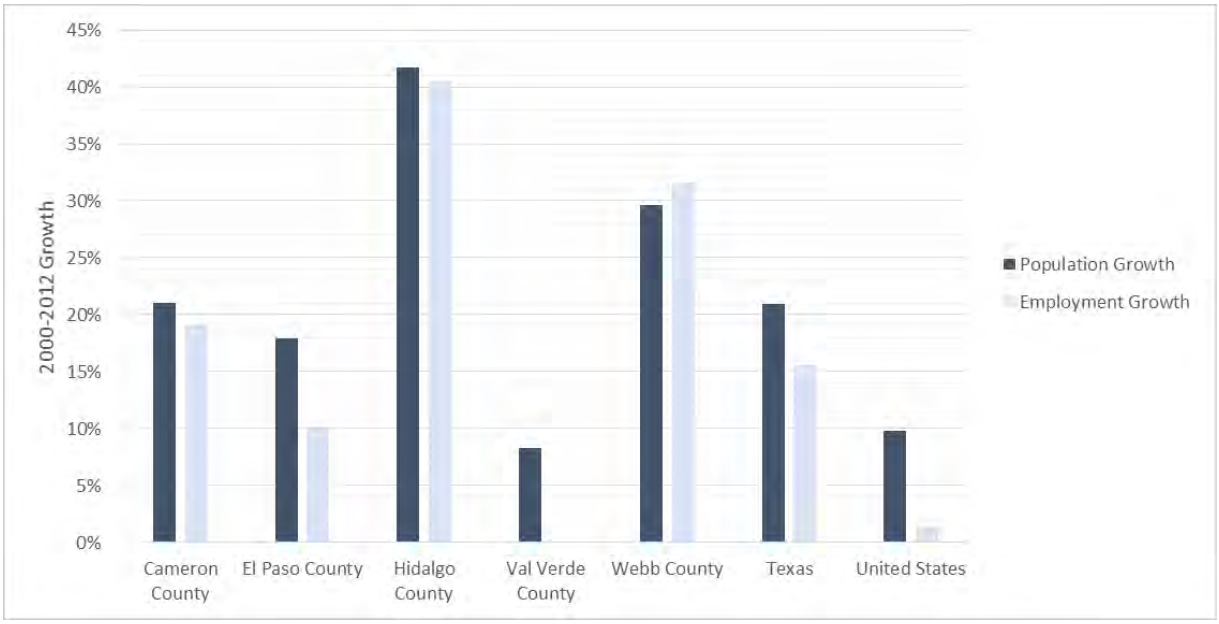


Figure 4-5. Comparison of Hidalgo Demographic Growth with Other Areas

4.2.2. Employment Projections by Outside Sources

C&M reviewed employment projections provided for Hidalgo County by Moody's and W&P, as seen in Table 4-5 below. While the findings reveal a significant difference between the two firms regarding employment growth during the first few years, both sources forecast similar overall growth by the year 2035.

Table 4-5. Hidalgo County Employment Projections from Different Sources

Source	Forecasted CAGR		
	From 2012 to 2018	From 2018 to 2025	From 2025 to 2035
Moody's	3.3%	1.6%	2.2%
W&P	2.2%	2.2%	2.1%

4.2.3. Employment Projections by UTPA

Providing a short-term and long-term economic forecast for employment within the project area required a review of current macroeconomic trends such as the national economic recession, inflation, trade deficits, and others, all of which impact local economic activity. Also factored into this economic equation were existing and planned activities in Hidalgo County and the Mexican city of Reynosa.

The national economy is an important driver for Hidalgo County's short-term economic outlook; indeed, national and international trends are proving to have a major impact on the health status of an increasing number of local firms. The area's close proximity to northern Mexico's many manufacturing and export assembly plants (i.e., *maquiladoras*) has led to a robust trade industry; as a result, the long-term forecast calls for Hidalgo County to remain an attractive location for residents and businesses alike. Therefore,

long-term population and employment projections outlined in this report represent realistic estimates of Hidalgo County's growth potential. Accordingly, employment projections are expected to follow historical growth patterns as illustrated in Table 4-6, which shows the Most Likely, Optimistic, and Conservative forecast levels used by UTPA to gauge Hidalgo County's employment through 2035.

Table 4-6. UTPA Employment Forecasts for Hidalgo County

Employment Forecast	2012	2018	2025	2035
Conservative	230,846.06	301,164	323,206	335,776
Most Likely	230,951	260,676	296,086	346,922
Optimistic	231,079	263,520	307,570	379,904
C&M Model	**230,951**	**260,676**	**296,086**	**346,922**
CAGR		**2018-2010**	**2025-2018**	**2035-2025**
Conservative		4.5%	1.0%	0.4%
Most Likely		2.0%	1.8%	1.6%
Optimistic		2.2%	2.2%	2.1%
C&M Model		**2.0%**	**1.8%**	**1.6%**

Hidalgo County's employment growth has closely mirrored its growth in population. In fact, over the past 20 years, employment in the area has expanded at a CAGR of about 3.8 percent. By the year 2035, UTPA's Most Likely scenario projects 346,922 jobs within the Hidalgo County area.

4.2.4. Employment at Census Tract Level

Forecasted county-wide employment totals served as the control for assigning employment figures at the census tract level. Total employment figures were estimated by job category to match the input fields for C&M's TDM. Basic, retail, and service employment categories contribute to about 14, 14, and 72 percent of the total employment, respectively. Education sector employment was included in the service sector.

Figure 4-6 presents employment density in 2012 at the census tract level. Figure 4-7, Figure 4-8, and Figure 4-9 illustrate employment density for the years 2018, 2025, and 2035 based on the build scenarios for the IBTC and SH 365.

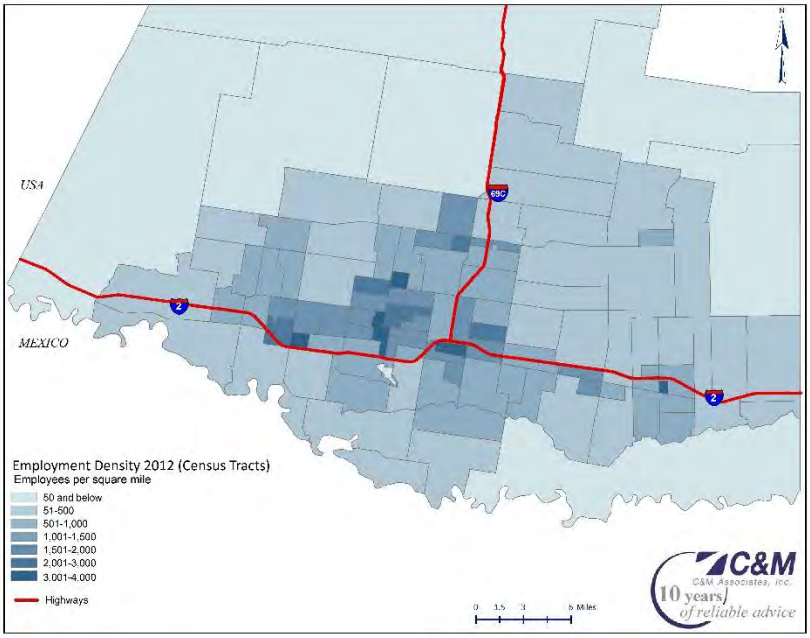


Figure 4-6. Employment Density Map – 2012

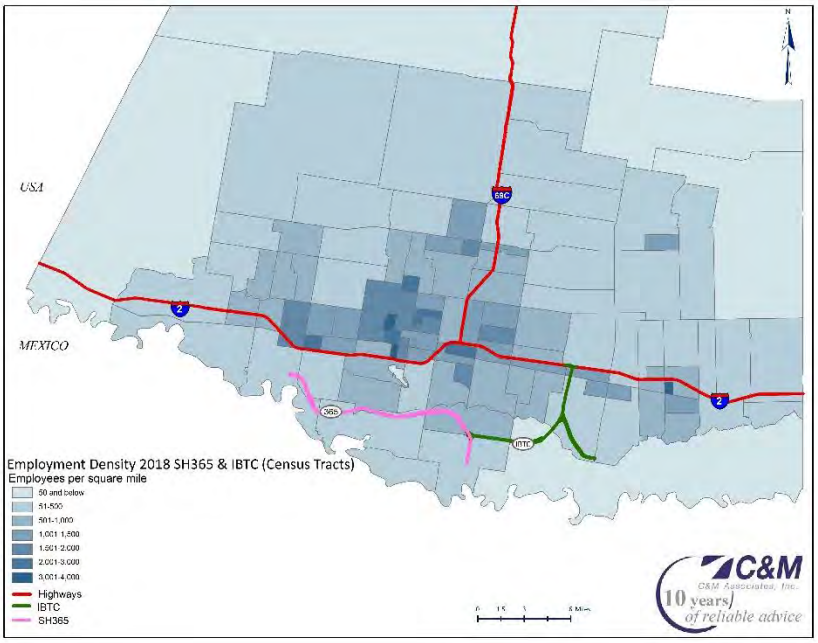


Figure 4-7. Build Scenario Employment Density Map – 2018

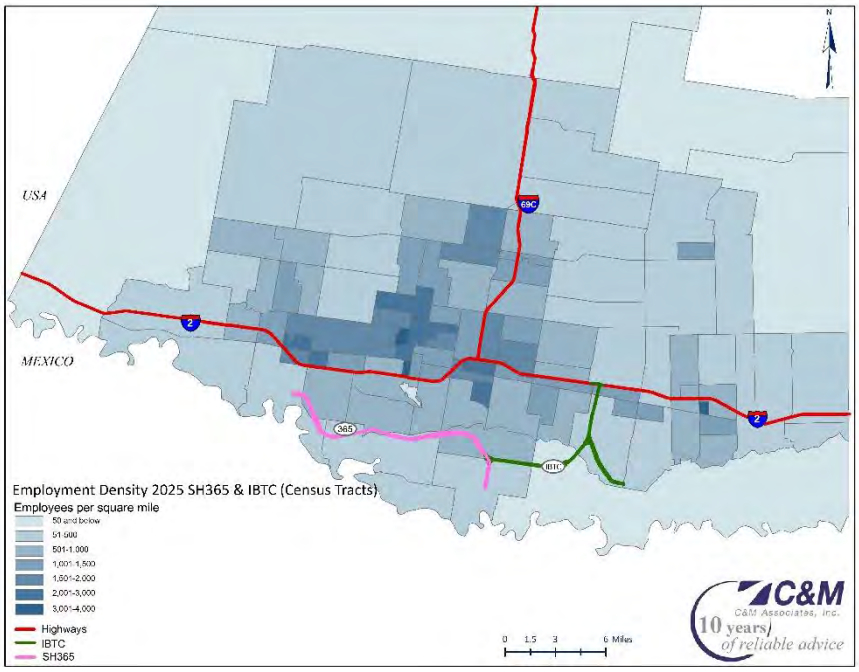


Figure 4-8. Build Scenario Employment Density Map – 2025

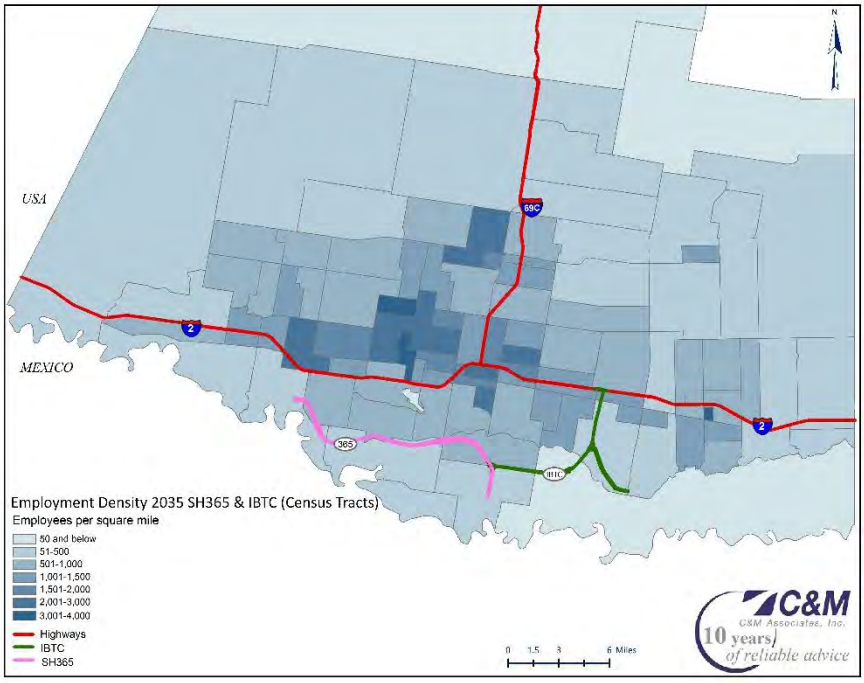


Figure 4-9. Build Scenario Employment Density Map – 2035

4.3. Cross Border Economic Activity

Hidalgo County and northern Mexico represent a highly-integrated economic unit. Each day, residents from both countries travel across the border in search of consumer goods, personal services, and educational and employment opportunities. Businesses ship raw materials and unfinished products to manufacturing facilities throughout the region, where they await additional processing, final assembly, and eventual distribution. Therefore, socioeconomic trends in Mexico and the border region have a profound impact on activity within Hidalgo County, stimulated in large part by the fast-growing Mexican city of Reynosa, located just across the border. From 2000–2010, Reynosa's population experienced a CAGR of 3.8 percent.[1] Figure 4-10 compares Reynosa's recent population boom with the populations of other major urban areas in Mexico, as well as with the State of Tamaulipas and the nation as a whole.[2]

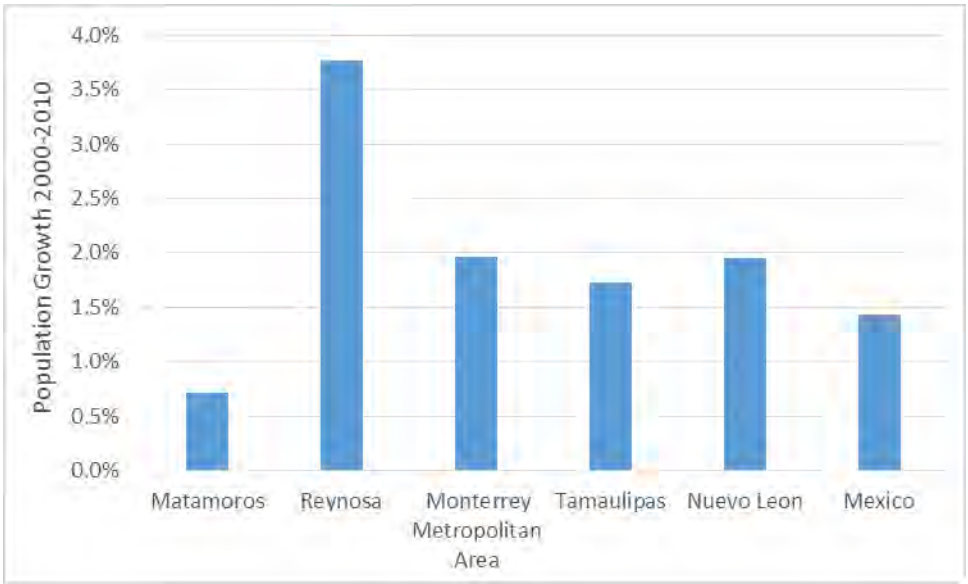


Figure 4-10. 2000 to 2010 Population Growth in Representative Mexican Regions

4.3.1. Median Household Income Trends and Projections

Median household income is another socioeconomic variable used as an input in travel demand modeling. Data pertaining to Hidalgo County's median household income were obtained from a variety of sources. Historical trends, current figures, and future projections were compared in order to ensure consistency. Historical and forecasted median household income for Hidalgo County is presented in Figure 4-11 below.

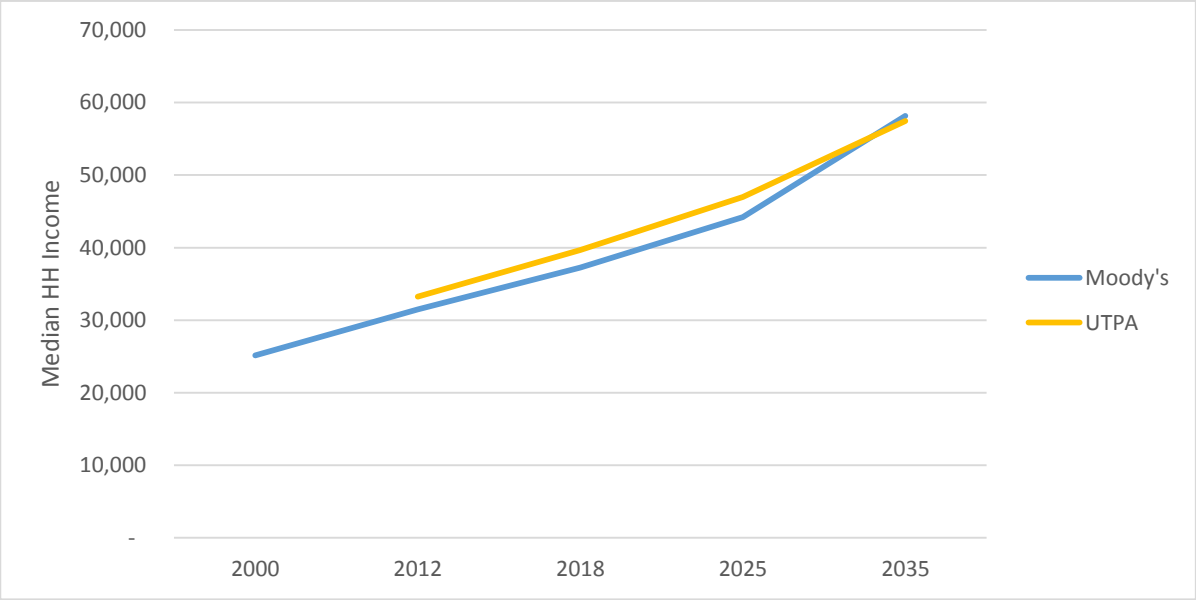


Figure 4-11. Historical and Projected Median Household Income by Source

4.4. Gross Domestic Product

Gross Domestic Product (GDP) is widely seen as the most comprehensive measure of economic activity. An industry's GDP, or its value added, is calculated as the sum of incomes earned by labor and capital and the costs incurred in the production of goods and services.

Consistent with a growing economy, Hidalgo County's GDP has reached the levels experienced prior to the Great Recession: over $13.8 billion. As with other socioeconomic information, C&M adopted UTPA's projections for future GDP trends. Figure 4-12 presents historical and future GDP per-capita trends for Hidalgo County according to UTPA.

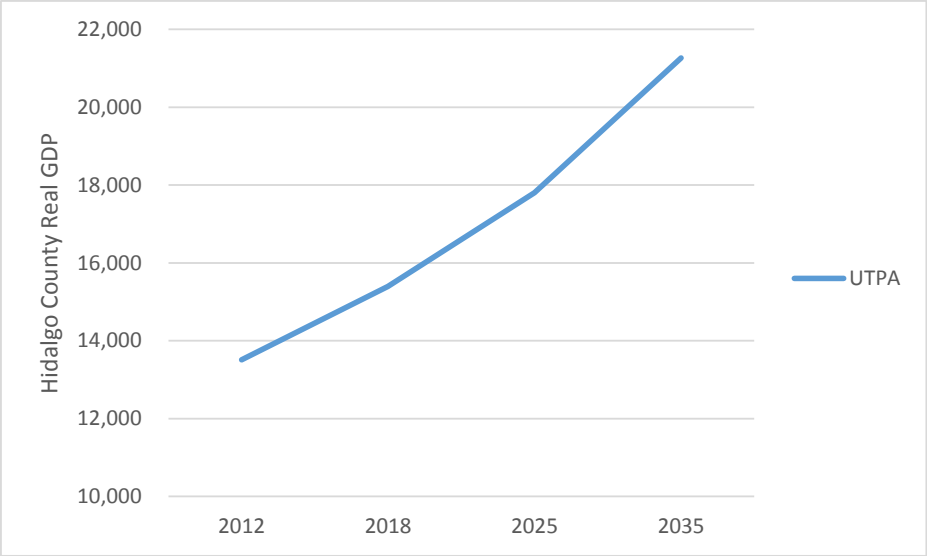


Figure 4-12. UTPA's Hidalgo County Real GDP Projections

Moody's provided Texas GDP based on historical growth and other economic factors. Figure 4-13 presents historical and future GDP forecasts from Moody's.

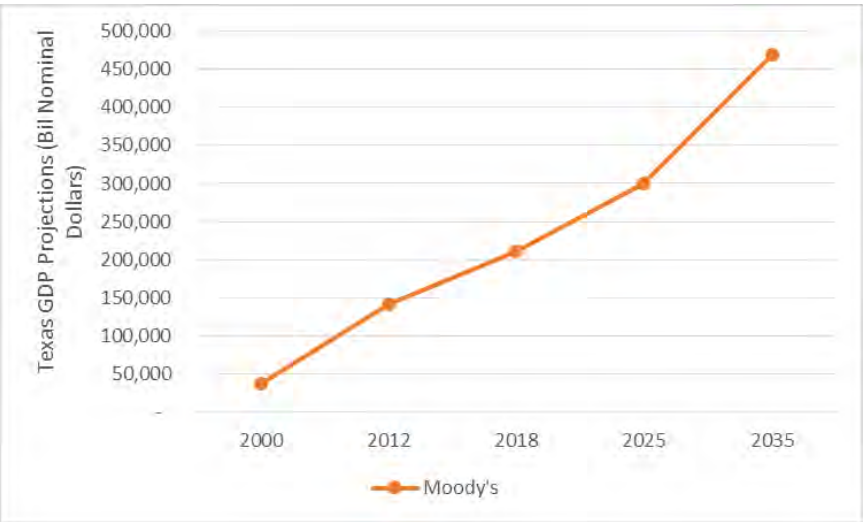


Figure 4-13. Moody's Texas GDP Projections

4.5. Consumer Price Index

The Consumer Price Index (CPI) measures the average price of consumer goods and services purchased by households, as well as price change for a constant market quantity of goods and services from one period to the next within the same region. The annualized percent change in CPI is a means of estimating inflation. Usually, economic indicators such as GDP are forecasted in nominal terms by different economists. CPI is used to deflate this forecast to dollars of one base year so that the real growth in such indicators

can be understood. C&M used percent changes in CPI projections provided by Moody's to obtain the real growth in per capita GDP and, in turn, real growth in toll rates for the Projects throughout the concession period.

Figure 4-14 illustrates historical CPI for the State of Texas as well as future projections adjusted to the year 2012.

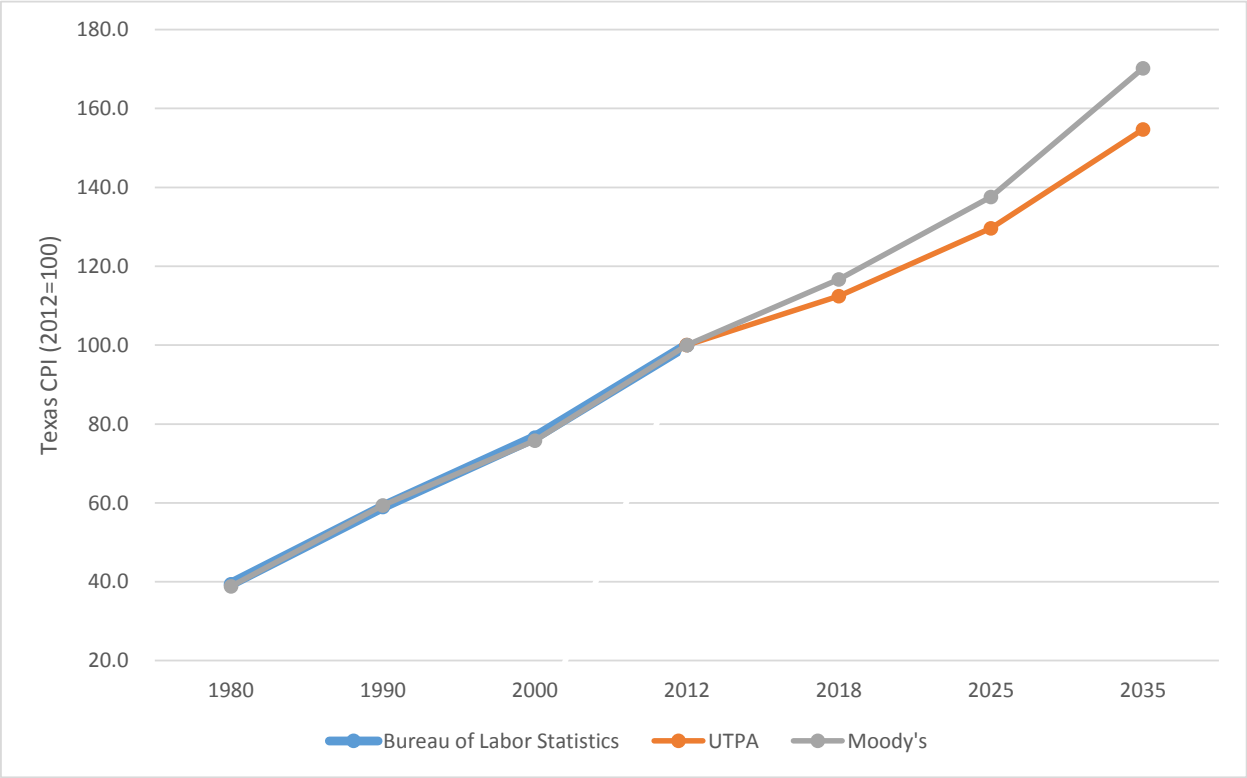


Figure 4-14. Historical and Projected CPI by Source

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[1]Instituto Nacional de Estadística y Geografía, Mexico (n.d.). Datos de la Población Mexicana. Retrieved August 4, 2014 from http://www.inegi.org.mx/inegi/default.aspx

[2] City Population (n.d.). Mexico: Metropolitan areas. Retrieved August 5 2014 from http://www.citypopulation.de/Mexico-Agglo.html

5. Modeling Approach

This chapter outlines the steps undertaken by C&M in its effort to model travel demand for the proposed Projects. For this study, C&M updated the existing C&M four-step travel demand model (TDM) on the TransCAD 6.0 build 6025 platform. C&M evaluated and updated all four steps of the TDM based on current transportation data, future road network improvements, travel demand, and traffic patterns available within the project area.

The model was calibrated to existing traffic conditions within the area and subsequently used in the development of future year networks for 2018, 2025, and 2035. For those years falling in between the modeled years, and for those after 2035, T&R figures were calculated by interpolating and extrapolating the results of the models and applying them to projected years. The model area is divided into 926 Traffic Analysis Zones (TAZs): 900 internal zones and 26 external zones. The external zones comprise 16 major highways and 10 international bridges, as presented in Figure 5-1.

The following sections describe the development of the C&M Hidalgo County TDM (CMHCTDM) as well as the time of day methodology, model calibration, and toll diversion.

5.1. Travel Demand Model Development

The CMHCTDM development included updating the model transportation networks as well as updating and validating the four-step model methodology. The following section outlines the process undertaken by C&M to update the 2012 base year model network and the future roadway networks within the project area.

5.1.1. Network Coding

Base Year Network

C&M reviewed the CMHCTDM 2012 base year network with existing information. The major source for the network update has been the Hidalgo County Metropolitan Planning Organization (HCMPO) Thoroughfare Plan from February 20, 2014,[1] supplemented by other publicly available satellite images, with a specific focus on the study area around the Projects.

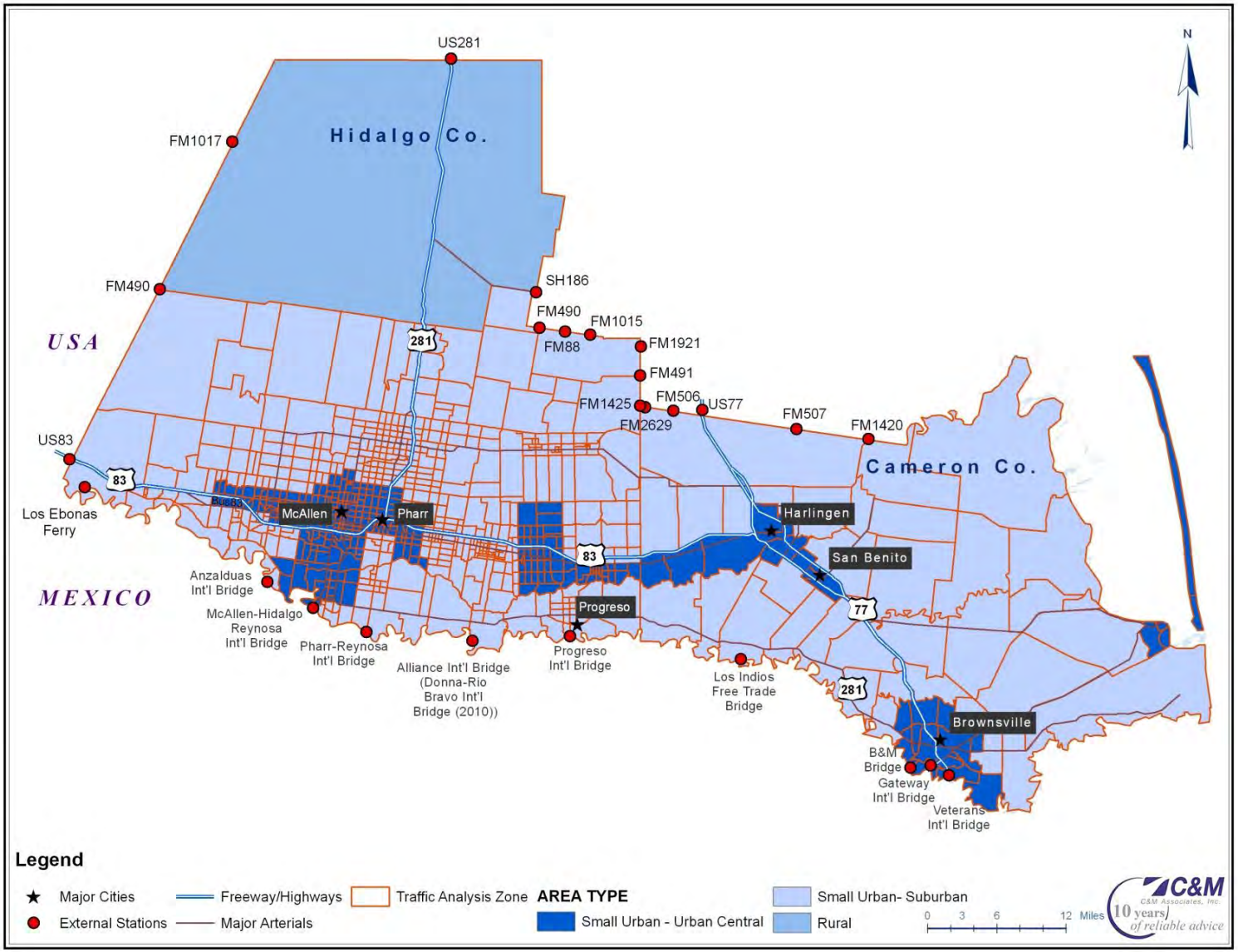

Figure 5-1. CMHCTDM Traffic Analysis Zones

The CMHCTDM roadway links have seven classes based on their individual functions within the transportation network. Every road class has its own free flow speed and hourly capacity per lane, depending on the kind of area in which the roadway link is located. Table 5-1 presents the speed and daily capacity per lane for every road class. Figure 5-2 depicts the functional classes of the CMHCTDM base year roadway network.

Table 5-1. Hourly Capacity and Speed Table

Road Class	Area Type					
	Small Urban - Suburban		Small Urban - Urban Central		Rural	
	Capacity	Speed	Capacity	Speed	Capacity	Speed
Highways	1,600	65	1,400	65	1,400	70
Major Arterials	800	45	600	50	600	55
Minor Arterials	800	35	700	40	600	45
Collectors/Local St.	600	30	600	35	400	40
Frontage Road	1,000	35	800	35	800	35
Ramps	1,500	35	1,500	35	1,500	35
Centriod Connectors	9,000	35	9,000	35	9,000	55

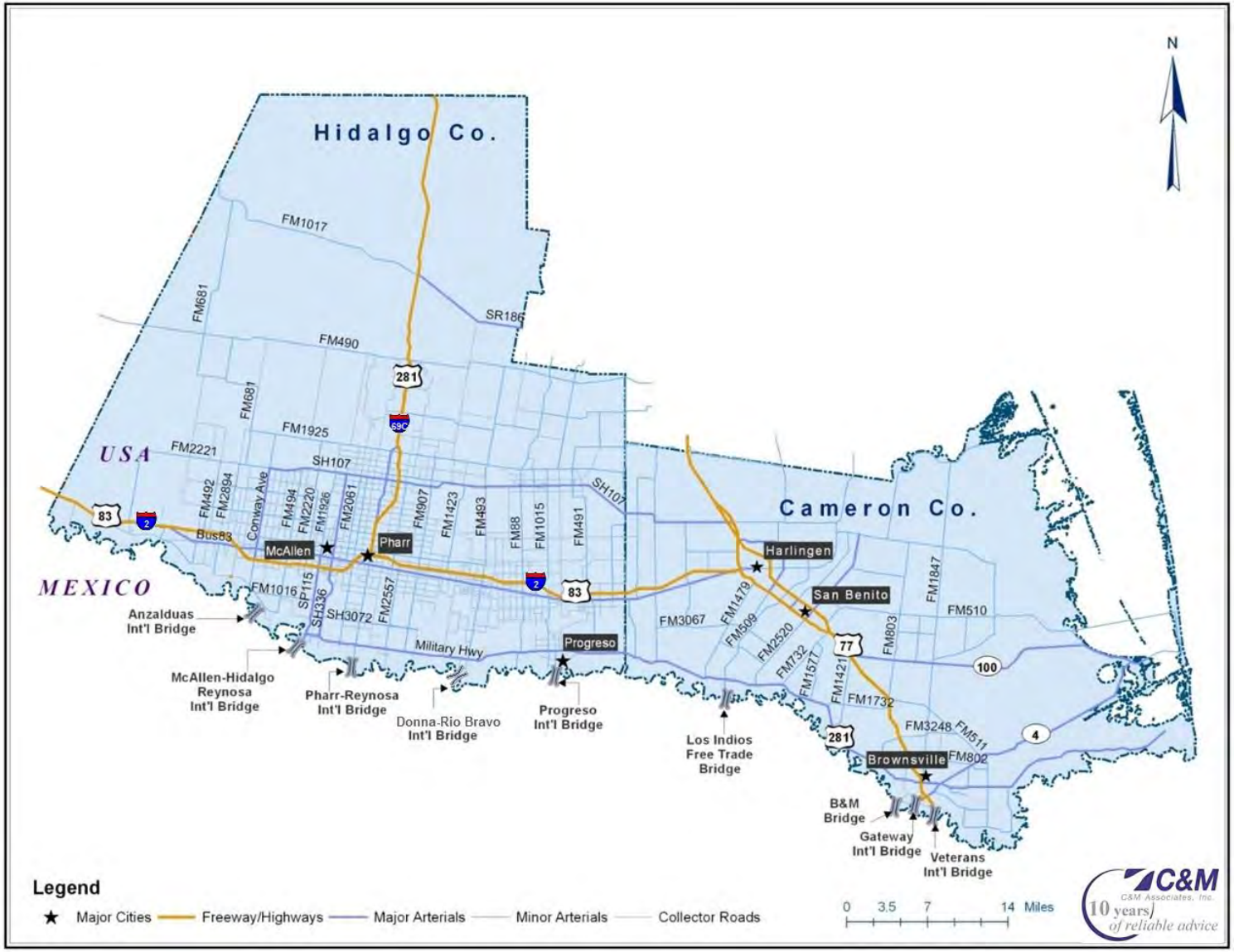

Figure 5-2. CMHCTDM Base Year Roadway Network

Future Year Networks

C&M developed model roadway networks for 2018 (Opening year), 2025, and 2035, taking into consideration the HCMPO Long Range Metropolitan Transportation Plan (MTP) 2035[2] and the Transportation Improvement Program (TIP) outlined in the MTP for fiscal year 2013–2016[3] (Amendment #5). All network improvements inside the study area that were assumed in developing future year network improvements are illustrated in Table 5-2 and Figure 5-3.

Build Networks

The Projects are expected to open in 2018. C&M coded the Projects' alignments inside the 2018, 2025, and 2035 model roadway networks based on the design drawings provided by Dannenbaum Engineering, Inc. Roadway characteristics corresponding to the Highway road class were assigned to the Projects.

As per design drawings, the Projects will have two lanes in each direction during the opening year and will be improved to three lanes in each direction by 2035. C&M assigned a free flow speed of 75 mph. Figure 5-3 shows the Projects' alignments and includes the future network improvements.

Table 5-2. Network Improvements in the Study Area from 2010–2030

HCMPO Project ID	Roadway	From	To	Number of Lanes and Year				
				2012	2018	2025	2030	2035
HC-10	FM 1925	Kenyon	FM 907 (Alamo Rd)	2	4	4	4	4
HC-106	Dove (Owassa)	Jackson	US 281	2	4	4	4	4
HC-113	FM 3461 (Nolana)	FM 2061 (McColl Rd)	US 281	4	4	6	6	6
HC-117A	FM 676 (Mile 5 N)	FM 492 (Doffing)	SH 364 (La Homa Rd)	2	2	2	2	4
HC-117B	FM 676 (Mile 5 N)	SH 364 (La Homa Rd)	SH 107 (Conway)	2	2	2	4	4
HC-117C	FM 676 (Mile 5 N)	SH 107 (Conway)	Taylor Rd	2	2	4	4	4
HC-119	FM 907 (Alamo Rd)	Nolana	US 83	2	2	4	4	4
HC-125	Hutto Rd	US 83	Bus 83	2	2	2	4	4
HC-12A	FM 1925	FM 907 (Alamo Rd)	3rd St	2	2	4	4	4
HC-12B	FM 1925	3rd St	FM 493 (La Blanca)	2	2	2	4	4
HC-13	FM 1925	FM 493 (La Blanca)	FM 88	2	2	2	2	4
HC-130	Jackson Ave	S Bicentennial Ave	S 2nd St	2	2	2	4	4
HC-14	FM 1925	FM 88	FM 491 (Mile 1 W)	2	2	2	2	4
HC-144	Mile 5 N	Taylor Rd	Ware Rd	2	2	4	4	4
HC-148B	Mile 6 W Rd	Mile 11 N	SH 107	2	2	2	2	4
HC-152a	Nolana Loop	FM1426 (Raul Longoria)	East of FM 907	2	2	4	4	4
HC-152b	Nolana Loop	East of FM 907	East of FM 1423	2	2	4	4	4
HC-152C	Nolana Loop	East of FM 1423	East of FM 493	2	2	2	4	4
HC-152D	Nolana Loop	East of FM 493	FM 88	2	2	2	4	4
HC-155A	Nolana Loop	FM 2220 (Ware Rd)	SH 336 (10th St)	4	4	4	6	6
HC-166	Schunior Ave	Sugar Rd	4th St	2	2	2	2	4
HC-167	Sioux Rd	I Rd	FM 1426 (Raul Longoria)	2	2	2	4	4
HC-170	Sprague Ave	Sugar Rd	SH 336 (N 10th St)	2	2	2	4	4
HC-171	Sugar Rd	SH 107	Schunior Ave	2	2	2	4	4
HC-177A	Trenton Rd	US 281	FM 1426 (Raul Longoria)	2	2	2	4	4
HC-178B	US 83	0.5 Mi E of Bus 83	FM 1427 (Abram)	4	4	6	6	6
HC-18	FM 2062 (Bentsen Palm)	US 83S	Bus 83	2	2	2	4	4
HC-182AB	SH 364 (La Homa)	FM 1924 (Mile 3 N)	FM 2221	2	2	2	2	4
HC-19B	FM 2220 (Ware Rd)	FM 1924 (Mile 3 N)	Mile 5 N (Auburn Ave)	4	6	6	6	6
HC-19A	FM 2220 (Ware Rd)	Mile 5 N (Auburn Ave)	SH 107	4	4	4	6	6
HC-224	SH 107 (Conway)	FM 495	FM 1924 (Mile 3 N)	4	4	4	6	6
HC-225	SH 107 (Conway)	FM 1924 (Mile 3 N)	FM 676 (Mile 5 N)	4	4	4	6	6
HC-244	Mile 4 1/2 W Rd	US 83	Mile 9 N Rd	2	2	4	4	4
HC-248	E Yuma Ave	Jackson Rd	McColl Rd	2	2	2	4	4
HC-249B	SH 336 (10th st)	Trenton Rd	SH 107	4	4	6	6	6
HC-253	Trenton Rd	FM 1926 (23rd st)	SH 336 (10th St)	4	4	6	6	6
HC-254	Wisconsin Rd	7th street	2nd st			4	4	4
HC-256	Taylor Rd	US 83	Bus 83	2	2	2	4	4
HC-257	Taylor Rd	Bus 83	Mile 2N	2	2	2	2	4
HC-258	Taylor Rd	Mile 2 N	Lark Ave (Mile 4 N)	2	2	2	2	4
HC-264	Mile 10 North	Westate (Mile 6)	FM 1015	2	2	2	2	4
HC-282	Inspiration Rd	US 83	FM 1924 (Mile 3 N)	2	4	4	4	4
HC-284A	Liberty Blvd (Phase I)	US 83	Mile 3 Rd	2	2	4	4	4
HC-286A	Mile 3 N (Phase I)	East Goodwin Rd	Tom Gill Rd	2	2	4	4	4
HC-286B	Mile 3 N (Phase II)	Tom Gill Rd	FM 2221					2
HC-286B	Liberty Blvd (Phase II)	Mile 3 Rd	FM 2221	2	2	2	2	4
HC-290	FM 1925	10th St	McColl Rd	2	2	4	4	4
HC-291	Dicker Road	Spur 115 (23rd St)	FM 2061 (Jackson Rd)	2	2	4	4	4
HC-292A	FM 494 (Shary Rd)	Mile 5 N (FM 676)	Mile 7	2	2	4	4	4
HC-292B	FM 494 (Shary Rd)	Mile 3 N (FM 1924)	Mile 5 N (FM 676)	2	2	2	2	4
HC-295C	SH 68	US 83	FM 1925		4	4	4	4
HC-34A	FM 493 (La Blanca)	Mile 10 N Rd	Mile 14 N Rd	2	2	4	4	4
HC-34B	FM 493 (La Blanca)	Mile 14 N Rd	SH 107	2	2	2	4	4
HC-39CB	FM 88	SH 107	FM 1925	2	2	2	4	4
HC-40	FM 907 (Alamo Rd)	SH 107	Nolana	2	2	2	2	4
HC-48B	SH 364 (La Homa)	FM 495	FM 1924 (Mile 3 N)	2	4	4	4	4
HC-51A	SP 115 (S 23rd St)	US 83	FM 1016 (Military Hwy)	4	4	4	6	6
HC-60C	US 83 La Joya Relief	FM 886 (El Faro Rd)	Showers Rd		4	4	4	4
HC-62A	FM 495	2nd St (McAllen)	US 281	4	6	6	6	6
HC-79	10th St	SH 107	FM 1925 (Monte Cristo)	2	4	4	4	4
HC-80BA	2 Mile Line N Rd	SH 364	Moorefield Rd.	2	4	4	4	4
HC-80BB	2 Mile Line N Rd	Moorefield Rd	Inspiration Road	2	4	4	4	4
HC-80A	2 Mile Line N Rd	Inspiration Rd	SH 107 (Conway)	2	4	4	4	4
HC-83	6th St (Weslaco)	Westgate Drive	Bus83	2	2	2	4	4
HC-85	Airport Drive (Weslaco)	Bus 83	US 83	2	2	2	4	4
HC-87	Alberta Rd	McColl Rd	US281	2	2	2	2	4
HC-92	Border Ave	S 18th St (Mile 6 N)	Bus 83	2	2	2	4	4
HC-93	Bridge Ave	10th St	Pike Blvd	2	2	2	4	4
RMA-1AB	US 281 Military Highway	Spur 600	FM 2557 (Stewart Rd)	2	4	4	4	4

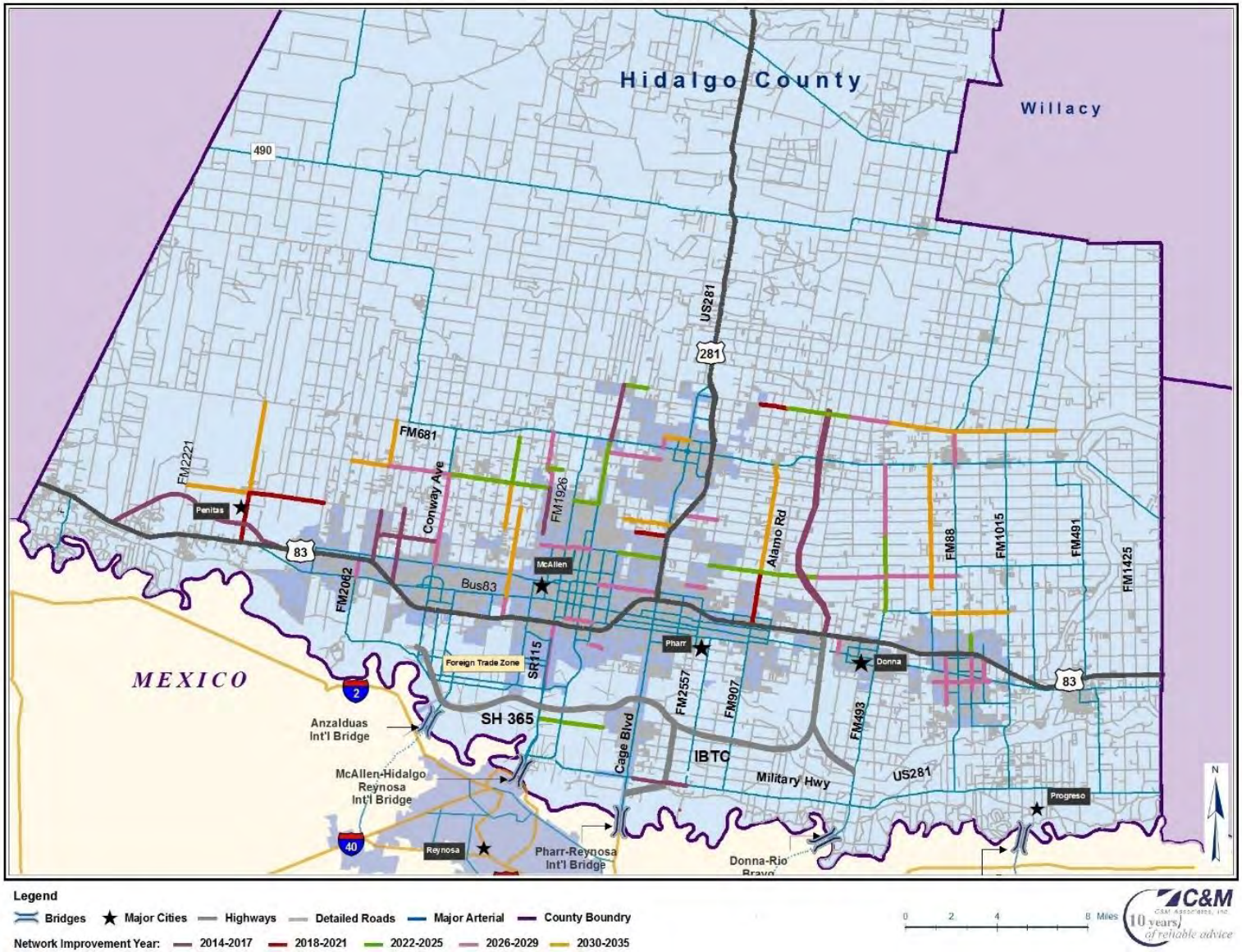

Figure 5-3. Network Improvements in the Study Area from 2010–2030

5.1.2. Four-Step Travel Demand Modeling

This section outlines the updating process of the CMHCTDM. Each of the four modeling steps is briefly discussed below.

Trip Generation

The trip generation process estimates the productions and attractions for each trip purpose. Trip production represents the number of trips originating in each TAZ and trip attraction represents the number of trips ending in each TAZ.

C&M estimated trip production and attraction using the cross-classification method model. The cross-classification method separates an urban area population into relatively homogenous groups based on certain socioeconomic characteristics. Average trip production rates per household are then empirically estimated for each classification. C&M employed the default NCHRP365 trip rates. A list of independent variables used in the model is provided below.

Trip Production:

- Population
- Number of households
- Median household income

Trip Attraction:

- Number of households
- Basic, retail, and service employment
- Area type
- Special generators

C&M prepared trip productions and attractions for the following trip purposes: Home-Based Work Auto (HBW Auto), Home-Based Non-Work Auto (HNW Auto), Non-Home-Based Auto (NHB Auto), and Internal Trucks (Trucks).

The 2012 model trip productions and attractions have been evaluated at the census tract level and by trip purpose, with the production rates provided by the 2009 National Household Travel Survey (NHTS). Figure 5-4 presents the coefficient of determination (R^2) between the resulting average model trip rates and NHTS trip rates of the TDM area by census tract. The resulting R-squared (R^2) of 0.92 indicates a good model fit.

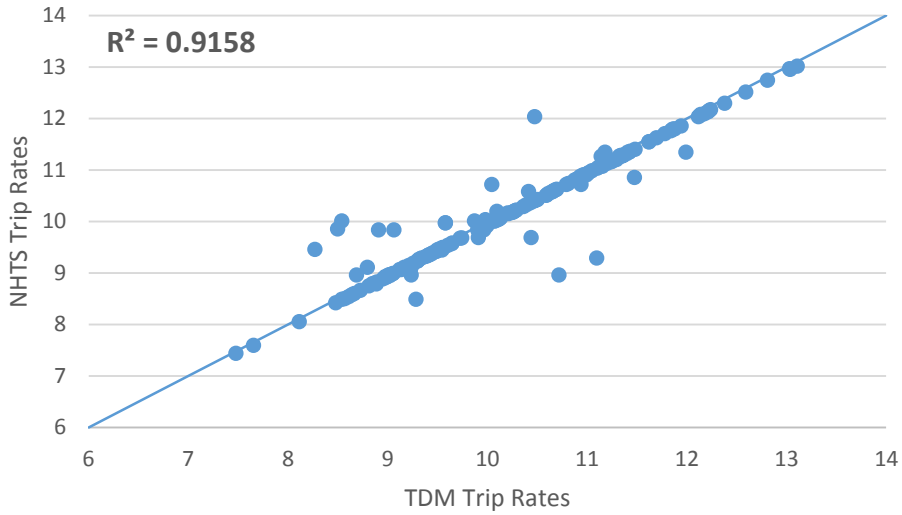

Figure 5-4. Comparison of Trip Rates by Census Tract between the TDM and NHTS

The model's distribution of person trips by trip purpose was within the range of trip shares from various publicly available travel surveys, as presented in Table 5-3, and also within the range of AirSage's OD Survey, as presented in Chapter 3.

Table 5-3. Trip Share by Purpose from CMHCTDM versus from Various Sources

Purpose	CMHCTDM	Rio Grande Valley	Cameron - Hidalgo[1]	Houston[2]	Dallas/ Ft.Worth[2]	Denver[2]	Atlanta[2]
	2012 Model	2004 Model	2004-2005 Survey	1985 Model	1984 Travel Survey	1985 Travel Survey	1980 Travel Survey
HBW	16%	26%	14%	18%	27%	26%	18%
HBNW	57%	47%	52%	51%	48%	47%	54%
NHB	28%	27%	34%	31%	25%	27%	28%

Sources: 1. Texas Transportation Institute,[4] 2. TMIP Manual[5]

Within the trip generation modeling step, C&M incorporated the special generators from the Hidalgo County MPO. The generated trips are based on the Institute of Transportation Engineers (ITE) trip rate calculator. In addition to the HCMPO special generators, C&M utilized 2013 land use maps in order to extend the special generators to special commercial vehicle destinations and origins, such as warehouses and industrial areas. Special generators from existing models of the region, such as the Texas State Analytical Model and the Rio Grande Valley Regional TDM, have been reviewed and added to the special generators in the case that they have not been considered within the previous process. Figure 5-5 shows the locations of commercial vehicle special generators extracted from the HCRMA land use maps.

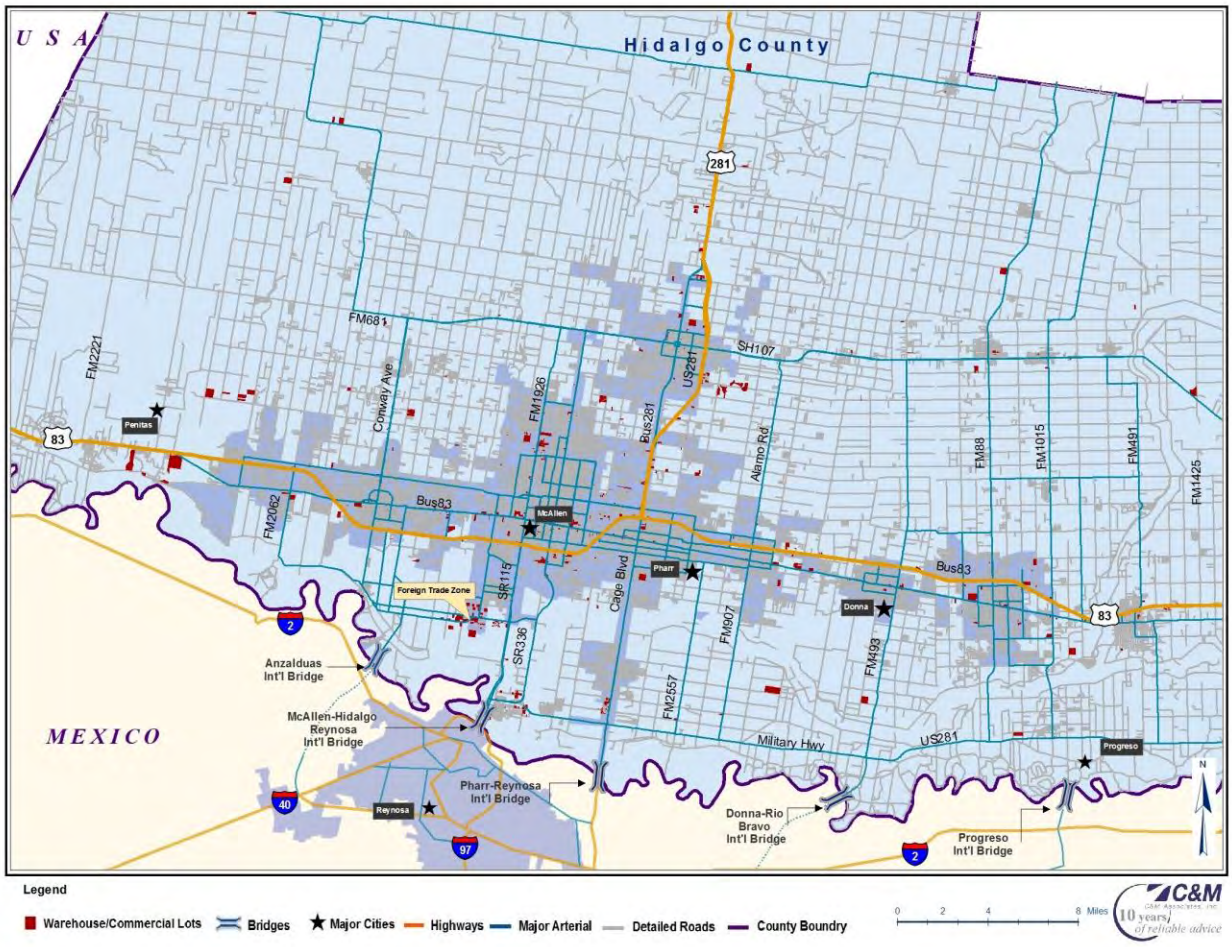

Figure 5-5. Special Generators for Trucks Based on HCRMA Land Use Maps

Internal Truck Trip Generation

The Internal truck trips are generated with guidance from the Quick Response Freight Manual,[6] along with the additional trips generated by the implemented special generators. Within the calibration process, the final CMHCTDM trip rates were adjusted to reproduce the overall truck volume observed from real-world traffic counts.

External Auto and Truck Trips

The CMHCTDM has 26 external stations. The external trip volume for autos and trucks is based on a variety of current and historical data sources:

- TxDOT AADT maps
- TxDOT truck AADT flow-band maps
- Federal Highway Administration (FHWA) border crossing data
- TTI classification counts
- C&M classification counts

The future growth rates of every external station were determined by applying several

different time series forecast methodologies, including the use of the following parameters:

- Historical traffic growth rate at each external station;
- Historical and projected growth rates from socioeconomic parameters such as population, employment, and maquiladora industry production growth rates from Texas, Hidalgo County, Cameron County, and Reynosa;
- Historical and projected growth of manufactured goods shipments; and
- Historical and projected GDP growth

The international border crossings of Hidalgo County have to be mentioned separately from the other external stations of the model. In the last year, C&M has submitted two studies focusing solely on the border crossings of Hidalgo County: one study for the HCRMA and one for the City of Donna. Based on the experience gathered from these two projects, C&M developed the future forecast of the Hidalgo County international bridges, as shown in Table 5-4 .

Table 5-4 Border Crossing Forecast – Northbound and Southbound

Bridge	Year	Autos	Trucks	Total	Auto (Average Weekday)	Truck (Average Weekday)
Pharr	2012	2,537,000	963,000	3,500,000	7,249	3,439
	2018	2,639,000	639,000	3,278,000	7,540	2,282
	2035	3,159,000	860,000	4,019,000	9,026	3,071
Progresso	2012	1,908,000	89,000	1,997,000	5,227	318
	2018	2,010,000	60,000	2,070,000	5,507	214
	2035	2,409,000	69,000	2,478,000	6,600	246
Hidalgo	2012	4,130,000	0	4,130,000	11,315	0
	2018	4,429,000	0	4,429,000	12,134	0
	2035	5,318,000	0	5,318,000	14,570	0
Donna	2012	975,000	0	975,000	2,671	0
	2018	1,043,000	94,000	1,137,000	2,858	336
	2035	1,224,000	136,000	1,360,000	3,353	486
Anzalduas	2012	2,147,000	0	2,147,000	6,134	0
	2018	2,444,000	565,000	3,009,000	6,983	2,018
	2035	2,950,000	836,000	3,786,000	8,429	2,986
Total 2012 All		**11,697,000**	**1,052,000**	**12,749,000**	**32,597**	**3,757**
Total 2018 All		**12,565,000**	**1,358,000**	**13,923,000**	**35,021**	**4,850**
Total 2035 All		**15,060,000**	**1,901,000**	**16,961,000**	**41,978**	**6,789**
2012-2035 CAGR (%)		1.1%	2.6%	1.2%	1.1%	2.6%

The trip destination at each external station was extracted from the AirSage mobile device OD survey and applied to each external station. Regarding the commercial trips of the Pharr and the Progreso International Bridge, C&M obtained truck trip destinations from C&M's commercial vehicle border survey.

Trip Distribution and Mode Choice

Trip distribution is the second component of a four-step TDM. After estimating the total number of trip productions and attractions, the trip distribution step is performed in order to determine the number of trips between each pair of TAZs. C&M used gravity models specific to each trip purpose to determine trip distribution. The trips between each pair of TAZs are a function of trip production in the TAZ of origin, trip attraction in the destination TAZ, and the travel impedance between these two TAZs. The CMHCTDM employed an exponential function as a travel impedance function to estimate trip exchange by trip purpose between two given TAZs. C&M used generalized travel costs as measures of impedance. The parameters in this function were different for each trip purpose. The initial parameters were taken from the CMHCTDM, and C&M adjusted them within the model calibration process in order to bring the model volumes more in line with observed traffic counts.

Figure 5-6 presents the trip length distribution from the CMHCTDM versus the observed trip length from the AirSage cell phone OD survey.

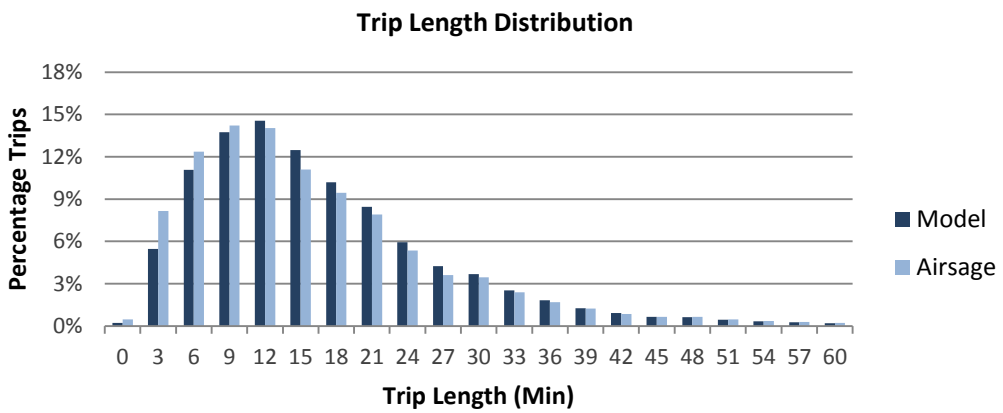

Figure 5-6. Observed vs CMHCTDM Trip Length Distribution

It can be observed that the trip distribution of the CMHCTDM accurately represents the surveyed trip distribution of the model area.

Mode choice is typically the third component of a four-step TDM. However, due to the lag of mass transportation infrastructure and the low share of public transport in the model area, C&M has not considered a specific mode choice model within the CMHCTDM.

Traffic Assignment

Traffic assignment is the final component of the four-step travel demand modeling process. For the purpose of travel forecasting, the traffic assignment step seeks to project which routes will be used by travelers within a variety of transportation networks. The model was first calibrated to the traffic conditions during different time periods of the day.

Link volumes were determined within the traffic assignment iterative process using

volume-delay functions developed by the Bureau of Public Roads (BPR). Coefficients of the BPR functions were calibrated such that the model reasonably replicated existing traffic conditions.

Finally, a number of iterations were performed in which the network-loaded travel times from traffic assignment were fed back into trip distribution; the change in model volumes was checked between iterations for the purpose of ensuring a reasonable overall convergence within the final assigned volumes.

5.2. Time of Day Travel Demand Model Preparation

C&M developed a Time-of-Day (TOD) model in order to evaluate the effects of peak and off-peak traffic conditions on the Projects and to gain a better understanding of what impact congestion has on a traveler's decision to choose a toll route over a free route.

To implement such a model, an average weekday was divided into four time periods, each representing different traffic conditions in terms of congestion and trip patterns. Then, using recent traffic counts, C&M defined each time period, traffic distribution, and the trip factors involved. The four time periods analyzed in this study are listed below.

- AM Peak period: 7:00 a.m. – 9:00 a.m.
- MD (Midday) period: 9:00 a.m. – 4:00 p.m.
- PM Peak period: 4:00 p.m. – 7:00 p.m.
- NT (Nighttime) period: 7:00 p.m. – 7:00 a.m.

The TOD trip tables were created from the daily trip tables using the TOD factors from National Cooperative Highway Research Program (NCHRP) Report 365[7] as a base. C&M adjusted these factors based on the traffic profile in the study area obtained from field traffic counts and directionality at individual count locations. Figure 5-7 depicts the TOD distribution of Production-to-Attraction (PA) and Attraction-to-Production (AP) trips for Home-Based Work (HBW), Home-Based Non-Work (HNW), and Non-Home-Based (NHB) trip purposes. Table 5-5 and Table 5-6 give the numbers in tabular format. For internal trucks, a profile matching the NHB trips was used. The daily external trip tables were also split into TOD trip tables using factors from the hourly profiles at the external stations.

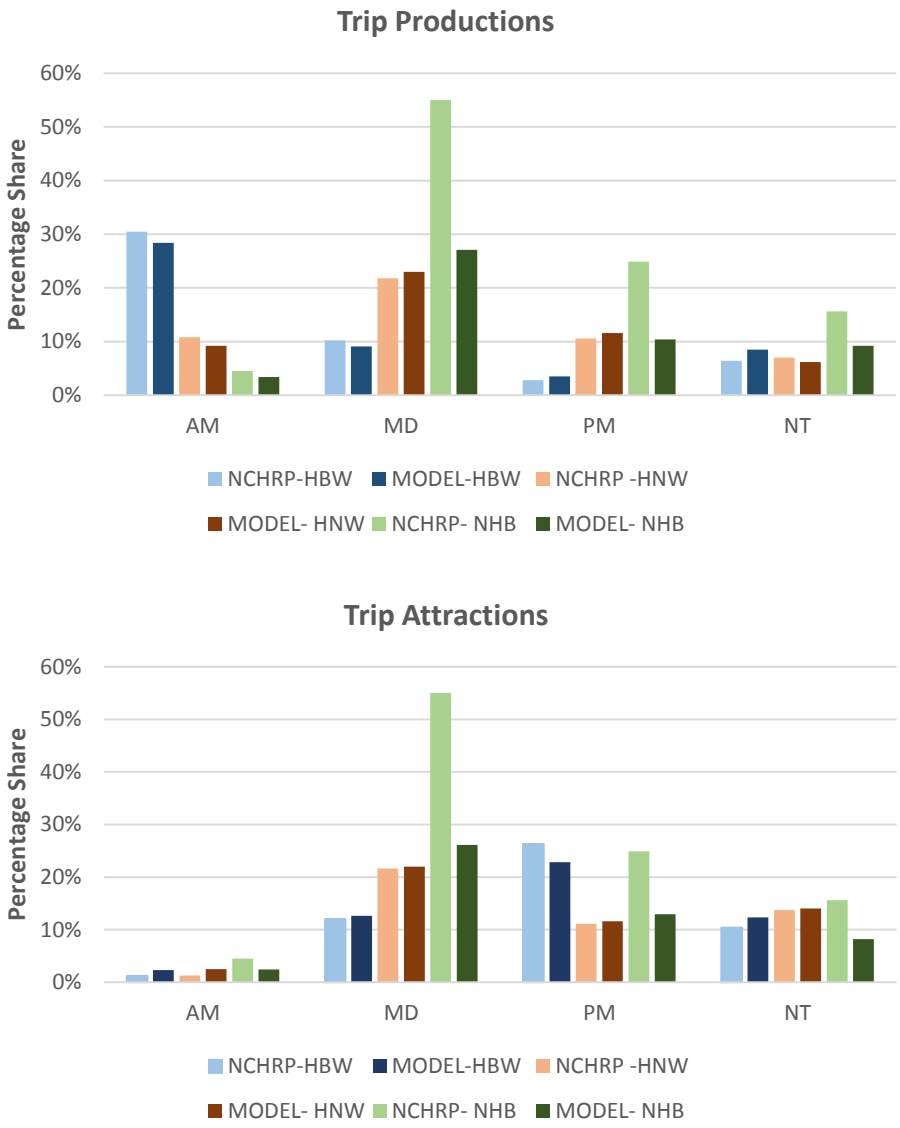

Figure 5-7. Time of Day Profiles Used for TOD Model

Table 5-5. NCHRP Percentage Share of Trip Purposes

NCHRP		AM	MD	PM	NT
Trip Productions	HBW	30.5%	10.2%	2.8%	6.4%
	HNW	10.8%	21.8%	10.6%	7.0%
	NHB	4.5%	55.0%	24.9%	15.6%
Trip Attractions	HBW	1.2%	12.0%	26.3%	10.4%
	HNW	1.3%	21.6%	11.1%	13.7%
	NHB	4.5%	55.0%	24.9%	15.6%

Table 5-6 Model Percentage Share of Trip Purposes

MODEL		AM	MD	PM	NT
Trip Productions	HBW	28.4%	9.1%	3.5%	8.5%
	HNW	9.2%	23.0%	11.6%	6.2%
	NHB	3.4%	27.1%	10.4%	9.2%
Trip Attractions	HBW	2.3%	12.6%	22.8%	12.3%
	HNW	2.5%	22.0%	11.6%	14.0%
	NHB	2.4%	26.1%	12.9%	8.2%

5.3. Model Calibration and Validation

Calibration of the base year model was performed with the aim of matching modeled traffic conditions with observed traffic counts. This was accomplished through the use of "screenline" analysis within the project corridor—validation checkpoints along imaginary lines which count the total number of vehicles that cross particular locations within the roadway system of a given project area. Moreover, additional traffic counts at individual locations spread throughout the study area were also factored into the calibration (for detailed information about traffic count locations, see Chapter 3).

As mentioned earlier, C&M calibrated and validated the model using the 2012 socioeconomic data, roadway network data, and traffic data. C&M's 2014 traffic counts, as well as TxDOT's 2012 AADTs, were also used for calibration purposes (for a description of C&M's traffic data collection effort, see Chapter 3). Truck counts from C&M vehicle classification counts and from TxDOT's truck flow-band maps were used for validation. The model projection results were later validated with the latest 2014 traffic counts.

In order to replicate base year traffic conditions and to match the modeled volumes with those observed at count locations, some of the link characteristics (e.g., speed and capacity parameters) were adjusted within the corresponding network links. Based on the findings of C&M's initial analysis, eight major traffic screenlines were chosen for the study area: four capturing east-west travel and four capturing north-south travel. These screenlines are illustrated in Figure 5-9.

Following the TOD traffic assignment, link volumes on each screenline were determined and then used to validate the results of the traffic assignment step and the calibration process.

The daily differences between the screenline count and model volumes fall within the acceptable range recommended by the FHWA8 and the Model Validation and Reasonableness Checking Manual.[9]

Table 5-7 and Table 5-8 compare the model volumes with observed traffic counts along each screenline daily and by time period, respectively. Figure 5-8 shows the National Cooperative Highway Research Program (NCHRP) criteria for screenline calibration, all screenlines are under the NCHRP deviation criteria.

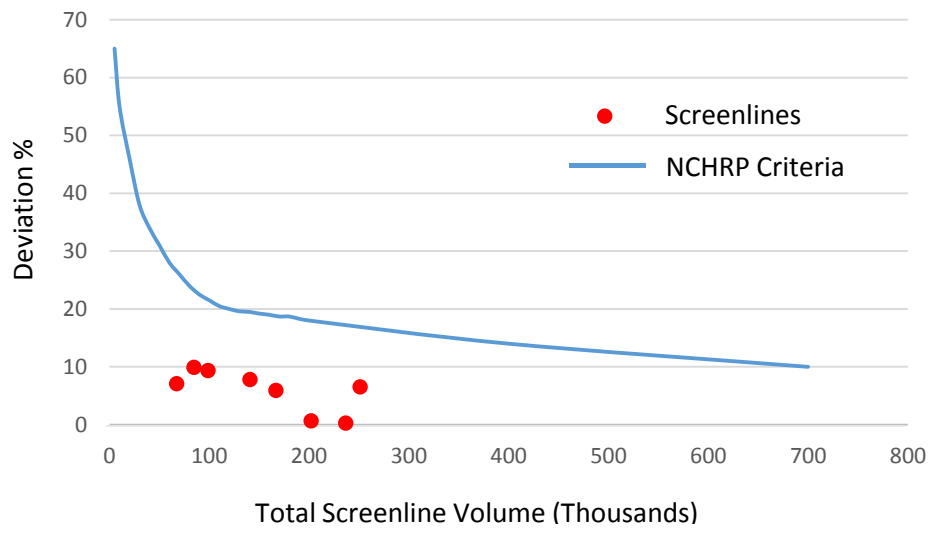

Figure 5-8. Comparison of Screenline Counts with Maximum Desirable Deviation

Table 5-7. Comparison of Daily Screenline counts and Model Volume

Screenline	Screenline Counts	Model Volume	Difference (Percentage)
Screenline NS1	70,708	65,386	-7.5%
Screenline NS2	102,370	112,439	9.8%
Screenline NS3	254,820	237,237	-6.9%
Screenline NS4	144,384	132,552	-8.2%
Screenline EW1	88,061	78,903	-10.4%
Screenline EW2	205,488	207,351	0.9%
Screenline EW3	240,366	241,496	0.5%
Screenline EW4	170,463	159,656	-6.3%

Table 5-8. Comparison of the Modeled and Observed Traffic Volume by Time Period

	AM			MD			PM			NT		
Screenline	Counts	Model Volume	Difference	Counts	Model Volume	Difference	Counts	Model Volume	Difference	Counts	Model Volume	Difference
NS1	9,899	8,857	-10.5%	31,227	28,200	-9.7%	15,056	15,400	2.3%	14,525	12,929	-11.0%
NS2	14,802	15,573	5.2%	43,424	49,198	13.3%	22,603	27,336	20.9%	21,540	20,332	-5.6%
NS3	38,387	33,345	-13.1%	105,109	100,203	-4.7%	56,944	55,131	-3.2%	54,380	48,558	-10.7%
NS4	21,765	18,854	-13.4%	61,843	56,403	-8.8%	33,143	30,767	-7.2%	27,633	26,528	-4.0%
EW1	11,829	10,998	-7.0%	36,897	33,506	-9.2%	19,130	18,734	-2.1%	20,205	15,665	-22.5%
EW2	27,422	28,746	4.8%	86,841	87,047	0.2%	45,272	47,048	3.9%	45,953	44,510	-3.1%
EW3	31,784	34,037	7.1%	103,686	101,060	-2.5%	50,239	54,492	8.5%	54,657	51,907	-5.0%
EW4	24,989	23,792	-4.8%	72,632	64,873	-10.7%	37,470	34,015	-9.2%	35,371	36,976	4.5%

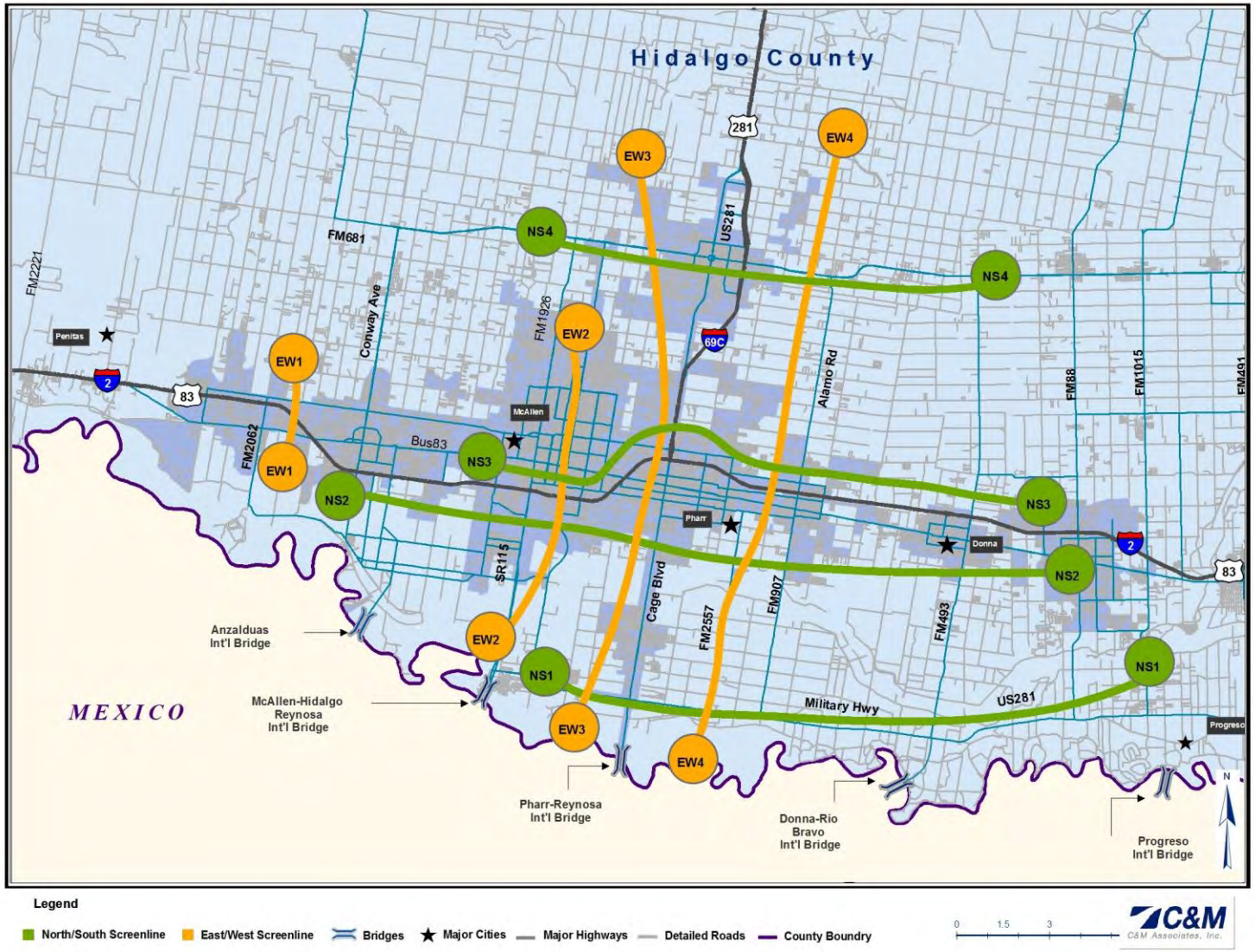

Figure 5-9. Map of Screenlines

5.4. Toll Diversion Model

As discussed in earlier sections, C&M modeled the Projects as a toll road in the model years 2018, 2025, and 2035. In the development of its model, C&M took into account the likelihood of induced travel demand within the study area following the Projects' opening. The section below provides a summary of the toll diversion methodology used by C&M in the design and implementation of its model.

5.4.1. Implementation of C&M's Toll Diversion Model

Toll diversion models are used to estimate traffic demand for facilities such as toll roads, toll bridges and managed lanes. C&M's toll diversion models are structured as logit functions, dividing toll and non-toll trips on the basis of travel time savings and toll costs with respect to the socioeconomic characteristics of the individual traveler. The final product of the logit models is a probability that reflects the share of toll and non-toll trips between any given OD pair that may utilize the toll facility.

C&M created a new toll diversion model while making the cost coefficient dependent on income of the origin. C&M uses a general binary logit model as follows:

$PT = 1 / (1+ eU)$

Where:

PT = Probability of selecting a tolled facility

e = Base of Natural Logarithm

$U = (CT * \Delta T + CC * Cost + C)$

Where:

CT = Coefficient of time savings

CC = Coefficient of cost

TT = Travel time on toll route in minutes

TF = Travel time on free route in minutes

$\Delta T = TT - TF$

Cost= Toll in Dollar

C = Constant

As described in Chapter 3, the AirSage OD survey provided OD matrices between the TAZs by 16 income groups. These 16 income groups, combined with trip purposes, have been used to create 53 different trip tables for the toll diversion model. This creates a higher sensitivity towards the probability function within the C&M toll diversion methodology, thereby creating a higher sensitivity regarding which users are allowed to use the toll road.

To create the probability function based on the income groups, C&M analyzed the raw data from the Stated Preference (SP) survey conducted for the 2010 investment grade study in Hidalgo County. The values of time (VOTs) by trip purpose have been in a fairly close range to the VOTs considered in the previous study.

The auto and truck toll diversion models discussed above were incorporated into the traffic assignment procedure with the help of TransCAD macro language (GISDK). This macro performs a number of iterations each time, distributing total trips into toll trips and non-toll trips and then assigning them to corresponding network configurations accordingly.

The results from the toll diversion model can be observed on the screenlines EW2, EW3 and EW4 which are the screenlines that cross the Projects. Table 5-9 presents the daily screenline share for the toll and toll-free scenario as well as the volume retention from the Projects.

Table 5-9. CMHCTDM -Daily Screenline Share and Toll Retention 2012, 2018 and 2035

		2012	2018		2035	
Screenlines	Road	Free	Free	Toll	Free	Toll
EW2	**SH365**	**0%**	**13%**	**3%**	**20%**	**7%**
	IH2	47%	45%	48%	41%	46%
	BS83	9%	8%	9%	7%	8%
	Other	44%	34%	40%	32%	40%
	Retention			**22%**		**32%**
EW3	**SH365**	**0%**	**12%**	**3%**	**13%**	**3%**
	IH2	46%	39%	43%	34%	37%
	BS83	4%	6%	7%	6%	6%
	Other	50%	43%	48%	47%	53%
	Retention			**20%**		**23%**
EW4	**IBTC**	**0%**	**10%**	**3%**	**12%**	**4%**
	IH2	57%	48%	51%	39%	43%
	BS83	6%	6%	6%	6%	6%
	Other	37%	37%	40%	43%	47%
	Retention			**29%**		**33%**

5.4.2. Travel Time Benefits from the Projects

When the Projects open to traffic, they are expected to provide travel time savings as well as reliability and safety benefits for toll road users. Major competitors for the Projects will be IH2 (US 83) and Military Highway in the eastbound and westbound directions, and US 281 and FM 493 in the northbound and southbound directions. Travel time benefits may increase in future years when the Projects will feature three lanes in each direction and, as a result, higher free flow speeds. At the same time, growing congestion on competing roadways is expected to result in additional time savings for toll road users. Table 5-10 illustrates the expected the maximum travel time savings of trips using SH 365 or the IBTC in the AM and PM peak between two selected OD pairs in the opening year as well as in 2035. In 2018, travelers using SH 365 and the IBTC are predicted to achieve time savings of 11.39 and 8.13 minutes, respectively. In 2035, the predicted time savings for SH 365 and the IBTC increase to 13.42 and 11.15 minutes, respectively. For each case, the tolled path and an alternative toll-free path are shown in Figure 5-10 and Figure 5-11.

Table 5-10. Travel Time Savings During AM/PM Peak for Selected Origin-Destination Pairs

Trip	Origin	Destination	Toll Path	Free path	Length (miles)		Time (minutes)		Time Savings (minutes)
					Toll Path	Free Path	Toll Path	Free Path	
Year 2018									
A	Pharr International Bridge	S Inspiration Rd. and S Mile Road	SH365	FM1016 and S Inspiration Road	20.54	17.50	23.56	34.95	11.39
B	Pharr International Bridge	FM493 and BU83	IBTC	Military Highway and FM493	17.39	16.97	19.55	27.68	8.13
Year 2035									
A	Pharr International Bridge	S Inspiration Rd. and S Mile Road	SH365	FM1016 and S Inspiration Road	20.54	17.50	23.85	37.27	13.42
B	Pharr International Bridge	FM493 and BU83	IBTC	Military Highway and FM493	17.39	16.97	19.84	30.99	11.15

The toll for Trip A's tolled path is $2.95, whereas Trip B is $2.24. This means, for example, that all users who have a VOT equal to or higher than $12.00 in the year 2035 would choose the toll option over the toll-free option.

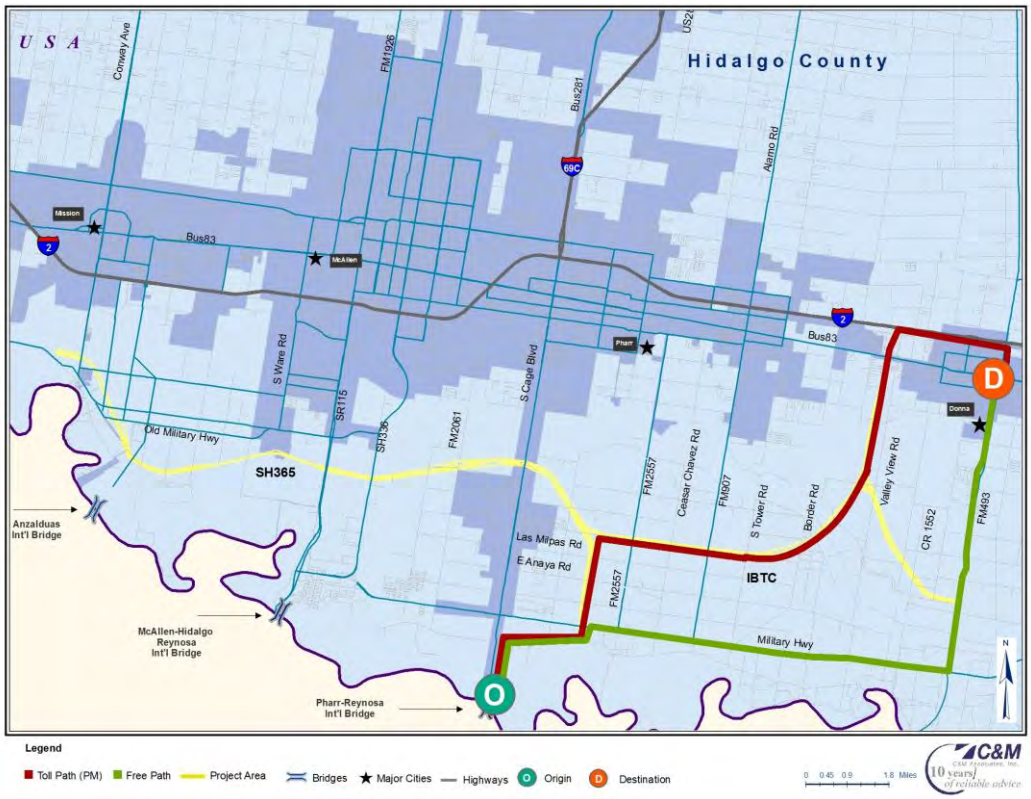

Figure 5-10. Toll and Toll-Free Path for Trip A

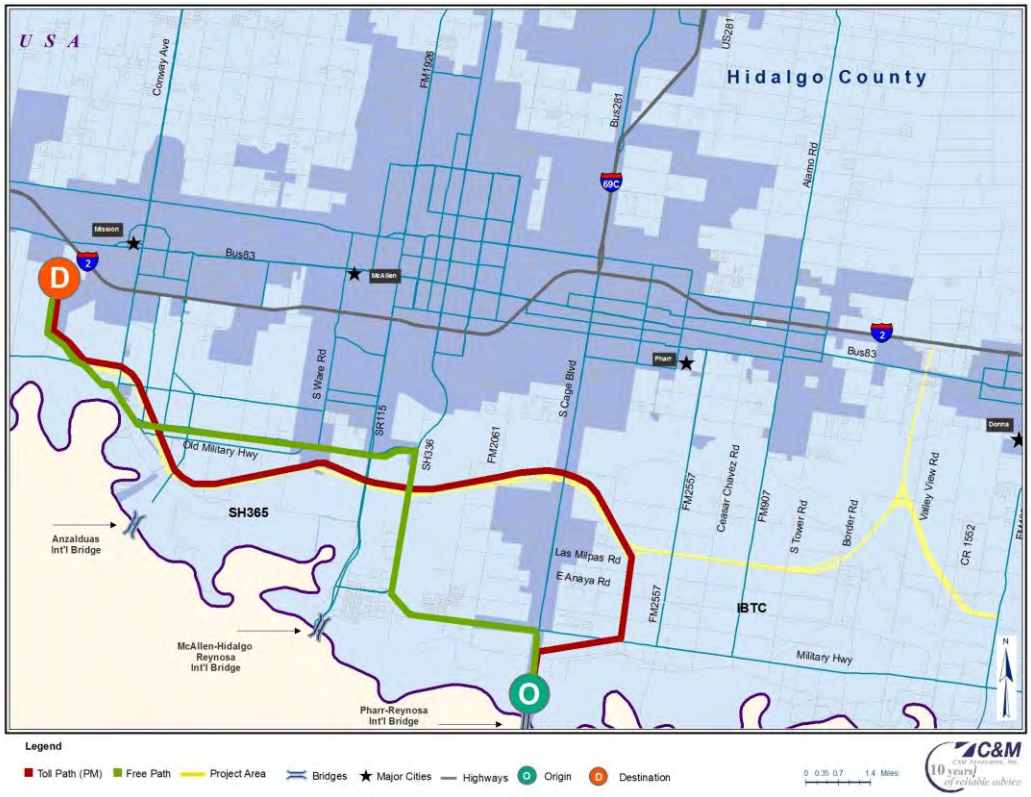

Figure 5-11. Toll and Toll-Free Path for Trip B

[1] Hidalgo County Metropolitan Planning Organization (2014, August 25). *Hidalgo County Thoroughfare Plan*. Retrieved from http://www.hcmpo.org/home/files/2114/0898/2104/Thoroughfare_Plan_new_2014.pdf

[2] Hidalgo County Metropolitan Planning Organization (2010). *2010 – 2035 Metropolitan Transportation Plan*. Retrieved from http://www.hcmpo.org/home/mtp/

[3] Hidalgo County Metropolitan Planning Organization (2013). *Statewide Transportation Improvement Program: Hidalgo County MPO FY 2013-2016 TIP – Pharr district projects, FY 2013*. Retrieved from http://www.hcmpo.org/home/files/4013/7476/1885/FY2013-16_Mobility_TIP_Amend_5_-_7-18-13.pdf

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6. Traffic and Revenue Forecast

The following chapter presents the traffic and revenue (T&R) estimates for the Projects in Hidalgo County for a forecast period of 40 years. C&M employed the CMHCTDM to model the traffic and revenue for a typical working day, as well as perform future scenario runs to project traffic for the years 2018, 2025, and 3035. The details of this modeling effort are discussed in Chapter 5.

After the travel forecast for a typical working day was created, C&M incorporated this information into its post-processing model designed to project traffic and revenue on an annual basis. The traffic was interpolated between the three model years and extrapolated after the 2035 model year to cover the entire forecast period. C&M also incorporated the results of its traffic data analysis and, based on experience with existing toll road facilities, utilized a series of assumptions regarding toll system implementation and enforcement.

C&M modeled various sensitivity T&R scenarios based on roadway network configurations and socioeconomic projections. Two scenarios were modeled for different project alignments: the proposed scenario in which the Projects are open in 2018, and an SH 365-Only scenario added by C&M. This additional scenario is further explained in this chapter.

In addition, C&M's T&R analysis was conducted with the assumption that exit ramps for the Projects will be designed with proper geometric configuration and traffic control to ensure that traffic is not negatively affected. Other assumptions used in the development of the post-processing model, as well as assumptions pertaining to the toll collection system, are discussed in this chapter.

6.1. Toll Collection System and Schedule

The Projects are scheduled to open to traffic on July 1, 2018. Initial toll rates have been determined by using a toll maximization methodology, and rates are based on each vehicle's number of axles. In addition, the analysis assumed that tolls would be collected by means of electronic toll collection (ETC) and video recognition systems only. This system relies on transponders mounted inside vehicles using the toll road, which—when detected by overhead gantries—electronically identify each vehicle, thus registering the appropriate toll and making it possible for travelers to proceed without having to stop. In addition to their ETC function, these gantries are also expected to have video capability, allowing them to photograph the license plates of vehicles not equipped with transponders. Once these license plate images are processed, toll bills can then be sent by mail to vehicle owners informing them of the charges they owe. Toll gantry locations were chosen with the intent of capturing all travelers using the Projects.

6.2. Toll Treatment

After analyzing several different toll systems, C&M configured the toll system presented in Figure 6-1. Under this configuration, the entire length of the toll road comprised eight toll segments, with one mainline gantry located on each segment. Additional gantries

were placed at selected entry and exit ramps in order to ensure that all possible vehicle movements were tolled.

In 2018, tolls will be charged at a total of seven mainlane gantry locations in both travel directions and 11 ramp gantries. In 2035, there will be a total of eight mainlane gantry locations and no additional ramp locations. Table 6-1 lists the toll segments along with the length of each segment and the opening year.

Table 6-1. Description of Toll Segments

Segment ID	Project	From	To	Length	Opening Year
1	SH365	Military Road (FM1016)	Anzalduas GSA Connector	2.7	2018
2		Anzalduas GSA Connector	Spur 115 (23rd Road)	4.3	2018
3		Spur 115 (23rd Road)	US 281 (S. Carge Blvd)	4.0	2018
4		US 281 (S. Carge Blvd)	IBTC	2.0	2018
5		IBTC	US 281 (Miltary Hwy)	1.8	2018
6	IBTC	SH365	CR1821	6.0	2018
7		CR1821	IH2 (US83)	3.3	2018
8		CR1821	US 281 (Miltary Hwy)	2.9	2035

C&M used a toll rate maximization method to define the toll rate per mile for the Projects. According to this analysis, the initial toll rate (i.e., the toll rate at the opening of the Projects), would be 20 cents per mile in 2012 dollars, a rate which is assumed to increase every year based on CPI.

Trucks (i.e., vehicles with more than four tires), are charged at a higher rate than passenger cars, with each truck paying the passenger car rate multiplied by $N-1$, where N is the number of axles. For the purposes of C&M's analysis, the minimum toll charged at any gantry was $0.20 (in 2012 dollars), and tolls were rounded to the nearest one cent.

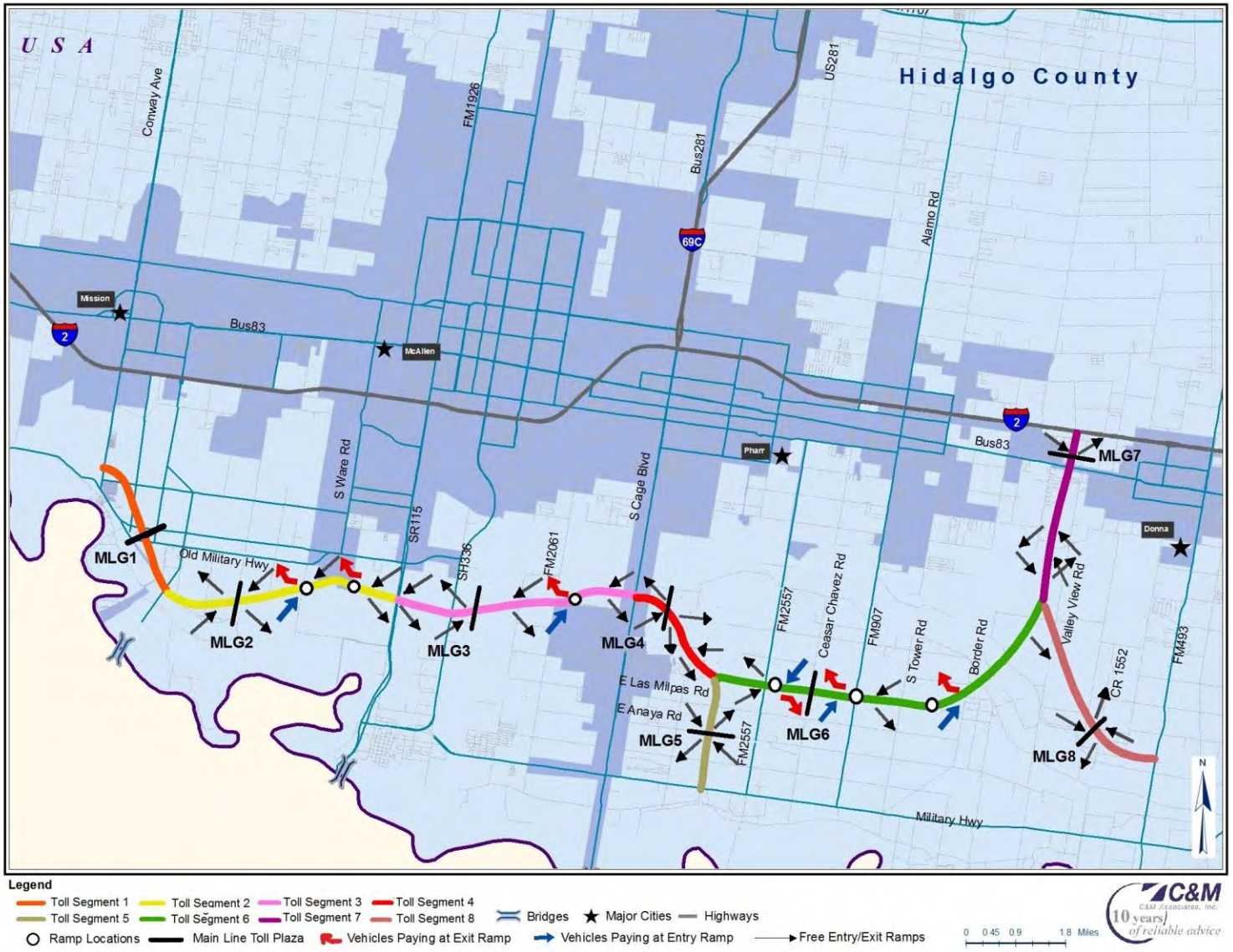


Figure 6-1. Final Toll Treatment

Figure 6-2 and Figure 6-3 list the toll rates of all gantries for the opening year and 2035, respectively. Please refer Figure 6-1 for the labels of mainlane and ramp gantries.

Based on 2014 prices, Figure 6-4 compares the initial toll rate used in this analysis to the ETC toll rates of various other toll roads across the United States. While these findings indicate that the Projects' proposed toll rate falls within the range of other toll roads, it is important to note that this comparison was intended only as a benchmark since it did not include all U.S. toll roads. It is also worth noting that the toll roads listed in Figure 6-4 differ significantly from one another based on their function (urban vs. interurban), length, land use, and the socioeconomics of their individual geographic regions.

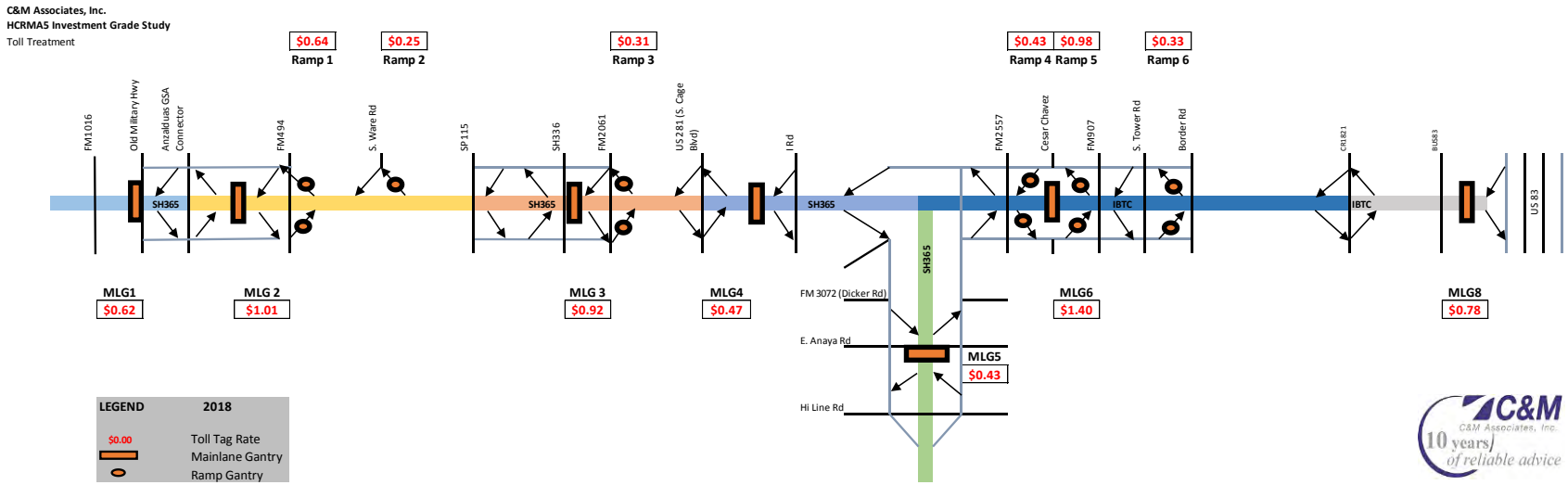


Figure 6-2. Toll Rates by Gantry 2018

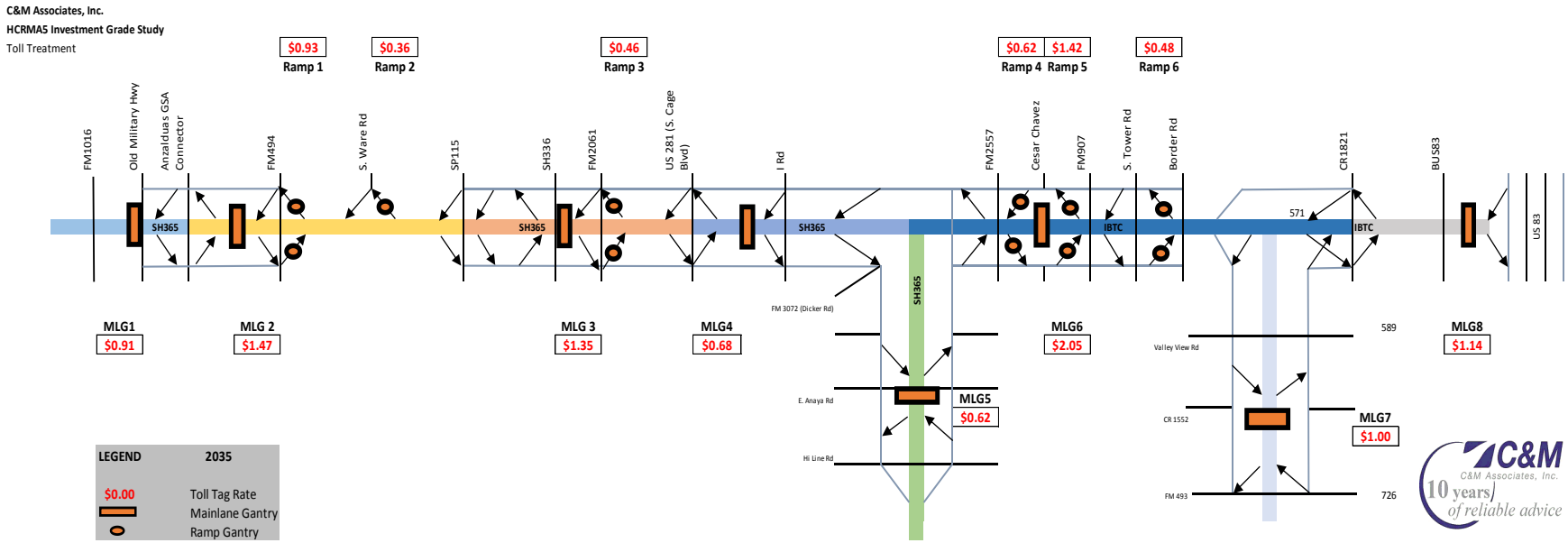


Figure 6-3. Toll Rates by Gantry 2035

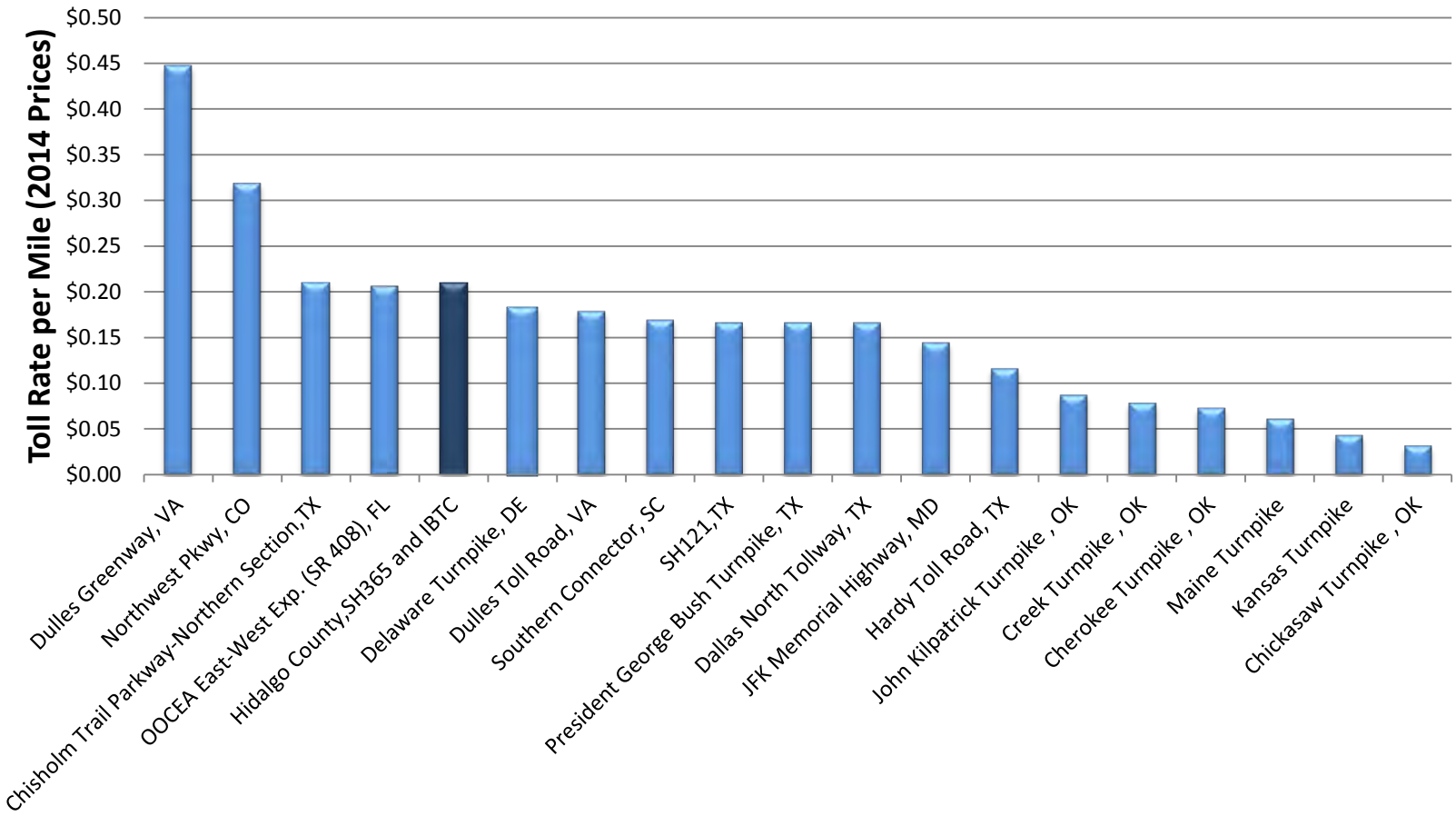


Figure 6-4. Comparison of ETC Toll Rates among Various U.S. Toll Roads

6.3. Sensitivity Analysis

C&M performed sensitivity analyses regarding toll rate, value of time (VOT),and different demographic future scenarios for the Projects.

The toll sensitivity analysis, which is accomplished by altering the toll rate, was not only used to show sensitivity to revenue, but also to determine the maximum toll rate and, ultimately, the optimum toll rate for the Projects. The VOT sensitivity analysis assumes an increase and decrease of the model VOT by fifteen percent. As presented in Chapter 4, C&M created three different demographic forecasts: Low (Conservative), Base (Most Likely), and High (Optimistic) case scenarios. While the Most Likely case scenario is used to create the T&R, the other demographic scenarios are used within the sensitivity analysis.

The following section outlines the variables for these sensitivity analyses and presents the results.

6.3.1. Toll Rate

C&M conducted a series of model runs in order to find the optimum toll rate per mile, increasing the toll rate per mile for all gantries simultaneously. This analysis was performed for model years 2018 and 2035. Figure 6-5 illustrates the sensitivity of transactions vs revenue by different toll rates per mile. Toll rates and daily revenue are shown in 2012 dollars. A variety of models featuring different times of the day was used in this analysis, enabling C&M to gather total daily revenue and transaction data and graph it against the toll rate. This analysis was performed using the Base scenario forecast for demographic variables. The daily revenue was maximized at approximately $0.30 per mile in both 2018 and 2035.

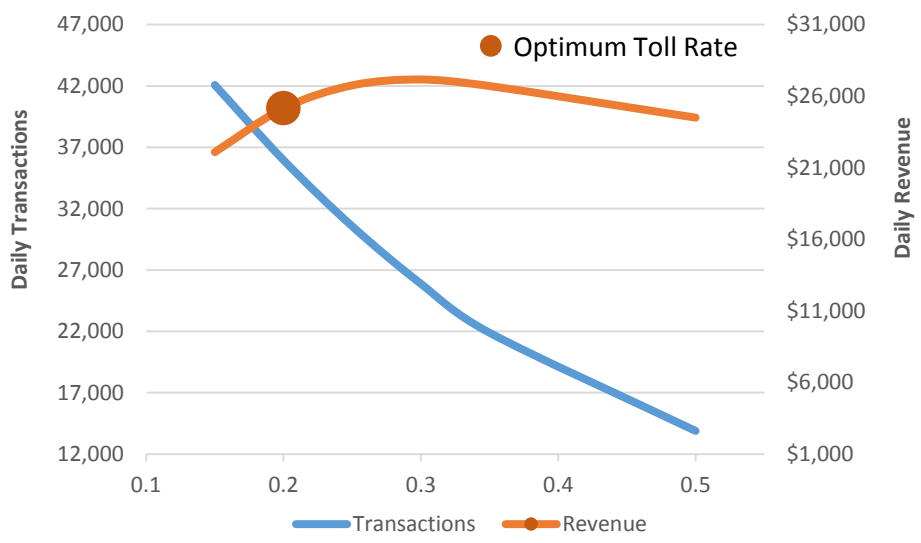


Figure 6-5. 2018 Toll Revenue Sensitivity to Toll Rate

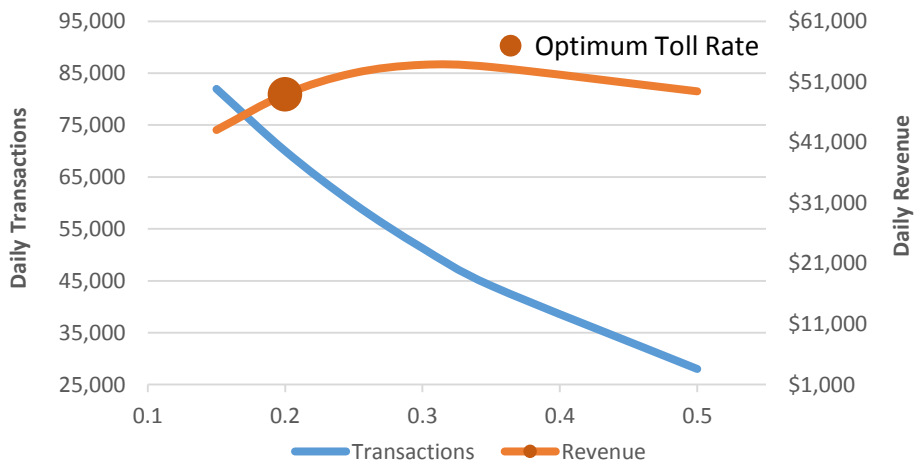


Figure 6-6. 2035 Toll Revenue Sensitivity to Toll Rate

In the final analysis, C&M chose to use a toll rate of $0.20 per mile (in 2012 dollars) for the opening year 2018. Escalating this toll rate in the future based on CPI CAGR results in a nominal toll rate of $0.23 in 2018 and $0.34 in 2035.

6.3.2. Value of Time

Chapter 3 and Chapter 5 of this report discuss passenger car and truck values of time savings. These values were based on route choice models derived from C&M's SP survey from previous studies. They were then validated against the average hourly wage rate within the region.

Over the years, VOT is expected to grow in direct correlation with the CPI growth rate. Therefore, C&M assumed an annual VOT CAGR of about 2.34 percent between 2012 and 2035. C&M performed a sensitivity analysis based on VOT by selecting one scenario with 85 percent of the Base VOT (Low) and another scenario with 115 percent of the Base VOT (High). The Net Present Value (NPV) of the Projects will decrease by 8.2 percent in the Low scenario and increase by 8.4 percent in the High scenario. This means that in 2035, the revenue of the Projects will be $2,620,000 less in the Low scenario and $2,580,000 more in the High scenario.

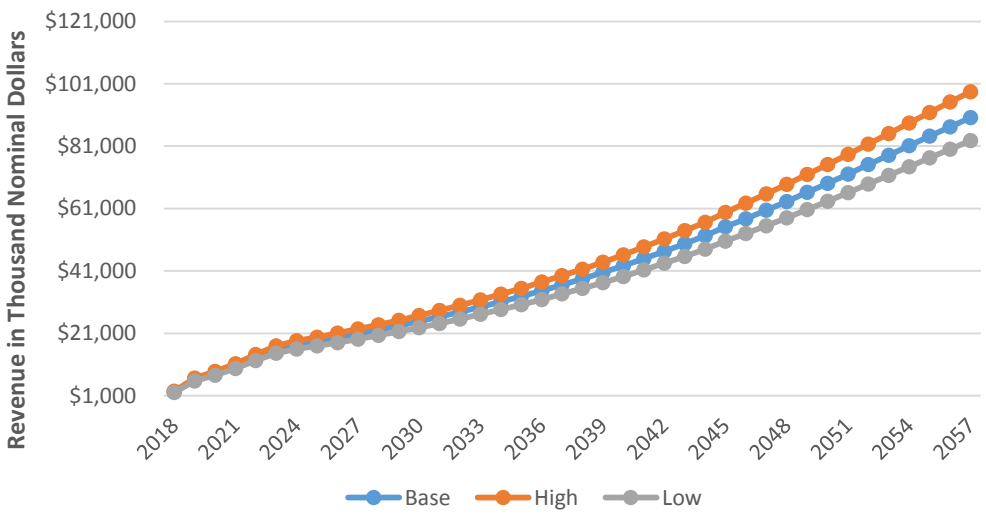


Figure 6-7. Revenue Sensitivity to VOT

6.3.3. Demographics

As mentioned earlier and presented in Chapter 4, three different demographic forecasts were developed. The Most Likely, or Base, scenario has been used as the model input for the final T&R. Figure 6-8 shows the comparison of revenues for the Low, Most Likely, and High scenarios.

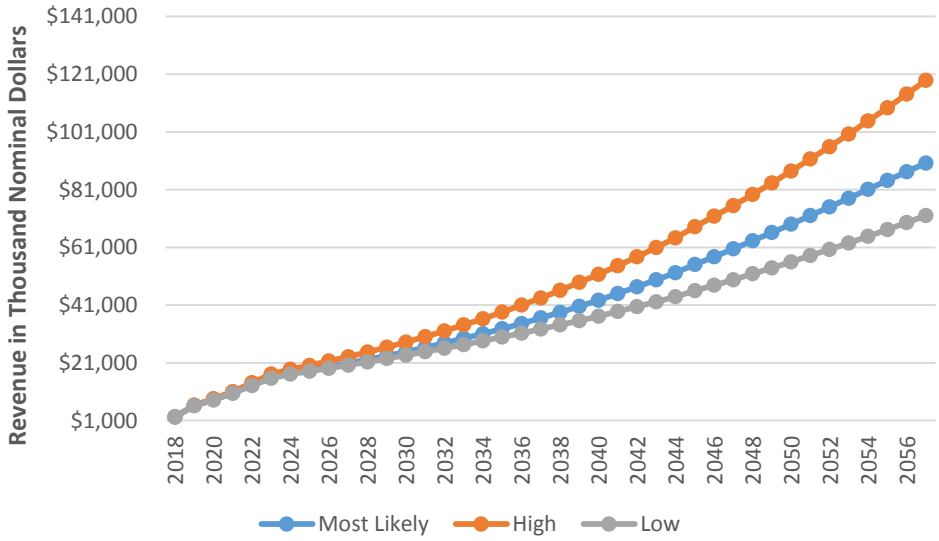


Figure 6-8. Revenue Sensitivity to Demographics

The NPV of the Projects will decrease by 15 percent for the Low scenario and increase by 23 percent for the High scenario. This means that in 2035, the revenue of the Projects will be $2,940,000 less in the Low scenario and $5,720,000 more in the High scenario.

6.4. Traffic and Revenue Assumptions

C&M's T&R forecast is based on the following set of post-processing assumptions, some of which may differ depending upon whether the traveler remains exclusively within the United States or crosses the U.S./Mexican border. C&M determined that of the Projects' potential users, approximately 4.6 percent of those driving automobiles and 0.9 percent of those driving trucks will have origins or destinations in Mexico.

The following T&R assumptions were used in this study:

- The Projects are expected to open to traffic by July 1, 2018.
- Traffic and revenue were forecasted for a 40-year period beginning in 2018.
- In general, trucks were assumed to have an average of 3.9 axles.
- All revenues are expressed in nominal dollars. C&M used the average CPI from the Dallas Forth Worth and Houston Metropolitan Area forecasted by Moody's to inflate the revenue forecast.
- While a number of new toll roads are scheduled to open within the next five years in the Rio Grande Valley of South Texas, the fact remains that the region currently has no toll roads, and the only existing tolled facilities are the international bridges. Therefore, during its analysis, C&M was aware that many drivers in the area may be unfamiliar with the notion of road pricing and, consequently, reluctant to use the new toll roads. This may result in an extended ramp-up period (i.e., the time it takes for traffic volumes to reach their full potential after the opening of a new toll facility). For the analysis, the same initial ramp-up was assumed for both automobile and truck drivers. In addition, C&M also expected passenger car motorists on the U.S. side of the border to become familiar with the toll roads more quickly than those Mexican drivers crossing the border on a regular basis. As shown in Table 6-2, ramp-up for autos starts at a modest 50 percent and truck start at 60 percent during the Projects' opening year.
- Tolls will be collected by means of ETC or video recognition. The video toll rates are assumed to be 150% of the ETC rates to compensate the offset of additional costs associated with the video tolling recognition and billing method.
- In the Projects' opening year, ETC penetration—referring to the percentage of all toll transactions collected electronically—was assumed to be 50–60 percent for U.S. customers (passenger vehicles and trucks) and 30–50 percent for border-crossing customers with Mexican license plates. These percentages were assumed to reach an eventual maximum of 80 percent for U.S. customers and 60–70 percent for border-crossing customers with Mexican license plates. In fact, C&M's SP survey in earlier projects found that more than 70 percent of automobile travelers said they would be likely to utilize the ETC system. ETC penetration for trucks was assumed to be higher than that for autos due to the operational characteristics of truck traffic. Table 6-2 presents a detailed look at assumptions for ETC penetration.

- For this study, the ETC leakage rate was assumed to be 1 percent, enough to account for any uncollected revenue from ETC customers as a result of system deficiencies.
- A video violation rate was applied in order to make up for revenue lost as a result of deficiencies in the video transaction system and potential toll evaders. An effective video toll factor of 32 percent was assumed for all customers in the opening year.
- In order to obtain annual T&R figures, C&M estimated equivalent revenue days of 350 for autos and 280 for trucks, a result of its analysis of weekday and weekend traffic counts. Border crossing cars resulting in 365 revenue days and trucks in 275.
- Only the roadway improvements from the Hidalgo County MTP 2010–2035 and TIP have been implemented within the model.
- It was assumed that the use of alternative modes of transportation in the area of influence would remain unchanged during the forecast period.
- Gasoline availability and prices were assumed to remain at levels that would not significantly affect traffic.
- Federal and state fuel taxes would not change to a degree that would affect travel behavior.
- The proposed toll road would be efficiently maintained for the length of the forecast period.

Table 6-2 summarizes the traffic and revenue assumptions discussed above.

Table 6-2. Traffic and Revenue Assumptions

Item	Assumptions
Opening Year	July 1, 2018
Last Forecast Year	2057
Type of Toll Collection	All Electronic Toll amd Video Tolling
Posted Speed	75 mph

Number of Mainalne Lanes

Year	2018	2025	2035	After 2035
# of Lanes	2	2	3	3

Traffic Ramp-Up

Year	US		Border Crossings	
	Auto	Truck	Auto	Truck
2018	50%	60%	50%	60%
2019	60%	70%	60%	70%
2020	70%	80%	70%	80%
2021	80%	90%	80%	90%
2022	90%	95%	90%	95%
2023	100%	100%	100%	100%
After 2023	100%	100%	100%	100%

ETC Penetration

Year	US		Border Crossings	
	Auto	Truck	Auto	Truck
2018	50%	60%	30%	50%
2019	55%	65%	35%	55%
2020	60%	70%	40%	60%
2021	65%	75%	45%	63%
2022	70%	80%	50%	66%
2023	75%	80%	55%	68%
After 2023	80%	80%	60%	70%

ETC Leakage 1%

Video Revenue Reduction Factors

Item	2018	2019	2020	2021	2022
Total Video Revenue in Process (Invoiced)	60%	63%	66%	68%	70%
Invoiced Video Revenue Recovered	35%	36%	37%	38%	40%
Video Revenue Toll Factor	1.5	1.5	1.5	1.5	1.5
Effective Video Toll Factor	0.32	0.34	0.37	0.39	0.42

Revenue Days

Item	Revenue Days
Internal - Auto	350
Internal - Truck	280
Border Crossing - Auto	365
Border Crossing - Truck	275

Commercial Vehicle Toll Factor (Toll Factor=N-1, N being the number of truck axles)

Item	Toll Factor
Internal - Truck	2.9
External - Truck	3.9

6.5. Traffic and Revenue Results

This section presents the results of C&M's T&R analysis in terms of annual toll transactions and revenue. The model forecast years from the TDM were interpolated and extrapolated to obtain annual transactions and revenue figures by employing a post-processing model.

C&M has provided the Projects' T&R forecast along with an additional SH 365-Only scenario. Both scenarios and their respective T&Rs are presented in the following sections.

6.5.1. Scenario 1: The Projects

The Projects' annual T&R forecasts for the years 2018–2057 are presented in Figure 6-9. T&R is shown for each project separately and for the Projects combined. Table 6-3 shows the annual T&R by cars, trucks and total.

For the opening year 2018, C&M forecasted that the Base scenario would generate more than $2 million in toll revenue as a result of some 3 million toll transactions. By 2035, the number of transactions was projected to increase to approximately 23 million, and to more than 38 million by the final forecast year 2057. Annual revenue was projected to reach about $33 million by 2035 and $90 million by 2057. The Projects' NPV is $1,677,865,000.

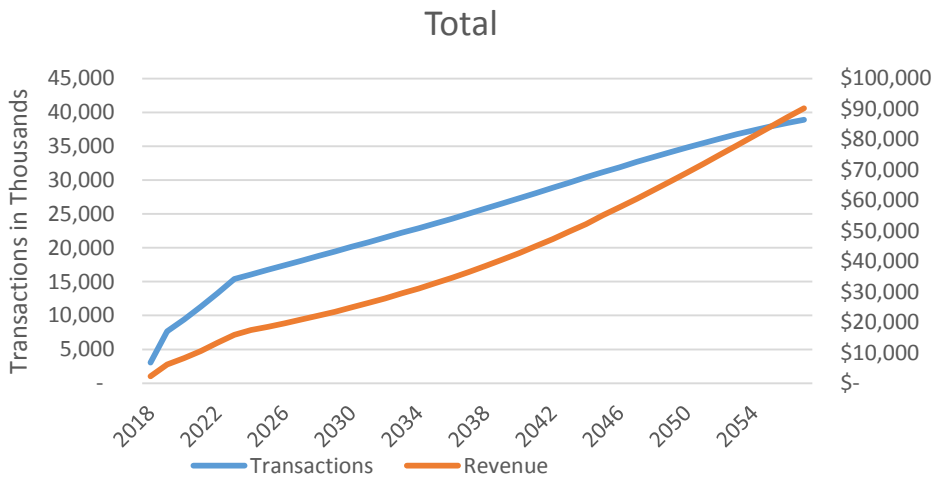
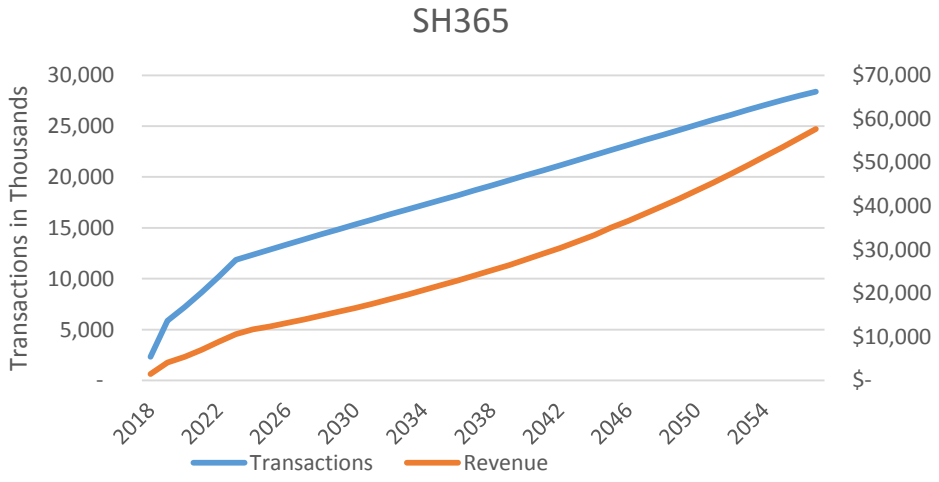


Figure 6-9. The Projects' T&R



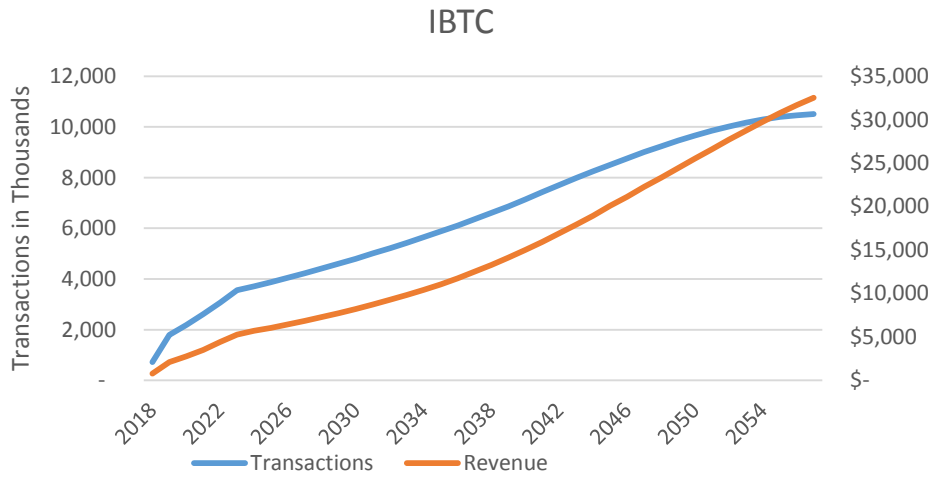


Figure 6-10. The Projects' T&R (Cont'd.)

Table 6-3. The Projects' T&R Annual Forecast - Total

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	2,460	570	3,030	$ 1,235	$ 1,010	$ 2,245
2019	6,230	1,440	7,670	$ 3,450	$ 2,730	$ 6,190
2020	7,650	1,760	9,410	$ 4,600	$ 3,600	$ 8,200
2021	9,170	2,100	11,270	$ 5,960	$ 4,570	$ 10,530
2022	10,800	2,480	13,280	$ 7,580	$ 5,710	$ 13,290
2023	12,540	2,870	15,410	$ 9,170	$ 6,740	$ 15,910
2024	13,080	2,990	16,070	$ 10,260	$ 7,150	$ 17,410
2025	13,630	3,110	16,740	$ 10,900	$ 7,550	$ 18,450
2026	14,170	3,240	17,410	$ 11,600	$ 8,020	$ 19,620
2027	14,720	3,370	18,090	$ 12,320	$ 8,530	$ 20,860
2028	15,270	3,510	18,780	$ 13,090	$ 9,050	$ 22,140
2029	15,820	3,630	19,450	$ 13,870	$ 9,580	$ 23,460
2030	16,370	3,760	20,130	$ 14,700	$ 10,160	$ 24,850
2031	16,920	3,910	20,830	$ 15,560	$ 10,760	$ 26,320
2032	17,470	4,040	21,510	$ 16,480	$ 11,370	$ 27,860
2033	18,030	4,180	22,210	$ 17,410	$ 12,040	$ 29,450
2034	18,580	4,320	22,900	$ 18,400	$ 12,710	$ 31,110
2035	19,140	4,470	23,610	$ 19,420	$ 13,430	$ 32,850
2036	19,700	4,610	24,310	$ 20,440	$ 14,210	$ 34,650
2037	20,280	4,770	25,050	$ 21,520	$ 15,030	$ 36,550
2038	20,860	4,930	25,790	$ 22,610	$ 15,870	$ 38,490
2039	21,450	5,090	26,540	$ 23,790	$ 16,770	$ 40,560
2040	22,050	5,250	27,300	$ 25,000	$ 17,720	$ 42,720
2041	22,660	5,420	28,080	$ 26,260	$ 18,720	$ 44,970
2042	23,280	5,580	28,860	$ 27,550	$ 19,750	$ 47,320
2043	23,880	5,760	29,640	$ 28,930	$ 20,810	$ 49,750
2044	24,480	5,920	30,400	$ 30,320	$ 21,930	$ 52,250
2045	25,070	6,090	31,160	$ 31,940	$ 23,180	$ 55,120
2046	25,650	6,250	31,900	$ 33,380	$ 24,360	$ 57,760
2047	26,240	6,420	32,660	$ 34,930	$ 25,580	$ 60,510
2048	26,800	6,580	33,380	$ 36,460	$ 26,820	$ 63,280
2049	27,360	6,740	34,100	$ 38,070	$ 28,110	$ 66,170
2050	27,900	6,900	34,800	$ 39,650	$ 29,430	$ 69,080
2051	28,420	7,050	35,470	$ 41,290	$ 30,760	$ 72,040
2052	28,930	7,200	36,130	$ 42,960	$ 32,110	$ 75,070
2053	29,420	7,350	36,770	$ 44,610	$ 33,450	$ 78,060
2054	29,880	7,480	37,360	$ 46,280	$ 34,850	$ 81,130
2055	30,310	7,610	37,920	$ 47,980	$ 36,210	$ 84,190
2056	30,700	7,730	38,430	$ 49,650	$ 37,590	$ 87,240
2057	31,090	7,820	38,910	$ 51,430	$ 38,780	$ 90,210

Table 6-4. The Projects' T&R Annual Forecast – SH365

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	1,895	420	2,315	$ 845	$ 630	$ 1,475
2019	4,820	1,060	5,880	$ 2,370	$ 1,710	$ 4,090
2020	5,930	1,290	7,220	$ 3,190	$ 2,260	$ 5,450
2021	7,120	1,540	8,660	$ 4,150	$ 2,870	$ 7,020
2022	8,400	1,810	10,210	$ 5,290	$ 3,590	$ 8,880
2023	9,760	2,090	11,850	$ 6,400	$ 4,240	$ 10,640
2024	10,180	2,180	12,360	$ 7,190	$ 4,500	$ 11,690
2025	10,600	2,260	12,860	$ 7,640	$ 4,760	$ 12,400
2026	11,010	2,350	13,360	$ 8,140	$ 5,040	$ 13,180
2027	11,420	2,440	13,860	$ 8,650	$ 5,350	$ 14,000
2028	11,830	2,530	14,360	$ 9,180	$ 5,670	$ 14,850
2029	12,230	2,610	14,840	$ 9,730	$ 5,990	$ 15,730
2030	12,630	2,700	15,330	$ 10,300	$ 6,340	$ 16,640
2031	13,020	2,800	15,820	$ 10,900	$ 6,710	$ 17,600
2032	13,410	2,890	16,300	$ 11,520	$ 7,070	$ 18,600
2033	13,800	2,980	16,780	$ 12,150	$ 7,480	$ 19,630
2034	14,180	3,070	17,250	$ 12,820	$ 7,870	$ 20,690
2035	14,560	3,170	17,730	$ 13,510	$ 8,310	$ 21,820
2036	14,940	3,260	18,200	$ 14,160	$ 8,750	$ 22,910
2037	15,330	3,360	18,690	$ 14,850	$ 9,200	$ 24,050
2038	15,720	3,460	19,180	$ 15,540	$ 9,670	$ 25,220
2039	16,110	3,560	19,670	$ 16,280	$ 10,160	$ 26,440
2040	16,500	3,660	20,160	$ 17,040	$ 10,670	$ 27,710
2041	16,890	3,760	20,650	$ 17,810	$ 11,220	$ 29,030
2042	17,290	3,860	21,150	$ 18,620	$ 11,770	$ 30,400
2043	17,680	3,970	21,650	$ 19,470	$ 12,340	$ 31,820
2044	18,080	4,070	22,150	$ 20,350	$ 12,960	$ 33,310
2045	18,470	4,180	22,650	$ 21,370	$ 13,660	$ 35,030
2046	18,860	4,280	23,140	$ 22,290	$ 14,320	$ 36,620
2047	19,260	4,390	23,650	$ 23,270	$ 14,990	$ 38,260
2048	19,650	4,490	24,140	$ 24,260	$ 15,690	$ 39,960
2049	20,040	4,600	24,640	$ 25,310	$ 16,430	$ 41,730
2050	20,430	4,710	25,140	$ 26,360	$ 17,190	$ 43,550
2051	20,810	4,810	25,620	$ 27,450	$ 17,970	$ 45,420
2052	21,190	4,920	26,110	$ 28,580	$ 18,780	$ 47,360
2053	21,570	5,030	26,600	$ 29,720	$ 19,590	$ 49,310
2054	21,940	5,130	27,070	$ 30,900	$ 20,460	$ 51,360
2055	22,300	5,230	27,530	$ 32,110	$ 21,330	$ 53,440
2056	22,640	5,330	27,970	$ 33,340	$ 22,230	$ 55,570
2057	22,970	5,430	28,400	$ 34,550	$ 23,130	$ 57,680

Table 6-5. The Projects' T&R Annual Forecast – IBTC

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	565	150	715	$ 390	$ 380	$ 770
2019	1,410	380	1,790	$ 1,080	$ 1,020	$ 2,100
2020	1,720	470	2,190	$ 1,410	$ 1,340	$ 2,750
2021	2,050	560	2,610	$ 1,810	$ 1,700	$ 3,510
2022	2,400	670	3,070	$ 2,290	$ 2,120	$ 4,410
2023	2,780	780	3,560	$ 2,770	$ 2,500	$ 5,270
2024	2,900	810	3,710	$ 3,070	$ 2,650	$ 5,720
2025	3,030	850	3,880	$ 3,260	$ 2,790	$ 6,050
2026	3,160	890	4,050	$ 3,460	$ 2,980	$ 6,440
2027	3,300	930	4,230	$ 3,670	$ 3,180	$ 6,860
2028	3,440	980	4,420	$ 3,910	$ 3,380	$ 7,290
2029	3,590	1,020	4,610	$ 4,140	$ 3,590	$ 7,730
2030	3,740	1,060	4,800	$ 4,400	$ 3,820	$ 8,210
2031	3,900	1,110	5,010	$ 4,660	$ 4,050	$ 8,720
2032	4,060	1,150	5,210	$ 4,960	$ 4,300	$ 9,260
2033	4,230	1,200	5,430	$ 5,260	$ 4,560	$ 9,820
2034	4,400	1,250	5,650	$ 5,580	$ 4,840	$ 10,420
2035	4,580	1,300	5,880	$ 5,910	$ 5,120	$ 11,030
2036	4,760	1,350	6,110	$ 6,280	$ 5,460	$ 11,740
2037	4,950	1,410	6,360	$ 6,670	$ 5,830	$ 12,500
2038	5,140	1,470	6,610	$ 7,070	$ 6,200	$ 13,270
2039	5,340	1,530	6,870	$ 7,510	$ 6,610	$ 14,120
2040	5,550	1,590	7,140	$ 7,960	$ 7,050	$ 15,010
2041	5,770	1,660	7,430	$ 8,450	$ 7,500	$ 15,940
2042	5,990	1,720	7,710	$ 8,930	$ 7,980	$ 16,920
2043	6,200	1,790	7,990	$ 9,460	$ 8,470	$ 17,930
2044	6,400	1,850	8,250	$ 9,970	$ 8,970	$ 18,940
2045	6,600	1,910	8,510	$ 10,570	$ 9,520	$ 20,090
2046	6,790	1,970	8,760	$ 11,090	$ 10,040	$ 21,140
2047	6,980	2,030	9,010	$ 11,660	$ 10,590	$ 22,250
2048	7,150	2,090	9,240	$ 12,200	$ 11,130	$ 23,320
2049	7,320	2,140	9,460	$ 12,760	$ 11,680	$ 24,440
2050	7,470	2,190	9,660	$ 13,290	$ 12,240	$ 25,530
2051	7,610	2,240	9,850	$ 13,840	$ 12,790	$ 26,620
2052	7,740	2,280	10,020	$ 14,380	$ 13,330	$ 27,710
2053	7,850	2,320	10,170	$ 14,890	$ 13,860	$ 28,750
2054	7,940	2,350	10,290	$ 15,380	$ 14,390	$ 29,770
2055	8,010	2,380	10,390	$ 15,870	$ 14,880	$ 30,750
2056	8,060	2,400	10,460	$ 16,310	$ 15,360	$ 31,670
2057	8,120	2,390	10,510	$ 16,880	$ 15,650	$ 32,530

6.5.2. Scenario 2: SH 365-Only

C&M provided a second T&R scenario in which only the highway segments 1–3 of SH 365 where considered to be built. Figure 6-10 shows the three considered highway segments and the alignment of the SH 365-Only scenario. The alignment of SH 365-Only scenario begins in the west, from the Anzalduas GSA Connector, and connects to the Pharr International Bridge over Spur 29. The tolled segments on the SH 365-Only scenario correspond to the Projects' toll segments 2–5 and will utilize the same toll treatment as the Projects.

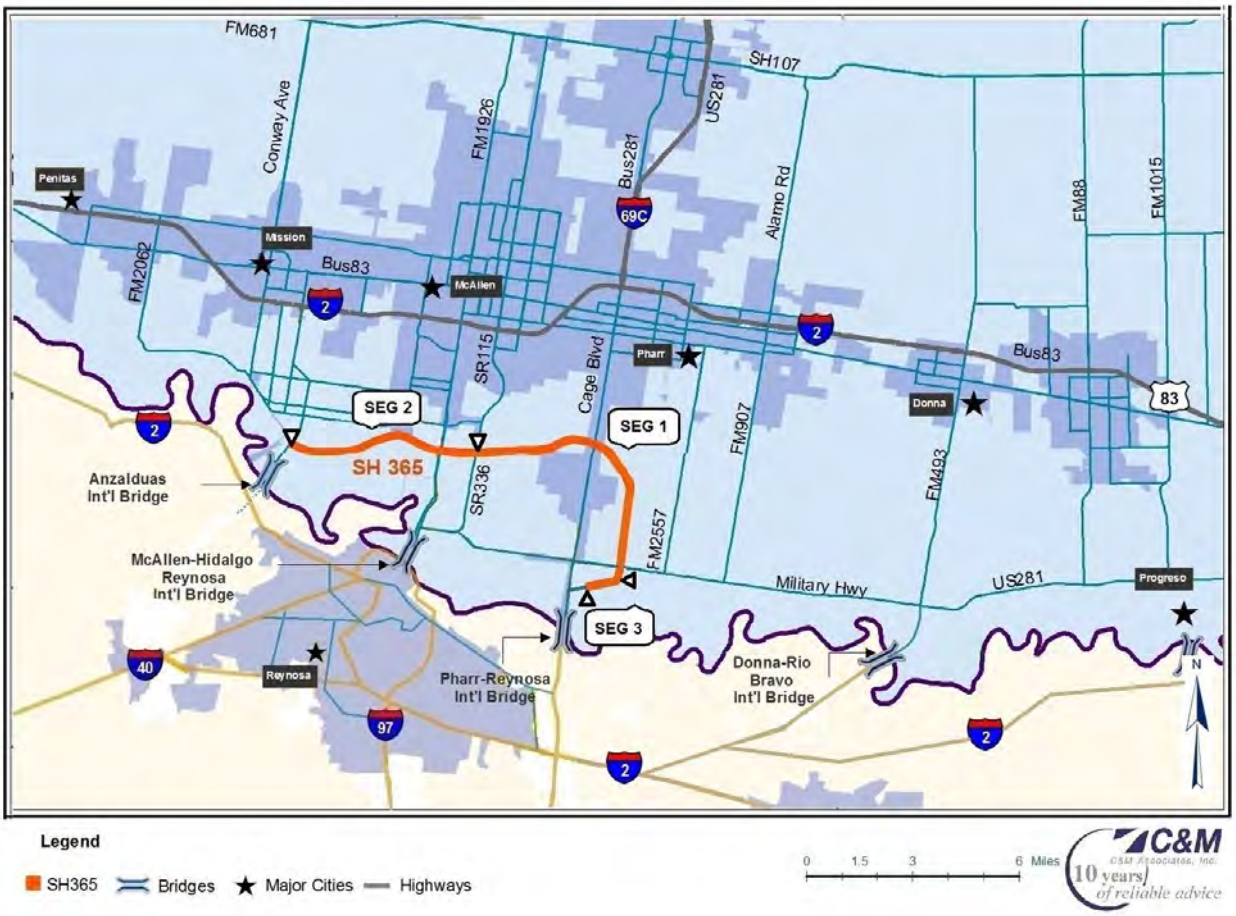


Figure 6-10. Alignment of SH 365-Only Scenario

Figure 6-11 presents the annual T&R of the SH 365-Only scenario. For the opening year 2018, C&M forecasted that the SH 365-Only scenario would generate approximately $0.9 million in toll revenue. By 2035, approximately 10 million transactions were projected under this scenario, a number expected to increase to 15.6 million by the final forecast year 2057. The SH 365-Only scenario projected annual revenue to be approximately $13 million by 2035 and $32 million by 2057. Table 6-6 provides a detailed look at T&R figures based on this scenario. The NPV of the SH 365-Only scenario constitutes 37 percent of the Projects' NPV.

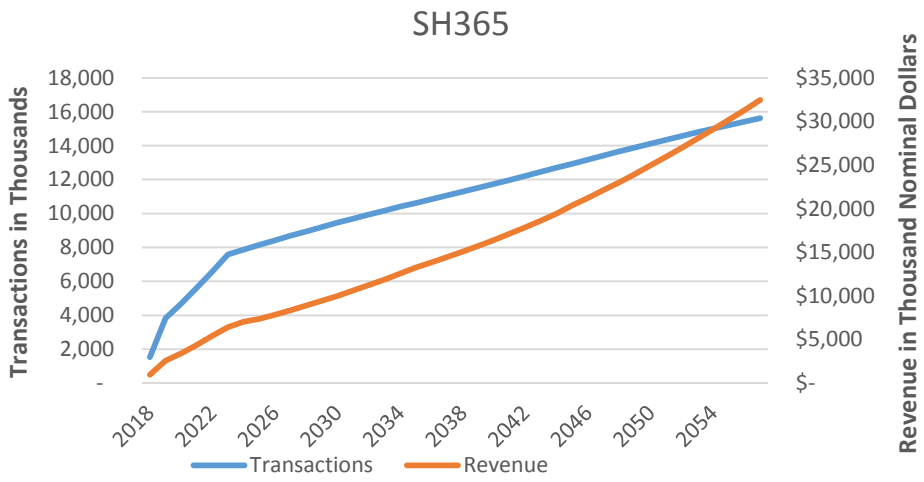


Figure 6-11. SH 365-Only T&R

Table 6-6. SH 365-Only T&R Annual Forecast

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	1,315	205	1,520	630	305	935
2019	3,320	510	3,830	1,740	830	2,570
2020	4,070	620	4,690	2,310	1,090	3,400
2021	4,860	740	5,600	2,940	1,400	4,340
2022	5,700	860	6,560	3,680	1,740	5,420
2023	6,590	1,000	7,590	4,360	2,050	6,410
2024	6,840	1,030	7,870	4,830	2,180	7,020
2025	7,080	1,070	8,150	5,040	2,310	7,350
2026	7,320	1,100	8,420	5,410	2,440	7,850
2027	7,550	1,140	8,690	5,780	2,580	8,360
2028	7,780	1,170	8,950	6,170	2,720	8,890
2029	8,000	1,210	9,210	6,560	2,870	9,430
2030	8,210	1,250	9,460	6,990	3,020	10,010
2031	8,420	1,280	9,700	7,420	3,180	10,600
2032	8,620	1,320	9,940	7,890	3,350	11,230
2033	8,820	1,350	10,170	8,360	3,520	11,870
2034	9,010	1,390	10,400	8,840	3,700	12,540
2035	9,190	1,420	10,610	9,360	3,900	13,260
2036	9,380	1,460	10,840	9,760	4,070	13,830
2037	9,570	1,490	11,060	10,170	4,270	14,440
2038	9,760	1,530	11,290	10,600	4,470	15,070
2039	9,950	1,570	11,520	11,060	4,680	15,740
2040	10,140	1,600	11,740	11,510	4,900	16,410
2041	10,340	1,640	11,980	12,000	5,130	17,130
2042	10,540	1,680	12,220	12,510	5,360	17,870
2043	10,740	1,720	12,460	13,010	5,600	18,620
2044	10,940	1,760	12,700	13,560	5,860	19,420
2045	11,140	1,800	12,940	14,200	6,170	20,370
2046	11,340	1,840	13,180	14,780	6,440	21,220
2047	11,540	1,880	13,420	15,390	6,750	22,130
2048	11,740	1,920	13,660	15,990	7,040	23,030
2049	11,930	1,960	13,890	16,640	7,340	23,970
2050	12,120	2,000	14,120	17,280	7,670	24,950
2051	12,310	2,040	14,350	17,940	7,990	25,940
2052	12,490	2,080	14,570	18,630	8,330	26,960
2053	12,670	2,120	14,790	19,340	8,700	28,030
2054	12,850	2,150	15,000	20,040	9,050	29,090
2055	13,020	2,190	15,210	20,770	9,420	30,190
2056	13,190	2,230	15,420	21,510	9,800	31,310
2057	13,360	2,270	15,630	22,290	10,190	32,480

Appendix C:

FM 1925 Needs Assessment Study

FM 1925
Needs Assessment Study

From Proposed SH 68 to I-69E (US 77)

Transportation Planning and Programming Division

March 2015

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Abbreviations

AADT	annual average daily traffic
ACP	asphalt concrete pavement
ADT	average daily traffic
CAGR	compound annual growth rate
CRCP	continuously reinforced concrete pavement
FM 1925	Farm-to-Market Road 1925
FONSI	Finding of No Significant Impact
I-2	Interstate 2
mph	miles per hour
MSA	Metropolitan Statistical Area
O-D	origin-destination
ROW	right-of-way
SH 107	State Highway 107
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TxDOT	Texas Department of Transportation
US 77	United States Route 77

Definitions

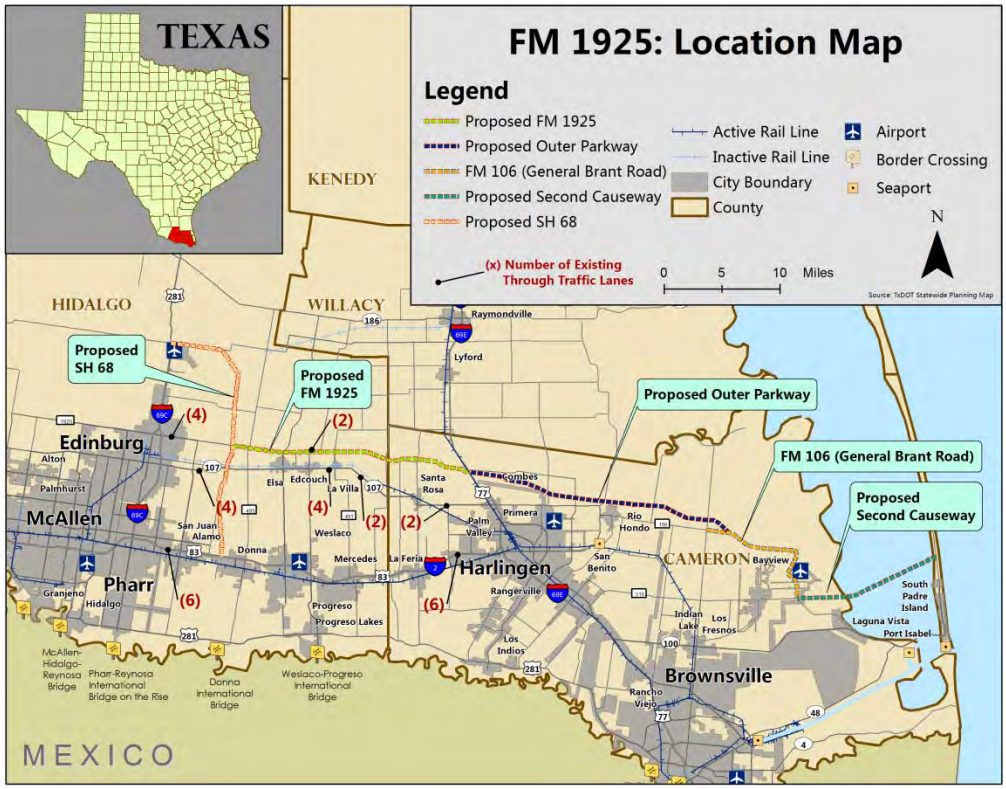
AADT:	AADT is the total volume of vehicle traffic that uses a highway or roadway for a year divided by 365 days. AADT is derived based on 24-hour axle counts for a segment of roadway, to which seasonal factors and axle correction factors are applied.
ADT:	ADT represents the total two-way traffic on a roadway for some period less than a year, divided by the total number of days it represents.
Functional Classification:	Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service that they are intended to serve; a system that classifies roadways according to traffic flow from the movement function to the access function. For highways, there are three main functional classifications: arterial, collector, and local roads. The majority of regional (or longer-distance) traffic uses arterials.
Super 2:	A Super 2 highway is a facility with a periodic passing lane added to a two-lane highway that allows for the passing of slower vehicles and the dispersal of traffic platoons. The passing lane typically alternates from one direction of travel to the other within a section of the highway to allow for passing in both directions.
System Architecture:	System architecture describes the functionality and design of a transportation network with respect to the type of facility (freeway, arterial, collector, or local) and the spacing between such facilities to provide an effective system in terms of mobility and accessibility.

Executive Summary

Over the past four decades, the population in Hidalgo and Cameron counties has grown 3.7 percent and 2 percent per year, respectively, and growth in both counties is projected to continue.[1] Like the urbanized portions of the region, the Rio Grande Valley's suburban population is expanding, which, in turn, increase demand on the existing transportation infrastructure. The Valley is already served by a number of interstates and highways, notably Interstate (I-)69C (U.S. Route [US] 281) and I-69E (US 77) in the north-south direction and I-2 (US 83) in the east-west direction.

Farm-to-Market Road (FM) 1925 (also known as Monte Cristo Road) is an existing east-west roadway in Hidalgo County. FMs traditionally served rural areas, providing farmers and ranchers all-weather roads to bring their goods to market. Today, many FMs also serve urban areas—sometimes exclusively. FM 1925 currently bisects the City of Edinburg, the county seat of Hidalgo County, which is the eighth largest county in Texas (Figure ES.1).[2]

Figure ES.1: FM 1925 Location Map



[1] TSDC 2010-2050: population scenarios [0.0 / 0.5 / 1.0]; TWDB 2010-2050: population projections. All four combined range from a 1.3 percent to 2.0 percent annual growth rate.

[2] U.S. Census Bureau. 2010. *2010 U.S. Census*. Website: http://www.census.gov/2010census/. Accessed February 2015.

The purpose of the FM 1925 Needs Assessment Study (study) is to evaluate the need for improvements and expansion of existing FM 1925. To accomplish this, the study considered crash histories, travel-time analyses, hurricane evacuation considerations, existing and forecasted travel demand, and system architecture. The planned FM 1925 project would extend from the proposed alignment of State Highway (SH) 68 in Hidalgo County, east of I-69C, to I-69E in Cameron County, where the project would connect with both the proposed Outer Parkway and Second Causeway to South Padre Island. The FM 1925 project is envisioned to be a four-lane toll road with frontage roads along existing FM 1925, and a four-lane toll road without frontage roads between FM 491 and I-69E. Alternatively, the project could be initially phased as a Super 2 highway with frontage roads west of FM 491 and a Super 2 highway east of FM 491.

Crash analyses for three east-west facilities (I-2, SH 107, and existing FM 1925) were conducted to evaluate the potential for improving safety along any of the facilities as a result of improving FM 1925. Considering crash statistics over the last 5 years, I-2 experienced a lower crash rate than the statewide average for all urban interstates. During the same period, SH 107 and existing FM 1925 experienced higher crash rates than the comparable statewide average for such facilities. Improvements or alternatives on either SH 107 and FM 1925 could enhance safety by reducing the potential for accidents.

In reviewing existing traffic movements throughout the area, I-2 serves the majority of traffic traveling east-west in the region. Presently, I-2 does not experience substantial congestion that slows vehicle speeds, even during peak periods. Only a short segment of I-2 near I-69C experiences reduced speeds during peak periods. Considering travel alternatives between I-69C and I-69E when crossing the U.S. and Mexico border along one facility and traveling northward along another, I-2 provides a significant travel time advantage compared to other alternatives. However, if FM 1925 were available as an access-controlled facility, the facility would have a shorter travel time (approximately eight minutes less than I-2).

A hurricane evacuation analysis was also conducted to assess current and future (2040) evacuation times and travel alternatives, if there was significant delay during emergencies. Considering that I-2 is designated as a potential contra-flow facility with six lanes of capacity available during hurricane evacuations, there appears to be adequate capacity to evacuate the low-lying areas of the City of Brownsville (primarily east of I-69E) within the 14 hours

anticipated for an evacuation (using current and 2040 traffic). Additional capacity would be helpful in instances were there would be a need for a faster ramp-up of evacuation traffic, but such capacity is not strictly required with the anticipated contra-flow operations along I-2.

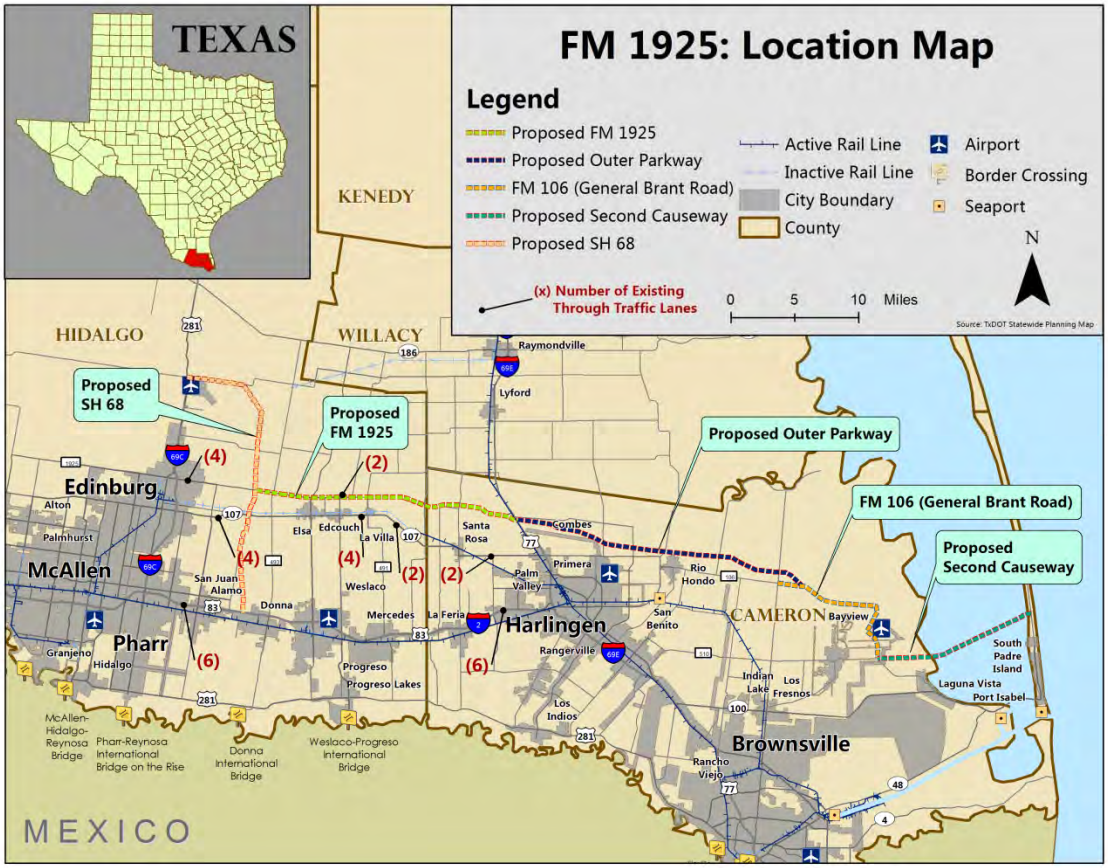
Commercially available data was used to create origin-destination (O-D) estimates representing travel movements throughout the region. The data were used to develop traffic forecasts on the transportation network in Hidalgo and Cameron counties under a variety of scenarios. Based on a conceptual analysis, the daily 2040 forecasted demand along FM 1925 would be between 21,000 and 49,000 vehicles per day without tolls, with higher demands primarily at the roadway's end points (SH 68 and I-69E). Using only high-level assumptions for tolling, if tolled, FM 1925 would likely attract approximately 15,000 to 25,000 vehicles per day by 2040.

Based on these forecasts, a Super 2 highway would be desirable by 2020. Future expansion to a four-lane freeway may occur by 2035 to 2040. The estimated construction cost for the Super 2 highway alternative would cost between $145 million and $184 million (in 2014 dollars), and the four-lane freeway alternative would cost between $297 million and $336 million (in 2014 dollars).

1. Introduction

Farm-to-Market Road (FM) 1925 (also known as Monte Cristo Road) is an existing east-west roadway in Hidalgo County. FMs originally served rural areas, providing farmers and ranchers all-weather roads to bring their goods to market. Today, many FMs also serve urban areas—sometimes exclusively. FM 1925 currently bisects the City of Edinburg, the county seat of Hidalgo County, which is the eighth largest county in Texas (Figure 1).[3]

Figure 1: FM 1925 Location Map



An environmental study was initiated to evaluate environmental effects that could potential occur because of the expansion of FM 1925 in 2007. On May 3, 2007, the Texas Department of Transportation's (TxDOT's) Pharr District held a public meeting for the FM 1925 project for Hidalgo and Cameron counties. The project was known at that time as the FM 1925 Monte Cristo Road from US 281 East to US 77 project. The previous scope of the project connected U.S. Route (US) 281 and US 77. (At the time of the public meeting,

[3] U.S. Census Bureau. 2010. *2010 U.S. Census*. Website: http://www.census.gov/2010census/. Accessed February 2015.

neither Interstate [I]-2 nor I-69 had been designated.) The FM 1925 project was described as a Valley-wide connector, a four-lane divided roadway, and a future hurricane evacuation route that would create a parallel corridor to the US 83 Expressway.[4] The public meeting graphics envisioned FM 1925 as having a 300-foot to 400-foot proposed right-of-way (ROW), and concluding statements by TxDOT anticipated a Finding of No Significant Impact (FONSI) with ROW acquisition to follow the anticipated findings.

The 2007 schematics are used in this FM 1925 Needs Assessment Study (study) primarily to identify potential constraints and develop conceptual construction cost estimates. TxDOT's Pharr District stopped the development of FM 1925 in 2008 because of funding issues. TxDOT developed the segments from proposed State Highway (SH) 68 to FM 491 as Super 2 projects, but the projects are not currently funded, and no work has been performed along the corridor from FM 491 to I-69E. However, Hidalgo County has developed an arterial project from Kenyon Road to FM 907, and the County will begin to develop a similar facility from FM 907 to the proposed alignment of SH 68. The two arterial projects were considered to be completed for this study.

Presently, the FM 1925 project would extend from the proposed alignment of SH 68 in Hidalgo County, east of I-69C (US 281), to I-69E (US 77) in Cameron County, where the project would connect with both the proposed Outer Parkway and Second Causeway to South Padre Island.

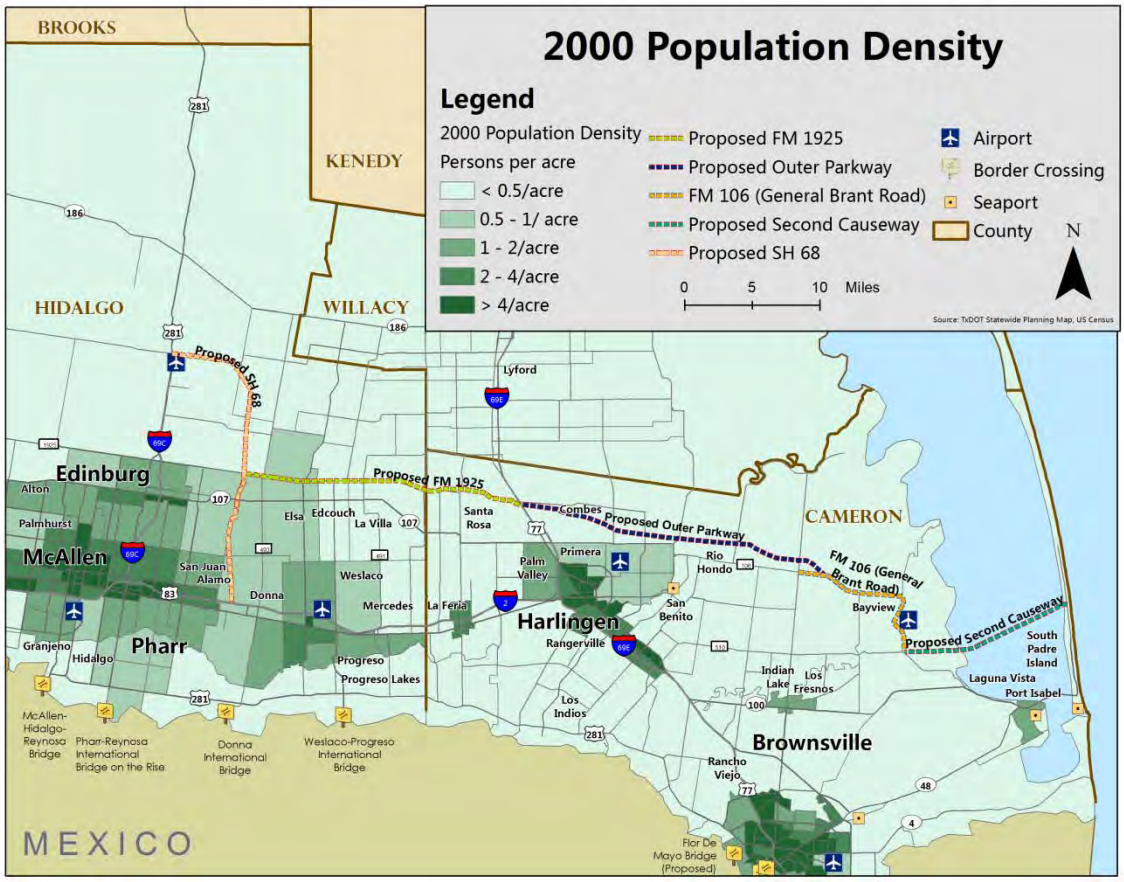
[4] TxDOT FM 1925 Public Meeting Presentation on May 3, 2007.

2. Needs Assessment

2.1 Socioeconomic Analysis

The Rio Grande Valley is made up of four counties: Cameron, Hidalgo, Starr, and Willacy. The FM 1925 project would connect regional transportation networks in Cameron and Hidalgo counties, which have a current combined population of more than 1.2 million residents. In 2013, Hidalgo had an estimated population of 815,996, followed by Cameron County with an estimated population of 417,276.[5] This study considers past population trends and examines forecasted population growth for both counties. Figure 2 and Figure 3 depict population density by Census tracts using the 2000 Census and 2010 Census data.

Figure 2: 2000 Population Density

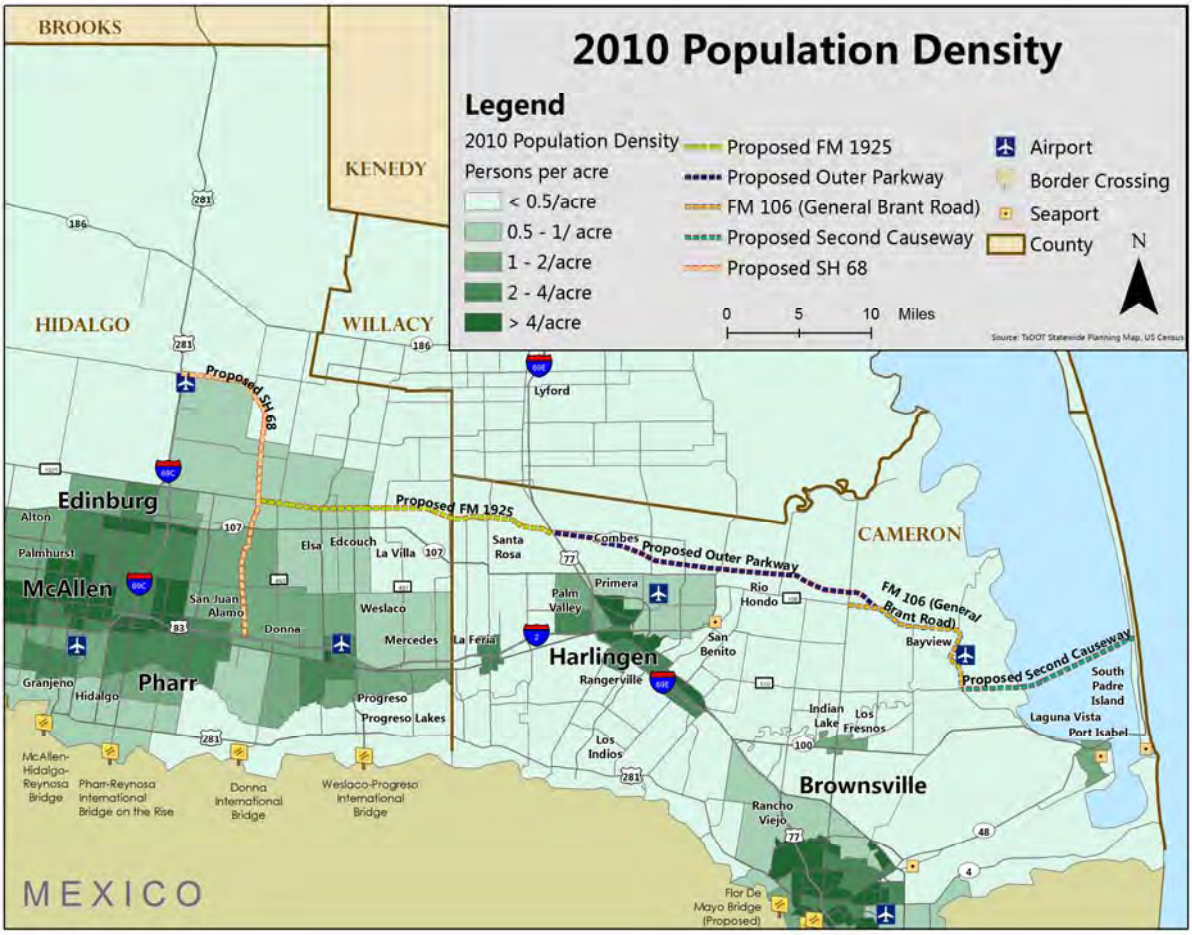


As illustrated on Figure 2 and Figure 3, residential population in the suburbs appears to have remained steady from 2000 to 2010. The McAllen-Edinburg-Mission Metropolitan Statistical Area (MSA) experienced the greatest amount of growth in this area. Growth

[5] U.S. Census, State and County QuickFacts: http://quickfacts.census.gov/qfd/states/48/48061.html.

becomes less pronounced moving east of the Hidalgo/Cameron County line before it begins to expand again closer to Harlingen. Increases in population density have occurred in Census tracts located at the proposed SH 68 interchange with I-2, moving southeast towards the U.S. and Mexico border. Both the Census tract at the proposed intersection of SH 68 and FM 1925 and the Census tract intersecting FM 1925 in the City of Edcouch grew, while growth remained generally stagnant in northern Hidalgo County.

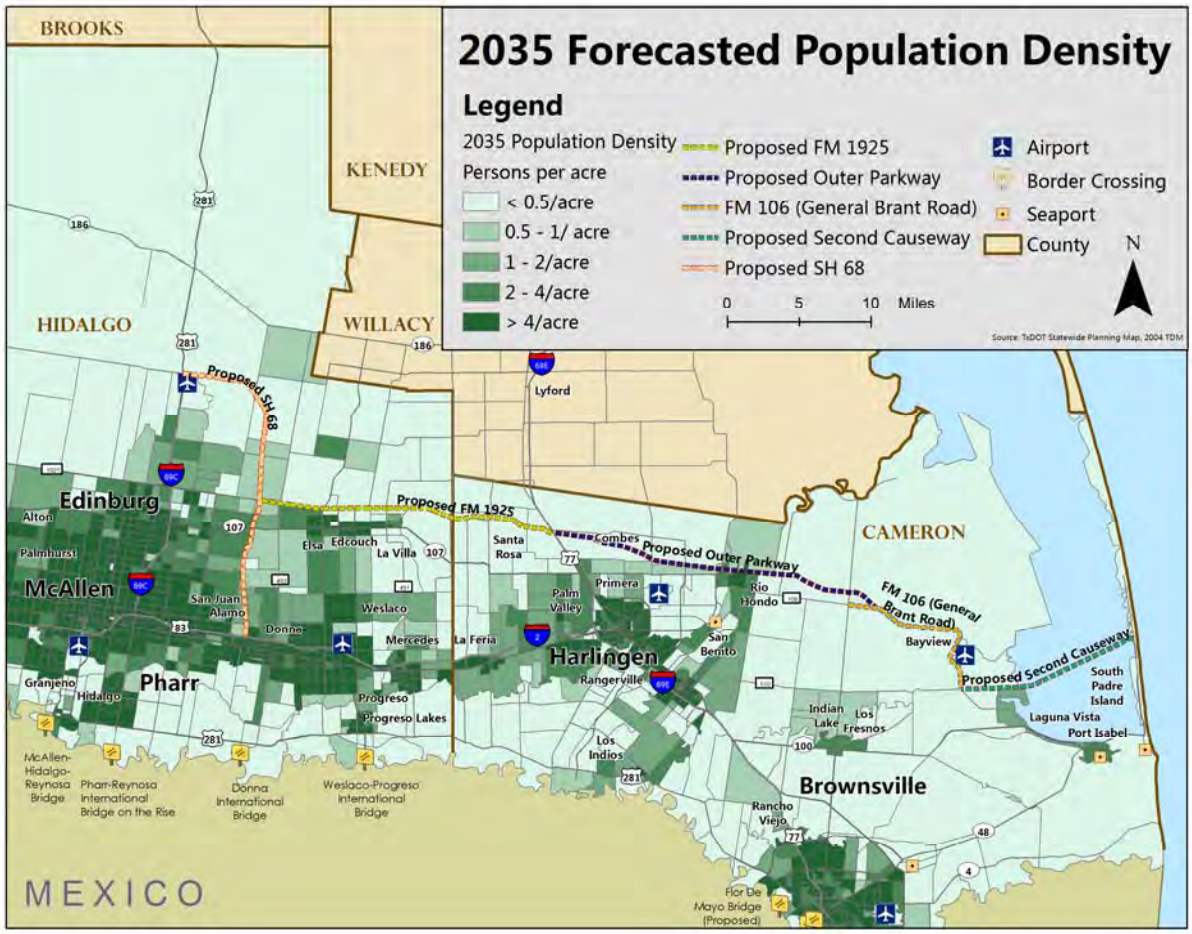
Figure 3: 2010 Population Density



Population trends were then compared with forecasted growth in population by the year 2035, which is the planning horizon used in the 2004 Travel Demand Model (TDM). Based on socio-economic forecasts of the 2004 TDM, population growth is expected to continue near both the McAllen-Edinburg-Mission MSA and Brownsville-Harlingen MSA. The data from the 2004 TDM is available at the Traffic Analysis Zone (TAZ) level and is slightly different from the 2000 and 2010 data structure. However, since the information is displayed as population density, the data can be visually compared, even if the data are aggregated at a

different geographic level (i.e., TAZs versus Census tracts). As shown on Figure 4, the TAZs along I-2 would also experience growth in population density. While there seems to be slightly more growth northeast of the McAllen-Edinburg-Mission MSA, most of the growth continues to occur in the existing urbanized areas or along I-2.

Figure 4: 2035 Forecasted Population Density



2.2 Safety Consideration

Crash data for the years 2009 to 2013 were analyzed to identify safety concerns along key east-west facilities, including I-2, SH 107, and existing FM 1925. During this 5-year period, there were 254 crashes on FM 1925 (existing segment only), 574 crashes on SH 107, and over 2,600 crashes on I-2. The crash rate measures the number of crashes for every 100 million vehicle miles of travel on a portion of a facility for a given period of time (usually for a year or series of years). Crash rates were calculated for each of the three facilities from 2009 to 2013 to facilitate a comparison with equivalent statewide average crash rates. These comparisons are summarized in Table 1.

Table 1: Average Annual Crash Rate Comparison

Facility Crash Rates		Statewide Comparison	
Facility Name	Crash Rate (2009-2013)	Roadway Type	Crash Rate (2009-2013)
FM 1925	137.2	Rural 2-lane	100.5
SH 107	122.5	Rural 2 or 4-lane average	99.3
I-2	72.5	Urban Interstate	108.3

As shown, the crash rates for existing FM 1925 and SH 107 are 23 to 36 percent higher than their comparable statewide averages. As such, improvements to FM 1925 have the potential to reduce crashes and thereby enhance safety.

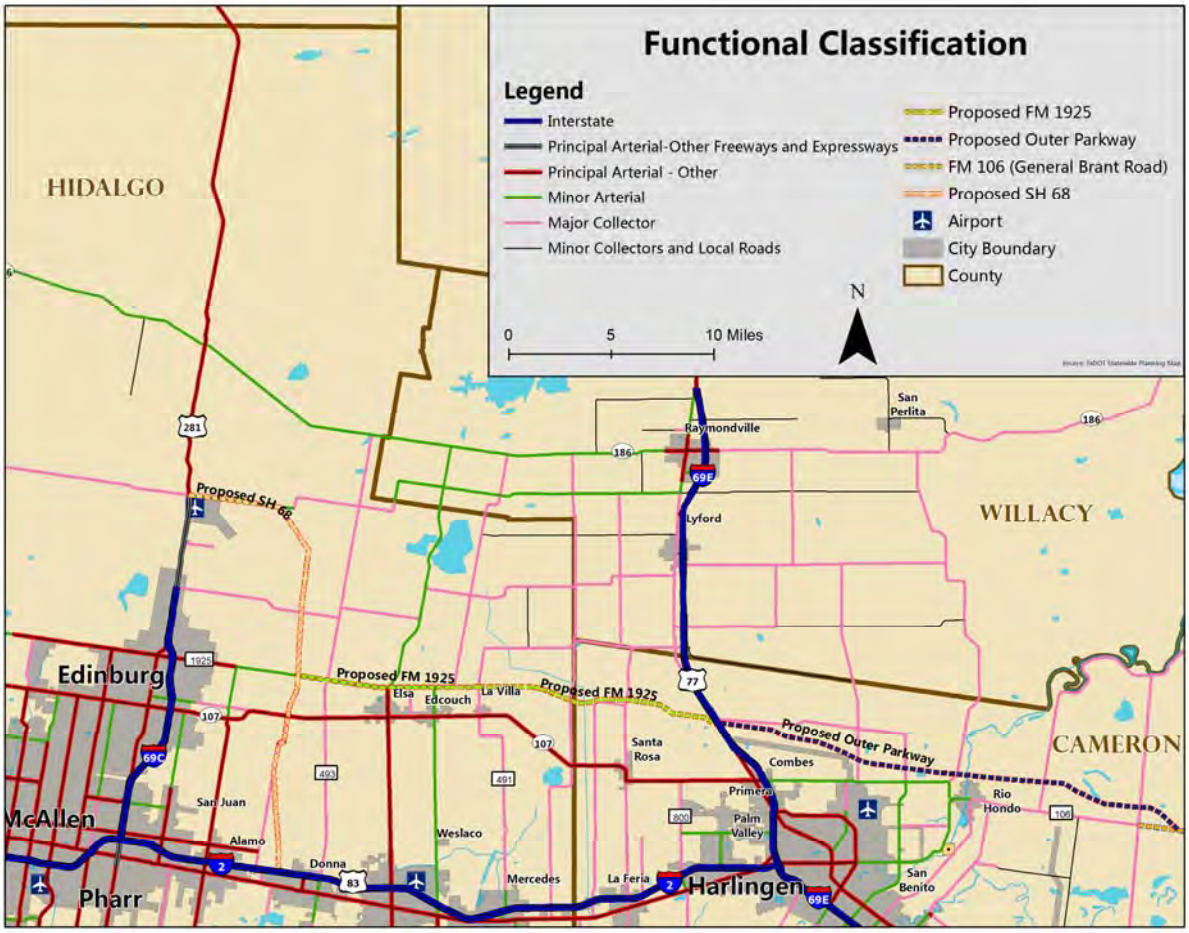
2.3 Traffic Analysis

The primary focus of traffic analysis is to understand existing traffic flows and forecast traffic demand to analyze if/when transportation improvements would be needed. The analysis examined existing traffic conditions, speeds during peak periods, alternative travel times for users traveling between various points, freight movements, and traffic forecasts based on area-wide growth.

2.3.1 System Architecture

Although the U.S. portion of the Rio Grande Valley is generally an east-west oriented development with the Brownsville-Harlingen MSA in the east and McAllen-Edinburg-Mission MSA anchoring the west, there are only a few east-west arterials that serve the traveling public (Figure 5). A majority of the east-west traffic uses I-2; however, as development occurs along I-2 and traffic increases, there will be a need for alternative routes. Additionally, as the City of Edinburg continues to grow, east-west connections farther north of current population centers would be necessary to prevent further pressure on I-2.

Figure 5: Functional Classification in Hidalgo and Cameron Counties

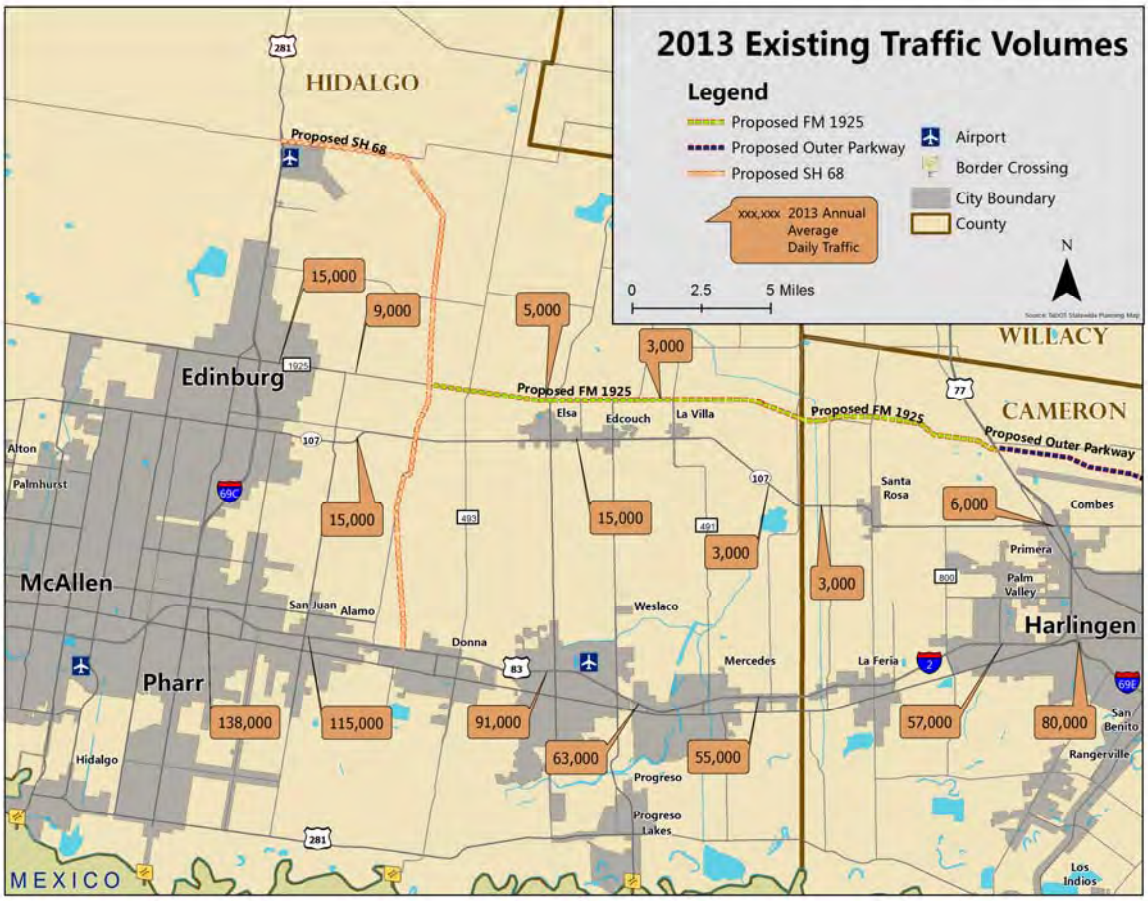


As noted above, development tends to occur closer to major transportation facilities. Within the region, the growth potential to the south is limited because of the proximity to both the Rio Grande River and the U.S. and Mexico border. Therefore, population growth would likely occur along I-2 and both I-69C and I-69E. North of I-2, the only other arterial connecting I-69C and I-69E is SH 107, which is about 8 miles from I-2. The other arterial that could serve such travel demand is FM 1925 (approximately 10 miles from I-2), but the roadway is presently not a continuous route. If no upgrades were done to existing FM 1925, the next facility to the north classified as an arterial is SH 186. Located 20 miles north of I-2, SH 186 bypasses all of the communities with ties to I-2, but would require much longer trips and would not be attractive to the majority of existing or anticipated land developments in the region. The upgrade or expansion of one of the above noted facilities would provide the necessary east-west connectivity in northern Hidalgo and Cameron counties.

2.3.2 Existing Traffic Patterns

Traffic counts are conducted every year to quantify traffic levels on TxDOT facilities. This data, known as annual average daily traffic (AADT), define daily demand along a portion of a highway or roadway. In 2013, AADT along I-2 between I-69C and I-69E ranged from 55,000 to 138,000 vehicles, with 5 to 8 percent of this traffic being commercial trucks (Figure 6). This percentage of trucks is typical on an urban interstate corridor such as I-2.

Figure 6: Existing Traffic Volumes (2013)



Existing traffic volumes on I-2 are heavily influenced by the McAllen-Edinburg-Mission MSA, where volumes increase to 138,000 AADT west of the proposed alignment for SH 68. Traffic on the urban six-lane facility of I-2 around the cities of Weslaco and Mercedes then drops to 55,000 AADT, before growing steadily to 80,000 AADT inside the City of Harlingen where I-2 connects into I-69E.

Traffic using SH 107 in 2013 ranged from 3,000 to 17,000 AADT, with 2 to 5 percent of traffic being commercial trucks. Existing traffic patterns on SH 107 indicate higher volumes

west of the cities of Elsa and Edcouch. While farther north, traffic traveling east from I-69C towards I-69E decreases after passing the proposed alignment of SH 68.

With a range of 3,000 to 15,000 vehicles per day, existing FM 1925 serves slightly less traffic than SH 107. The percentage of truck traffic along FM 1925 is 2 percent, which is understandable considering the roadway's current limitations for regional travel.

2.3.3 INRIX Speed Analysis

INRIX is a company that supplies traffic data by mining cell phone signals from passing motorists. INRIX has developed efficient methods for interpreting real-time traffic data to establish daily and seasonal estimates of traffic movements in major population centers. These same methods can be used to provide reliable information on speeds and congestion levels along various roadway or highway segments.[6]

INRIX speed data were obtained and analyzed to understand congestion along the major east-west routes that would parallel the FM 1925 project (Figure 7). A ratio of actual speed to posted speed was calculated for various segments of the facilities between I-69C and I-69E. These ratios indicate limited congestion occurs during peak periods on I-2. In most cases, I-2 flows at 87 percent or more of the Interstate's posted speed limit throughout its length. Peak-period (7 am to 9 am and 4 pm to 6 pm) speed averages 63 miles per hour (mph) for the entire stretch of I-2 and is within the range of 55 to 66 mph over both peak periods. The segments near I-69C and I-69E experience slightly slower peak-period speeds, ranging from 55 to 62 mph. There is no INRIX data for existing FM 1925 between I-69C and FM 491.

Conversely, SH 107 demonstrates some variation, including a less than desirable speed ratio near the City of Edinburg, in small zones between the cities of Elsa and Edcouch, and in the relatively short section between Business 77 and I-69E. The congestion experienced in and around the town of Santa Rosa on SH 107 may be directly related to trucking operations associated with its sugar mill, a top-ten producer of raw sugar in the U.S. Other factors influencing speeds along SH 107 are traffic signals, stop signs, and access points that cause the average travel speed to be lower than the posted speed limits.

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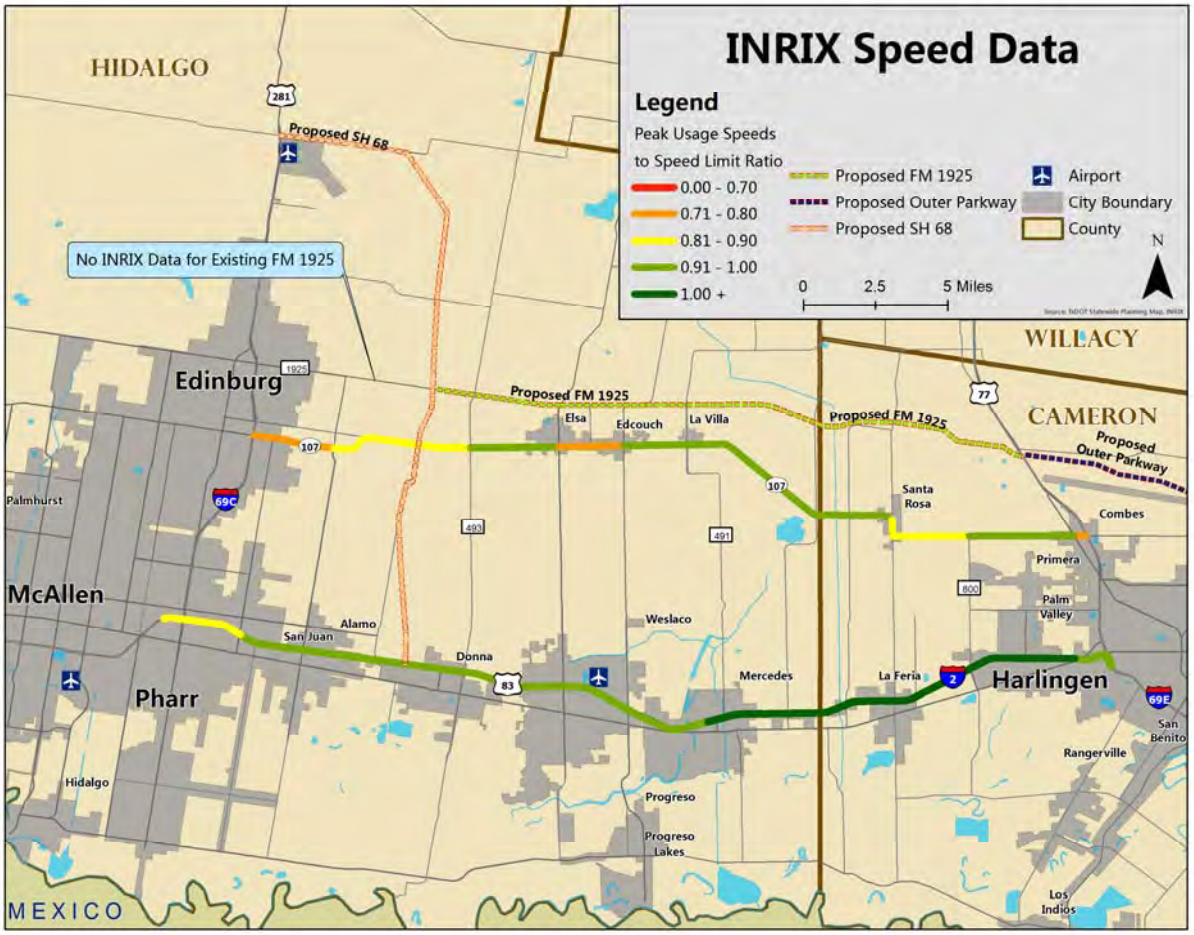
[6] INRIX.com Calculated Speed (CS): Speeds for each 15-minute period each day for each road segment are calculated (e.g., Monday from 06:00 am to 06:15 am for April 2012). Therefore, each segment has 672 speed values, representing four 15-minute time windows for all 24 hours of each day times the seven days in a week.

Figure 7: INRIX Speed Data



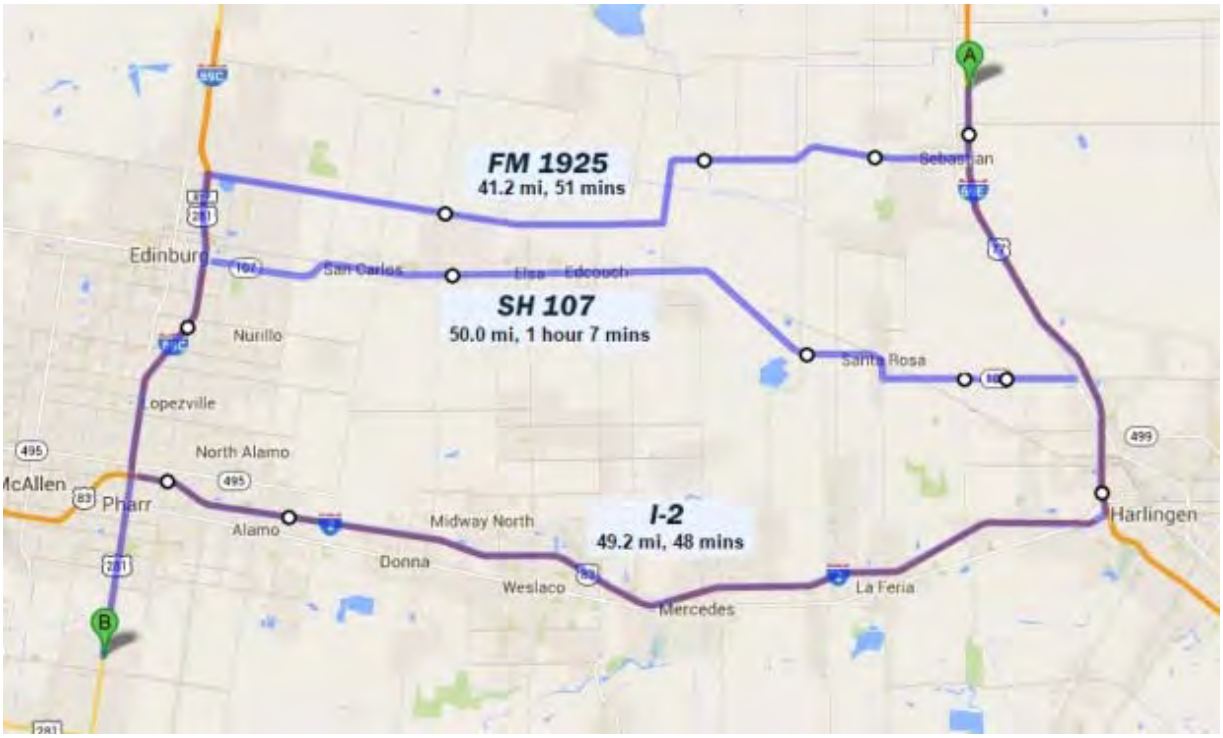
2.3.4 Travel Time Analysis

The lack of congestion on area roads in the Rio Grande Valley indicates that the cost of congestion to businesses, compared to other Texas metro areas, is relatively low. During the period of 2009 to 2013, the estimated mean travel time for commuters in Cameron and Hidalgo counties was about 21 minutes. In other urban areas of Texas, the average commute time ranged of 25 to 30 minutes, and nationally, the average commute time is 25.4 minutes according to the 2010 Census.

As mentioned previously, there are several travel options between I-69C and I-69E. Currently, the best alternative in terms of travel time is I-2 because of higher posted speed limits and a lack of traffic controls (e.g., stop lights) on the Interstate. Using existing FM 1925, along with some other local roadways, provides a distance advantage of about 8 miles over I-2, but FM 1925 remains a few minutes longer in terms of travel time when compared to I-2 (Figure 8). The proposed FM 1925 would take about 40 minutes to travel

between points A and B on Figure 8, which would be an advantage of about 8 minutes of travel time over I-2. For the public, this may not be attractive enough to cause substantial traffic diversion, since FM 1925 would be a tolled facility. However, considering that I-2 could be congested during peak periods, some longer-distance trips could divert to FM 1925 because of travel time reductions and reliability.

Figure 8: Travel Times between US 281 and US 77



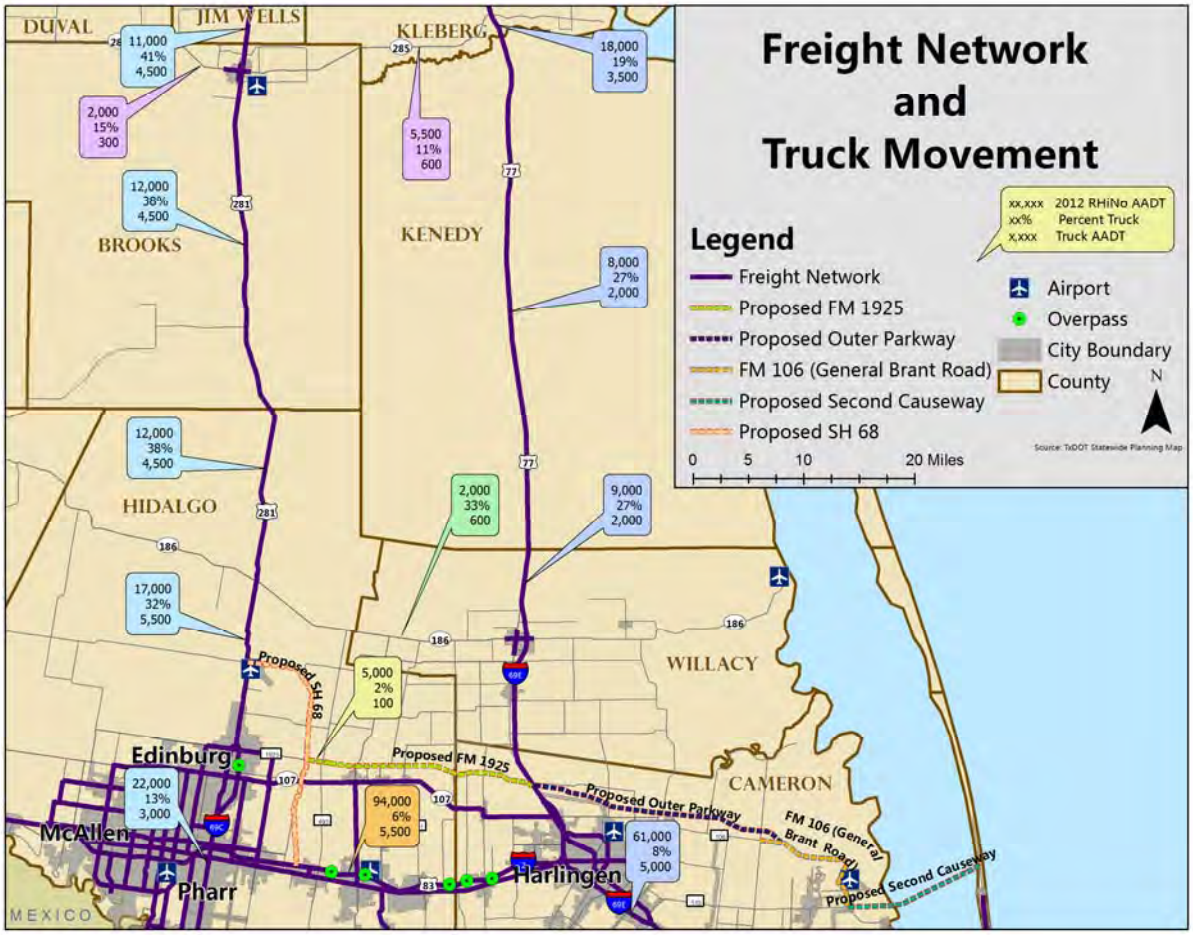
Source: Google Maps, accessed February 11, 2015.

2.3.5 Freight Flows

Because of the geographical location along the U.S and Mexico border, Texas enjoys a robust and diverse economy. The state has become a major economic player as an industrial hub, and a major point of entry and distribution for the U.S. Continued growth in international trade places Texas in a position to expand its export-import market, and particularly bolsters the potential for freight movements in the Rio Grande Valley.

As a non-continuous facility, existing FM 1925 currently does not offer an opportunity for through freight movements and, as a result, serves only local truck traffic. The amount of such freight is about 100 trucks per day.

Figure 9: Freight Network and Truck Movement



Existing freight movements accounted for as much as 8 percent of all the vehicles traveling between I-69C and I-69E on I-2 in 2013. As depicted on Figure 9, truck counts along I-2 amounted to roughly 5,000 vehicles per day immediately west of the connection to proposed SH 68. Truck counts on other east-west facilities connecting both sections of I-69 are substantially less. SH 285, SH 186, and SH 107 each serve less than 1,000 trucks per day. Located on the northern boundary of both Willacy and Hidalgo counties, SH 186 carries over 600 trucks daily. SH 285, located even farther north, is currently used as an important crossover for freight traffic between I-69C and I-69E, carrying over 500 trucks per day. SH 107 carries approximately 200 trucks per day immediately east of proposed SH 68.

Traffic on I-69E south of I-2 consists of about 5,000 trucks per day, but farther north, truck traffic drops to 2,000 trucks per day. Therefore, a portion of truck traffic crossing the U.S. and Mexico border at I-69E uses I-2 to connect west onto I-69C. Proposed improvements on

FM 1925, coupled with anticipated congestion along I-2, might encourage some truck traffic to use FM 1925.

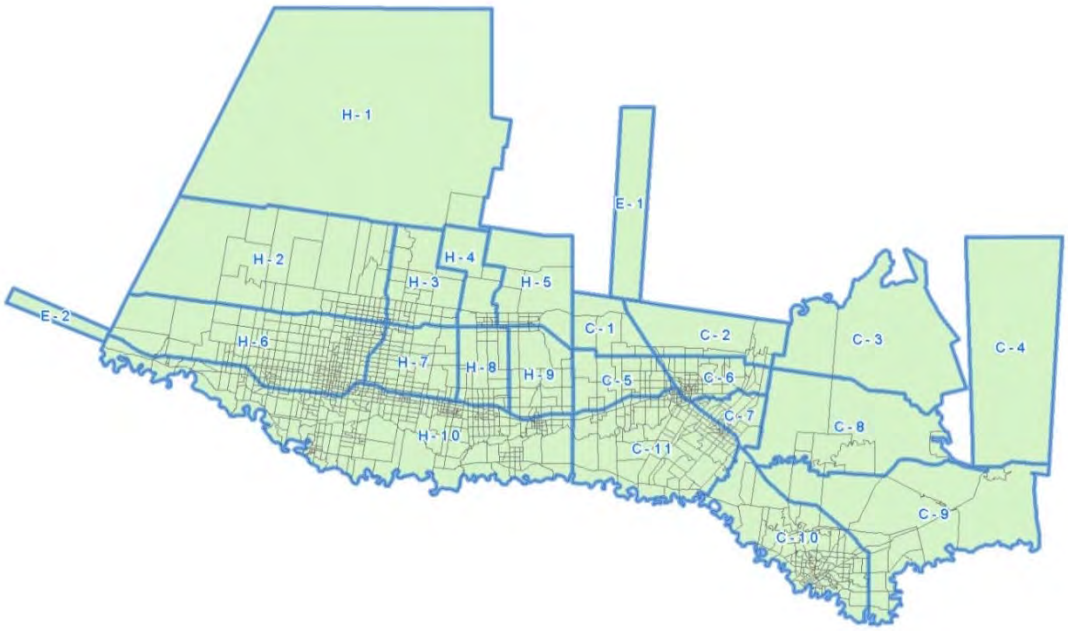
There are five existing interchanges where I-2 travels under a cross-street bridge and is subject to cross-street vertical clearance restrictions. The smallest vertical clearance among the five overpasses is 16 feet 3 inches at Kansas City Road in the City of La Feria. The remaining four underpasses meet or exceed the current TxDOT Interstate design standard of 16 feet 6 inches. However, emerging policy recognizes that taller freight loads are becoming more common. Therefore, the I-2 corridor may be less attractive than other corridors that accommodate the 18-foot preference for vertical clearance.

Transportation of heavy equipment (such as deep-sea oil exploration or coastal wind harvesting equipment) will have to avoid these five overpasses while using I-2. While the strategy to avoid the vertical restrictions may be as simple as using frontage roads to drive around low-vertical clearances, exiting I-2 causes trucks to have to use lower speeds and travel through at-grade intersections with traffic controls that can lead to delays. These actions reduce fuel efficiency and increase travel time for the oversized vehicles. An improved FM 1925 connection between I-69C and I-69E could provide a useful alternative for oversized vehicles, if the FM 1925 project is constructed without cross-street restrictions.

2.3.6 Traffic Forecast

In the absence of reliable traffic forecasting models, an alternative approach was used based on available origin-destination (O-D) data supplied by a private business named AirSage (see Appendix A). TxDOT's Pharr District provided the team with AirSage's O-D data that was originally used for TxDOT's *South Padre Island Second Access Project Traffic and Revenue Study* conducted by CDM Smith. Using the results of cell phone usage inventories, the team created a region-wide trip making (O-D) table by factoring in cellular phone use by motorists to replicate actual traffic volumes. The zone structure used for this effort is graphically depicted on Figure 10. The assumed magnitude of movements between the collections of zones via the east-west facilities is included in Table 2.

Figure 10: Zone Breakdown using Airsage's Origin-Destination Data



Note: Zone designations beginning with an "H" are located in Hidalgo County, while designations beginning with a "C" are in Cameron County.

In one scenario, it was assumed that the proposed improvements to FM 1925 would be open by 2040, along with the proposed Outer Parkway and Second Causeway to South Padre Island. The base assumptions of capture rates for the three primary east-west facilities (I-2, SH 107, and FM 1925 as a non-toll freeway) as well as other local roadways are shown in Table 2.

Table 2: Trip Distribution Assumptions

From	To	Trip Distribution Percentage			
		I-2	SH 107	FM 1925	Local
(H-1, H-2, H-3, H-4, and H-5)	(C-1 to C-11, and E-1)	10%	10%	70%	10%
(H-6, H-7, H-8, H-9, and E-2)	(C-1 to C-11, and E-1)	45%	5%	20%	30%
(H-10)	(C-1 to C-11, and E-1)	70%	0%	0%	30%
(C-1 to C-11, and E-1)	(H-1, H-2, H-3, H-4, and H-5)	10%	10%	70%	10%
(C-1 to C-11, and E-1)	(H-6, H-7, H-8, H-9, and E-2)	45%	5%	20%	30%
(C-1 to C-11, and E-1)	(H-10)	70%	0%	0%	30%

Note: "H," as part of a zone's nomenclature, indicates it is part of Hidalgo County, while "C" at the beginning of a zone indicates Cameron County and "E" indicates an external zone. See Figure 10 for zone locations.

Using this approach, the potential traffic demand (with a 1.1 vehicle occupancy factor) is shown in Table 3.

Table 3: Estimated 2013 AADT based on Origin-Destination Data

Estimated AADT (2013)	I-2	SH 107	FM 1925
Minimum	58,000	4,000	5,000
Maximum	117,000	17,000	8,000
Average	82,500	8,700	6,600

In order to forecast 2040 AADT for FM 1925, the growth rates from the regional model specific to the O-D zone pairs were used. The population for each zone pair was combined, and a compound annual growth rate (CAGR) was calculated, as shown in Table 4.

Table 4: Compound Annual Growth Rate for Origin-Destination Zone Pairs

Zones		Combined O-D Zone Populations		CAGR
		2004	2035	
(H-1, H-2, H-3, H-4, H-5)	(C-1 to C-11, and E-1)	458,282	706,525	1.4%
(H-6, H-7, H-8, H-9, E-2)	(C-1 to C-11, and E-1)	742,478	1,389,527	2.0%
(H-10)	(C-1 to C-11, and E-1)	584,788	1,013,032	1.8%

Note: See Figure 10 for zone locations.

The growth rates shown in Table 4 were applied to the estimated trip demand for FM 1925 in 2013 to forecast estimated trip demand in 2040. To ensure that the effects of major growth on the north side of Hidalgo County were reflected in the forecasts, special traffic impact studies for known, but not completed land developments (Tres Lagos and La Sienna), were also included in the analyses.

Scenarios

Two additional scenarios were considered to understand potential impacts to future traffic levels on FM 1925, if one or more of the other facilities were not open to traffic by 2040. Under the scenarios where FM 1925 was open for use by area traffic, forecasts were developed for both tolled and non-tolled options. The traffic forecasts for these scenarios are summarized in Table 5.

Table 5: FM 1925 Forecasted ADT in 2040: Scenario Comparison

Segment Limits	With FM 1925 and Outer Parkway / Second Causeway		With FM 1925 but without Outer Parkway / Second Causeway		Without FM 1925 but with Outer Parkway / Second Causeway	
	Non-toll	Toll	Non-toll	Toll	Non-toll	Toll
SH 68 to FM 493	49,000	25,000	44,000	23,000	17,000	N/A
FM 493 to FM 491	35,000	18,000	30,000	16,000	11,000	N/A
FM 491 to Hidalgo/Cameron County Line	21,000	15,000	17,000	12,000	N/A	N/A
Hidalgo/Cameron County Line to I-69E	31,000	22,000	26,000	19,000	N/A	N/A

Note: N/A (Not Applicable) is noted because without improvements to FM 1925, the segments east of FM 491 would not exist. Similarly, without improvements to FM 1925, a toll alternative would not exist.

The forecasted average daily traffic (ADT) shown in the first two columns of Table 5 for the scenario "With FM 1925 and Outer Parkway/Second Causeway" covers the highest potential demand for the study. This scenario assumes that the developments of Tres Lagos and La Sienna are completely built out as currently planned. The toll forecasts also assume a percentage of traffic diversion, approximately 50 percent west of FM 491, where there would be a competing route (frontage roads), and approximately 30 percent east of FM 491, which would not include another free alternative. This is a conceptual estimate of demand, and the actual volume would vary depending on a number of factors, such as toll rates, value of time/cost sensitivity of users, cost of travel, and travel time/condition of the competing free routes.

By the year 2020, portions of I-2 in the study area would have traffic demand that reduces traffic conditions to less than acceptable conditions. If a regional relief route like FM 1925 were constructed, longer-distance traffic could divert from I-2, thereby reducing traffic congestion to more acceptable levels. Only a two-lane, continuous-flow facility with passing provisions (a Super 2 highway) would be required initially, but if constructed between I-69C and I-69E, the highway would provide enough capacity to serve the forecasted volumes at an acceptable service level.

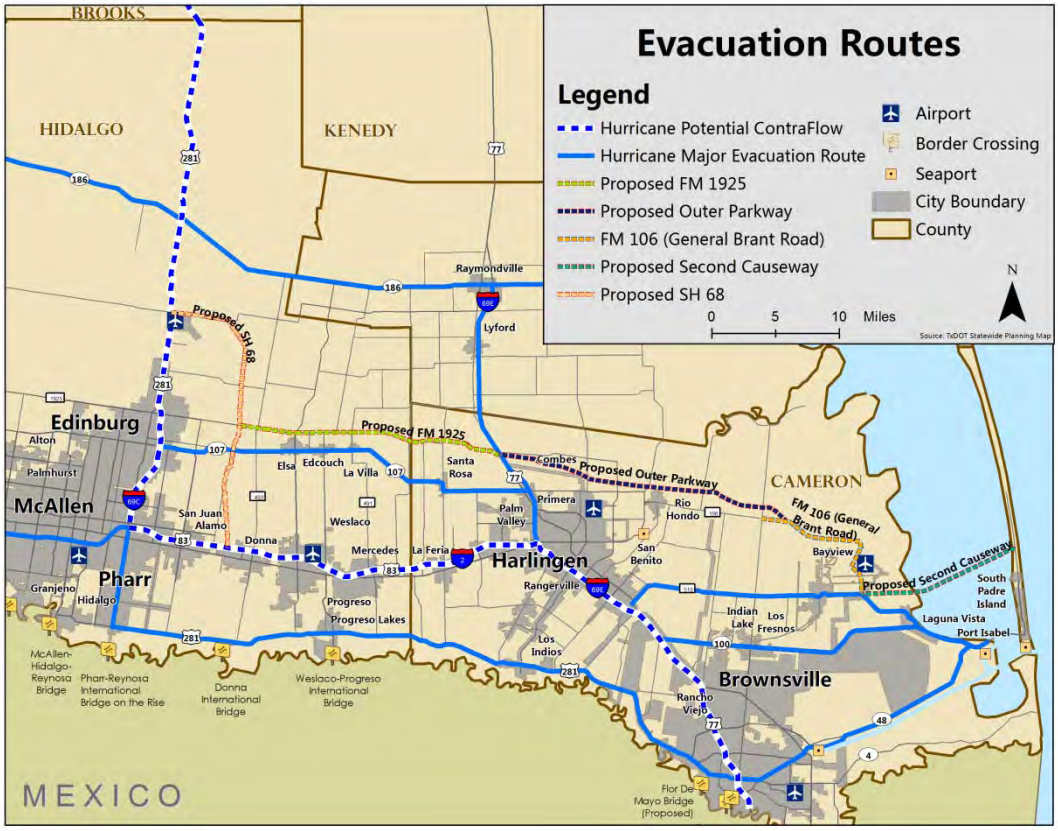
Once open to traffic around 2020, the regional highway would experience growth in traffic, to the point where the two-lane cross-section would have to be widened to four lanes between 2035 and 2040.

2.3.7 Hurricane Evacuation Analysis

Emergency preparedness is crucial to the safety and well-being of residents and visitors alike. As a tourist destination and a major population center, hurricane evacuation is a real and important consideration for the region. While the proposed Second Causeway to South Padre Island aims to boost population and attract visitors to the areas, the causeway would also be an evacuation route. The combination of the proposed Second Causeway to South Padre Island, the proposed Outer Parkway, improvements to FM 1925, and proposed SH 68 could become an optional route for evacuees traveling away from the coast. Such an evacuation route could relieve demands on I-2, as well as remove longer-distance traffic from SH 107 through the towns and cities of Santa Rosa, La Villa, Edcouch, Elsa, and Edinburg, which would lead to more efficient traffic movements out of danger zones for all evacuees.

Figure 11 illustrates the currently established evacuation routes and shows how I-2, in combination with I-69C, is a potential contra-flow route, allowing for faster evacuation of the Brownsville area.

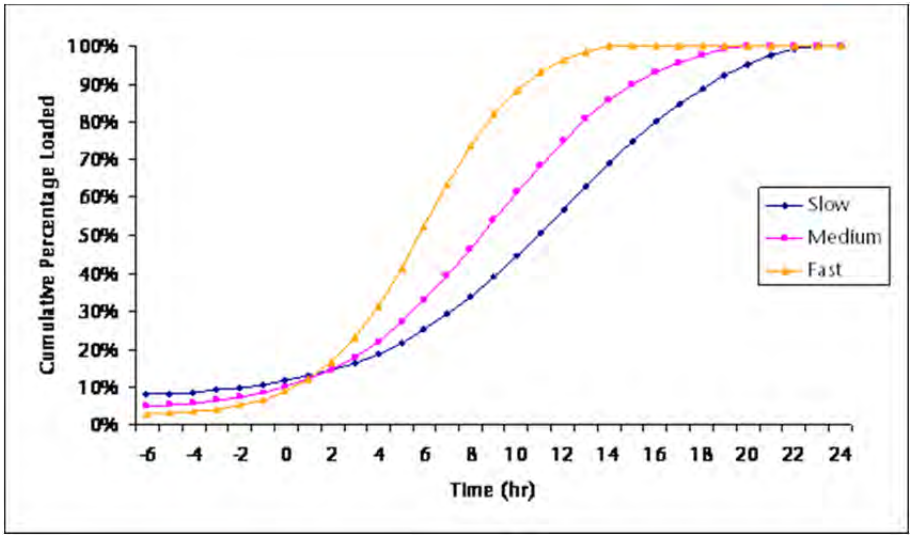
Figure 11: Evacuation Routes



A hurricane evacuation analysis was conducted to evaluate current and forecasted needs for alternative routes (see Appendix B). The objective of the analysis was to determine the amount of time it would take to evacuate area traffic using the existing transportation network in case of a hurricane emergency. The amount of traffic to be evacuated for 2013 was based on the estimated households located within an evacuation zone for a Category 5 hurricane, which is the strongest category as classified by the National Hurricane Center. For the forecast year of 2040, the number of vehicles evacuating the area was increased proportionately to the anticipated growth of Cameron County's population using Texas State Data Center projections.

The population was evacuated based on a hurricane response curve considering the "Fast" response time as shown on Figure 12. The curve defines the cumulative percentage of traffic that would be added to the region's transporation network every hour from the time an evacuation order is issued. Additionally, the background traffic was assumed to decline at an inverse rate to the evacuation traffic, considering a decrease and eventual halt of everyday activities in the face of the growing hurricane threat.

Figure 12: Hurricane Response Curve



Source: New Jersey Institute of Technology.

Hourly capacity analyses were performed on three main sections of I-2, on FM 1925 from SH 68 to FM 493, and on SH 107 at its intersection with FM 491. Results for I-2 are shown on Figure 13.

Figure 13: I-2 Evacuation Analysis Results

I-2		2013 Cameron County Population in Evacuation Zone*	70,962
US 77/I-69E to Hidalgo/Cameron CL		2040 Cameron County Population in Evacuation Zone*	100,776
2013		2040	
Link Capacity	Average Hourly Traffic	Link Capacity	Average Hourly Traffic
13,200	6,400	13,200	8,080

Hour	Cumulative Evacuation Traffic %	Evacuation Traffic	Background Traffic	Traffic Total 2013	Capacity-Volume 2013	Queued Traffic	Evacuation Traffic 2040	Background Traffic	Traffic Total 2040	Capacity-Volume 2040	Queued Traffic
0	10	7,096	2,880	9,976	3,224	0	10,078	3,636	13,714	-514	514
1	15	3,548	2,720	6,268	6,932	0	5,552	3,434	8,986	4,214	0
2	18	2,129	2,624	4,753	8,447	0	3,023	3,313	6,336	6,864	0
3	23	3,548	2,464	6,012	7,188	0	5,039	3,111	8,150	5,050	0
4	30	4,967	2,240	7,207	5,993	0	7,054	2,828	9,882	3,318	0
5	40	7,096	1,920	9,016	4,184	0	10,078	2,424	12,502	698	0
6	50	7,096	1,600	8,696	4,504	0	10,078	2,020	12,098	1,102	0
7	62	8,515	1,216	9,731	3,469	0	12,093	1,535	13,628	-428	428
8	72	7,096	896	7,992	5,208	0	10,506	1,131	11,637	1,563	0
9	80	5,677	640	6,317	6,883	0	8,062	808	8,870	4,330	0
10	88	5,677	384	6,061	7,139	0	8,062	485	8,547	4,653	0
11	93	3,548	224	3,772	9,428	0	5,039	283	5,322	7,878	0
12	95	1,419	160	1,579	11,621	0	2,016	202	2,218	10,982	0
13	96	710	128	838	12,362	0	1,008	162	1,169	12,031	0
14	100	2,838	0	2,838	10,362	0	4,031	0	4,031	9,169	0

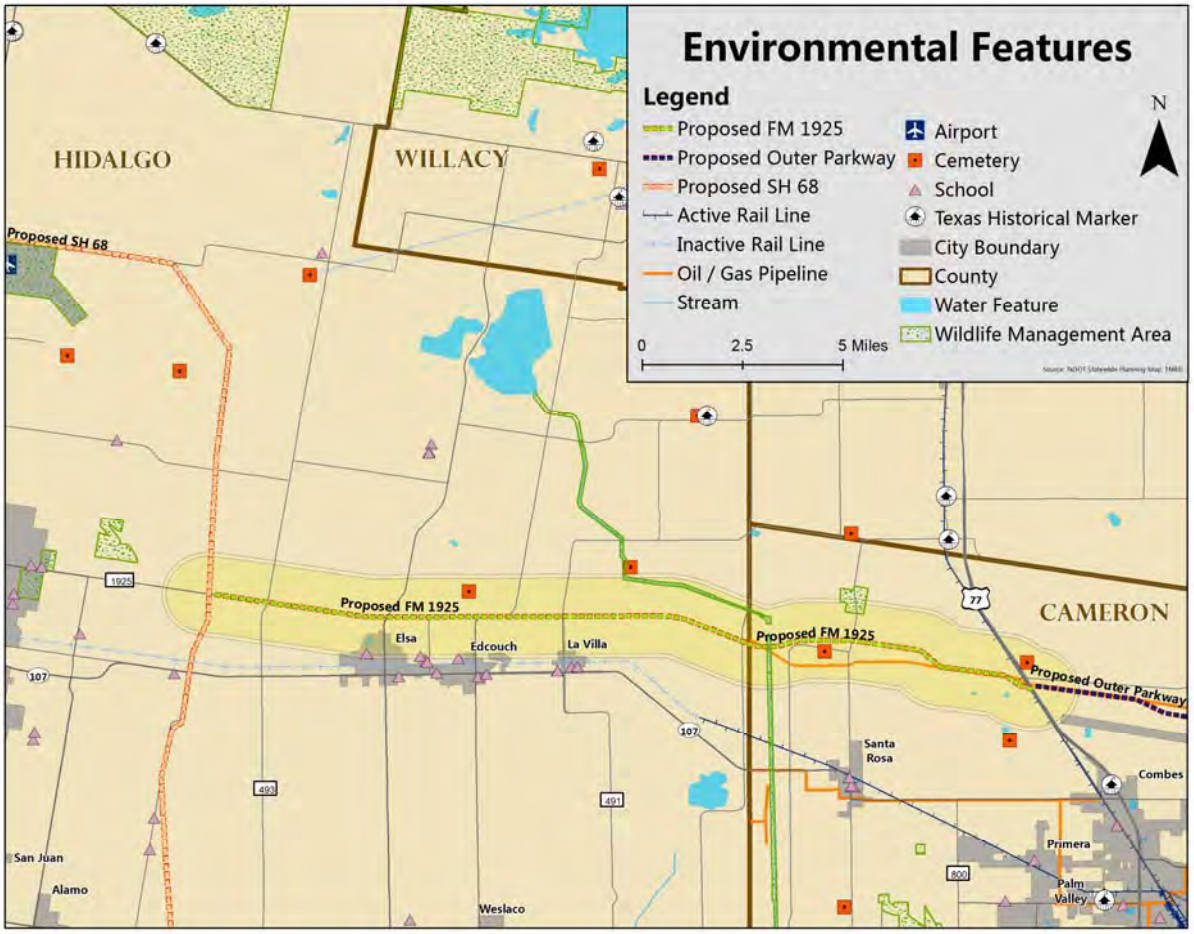
**Queued Traffic to the evacuation traffic in the following hour.*

Under current conditions, I-2 would be able to accommodate traffic during an evacuation without any delays. In 2040, some congestion would be experienced during the first and eighth hours after an evacuation order is issued. However, after these brief periods of congestion, I-2 would likely no experience any more queueing that leads to congestion. The Interstate has the capacity to evacuate all traffic by hour 15 using contra-flow operations. If contra-flow operations were not deployed or a major vehicle incident was to occur on I-2, demand could tax I-2's capacity, and a facility like FM 1925 could aid in reducing overall evacuation time.

3. Community and Environmental Scans

Environmental features and community infrastructure within a 1-mile buffer of the current alignment of FM 1925 were identified (Figure 14). These include residential developments and subdivisions along with a variety of small businesses. These land uses utilize existing FM 1925 for access to and from the highway system, and the manner in which some developments abut the current roadway could make it difficult to acquire the ROW needed for an upgraded, new, and/or expanded facility.

Figure 14: Environmental Features



There is no potable water or wastewater-related infrastructure around FM 1925 except for an irrigation channel on the south edge of FM 1925 from Kenyon Road (east of I-69C) to Sunflower Road (east of FM 493). This channel provides service to some of the numerous agricultural fields directly adjacent to FM 1925. Impacts to agricultural lands would be more pronounced the farther east one travels along the roadway.

Underground pipelines would exist near the proposed connection of FM 1925 and I-69E on the eastern edge of the project. Two small cemeteries (Anahuac Community and Womble Family cemeteries) reside about a half-mile north of existing FM 1925 just west of the roadway's intersection with FM 1015. The Las Palomas Wildlife Management Area is located on the north side of existing FM 1925 near FM 506.

There are no schools, universities, or places of worship adjacent to the existing roadway or the proposed FM 1925 ROW. However, a large concentration of planned residential and commercial developments would be just west of I-69C, which could add to the overall traffic demand on FM 1925. Because of uncertainty about whether the planned developments are incorporated in the growth forecasts of the 2004 TDM, both the La Sienna and Tres Lagos developments have been included in the traffic forecasting considerations for this study.

FM 1925 is not specifically designed as an airport access point. However, the South Texas International Airport in the City of Harlingen is located at the intersection of I-69C and FM 490, 8 miles north of FM 1925. Because of the roadway's connection with proposed SH 68, FM 1925 could function as an alternative route to the airport.

4. Alternatives Considered

A Super 2 highway and a four-lane freeway were both evaluated for the proposed FM 1925 project under the assumption that traffic demand could necessitate a phased development for the facility. Frontage roads were assumed for the section where FM 1925 currently exists (from proposed SH 68 to FM 491). The remaining section of proposed FM 1925 east of FM 491 was expected to be a controlled-access facility without frontage roads.

4.1 Four-lane Freeway Alternative

The estimated cost for the four-lane freeway alternative included construction of FM 1925 as an urban freeway with two lanes in each direction and a center traffic barrier. The typical section would consist of two, 12-foot lanes and no less than two, 10-foot shoulders in each direction, with 4 feet for a center concrete barrier. The typical section for the frontage roads, where necessary, would include two, 12-foot lanes with a 10-foot outside shoulder and a 4-foot inside shoulder. The interchange at SH 68 could include four highway-to-highway direct connectors and continuous frontage roads. The proposed design would allow FM 1925 to continue west as a major arterial with two lanes in each direction. The proposed pavement structure for mainlanes and frontage roads is detailed as follows.

Mainlane Pavement Structure

- 8 inches of lime-treated subgrade
- 4 inches of flexible base
- 2 inches of asphalt concrete pavement (ACP)
- 12 inches of continuously reinforced concrete pavement (CRCP)

Frontage Road Pavement Structure

- 8 inches of lime-treated subgrade
- 15 inches of flexible base
- 4 inches of ACP

4.2 Super 2 Highway Alternative

The Super 2 highway alternative would involve improving FM 1925 to a two-lane, two-way highway on the location of one of the future directional freeway mainlanes described above. An additional lane, approximately 2-miles in length, would be built to one side of the highway

at alternate locations to be used as directional passing lanes. The 2-lane section would be developed using the same mainlane pavement structure described for the four-lane freeway. The alternate passing lanes would use the following pavement structure:

- 8 inches of lime-treated subgrade
- 14 inches of flexible base
- 4 inches of ACP

The finished highway width in the continuous passing areas would have two 10-foot shoulders and three 12-foot lanes. The third lane on one side of the future mainlane would be for passing only. The ACP used during the process of widening FM 1925 to construct the Super 2 highway design can be removed when the highway is upgraded to a full four-lane freeway. The construction cost for the FM 1925 and SH 68 interchange does not include the four direct connectors that might be included in the four-lane freeway design. In the Super 2 highway phase of FM 1925's development, access to and from SH 68 could occur with frontage road-to-frontage road connections.

4.3 Conceptual Construction Cost Estimates

Conceptual cost estimates were developed using the assumptions stated above for both the Super 2 highway and four-lane freeway alternatives. The centerline from the previously studied schematic was used to determine approximate interchange locations, distance between interchanges, and the total length of the FM 1925 project. The construction cost estimate was calculated using the average construction cost per 100 feet of each type of roadway required. Details of the cost estimating methodology are provided in Appendix C. Costs for ROW and utility relocations are not included in the conceptual cost estimate. The construction cost estimates are summarized in Table 6.

Table 6: Conceptual Construction Cost Estimates (in 2014 dollars)

Alternative	Minimum (Interchange at SH 68)	Maximum (Direct Connectors at SH 68)
Super 2 Highway	$145,000,000	$184,000,000
Four-lane Freeway	$297,000,000	$336,000,000

5. Recommendation / Next Steps

The Rio Grande Valley will continue to experience economic growth, especially along suburban communities in the immediate vicinity of the cities of McAllen and Edinburg. Such trends are consistent with expected population growth in the region between I-69C and I-69E. Development is expected to increase demand on the existing transportation network, and traffic would also likely increase along the east-west facilities that include I-2 and SH 107. Because increased use will affect the level of service along these facilities, implementing improvements to FM 1925 would provide relief to I-2 and SH 107 by providing an alternate and, in some instances, more direct route for travel.

It is estimated that approximately 20 percent of the trips to South Padre Island originate from Hidalgo County. The connection of FM 1925 to both the proposed Outer Parkway and Second Causeway would be a direct route to commuters/visitors of South Padre Island.

Based on preliminary traffic forecasts, FM 1925 is expected to experience 21,000 to 49,000 vehicles per day by 2040 as a non-toll, four-lane freeway. Using high-level assumptions for tolling and trips distributions, it is anticipated that toll facility demand in 2040 would range between 15,000 and 25,000 vehicles per day. Based on this estimated demand as well as the anticipated development of congestion along I-2, the Super 2 highway alternative is recommended by the year 2020, which can be expanded to a four-lane freeway around 2035 to 2040.

Upgrading FM 1925 to an access-controlled freeway could also serve as a potential hurricane evacuation route, leading to quicker evacuation of traffic during emergencies.

Appendix A

FM 1925 Traffic Forecasting Memorandum

MEMO

March 3, 2015

To: Norma Garza
Pharr District, TxDOT

Through: Steve Linhart
TPP, TxDOT Austin

From: Michael Sexton
Jacobs Engineering, Inc.

Subject: FM 1925 Traffic Forecasting Memorandum

This memo summarizes the traffic forecasting approach and results of the Needs Assessment Study (study) for FM 1925 between the proposed alignment of SH 68 (east of I-69C[US 281]) and I-69E (US 77).

Project Background

FM 1925 (also known as Monte Cristo Road) is an existing facility from FM 681 to FM 491 in Hidalgo County. It is primarily a two-lane, undivided roadway with a four-lane section closer to I-69C. The proposed FM 1925 project would extend from the proposed alignment of SH 68 in Hidalgo County, which is slightly east of I-69C, to I-69E in Cameron County, where the proposed facility would connect with the proposed Outer Parkway and the proposed Second Causeway for South Padre Island (SPI). The proposed FM 1925 would be a four-lane toll road with frontage roads where FM 1925 already exists, and a four-lane toll road without frontage roads on a new location between FM 491 and I-69E.

Regional Model

The Rio Grande Valley encompasses numerous jurisdictions. There are three Metropolitan Planning Organizations (MPOs) in this area: the Hidalgo County MPO, Harlingen-San Benito MPO, and Brownsville MPO. Each MPO uses its own set of socio-economic forecasts in its respective County-specific travel demand models. Since FM 1925 is a regional facility and connects two MPOs (the Hidalgo County MPO and Harlingen-San Benito MPO), a regional travel demand model integrated by TxDOT's Transportation Planning and Programming division was expected to be used. However, the newer version of the travel demand model is still under development and will not be available within the timeframe of the study; therefore, an earlier version of the model with a base year of 2004 and a forecast year of 2035 was used to develop traffic forecasts for the FM 1925 project.

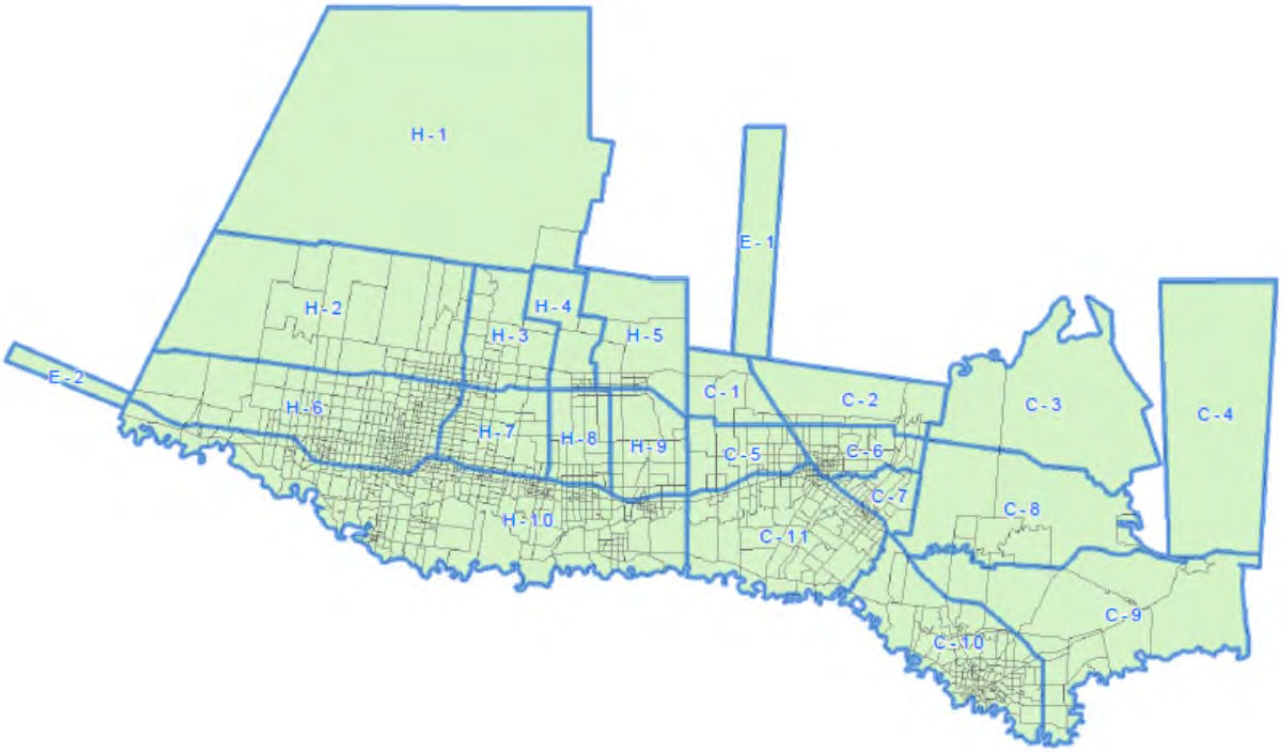
The base network of this earlier model (2004) does not include the upgrade and extension of FM 1925 as discussed in the *Project Background* section. Model calibration results revealed that the model generally produces lower volumes for high-capacity facilities (like I-2), and higher volumes for lower-capacity facilities (like SH 107 and FM 1925). This result suggested that the existing regional model is not an appropriate tool to base large investment decisions on, such as improvements to FM 1925.

Forecasting Methodology: An Alternative Approach

In the absence of reasonable model forecasts, an alternative approach was developed that used available origin-destination (O-D) data. TxDOT's Pharr District provided AirSage's O/D data from CDM Smith. The data were originally obtained for TxDOT's *South Padre Island Second Access Project Traffic and Revenue Study*. AirSage is a private company that mines cell phone data in a confidential manner to create summaries of total vehicle movements in a given region. The methodology for collection of the O/D data is detailed in Exhibit A.

The AirSage O/D data identified trips for weekdays and weekends during February 2013 and June 2013. The raw data included 1,395 zones, mostly within Hidalgo and Cameron counties with the exception of two external zones (one north of Cameron County along I-69E and one west of Hidalgo County along I-2). The zones within the two counties and the related trips were then aggregated to 21 zones. (Figure 1 illustrates the aggregated zones and Exhibit B provides the zone aggregation summary.)

Figure 1: Zone Breakdown using Airsage's Origin-Destination Data



Note: Zone designations beginning with an "H" are located in Hidalgo County, while designations beginning with a "C" are in Cameron County.

Based on the zone O-D matrix, a pivot table analysis was conducted for all four data points (weekday/weekend in February and in June of 2013). The trip tables were used to distribute trips on the east-west routes between Hidalgo County zones (including external station E-2 along I-2) and

Cameron County zones (including external station E-1 along I-69E). In the first scenario tested, it was assumed that FM 1925 would be open by the year 2040, along with the proposed Outer Parkway and Second Causeway to South Padre Island. The base assumptions concerning distribution and assignment factors for the three primary east-west facilities (I-2, SH 107, and FM 1925 as a non-toll freeway), as well as other local roadways, are summarized in Table 1.

Table 1: Trip Distribution Assumptions

From	To	Trip Distribution Percentage			
		I-2	SH 107	FM 1925	Local
(H-1, H-2, H-3, H-4, H-5)	(C-1 to C-11, and E-1)	10%	10%	70%	10%
(H-6, H-7, H-8, H-9, E-2)	(C-1 to C-11, and E-1)	45%	5%	20%	30%
(H-10)	(C-1 to C-11, and E-1)	70%	0%	0%	30%
(C-1 to C-11, and E-1)	(H-1, H-2, H-3, H-4, H-5)	10%	10%	70%	10%
(C-1 to C-11, and E-1)	(H-6, H-7, H-8, H-9, E-2)	45%	5%	20%	30%
(C-1 to C-11, and E-1)	(H-10)	70%	0%	0%	30%

Note: "H," as part of a zone's nomenclature, indicates it is part of Hidalgo County, while "C" at the beginning of a zone indicates Cameron County and "E" indicates an external zone. See Figure 1 for zone locations.

The proposed approach was validated based on comparisons between existing traffic counts and modeled volumes based on AirSage data. Table 2 provides a summary of the total traffic on I-2, SH 107, and FM 1925.

Table 2: Comparison of 2013 Traffic Counts and AirSage Modeled Demand

Facility	I-2, SH 107, and FM 1925 SCREENLINE		
	Minimum	Maximum	Average
2013 Traffic Counts	61,000	145,000	95,000
2013 AirSage Predicted Demand	67,000	142,000	97,250
% Difference	9.8%	-2.1%	2.4%

As seen in Table 2, there is less than 2 percent difference in the travel demand obtained by summing 2013 traffic counts on an imaginary line cutting across these three east-west facilities using actual data compared to predicted demand based on 2013 AirSage data.

Following the approach described earlier, the potential traffic demand (using a 1.1 vehicle occupancy factor) is summarized in Table 3. These synthesized volumes are in relatively close relation to actual ground counts. Therefore, the study team felt confident of the accuracy of traffic forecasts using the AirSage trip table.

Table 3: Comparison of 2013 ADT with Origin-Destination Data

AADT (2013)	I-2	SH 107	FM 1925
Minimum from AirSage O-Ds	58,000	4,000	5,000
Maximum from AirSage O-Ds	117,000	17,000	8,000
Average from AirSage O-Ds	82,500	8,700	6,600
Average ADT (Counted)	82,400	8,800	5,900

In order to forecast 2040 ADT for FM 1925, the growth rates from the regional model specific to the O-D zone pairs were used to adjust 2013 trips to a 2040 level. The population for each zone pair was combined and a compound annual growth rate (CAGR) was calculated as shown in Table 4.

Table 4: Compound Annual Growth Rate for O-D Zone Pairs

Zones		Combined O-D Zone Populations		CAGR
		2004	2035	
(H-1, H-2, H-3, H-4, H-5)	(C-1 to C-11, and E-1)	458,282	706,525	1.4%
(H-6, H-7, H-8, H-9, E-2)	(C-1 to C-11, and E-1)	742,478	1,389,527	2.0%
(H-10)	(C-1 to C-11, and E-1)	584,788	1,013,032	1.8%

*Note: See **Error! Reference source not found.** for zone locations.*

The growth rates shown in Table 4 were applied to the estimated trip demand for FM 1925 in 2013 to forecast estimated trip demand in 2040. This estimated trip demand assumed FM 1925 to be a non-toll freeway. The trip demand was converted to forecast AADT using a 1.1 vehicle occupancy factor. This was then converted to potential toll trip demand by using a factor of 0.5 (or 50 percent), assuming that potential toll strategies would reduce the interest in using the facility. This diversion would vary based on several factors, including the toll rate, value of time for users in the area, and availability and condition of competing routes. For a high-level needs assessment and in the absence of other detailed studies, a 50 percent toll diversion was assumed where frontage roads would be available, and a 30 percent toll diversion was assumed where frontage roads would not be available. As summarized in Table 5, the potential demand along FM 1925 as a toll road is anticipated to be between 12,100 and 15,600 vehicles per day based on the assumptions discussed earlier in this memo.

Table 5: FM 1925 Forecasted ADT in 2040

From	To	FM 1925 ADT in 2040			
		Feb WD	June WD	Feb WE	June WE
(H-1, H-2, H-3, H-4, H-5)	(C-1 to C-11, and E-1)	4,552	4,584	5,179	5,855
(H-6, H-7, H-8, H-9, E-2)	(C-1 to C-11, and E-1)	8,756	9,041	11,038	11,244
(H-10)	(C-1 to C-11, and E-1)	-	-	-	-
(C-1 to C-11, and E-1)	(H-1, H-2, H-3, H-4, H-5)	4,521	4,576	5,222	5,910
(C-1 to C-11, and E-1)	(H-6, H-7, H-8, H-9, E-2)	8,807	8,988	11,195	11,199
(C-1 to C-11, and E-1)	(H-10)	-	-	-	-
Estimated Trip Demand (Non-toll Freeway)		26,636	27,189	32,635	34,208
Estimated AADT (Non-toll Freeway)	1.1 Vehicle Occupancy	24,214	24,717	29,668	31,098
Estimated AADT from additional SPI Development (Non-toll Freeway)		265	827	1,123	3,808
Estimated AADT from Planned Developments (Non-toll Freeway)		3,091	3,636	4,545	6,364
Total Estimated AADT (Non-toll Freeway – rounded to nearest 100)		27,600	29,200	35,300	41,300
Segment Specific ADT	Refinement Factor Range	Non-Toll Freeway		Toll Freeway	
SH 68 to FM 493	18% to 81%	49,000		25,000	
FM 493 to FM 491	-1% to 6%	35,000		17,000	
FM 491 to Hidalgo/Cameron County Line	-30% to -40%	21,000		15,000	
Hidalgo/Cameron County Line to I-69E	-7% to -8%	31,000		22,000	

Scenarios

The forecast of total traffic shown in Table 5 assumes that FM 1925, the proposed Outer Parkway, and the proposed Second Causeway are open to traffic by 2040. Two additional scenarios were considered to contemplate potential impacts to future traffic if one or more of the facilities were not open. These scenarios are summarized in Table 6.

Table 6: FM 1925 Forecasted ADT in 2040: Scenario Comparison

Segment Limits	With FM 1925 and Outer Parkway / Second Causeway		With FM 1925 but without Outer Parkway / Second Causeway		Without FM 1925 but with Outer Parkway / Second Causeway	
	Non-toll	Toll	Non-toll	Toll	Non-toll	Toll
SH 68 to FM 493	49,000	25,000	44,000	23,000	17,000	N/A
FM 493 to FM 491	35,000	17,000	30,000	15,000	11,000	N/A
FM 491 to Hidalgo/Cameron County Line	21,000	15,000	17,000	12,000	N/A	N/A
Hidalgo/Cameron County Line to I-69E	31,000	22,000	26,000	19,000	N/A	N/A

Note: N/A (Not Applicable) is noted because without improvements to FM 1925, the segments east of FM 491 would not exist. Similarly, without improvements to FM 1925, a toll alternative would not exist.

The forecasted 2040 volumes were also compared using historic and modeled data. This approach assumes that although the previous regional model had base year outputs different from the actual volumes, the model does reasonably well in predicting the potential growth rate between the base year (2004) and forecast year (2035). The CAGR obtained from the model (between 2004 and 2035) was compared with the CAGR between the 2013 traffic counts and 2040 AirSage forecast.

Table 7 depicts historic, current, and forecasted traffic from different sources. The historic and current traffic relies on TxDOT traffic counts. The regional travel demand model output provides 2004-modeled data along with 2035 forecast data. As can be seen in the table, the model tends to forecast higher traffic volumes on smaller facilities (like FMs) and lower demand on larger facilities like interstates. For example, in several segments of FM 1925 and SH 107, the modeled 2004 traffic is higher than the current 2013 traffic. This would suggest that the 2035 model forecast would be higher as well. On the other hand, the model 2035 forecast for I-2 is usually lower than the existing 2013 traffic volumes, signifying that the model underestimates traffic on interstates. However, the growth factors calculated between 2004 and 2035 using the model outputs seem to be reasonable and are, therefore, used to forecast 2040 traffic volumes as comparable to the forecasts developed earlier in this report.

Table 7: Comparison of Traffic Trends and Forecasts

Location	Historic Trends				Regional Model Forecast			2040 Forecast		
	1990	2013	CAGR	Refined CAGR*	2004	2035	CAGR	Trends CAGR	Model CAGR	AirSage
FM 1925 East of I-69C	3,600	9,000	4.1%	3.7%	11,820	35,947	3.7%	24,000	24,000	25,000
FM 1925 NW of Elsa	2,900	6,000	3.2%	2.9%	10,317	28,908	3.4%	13,000	15,000	17,000
FM 1925 NE of Elsa	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15,000
FM 1925 West of I-69E	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	22,000
SH 107 East of Edinburg	12,000	17,000	1.5%	1.3%	28,154	41,130	1.2%	24,000	24,000	31,000
SH 107 East of Edcouch	4,700	4,000	-0.7%	-0.6%	9,788	12,499	0.8%	3,000	5,000	8,000

Location	Historic Trends				Regional Model Forecast			2040 Forecast		
	1990	2013	CAGR	Refined CAGR*	2004	2035	CAGR	Trends CAGR	Model CAGR	AirSage
SH 107 West of I-69E	3,300	5,000	1.8%	1.6%	3,483	12,294	4.2%	8,000	15,000	9,000
I-2 West of Donna	37,000	119,000	5.2%	4.6%	54,437	66,314	0.6%	401,000	140,000	197,000
I-2 Weslaco/Mercedes	27,000	91,000	5.4%	4.8%	27,268	42,468	1.4%	323,000	133,000	157,000
I-2 West La Feria	25,000	58,000	3.7%	3.3%	28,526	47,881	1.7%	139,000	91,000	96,000
I-2 West Harlingen	29,000	62,000	3.4%	3.0%	29,228	49,570	1.7%	138,000	98,000	97,000

Note: 2040 forecasts are based on FM 1925 being a toll facility.

** Refined CAGR was proportioned to the historical (2.83 percent) and forecasted (2.53 percent) population growth rates in Hidalgo and Cameron counties.*

The forecasts in Table 7 anticipate FM 1925 traffic demand to be between 15,000 and 25,000 vehicles per day. As per Table 5, the forecasted non-toll demand with improvements to FM 1925, the Outer Parkway, and the Second Causeway would range between 21,000 and 49,000 vehicles per day. These study-developed forecasts also include traffic demands from the planned developments of La Sienna and Tres Lagos. At a conceptual level, the AirSage-based forecasts seem to be reasonable.

Conclusion:

Table 8 summarizes the potential traffic demand for FM 1925, considering that the Outer Parkway and Second Causeway are open to traffic by 2040. It also assumes that the developments of Tres Lagos and La Sienna are completely built out as currently planned. The toll forecasts on FM 1925 assume diversion of some forecasted traffic to other facilities, approximately 50 percent west of FM 491, where there will be a competing route (frontage roads), and approximately 30 percent east of FM 491, which would be constructed without a competitive free route. This is a conceptual estimate of demand, and the actual volume would vary depending on a number of factors, including toll rates, value of time/cost sensitivity of users, cost of travel, and travel time/condition of the competing free routes.

Based on the demand shown in Table 8, a Super 2 highway is recommended by the year 2020, with expansion to a four-lane freeway being justified around 2035 to 2040.

Table 8: FM 1925 Forecasted Demand in 2040

Segment Limits	With FM 1925, Outer Parkway, and Second Causeway	
	Non-toll	Toll
SH 68 to FM 493	49,000	25,000
FM 493 to FM 491	35,000	17,000
FM 491 to Hidalgo Cameron County Line	21,000	15,000
Hidalgo/Cameron County Line to I-69E	31,000	22,000

CC: Roger Beall
TPP, TxDOT Austin

Exhibit A

AirSage Methodology

Understanding Population Movements

1.0 Introduction

AirSage, an Atlanta based wireless information and data provider, has developed an approach to gathering data about population mobility throughout a region. AirSage analyzes anonymous location and movement of mobile devices, which is derived from wireless signaling data, to provide new insights into where populations, are, were, or will be, and how they move about over time and in response to special events or disruptions to the roadway network.

The purpose of this document is to describe the methodology used by AirSage to gather data and to calculate and categorize trips to produce trip matrices.

2.0 AirSage Technology

AirSage provides historic population location, movement, and traffic information derived from analysis of wireless (and in particular, cellular phone) signaling data. Combining patented and proprietary data collection and analysis technologies with signaling data from wireless carriers, AirSage has developed and deployed a secure data collection and reporting network with over 100 million mobile "sensors" (mobile devices) that provide unprecedented visibility into where groups of people are, where they were, where they are likely to be, and how they move from one area to another.

AirSage's WiSE (Wireless Signal Extraction) technology extracts data from wireless carrier networks, as generated by devices in the normal course of operation. Mobile devices frequently communicate with the network through control channel messages, both during use and when the device is in idle mode. The frequency and nature of the signaling data varies based on the network equipment used to provide cellular service to the area. The WiSE technology anonymizes the data stream (ensuring user privacy) and performs multiple stages of analysis to monitor the location and movement of the mobile devices (and thus the population of mobile users).

3.0 AirSage Study Methodology

AirSage uses a modular, multi-step methodology to derive useful information and analytics from wireless signaling data provided by its wireless carrier partners. The core components of the data collection, processing, and delivery process is outlined below.

Device Location Processing: Time-stamped locations (latitude/longitude) are generated for each mobile device (e.g. a cellphone), utilizing the network signaling data generated each time a mobile device interacts with the mobile network. Interaction with the network comes in many forms including sending and receiving text messages or receiving updates or streaming data to/from mobile devices. "Processed Sightings" are created using this information in addition to factoring in the quality of the device and removing any static that might occur within the network that has the potential to obscure the data.

Activity Pattern Analysis: All of the "Device Locations" (Home, Work, etc.) for a device are determined over the course of four to six weeks. The data are run through a series of pattern recognition and statistical clustering algorithms to determine repeated and irregular trip patterns and primary activity locations for a device. These patterns and locations are used to classify trip purpose.

Activity Point Generation: Each Device Location is then combined with other recent sightings and known activity locations to further refine the location, determine if the device is moving or stationary, and calculate additional attributes to create individual "Activity Points." At the most basic level, activity points may be classified as being Home, Work, or Other locations. Home locations are those locations where mobile users spend the majority of their nights. Nighttime is defined between 9:01pm and 6:00 am. Work locations are similarly determined by looking at where subscribers spend the majority of their days between 9:00 am and 5:00 pm. These activity points are then combined to create "Trip Legs" which eventually allow for an overall network of travel behaviors to be established.

Population Synthesis: Using the observed sample devices, the movements for a full population is synthesized. There are two main factors that go into the expansion process: penetration rates and device quality. Penetration rates, simply put, is the ratio of number of resident devices observed by Airsage in a given census tract to the 2010 census population. Currently expansion is performed to census tract but will shift to a more detailed census block group level in a future release. Device quality refers to the number of daily sightings observed for each device. This factor feeds a model which adjusts for the probability of missing trips due to limited visibility of some devices.

Trip Analysis: Each trip is analyzed and classified into various interesting categories such as resident class of subscriber, trip purpose, time of day and day of week. Each of these is explained in detail in the next section.

Data Aggregation and Packaging: For each project a unique study area is defined before the data collection process even begins. This is area is then further subdivided into analysis zones. The trip ends (Activity Points) are assigned to these zones. All of the trip ends within those zones are also assigned a

purpose and time of day during which they took place. The number of trip ends are totaled to determine the total number of trips that took place within each zone. All of this data is then packaged in the form of an O-D Matrix and distributed to clients so that they may use our results to perform their own internal analysis.

4.0 Optional Features in OD Matrix

Resident Classes (Optional): Typically, subscribers are classified as residents, non-residents and through. Residents have a home location within the study area. The 'through' field is actually identifying the type of subscriber and not the trip itself. These subscribers were only seen on one day during the study period and they just passed through the region. They might have made intermediate stops along those trips which are being identified here. On the other hand, non-residents were seen more than couple of days (likely, visitors staying few days in the region). For modeling purposes, non-resident and through trips can be combined into 'visitor' trips. A much more detailed classification of subscribers is also available upon request.

Subscriber classification can also be grouped into six categories: resident worker, home worker, inbound commuter, outbound commuter, short term visitor and long term visitor. Resident worker lives and works within in the study area. Home worker is one whose day and night time clusters are same and are within the study area. Short-terms visitors are the 'through' travelers whereas long term visitors stay more than couple of days. Outbound commuter means the subscriber has a home location in the study area but work location outside the region. Inbound commuter has home location in the external area of the study region area but work location is in one of the internal zones. It should be noted that inbound commuter is only relevant when an 'external analysis' is performed.

Trip Purpose (Optional): Trip purpose is classified as either 3-class or 9-class categories. These are standard definitions of what is used in the travel demand modeling industry – HBW, HBO and NHB for 3-class and HH, HO, OH, HW,WH,WW,WO,OW and OO for 9-class. H indicates 'Home' end, W indicates 'Work' end and O indicates 'Other' end. HH, WW means a trip from home to home or work to work. Trips are classified this way when it is certain that the subscriber has left the origin and made a short trip but the destination location is not exactly captured (for example, jogging in the neighborhood, visiting a very close grocery store, walk to lunch while at work etc.). For modeling purposes, it is suggested to use HH in HBO and WW in NHB categories.

Time of day (Optional): Each trip is grouped by trip start time by the hour of the day. This is aggregated into custom categories for time of day analysis. Standard time of day groups used internally are: Midnight to 6 AM, 6 AM to 10 AM, 10 Am to 3 PM, 3 Pm to 7 PM and 7 Pm to Midnight.

Day of week (Optional): Each trip is also identified by the day of the week travel was made. This allows for interesting analysis of travel variation by each weekday or weekend day.

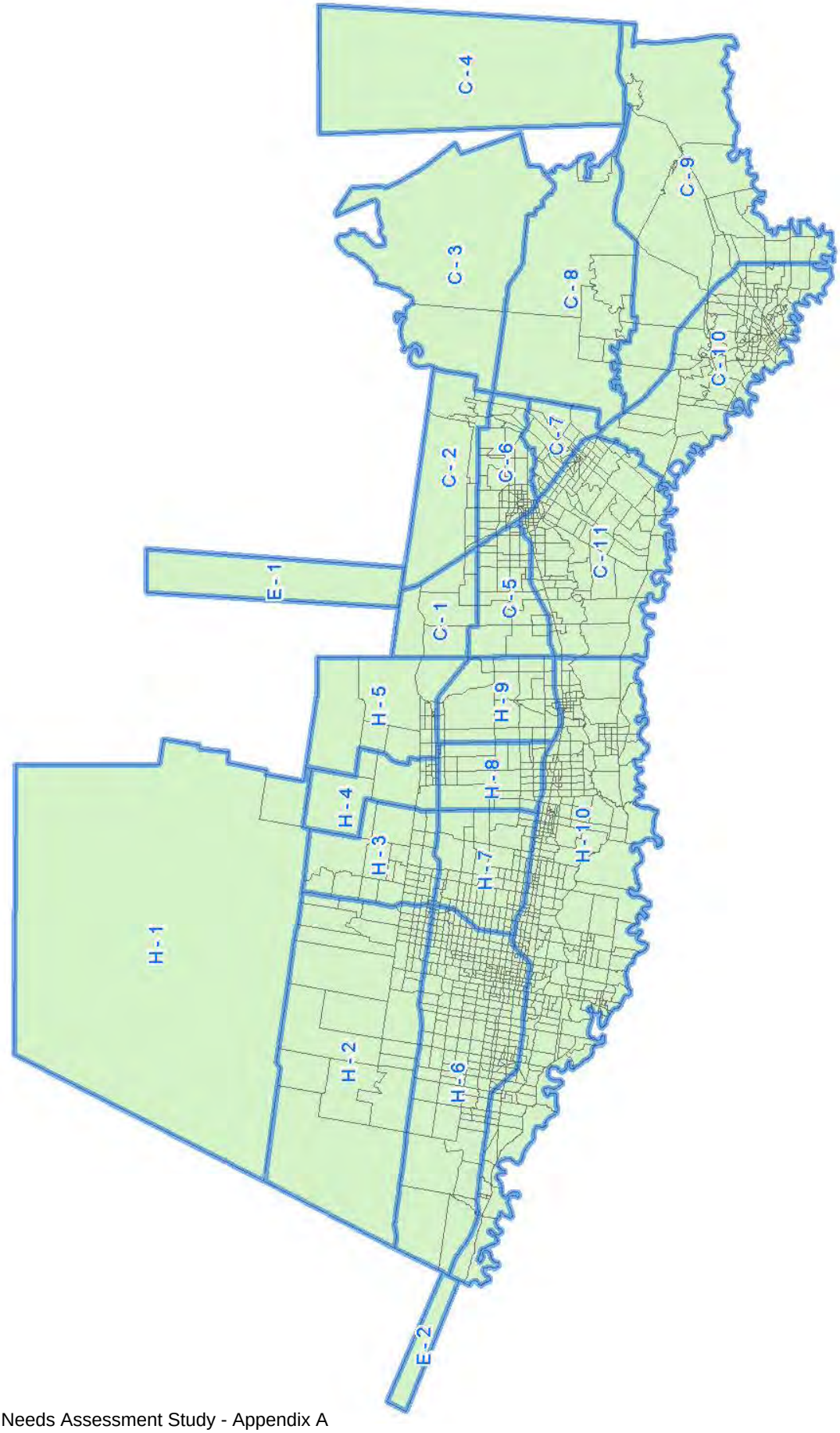
External Analysis (Optional): In certain cases, external zones are added to the study area to account for external-internal travel. The size of the external zones required for an accurate analysis depends on

the network coverage and travel sheds (interstate, highway locations). In general, a 30 to 45 minute travel time buffer is created around study area to form the external zones. The first time a device coming into the study area is seen in these external zones, an origin trip end is identified. Subsequent end points are connected to this origin. This helps to identify all External – Internal, Internal-External and External-External travel in the region.

Exhibit B

AirSage Zone Aggregation Summary

Zone Breakdown using Airsage Origin-Destination Data



FM 1925 Zone Aggregation Summary

Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone
1	H-6		46	C-6		91	H-6
2	H-6		47	C-6		92	H-6
3	H-10		48	C-6		93	H-6
4	H-10		49	C-1		94	H-10
5	C-5		50	C-5		95	H-6
6	C-6		51	C-1		96	H-6
7	C-6		52	C-5		97	H-6
8	C-5		53	H-9		98	H-6
9	C-5		54	H-6		99	H-6
10	C-5		55	H-6		100	H-6
11	C-5		56	H-6		101	H-6
12	C-5		57	H-6		102	H-7
13	C-5		58	H-6		103	H-7
14	C-5		59	H-6		104	H-7
15	C-5		60	H-6		105	H-7
16	C-6		61	H-6		106	H-7
17	C-6		62	H-6		107	H-7
18	C-6		63	H-6		108	H-7
19	C-6		64	H-6		109	H-7
20	C-6		65	H-6		110	H-7
21	C-6		66	H-6		111	H-7
22	C-6		67	H-6		112	H-7
23	C-6		68	H-6		113	H-7
24	C-6		69	H-6		114	H-7
25	C-6		70	H-6		115	H-7
26	C-6		71	H-6		116	H-10
27	C-6		72	H-6		117	H-10
28	C-6		73	H-6		118	H-10
29	C-6		74	H-6		119	H-10
30	C-6		75	H-6		120	H-10
31	C-5		76	H-6		121	H-10
32	C-5		77	H-6		122	H-10
33	C-5		78	H-6		123	H-6
34	C-5		79	H-6		124	H-6
35	C-5		80	H-6		125	H-6
36	C-5		81	H-10		126	H-10
37	C-2		82	H-10		127	H-7
38	C-6		83	H-10		128	H-7
39	C-6		84	H-10		129	H-7
40	C-6		85	H-10		130	H-7
41	C-6		86	H-6		131	H-7
42	C-2		87	H-6		132	H-8
43	C-3		88	H-6		133	H-8
44	C-7		89	H-6		134	H-8
45	C-6		90	H-6		135	H-8

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Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone
136	H-8		181	C-9		226	H-10
137	H-8		182	C-9		227	H-10
138	H-8		183	C-10		228	H-10
139	H-8		184	C-10		229	H-10
140	H-8		185	C-8		230	H-10
141	H-8		186	C-8		231	H-10
142	H-9		187	C-8		232	H-10
143	H-9		188	C-8		233	H-10
144	H-9		189	C-9		234	H-10
145	H-9		190	C-2		235	H-10
146	H-9		191	C-3		236	H-10
147	H-9		192	C-8		237	H-10
148	H-9		193	C-4		238	H-10
149	H-7		194	C-9		239	H-10
150	H-7		195	H-10		240	H-10
151	H-7		196	H-10		241	H-10
152	H-7		197	H-10		242	H-6
153	H-10		198	H-10		243	H-10
154	H-10		199	H-10		244	H-10
155	H-6		200	H-10		245	H-10
156	C-10		201	H-7		246	H-10
157	C-10		202	H-7		247	H-10
158	C-10		203	H-10		248	H-10
159	C-10		204	H-10		249	H-10
160	C-10		205	H-10		250	H-10
161	C-10		206	H-10		251	H-10
162	C-10		207	H-10		252	H-10
163	C-10		208	H-10		253	H-10
164	C-10		209	H-10		254	H-10
165	C-10		210	H-10		255	H-10
166	C-10		211	H-10		256	H-10
167	C-10		212	H-10		257	H-10
168	C-10		213	H-10		258	H-10
169	C-10		214	H-10		259	H-10
170	C-10		215	H-10		260	H-10
171	C-10		216	H-10		261	H-10
172	C-10		217	H-10		262	H-10
173	C-10		218	H-10		263	H-10
174	C-10		219	H-10		264	H-10
175	C-10		220	H-10		265	H-10
176	C-10		221	H-10		266	H-10
177	C-10		222	H-10		267	H-10
178	C-10		223	H-10		268	H-10
179	C-10		224	H-10		269	H-10
180	C-10		225	H-10		270	H-10

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Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone
271	H-10		316	H-10		361	H-10
272	H-10		317	H-10		362	H-6
273	H-10		318	H-10		363	H-6
274	H-10		319	H-10		364	H-10
275	H-10		320	H-10		365	H-6
276	H-10		321	H-10		366	H-10
277	H-10		322	H-10		367	H-6
278	H-10		323	H-10		368	H-10
279	H-10		324	H-10		369	H-6
280	H-10		325	H-10		370	H-6
281	H-10		326	H-10		371	H-6
282	H-10		327	H-10		372	H-6
283	H-10		328	H-10		373	H-6
284	H-6		329	H-10		374	H-6
285	H-6		330	H-10		375	H-6
286	H-6		331	H-10		376	H-10
287	H-6		332	H-10		377	H-6
288	H-6		333	H-10		378	H-10
289	H-6		334	H-6		379	H-10
290	H-6		335	H-6		380	H-10
291	H-10		336	H-6		381	H-10
292	H-10		337	H-6		382	H-10
293	H-10		338	H-10		383	H-10
294	H-10		339	H-6		384	H-10
295	H-10		340	H-10		385	H-10
296	H-10		341	H-6		386	H-6
297	H-10		342	H-10		387	H-10
298	H-10		343	H-10		388	H-10
299	H-6		344	H-10		389	H-10
300	H-6		345	H-10		390	H-10
301	H-10		346	H-10		391	H-10
302	H-10		347	H-10		392	H-10
303	H-10		348	H-10		393	H-10
304	H-10		349	H-10		394	H-10
305	H-10		350	H-10		395	H-10
306	H-10		351	H-10		396	H-10
307	H-10		352	H-10		397	H-7
308	H-10		353	H-10		398	H-7
309	H-10		354	H-10		399	H-7
310	H-10		355	H-10		400	H-10
311	H-10		356	H-10		401	H-10
312	H-10		357	H-10		402	H-10
313	H-10		358	H-10		403	H-10
314	H-10		359	H-10		404	H-10
315	H-10		360	H-10		405	H-10

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Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone
406	H-10		451	H-10		496	C-10
407	H-7		452	H-10		497	C-11
408	H-10		453	H-10		498	C-11
409	H-10		454	H-10		499	H-10
410	H-10		455	H-10		500	H-10
411	H-10		456	H-10		501	H-10
412	H-10		457	H-10		502	H-10
413	H-10		458	H-10		503	H-10
414	H-10		459	H-10		504	H-10
415	H-10		460	H-10		505	H-9
416	H-10		461	H-10		506	H-9
417	H-10		462	H-10		507	H-9
418	H-10		463	H-10		508	H-10
419	H-10		464	H-10		509	H-10
420	H-10		465	H-10		510	H-10
421	H-10		466	H-10		511	H-9
422	H-10		467	H-10		512	H-10
423	H-10		468	H-10		513	H-10
424	H-10		469	H-10		514	H-10
425	H-10		470	H-10		515	H-10
426	H-7		471	H-10		516	H-10
427	H-10		472	H-10		517	H-10
428	H-7		473	H-10		518	H-10
429	H-7		474	C-11		519	H-10
430	H-7		475	C-11		520	H-10
431	H-7		476	C-11		521	H-10
432	H-10		477	C-11		522	H-10
433	H-10		478	C-11		523	H-9
434	H-10		479	C-11		524	H-9
435	H-10		480	C-11		525	H-10
436	H-10		481	C-11		526	H-10
437	H-10		482	C-11		527	H-9
438	H-10		483	C-11		528	H-10
439	H-10		484	C-5		529	H-10
440	H-7		485	C-11		530	H-10
441	H-10		486	C-11		531	H-10
442	H-10		487	C-11		532	H-10
443	H-10		488	C-11		533	H-10
444	H-10		489	C-11		534	H-8
445	H-10		490	C-11		535	H-8
446	H-10		491	C-11		536	H-8
447	H-10		492	C-10		537	H-8
448	H-10		493	C-10		538	H-10
449	H-10		494	C-10		539	H-10
450	H-10		495	C-10		540	H-10

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Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone
541	H-10		586	H-10		631	H-10
542	H-10		587	H-10		632	C-11
543	H-10		588	H-10		633	C-11
544	H-10		589	H-10		634	C-11
545	H-10		590	H-10		635	C-11
546	H-10		591	H-10		636	C-11
547	H-10		592	H-10		637	C-11
548	H-10		593	H-10		638	H-10
549	H-10		594	H-10		639	H-10
550	H-10		595	H-10		640	H-10
551	H-10		596	H-10		641	H-10
552	H-10		597	H-10		642	H-10
553	H-10		598	H-10		643	H-10
554	H-10		599	H-10		644	H-9
555	H-10		600	H-10		645	H-9
556	H-10		601	H-10		646	H-9
557	H-10		602	H-10		647	C-5
558	H-10		603	H-10		648	C-5
559	H-10		604	H-10		649	C-11
560	H-10		605	H-10		650	C-11
561	H-8		606	H-10		651	C-10
562	H-8		607	H-10		652	C-6
563	H-9		608	H-10		653	C-6
564	H-10		609	H-10		654	C-6
565	H-10		610	H-10		655	C-6
566	H-10		611	H-10		656	C-7
567	H-10		612	H-10		657	C-7
568	H-10		613	H-10		658	C-7
569	H-10		614	H-10		659	C-6
570	H-10		615	H-10		660	C-7
571	H-10		616	H-10		661	C-7
572	H-10		617	H-10		662	C-11
573	H-10		618	H-10		663	C-11
574	H-8		619	H-10		664	C-11
575	H-8		620	H-10		665	C-7
576	H-8		621	H-10		666	C-7
577	H-8		622	H-9		667	C-11
578	H-8		623	H-9		668	C-11
579	H-8		624	H-10		669	C-11
580	H-10		625	H-9		670	C-11
581	H-8		626	H-9		671	C-11
582	H-8		627	H-9		672	C-11
583	H-8		628	H-9		673	C-11
584	H-8		629	H-9		674	C-11
585	H-10		630	H-10		675	C-11

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Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone
676	C-11		721	C-11		766	C-11
677	C-11		722	C-11		767	C-11
678	C-11		723	C-11		768	C-6
679	C-11		724	C-11		769	C-7
680	C-11		725	C-11		770	C-11
681	C-11		726	C-11		771	C-11
682	C-11		727	C-11		772	C-11
683	C-11		728	C-11		773	C-11
684	C-11		729	C-11		774	C-6
685	C-11		730	C-11		775	C-6
686	C-10		731	C-11		776	C-11
687	C-11		732	C-11		777	C-11
688	C-10		733	C-11		778	C-11
689	C-11		734	C-11		779	C-11
690	C-11		735	C-11		780	C-11
691	C-11		736	C-5		781	C-11
692	C-11		737	C-5		782	C-6
693	C-11		738	C-11		783	C-11
694	C-11		739	C-5		784	C-11
695	C-11		740	C-5		785	C-11
696	C-11		741	C-5		786	C-11
697	C-11		742	C-11		787	C-11
698	C-11		743	C-5		788	C-5
699	C-7		744	C-11		789	C-6
700	C-7		745	C-5		790	C-6
701	C-10		746	C-11		791	C-6
702	C-11		747	C-11		792	C-6
703	C-11		748	C-11		793	C-6
704	C-11		749	C-6		794	C-6
705	C-11		750	C-6		795	C-6
706	C-11		751	C-6		796	C-6
707	C-5		752	C-6		797	C-6
708	C-11		753	C-11		798	C-6
709	C-11		754	C-11		799	C-11
710	C-5		755	C-11		800	C-11
711	C-5		756	C-11		801	C-11
712	C-11		757	C-11		802	C-6
713	C-11		758	C-6		803	C-6
714	C-11		759	C-6		804	C-6
715	C-11		760	C-6		805	C-6
716	C-11		761	C-6		806	C-6
717	C-11		762	C-6		807	C-6
718	C-11		763	C-6		808	C-7
719	C-11		764	C-6		809	C-7
720	C-11		765	C-6		810	C-11

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Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone
811	C-7		856	C-11		901	H-2
812	C-6		857	C-11		902	H-10
813	C-6		858	C-11		903	H-6
814	C-6		859	C-7		904	H-6
815	C-6		860	C-6		905	H-6
816	C-6		861	H-7		906	H-6
817	C-6		862	H-7		907	H-6
818	C-10		863	H-8		908	H-10
819	C-10		864	H-3		909	H-10
820	C-10		865	H-3		910	H-6
821	C-10		866	H-3		911	H-10
822	C-6		867	H-4		912	H-10
823	C-7		868	H-3		913	H-10
824	C-7		869	H-3		914	H-10
825	C-7		870	H-3		915	H-6
826	C-7		871	H-3		916	H-6
827	C-7		872	H-4		917	H-10
828	C-7		873	H-1		918	H-6
829	C-11		874	H-1		919	H-6
830	C-7		875	H-5		920	H-6
831	C-7		876	H-2		921	H-6
832	C-7		877	H-3		922	H-6
833	C-11		878	H-6		923	H-6
834	C-11		879	H-6		924	H-6
835	C-11		880	H-6		925	H-6
836	C-11		881	H-6		926	H-6
837	C-11		882	H-6		927	H-6
838	C-11		883	H-6		928	H-6
839	C-11		884	H-6		929	H-6
840	C-11		885	H-6		930	H-6
841	C-11		886	H-6		931	H-6
842	C-7		887	H-6		932	H-6
843	C-7		888	H-6		933	H-10
844	C-11		889	H-6		934	H-10
845	C-11		890	H-6		935	H-10
846	C-11		891	H-6		936	H-10
847	C-11		892	H-6		937	H-6
848	C-11		893	H-2		938	H-6
849	C-11		894	H-2		939	H-6
850	C-11		895	H-2		940	H-6
851	C-11		896	H-6		941	H-6
852	C-11		897	H-2		942	H-10
853	C-11		898	H-2		943	H-10
854	C-11		899	H-2		944	H-6
855	C-11		900	H-2		945	H-6

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Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone
946	H-6		991	H-6		1036	H-6
947	H-6		992	H-6		1037	H-6
948	H-6		993	H-6		1038	H-6
949	H-6		994	H-6		1039	H-2
950	H-6		995	H-2		1040	H-6
951	H-6		996	H-2		1041	H-6
952	H-6		997	H-2		1042	H-6
953	H-6		998	H-3		1043	H-6
954	H-6		999	H-3		1044	H-6
955	H-10		1000	H-3		1045	H-6
956	H-6		1001	H-3		1046	H-6
957	H-6		1002	H-3		1047	H-6
958	H-6		1003	H-3		1048	H-6
959	H-6		1004	H-7		1049	H-6
960	H-6		1005	H-7		1050	H-6
961	H-6		1006	H-7		1051	H-6
962	H-6		1007	H-6		1052	H-6
963	H-6		1008	H-6		1053	H-6
964	H-6		1009	H-2		1054	H-6
965	H-6		1010	H-2		1055	H-6
966	H-6		1011	H-2		1056	H-6
967	H-7		1012	H-7		1057	H-6
968	H-7		1013	H-7		1058	H-6
969	H-7		1014	H-6		1059	H-6
970	H-7		1015	H-6		1060	H-6
971	H-7		1016	H-6		1061	H-6
972	H-6		1017	H-6		1062	H-6
973	H-6		1018	H-6		1063	H-6
974	H-6		1019	H-6		1064	H-6
975	H-6		1020	H-6		1065	H-6
976	H-6		1021	H-6		1066	H-6
977	H-6		1022	H-6		1067	H-6
978	H-2		1023	H-6		1068	H-6
979	H-2		1024	H-6		1069	H-6
980	H-2		1025	H-6		1070	H-6
981	H-2		1026	H-6		1071	H-6
982	H-2		1027	H-6		1072	H-6
983	H-2		1028	H-6		1073	H-6
984	H-2		1029	H-6		1074	H-6
985	H-2		1030	H-6		1075	H-6
986	H-2		1031	H-6		1076	H-6
987	H-2		1032	H-6		1077	H-6
988	H-6		1033	H-6		1078	H-6
989	H-6		1034	H-6		1079	H-6
990	H-6		1035	H-6		1080	H-6

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Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone
1081	H-6		1126	H-2		1171	H-2
1082	H-6		1127	H-6		1172	H-3
1083	H-6		1128	H-6		1173	H-3
1084	H-6		1129	H-6		1174	H-3
1085	H-6		1130	H-6		1175	H-3
1086	H-6		1131	H-6		1176	H-3
1087	H-6		1132	H-2		1177	H-7
1088	H-6		1133	H-6		1178	H-3
1089	H-6		1134	H-6		1179	H-2
1090	H-6		1135	H-6		1180	H-3
1091	H-6		1136	H-6		1181	H-3
1092	H-6		1137	H-7		1182	H-6
1093	H-6		1138	H-7		1183	H-6
1094	H-6		1139	H-7		1184	H-6
1095	H-6		1140	H-7		1185	H-6
1096	H-6		1141	H-7		1186	H-6
1097	H-6		1142	H-7		1187	H-2
1098	H-6		1143	H-7		1188	H-6
1099	H-6		1144	H-3		1189	H-2
1100	H-6		1145	H-3		1190	H-2
1101	H-6		1146	H-3		1191	H-2
1102	H-6		1147	H-3		1192	H-6
1103	H-6		1148	H-3		1193	H-2
1104	H-6		1149	H-3		1194	H-6
1105	H-6		1150	H-7		1195	H-2
1106	H-6		1151	H-7		1196	H-2
1107	H-6		1152	H-7		1197	H-3
1108	H-6		1153	H-7		1198	H-2
1109	H-6		1154	H-7		1199	H-3
1110	H-6		1155	H-7		1200	H-3
1111	H-6		1156	H-7		1201	C-1
1112	H-6		1157	H-7		1202	C-1
1113	H-6		1158	H-7		1203	C-1
1114	H-6		1159	H-7		1204	C-2
1115	H-2		1160	H-7		1205	C-1
1116	H-2		1161	H-7		1206	H-5
1117	H-2		1162	H-7		1207	H-4
1118	H-6		1163	H-7		1208	H-4
1119	H-6		1164	H-7		1209	H-5
1120	H-6		1165	H-7		1210	H-5
1121	H-2		1166	H-7		1211	H-9
1122	H-2		1167	H-2		1212	H-9
1123	H-2		1168	H-2		1213	H-5
1124	H-2		1169	H-2		1214	H-5
1125	H-2		1170	H-3		1215	H-5

FM 1925 Zone Aggregation Summary

Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone		Original AirSage Zone	Aggregated Zone
1216	H-8		1261	C-2		1306	C-10
1217	H-8		1262	C-2		1307	C-10
1218	H-8		1263	C-2		1308	C-10
1219	H-8		1264	C-6		1309	C-10
1220	H-8		1265	C-6		1310	C-10
1221	H-9		1266	C-10		1311	C-10
1222	H-5		1267	C-10		1312	C-10
1223	H-8		1268	C-10		1313	C-10
1224	H-5		1269	C-10		1316	C-10
1225	H-5		1270	C-10		1317	C-10
1226	H-5		1271	C-10		1318	C-10
1227	H-4		1272	C-10		1319	C-10
1228	H-4		1273	C-10		1320	C-10
1229	H-4		1274	C-10		1321	C-10
1230	H-4		1275	C-10		1322	C-10
1231	H-4		1276	C-9		1323	C-10
1232	H-4		1277	C-10		1324	C-10
1233	H-4		1278	C-10		1325	C-10
1234	H-4		1279	C-9		1326	C-10
1235	H-4		1280	C-9		1327	C-10
1236	H-4		1281	C-9		1328	C-10
1237	H-4		1282	C-9		1329	C-10
1238	H-4		1283	C-9		1330	C-10
1239	H-4		1284	C-9		1331	C-10
1240	H-4		1285	C-9		1332	C-10
1241	H-5		1286	C-9		1333	C-10
1242	H-5		1287	C-8		1334	C-10
1243	H-5		1288	C-9		1335	C-10
1244	H-5		1289	C-9		1336	C-10
1245	H-5		1290	C-9		1337	C-10
1246	H-5		1291	C-9		1338	C-10
1247	H-8		1292	C-9		1339	C-10
1248	H-8		1293	C-9		1340	C-10
1249	H-5		1294	C-10		1341	C-10
1250	H-5		1295	C-10		1342	C-10
1251	H-5		1296	C-10		1343	C-10
1252	H-5		1297	C-10		1344	C-10
1253	H-5		1298	C-10		1345	C-10
1254	H-5		1299	C-10		1346	C-10
1255	C-2		1300	C-10		1347	C-10
1256	C-2		1301	C-10		1348	C-10
1257	C-6		1302	C-10		1349	C-10
1258	C-2		1303	C-10		1350	C-10
1259	C-2		1304	C-10		1351	C-10
1260	C-6		1305	C-10		1352	C-10

FM 1925 Zone Aggregation Summary

Original AirSage Zone	Aggregated Zone
1353	C-10
1354	C-10
1355	C-10
1356	C-10
1357	C-10
1358	C-10
1359	C-10
1360	C-10
1361	C-10
1362	C-10
1363	C-10
1365	C-10
1366	C-10
1367	C-10
1368	C-10
1369	C-10
1370	C-10
1371	C-10
1372	C-10
1373	C-10
1374	C-10
1375	C-10
1376	C-10
1377	C-10
1378	C-10
1379	C-10
1380	C-10
1381	C-10
1382	C-10
1383	C-10
1384	C-10
1385	C-10
1386	C-10
1387	C-10
1388	C-8
1389	C-8
1390	C-8
1391	C-10
1392	C-4
1393	E-2
1394	E-1
1395	H-10
1397	H-10
13082	C-10
13083	C-10

Appendix B

Hurricane Evacuation Traffic Analysis

Hurricane Evacuation Traffic Analysis

By 2040, the six lanes of Interstate (I)-2 in South Texas could experience congestion, especially during emergency evacuation. During hurricane threats, the addition of evacuation traffic on I-2 might result in additional pressure on the freeway's capacity. Congestion on this key east-west interstate would create difficulties for a smooth evacuation. Therefore, an evacuation traffic analysis was performed to determine whether or not I-2 would be able to accommodate the surge of traffic associated with a major hurricane threat today, and whether it will continue to do so by the year 2040.

The inability of I-2 to handle evacuation traffic would be an indicator of the need for additional facilities that could serve as alternative evacuation routes in case of an emergency. Analysis of the proposed Farm-to-Market Road (FM) 1925 and existing State Highway (SH) 107 capacities for hurricane evacuation was also conducted to determine their viability as evacuation routes.

There are three stages to preparation and evacuation under the threat of a hurricane.

- A **hurricane watch** means that hurricane conditions (sustained winds of 74 miles per hour [mph] or higher) are possible within the specified area. A hurricane watch is issued 48 hours in advance of the anticipated onset of tropical-storm-force winds in an area.
- **Warnings** indicate that hurricane conditions (sustained winds of 74 mph or higher) are expected somewhere within the specified area. Because hurricane preparedness activities become difficult once winds reach a tropical-storm force (sustained winds of 39 to 73 mph), the hurricane warning is issued 36 hours in advance of the anticipated onset of tropical-storm-force winds to allow for important preparation.
- **Hurricane Evacuation Orders** are usually issued 24 hours prior to anticipated landfall of storms with winds of 74 or more mph. Local governments will usually identify and order the evacuation of all areas susceptible to storm surges and flooding. The 24-hour period provides sufficient time for people to travel out of harm's way. This 24-hour period provides limited preparation time, but does account for the difficulty in evacuation during nighttime conditions.

The objective of an evacuation traffic analysis is to determine the amount of time it would take to evacuate traffic via the existing transportation network once an evacuation order is issued. The total demand is comprised of evacuation traffic and background traffic. The former includes all traffic generated by the hurricane threat. The latter includes traffic typically using the transportation system.

Evacuation traffic was calculated under the assumption that families would use an average of one vehicle per household during an evacuation. While Hidalgo County falls outside the National Oceanic and Atmospheric Administration (NOAA) delineated surge zones, the County would bear most of the evacuation load from neighboring Cameron County, as people evacuate inland to I-69C. The total households evacuating from Cameron County were based on the estimated household total located within an evacuation zone for a Category 5 Hurricane arriving on High Tide (which is the worst condition for flooding). [1] Figure 1 illustrates what these evacuation zones.

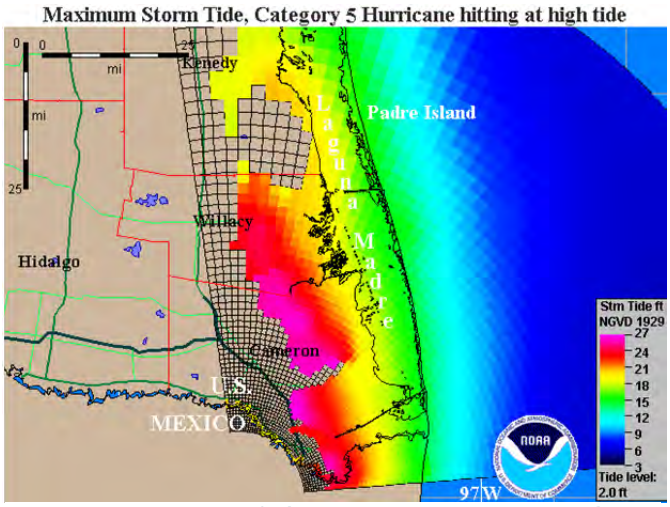


Figure 1: Surge Hurricane Response Curve
Source: New Jersey Institute of Technology

A forecast for households in the year 2040 was projected based on a growth rate for population from both the 2009-2013 American Community Survey (ACS) 5-year estimated[2]total population and the Texas State Data Center population projections for the year 2040. This rate was used to extrapolate 2013 evacuation traffic levels to 2040.

Hour	Cumulative %
0	10
1	15
2	18
3	23
4	30
5	40
6	50
7	62
8	72
9	80
10	88
11	93
12	95
13	97

Table 1: Hurricane Response Hourly Percentages: Fast Response Curve

An hourly break down of the evacuation traffic levels was calculated based on a hurricane response curve considering a "Fast" response time. (The "Fast" response would indicate the threat from a large storm and represent the worst condition.) The curve expresses a cumulative percentage of traffic that would be added to the transportation network every hour from the moment an evacuation order is issued. Such percentages are delineated as determined by Table 1 and represented on Figure 2.

Background traffic was calculated based on current ground counts and future forecasts. Daily traffic counts were disaggregated to hourly levels for use in capacity analyses at choke points in the transportation network. The background traffic was reduced over time at an inverse rate to the anticipated response rate of the evacuation traffic. Using this methodology, background traffic decreased and eventually halted, as residents completed

[1] **Total Household Count Source:** U.S. Census Bureau, 2013 American Community Survey, B25001 Housing Units.

Evacuation Zone Source: NOAA's SLOSH (Sea, Lake, and Overland Surge from Hurricanes) storm surge model.

http://www.nhc.noaa.gov/surge/slosh.php

[2] **Total Population Source**: U.S. Census Bureau, 2009-2013 5-Year American Community Survey, B01003 Total Population

preparations and began exiting the area.

I-2 and I-69C are identified as the Rio Grande Valley's principal evacuation routes because of the capacity and speed provided, coupled with the complete access control, which makes it possible to operate both facilities in a contra-flow operation. The analysis assumed its use with contra-flow capacity, reducing background traffic by half since all eastbound traffic would be diverted to other facilities because of the contra-flow operations. Analysis at maximum capacity allows for assessment of the best available alternative in case of an emergency. Assuming usage at maximum capacity, this analysis considered capacity at a level of service E, since I-2 and I-69C would serve exclusively as through routes inland.

Both traffic flows were then added to get a total hourly traffic volume and compared to the facility's hourly capacity. Therefore, using these total volumes, it can be determined whether a facility has reached capacity. If a facility does reach capacity, traffic begins stacking up or queuing during each hour. If the facility has reached capacity previously without clearing the hourly traffic demands, the traffic would be delayed into the next hour. In extreme conditions, traffic could continue to build at choke points, discouraging others from joining the evacuation, and exposing motorists on the freeway to flooding and high winds. Evacuation is considered complete once 100 percent of the evacuation traffic has made it through the transportation network.

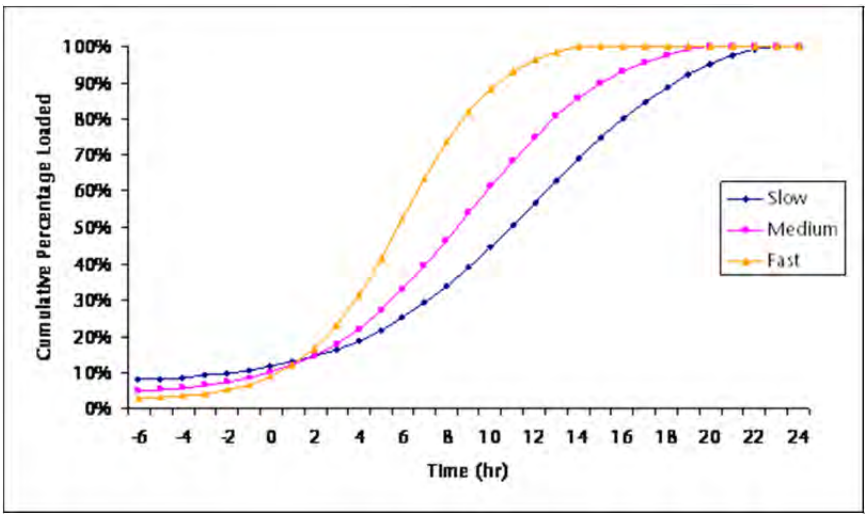


Figure 2: Hurricane Response Curve
Source: New Jersey Institute of Technology

Hourly analyses were performed on three main sections of I-2, on FM 1925 from SH 68 to FM 493, and on SH 107 at its interchange with FM 491. Results for I-2 at its most eastern link are detailed in Table 2.

Table 2: I-2 Evacuation Analysis Results

I-2		2013 Cameron County Population in Evacuation Zone*	70,962
US 77/I-69E to Hidalgo/Cameron CL		2040 Cameron County Population in Evacuation Zone*	100,776
2013		2040	
Link Capacity	Average Hourly Traffic	Link Capacity	Average Hourly Traffic
13,200	6,400	13,200	8,080

Hour	Cumulative Evacuation Traffic %	Evacuation Traffic	Background Traffic	Traffic Total 2013	Capacity-Volume 2013	Queued Traffic	Evacuation Traffic 2040	Background Traffic	Traffic Total 2040	Capacity-Volume 2040	Queued Traffic
0	10	7,096	2,880	9,976	3,224	0	10,078	3,636	13,714	-514	514
1	15	3,548	2,720	6,268	6,932	0	5,552	3,434	8,986	4,214	0
2	18	2,129	2,624	4,753	8,447	0	3,023	3,313	6,336	6,864	0
3	23	3,548	2,464	6,012	7,188	0	5,039	3,111	8,150	5,050	0
4	30	4,967	2,240	7,207	5,993	0	7,054	2,828	9,882	3,318	0
5	40	7,096	1,920	9,016	4,184	0	10,078	2,424	12,502	698	0
6	50	7,096	1,600	8,696	4,504	0	10,078	2,020	12,098	1,102	0
7	62	8,515	1,216	9,731	3,469	0	12,093	1,535	13,628	-428	428
8	72	7,096	896	7,992	5,208	0	10,506	1,131	11,637	1,563	0
9	80	5,677	640	6,317	6,883	0	8,062	808	8,870	4,330	0
10	88	5,677	384	6,061	7,139	0	8,062	485	8,547	4,653	0
11	93	3,548	224	3,772	9,428	0	5,039	283	5,322	7,878	0
12	95	1,419	160	1,579	11,621	0	2,016	202	2,218	10,982	0
13	96	710	128	838	12,362	0	1,008	162	1,169	12,031	0
14	100	2,838	0	2,838	10,362	0	4,031	0	4,031	9,169	0

**Queued Traffic to the evacuation traffic in the following hour.*

As depicted in Table 2, under present conditions, I-2 would be able to accommodate an evacuation under the worst conditions, with no congestion occurring. In effect, human response and not transportation network capacity will govern how quickly the evacuation can be completed.

Conducting the same analyses with the same scenario for 2040 show some congestion during the first hour after the evacuation order is issued, as well as peak congestion in the eighth hour. The peak in congestion is consistent with evacuation traffic behavior. However, after this period, vehicle backups dissipate, and the facility would experience no more queueing. Evacuating traffic would then be able to clear the area as quickly as motorists choose to do so. Under these assumptions in 2040, construction of FM 1925 would introduce redundant capacity to the transportation system and allow traffic relief in case of unexpected closures on I-2. If contra-flow operations were not possible or a major incident was to occur on the Interstate, demand could overwhelm I-2's capacity, and a facility like FM 1925 could aid in reducing overall evacuation time.

Appendix C

FM 1925 Cost Estimating Methodology

FM 1925 COST ESTIMATING METHODOLOGY

Jacobs Engineering Group, Inc. (Jacobs) has been commissioned to provide construction cost estimates for the proposed FM 1925 from proposed SH 68 to I-69E (US 77) in Cameron and Hidalgo counties. The Right-of-Way (ROW) width for the design would typically be 400 feet, with a wider ROW at proposed future grade separations. The following preliminary construction cost estimates for FM 1925 would include a four-lane freeway and a Super 2 highway (as an alternate). Under both scenarios, continuous, two-lane frontage roads would be provided between proposed SH 68 and FM 491. The section from FM 491 to US 77 will not include frontage roads.

The schematic furnished from previous efforts has a centerline that is in the approximate location of the future full freeway design. This centerline was used to determine the approximate interchange locations, the distance between the interchanges, and the total length of the FM 1925 project. The estimated construction cost was calculated using the average construction cost per 100 feet of each type of roadway required. The cost estimate for each alternate design was calculated with a reasonable average cost per mile for the type of facility in question.

One of the alternate construction cost estimates was for a two-lane, two-way highway within the footprint of one of the future directional freeway mainlanes. An additional lane, approximately 2 miles in length, would be added to one side of the highway at alternate locations to be used as a passing lane. The alternate passing lane design is commonly described as a Super 2 highway. The Super 2 highway design would include continuous two-lane frontage roads from proposed SH 68 to FM 491. Interchange grade separation structures would be provided at each interchange location in the area. The Super 2 highway design would be used until the other two mainlanes for the full freeway are needed.

Construction cost from proposed SH 68 to FM 491; Length: 9.7 miles

Alternative 1

The construction cost estimate for the Alternative 1 design is to include the construction of FM 1925 as an urban freeway with two lanes in each direction of travel and a center traffic barrier. The typical section would consist of two, 12-foot lanes and no less than two, 10-foot shoulders in each direction, with 4 feet reserved for a center concrete barrier. The typical section for the frontage roads would include two, 12-foot lanes, a 10-foot outside shoulder, and a 4-foot inside shoulder. This design was chosen in lieu of curb and gutter that would require a considerable amount of inlets and storm sewer. Open drainage along the frontage roads is proposed instead of a closed drainage system that would require numerous outfalls, which are not presently located along the corridor. The interchange at proposed SH 68 and FM 1925 could involve four highway-to-highway direct connections and continuous

frontage roads. The proposed design would allow FM 1925 to continue west as a major arterial with two lanes in each direction.

A construction cost estimate was calculated to determine the cost per 100 feet of each class of roadway and using a percentage of construction cost of the pavement to provide construction cost estimates for drainage, earthwork, traffic control, signing, and other miscellaneous construction items. Bridge structures were calculated using the average construction cost of a square foot of the bridge structure and the generalized size of the structure. The proposed pavement structure for mainlanes and frontage road was assumed to include the following items.

Mainlane Pavement Structure

- 8 inches of lime-treated subgrade
- 4 inches of flexible base
- 2 inches of asphalt concrete pavement (ACP)
- 12 inches on continuously reinforced concrete pavement

The total width of the mainlanes would be 44 feet for each of the two directional roadways.

Frontage Road Pavement Structure

- 8 inches of lime-treated subgrade
- 15 inches of flexible base
- 4 inches of ACP

The total surface width for each frontage road would be 38 feet.

Entrance and exit ramps would contain a 14-foot wide lane with a 2-foot inside shoulder and a 6-foot outside shoulder for a total width of 22 feet. (This conforms to the design included on page 3-83 of TxDOT's Roadway Design Manual.) The pavement structure would be the same as the mainlanes. The cross streets or roads would contain four travel lanes and two left-turn lanes with 10-foot shoulders for a total width of 80 feet. The turnarounds would be 28 feet wide.

For the bridge structures, the mainlane bridges on FM 1925 would have a total width of 92 feet, which would include 1 foot on each side for bridge railing. The bridge width for the direct connection bridges in the proposed SH 68 and FM 1925 interchange would be 28 feet wide for one lane (4-14-8) and 38 feet (4-12-12-8) for two lanes, with one foot added to each side for bridge railing.

The construction cost estimate for the proposed SH 68 and FM 1925 interchange included the four direct connections from FM 1925 to SH 68 and a four-lane freeway along FM 1925 from the proposed alignment of SH 68 east from Station 370+00 to Station 450+00 on FM

1925. The frontage roads within the limits of the interchange along FM 1925 were also included in the cost estimate.

Alternative 2

The construction cost estimate for the design of Alternative 2 included construction of one of the proposed mainlanes as a Super 2 highway as previously described with two, 2-lane frontage roads. The FM 1925 project limits and length would be the same as Alternative 1. The existing two-lane roadway will be widened to include a 12-foot lane with a 10-foot shoulder. The pavement structure for the alternate passing lanes would require widening the future mainlane pavement by 12 feet, using the following pavement design.

- 8 inches of lime-treated subgrade
- 14 inches of flexible base
- 4 inches of ACP

The finished highway width in the continuous passing areas would have two, 10-foot shoulders and three, 12-foot lanes. The third lane on one side of the future mainlane would be for passing only. The ACP pavement used during the process of widening FM 1925 to create the Super 2 highway design can be removed when the highway is upgraded to a full four-lane freeway.

Construction cost for the proposed FM 1925 and SH 68 interchange would not include the four direct connection ramps included in Alternative 1. A four-lane freeway section, as shown in Alternative 1, would be constructed from Station 370+00 to Station 400+00 before starting the Super 2 highway design section. The frontage roads would connect to the main lanes of FM 1925 prior to SH 68, as shown in the diagrammatic for the proposed FM 1925 and SH 68 interchange.

Construction cost from FM 491 to I-69 E (US 77); Length: 10.7 Miles

Alternative 3

The Alternate 3 design construction cost estimate includes construction of the mainlanes as a full freeway with no frontage road. The ROW would be acquired to restrict all access from adjacent property to FM 1925. The pavement design would be as shown for the mainlanes and ramps under Alternative 1.

Alternative 4

The Alternate 4 design would include construction of one of the mainlanes as a Super 2 highway, and widening of the highway and the pavement design would be the same as previously described under Alternative 2. The concrete mainlanes would be widened with ACP on one side at alternate locations to create passing opportunities in one direction at a time every 2 to 3 miles.

FM 1925 Conceptual Cost Estimate Summary

	Super 2	Four Lane Freeway
From SH 68 to FM 491	**$ 58,370,820**	**$ 126,080,820**
Interchange at SH 68	$ 6,454,000	$ 6,454,000
Direct Connects at SH 68	$ 45,849,180	$ 45,849,180
From FM 491 to I-69E/US 77	**$ 79,570,000**	**$ 163,940,000**
Total (with Interchange at SH 68)	**$ 144,394,820**	**$ 296,474,820**
Total (with Direct Connects at SH 68)	**$ 183,790,000**	**$ 335,870,000**

FM 1925 INTERCHANGE LOCATIONS AND SPACING BETWEEN INTERCHANGES			
DESCRIPTION	STATION	DISTANCE BETWEEN INTERCHANGES IN FEET	DISTANCE BETWEEN INTERCHANGES IN MILES
SH 68	373+00	7,300	1.38
VALVERDE ROAD	446+00	6,000	1.14
FM 493	506+00	17,400	3.30
FM 88	680+00	15,200	2.88
FM 1015	832+00	5,300	1.00
FM 491	885+00	ALTERNATIVES 1 AND 2	
		51,200	9.70
FM 491	885+00	21,700	4.11
FM 1425	1102+00	13,000	2.46
FM 506	1232+00	21,900	4.15
I-69E/US 77	1451+00	ALTERNATIVES 3 AND 4	
		56,600	10.72
TOTAL PROJECT LENGTH		107,800	20.42

LOCATION OF PASSING LANES ALTERNATIVES 2 AND 4			
BEGINNING STATION	ENDING STATION	LENGTH IN FEET	DIRECTION OF PASSING LANE
397+00	430+00	3,300	WESTBOUND
460+00	505+00	4,500	EASTBOUND
570+00	660+00	9,000	WESTBOUND
700+00	810+00	11,000	EASTBOUND
1000+00	1080+00	8,000	WESTBOUND
TOTAL PASSING LANES ALTERNATIVE 2			35,800
1140+00	1210+00	7,000	EASTBOUND
1250+00	1400+00	14,500	WESTBOUND
TOTAL PASSING LANES ALTERNATIVE 4			21,500

TOTAL PASSING LANE LENGTH FOR ALTERNATIVE 2 AND 4 57,300.00

NOTE: ADDED LANE (393+00 TO 430+00) IS FOR A DECELERATION LANE PRIOR TO THE EXIT FOR THE DIRECT CONNECTION

MAIN LANE CONSTRUCTION COST ESTIMATE FOR FM 1925					
FOUR LANE FREEWAY MAINLANE 92 FEET WIDE AND 100 FEET LONG					
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
100	PREPARING RIGHT-OF-WAY	AC	1	$2,000.00	$2,000
110	EXCAVATION	CY	700	$6.00	$4,200
132	EMBANKMENT	CY	1,000	$8.00	$8,000
247	FLEXIBLE BASE	CY	116	$28.00	$3,248
260	LIME TREATED SUBGRADE	SY	1,000	$4.00	$4,000
310	PRIME COAT	GAL	400	$5.00	$2,000
360	CONT. REINF. CONC. PVMT.	SY	1,022	$75.00	$76,650
368	ASPHALTIC CONC. PVMT.	TON	112	$75.00	$8,400
508	CONSTRUCTION DETOURS	STA	1	$3,700.00	$3,700
514	CONC. TRAFFIC BARRIER	LF	100	$60.00	$6,000
	SUBTOTAL PAVEMENT				$118,198
	ADD 20 PERCENT FOR DRAINAGE				$23,640
	SUBTOTAL PAVEMENT				$141,838
	ADD 30 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$42,551
	ESTIMATED TOTAL PAVEMENT COST PER 100 FEET LENGTH				$184,389
COST OF FREEWAY MAINLANES 92 FEET WIDE AND 100 FEET LONG					$184,389

FRONTAGE ROAD CONSTRUCTION COST ESTIMATE FOR FM 1925					
ONE FRONTAGE ROAD 38 FEET WIDE AND 100 FEET LONG					
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
110	EXCAVATION	CY	300	$6.00	$1,800
132	EMBANKMENT	CY	422	$8.00	$3,376
247	FLEXIBLE BASE	CY	176	$28.00	$4,928
260	LIME TREATED SUBGRADE	SY	450	$4.00	$1,800
310	PRIME COAT	GAL	170	$5.00	$850
368	ASPHALTIC CONC. PVMT.	TON	100	$75.00	$7,500
	SUBTOTAL PAVEMENT				$20,254
	ADD 20 PERCENT FOR DRAINAGE				$4,051
	SUBTOTAL PAVEMENT				$24,305
	ADD 30 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$7,291
	ESTIMATED TOTAL PAVEMENT COST PER 100 FEET LENGTH				$31,596
COST OF FRONTAGE ROAD 38' WIDE AND 100' LONG					$31,596

ONE FOUR LANE FREEWAY MAINLANE INTERCHANGE FM 1925					
ONE FREEWAY MAINLANE INTERCHANGE 92 FEET WIDE AND 3,700 FEET LONG					
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
100	PREPARING RIGHT-OF-WAY	AC	42	$2,000.00	$84,000
110	EXCAVATION	CY	32,800	$6.00	$196,800
132	EMBANKMENT	CY	157,600	$8.00	$1,260,800
247	FLEXIBLE BASE	CY	3,600	$28.00	$100,800
260	LIME TREATED SUBGRADE	SY	32,700	$4.00	$130,800
310	PRIME COAT	GAL	13,000	$5.00	$65,000
360	CONT. REINF. CONC. PVMT.	SY	32,700	$75.00	$2,452,500
368	ASPHALTIC CONC. PVMT.	TON	3,600	$75.00	$270,000
508	CONSTRUCTION DETOURS	STA	8	$3,700.00	$29,600
514	CONC. TRAFFIC BARRIER	LF	3,700	$60.00	$222,000
	HIGH MAST LIGHTING	EA	32	$24,000.00	$768,000
NOTE 1	BRIDGE 94' WIDE & 500' LONG	SF	47,000	$65.00	$3,055,000
	SUBTOTAL PAVEMENT				$3,055,000
	ADD 20 PERCENT FOR DRAINAGE				$611,000
	SUBTOTAL PAVEMENT				$3,666,000
	ADD 30 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$1,099,800
	ESTIMATED TOTAL PAVEMENT COST PER 100 FEET LENGTH				$4,765,800
COST OF ONE INTERCHANGE 3,700 FEET LONG					$4,765,800

NOTE 1 INTERCHANGE BRIDGE WILL BE 500 FEET LONG AND 94 FEET WIDE

NOTE 2 THE COST OF THE CROSS STREET AND TURNAROUNDS ARE INCLUDED IN ALTERNATE TOTAL

CONSTRUCTION COST FOR SUPER 2 FREEWAY MAINLANE INTERCHANGE ALTERNATIVES 2 AND 4 FM 1925

ONE FREEWAY MAINLANE INTERCHANGE 46 FEET WIDE AND 3,700 FEET LONG

ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
100	PREPARING RIGHT-OF-WAY	AC	42	$2,000.00	$84,000
110	EXCAVATION	CY	25,800	$6.00	$154,800
132	EMBANKMENT	CY	132,000	$8.00	$1,056,000
247	FLEXIBLE BASE	CY	1,800	$28.00	$50,400
260	LIME TREATED SUBGRADE	SY	16,400	$4.00	$65,600
310	PRIME COAT	GAL	6,500	$5.00	$32,500
360	CONT. REINF. CONC. PVMT.	SY	16,400	$75.00	$1,230,000
368	ASPHALTIC CONC. PVMT.	TON	3,600	$75.00	$270,000
508	CONSTRUCTION DETOURS	STA	1,800	$3,700.00	$6,660,000
514	CONC. TRAFFIC BARRIER	LF	-	$60.00	$0
	HIGH MAST LIGHTING	EA	32	$24,000.00	$768,000
NOTE 1	BRIDGE 48' WIDE & 500' LONG	SF	24,000	$65.00	$1,560,000
	SUBTOTAL PAVEMENT				$1,560,000
	ADD 20 PERCENT FOR DRAINAGE				$312,000
	SUBTOTAL PAVEMENT				$1,872,000
	ADD 30 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$561,600
	ESTIMATED TOTAL PAVEMENT COST PER 100 FEET LENGTH				$2,433,600
COST OF ONE TWO LANE INTERCHANGE 3,700 FEET LONG					$2,433,600

CONSTRUCTION COST FOR INTERCHANGE AT FM 1925 AND SH 68 INCLUDES FOUR DIRECT CONNECTIONS AND 3,500 FEET OF FOUR LANE FREEWAY ALONG FM 1925					
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
100	PREPARING RIGHT-OF-WAY	AC	48	$2,000.00	$96,000
110	EXCAVATION	CY	22,600	$6.00	$135,600
132	EMBANKMENT	CY	67,900	$8.00	$543,200
247	FLEXIBLE BASE	CY	12,100	$28.00	$338,800
260	LIME TREATED SUBGRADE	SY	67,900	$4.00	$271,600
310	PRIME COAT	GAL	27,100	$5.00	$135,500
360	CONT. REINF. CONC. PVMT.	SY	53,100	$75.00	$3,982,500
368	ASPHALTIC CONC. PVMT.	TON	35,400	$75.00	$2,655,000
508	CONSTRUCTION DETOURS	STA	500	$3,700.00	$1,850,000
514	CONC. TRAFFIC BARRIER	LF	3,000	$60.00	$180,000
	HIGH MAST LIGHTING	EA	8	$24,000.00	$192,000
420	BRIDGE: PRESTRESSED CONC.	SF	227,200	$85.00	$19,312,000
420	BRIDGE: LONG STEEL SPANS	SF	56,000	$120.00	$6,720,000
423	RETAINING WALLS	SF	134,340	$25.00	$3,358,500
	SUBTOTAL PAVEMENT				$29,390,500
	ADD 20 PERCENT FOR DRAINAGE				$5,878,100
	SUBTOTAL PAVEMENT				$35,268,600
	ADD 30 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$10,580,580
	ESTIMATED TOTAL COST FOR INTERCHANGE AT FM 1925 AND SH 68				$45,849,180
COST OF INTERCHANGE 3,500 FEET ALONG FM 1925					$45,849,180

NOTE: NO COSTS FOR CONSTRUCTION OF SH 68 ARE INCLUDE IN THIS ESTIMATE.

ENTRANCE OR EXIT RAMP CONSTRUCTION COST ESTIMATE FOR FM 1925					
ONE ENTRANCE FOR EXIT RAMP 22 FEET WIDE AND 100 FEET LONG					
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
110	EXCAVATION	CY	50	$6.00	$300
132	EMBANKMENT	CY	50	$8.00	$400
247	FLEXIBLE BASE	CY	27	$28.00	$756
260	LIME TREATED SUBGRADE	SY	244	$4.00	$976
310	PRIME COAT	GAL	98	$5.00	$490
360	CONT. REINF. CONC. PVMT.	SY	244	$75.00	$18,300
368	ASPHALTIC CONC. PVMT.	TON	27	$75.00	$2,025
	SUBTOTAL PAVEMENT				$23,247
	ADD 20 PERCENT FOR DRAINAGE				$4,649
	SUBTOTAL PAVEMENT				$27,896
	ADD 30 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$8,369
	ESTIMATED TOTAL PAVEMENT COST PER 100 FEET LENGTH				$36,265
COST OF ENTRANCE OR EXIT RAMP 22'WIDE AND 100' LONG					$36,265

TURNAROUND CONSTRUCTION COST ESTIMATE FOR FM 1925					
ONE TURNAROUND 28 FEET WIDE AND 100 FEET LONG					
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
110	EXCAVATION	CY	200	$6.00	$1,200
132	EMBANKMENT	CY	200	$8.00	$1,600
247	FLEXIBLE BASE	CY	130	$28.00	$3,640
260	LIME TREATED SUBGRADE	SY	310	$4.00	$1,240
310	PRIME COAT	GAL	124	$5.00	$620
368	ASPHALTIC CONC. PVMT.	TON	68	$75.00	$5,100
	SUBTOTAL PAVEMENT				$13,400
	ADD 20 PERCENT FOR DRAINAGE				$2,680
	SUBTOTAL PAVEMENT				$16,080
	ADD 30 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$4,824
	ESTIMATED TOTAL PAVEMENT COST PER 100 FEET LENGTH				$20,904
COST OF TURNAROUND 28' WIDE AND 100' LONG					$20,904

SUPER 2 CONSTRUCTION COST ESTIMATE FOR PASSING LANE FM 1925					
ONE SUPER2 PASSING LANE 12 FEET WIDE AND 100 FEET LONG					
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
110	EXCAVATION	CY	100	$6.00	$600
132	EMBANKMENT	CY	100	$8.00	$800
247	FLEXIBLE BASE	CY	52	$28.00	$1,456
260	LIME TREATED SUBGRADE	SY	133	$4.00	$532
310	PRIME COAT	GAL	53	$5.00	$265
368	ASPHALTIC CONC. PVMT.	TON	29	$75.00	$2,175
	SUBTOTAL PAVEMENT				$5,828
	ADD 20 PERCENT FOR DRAINAGE				$1,166
	SUBTOTAL PAVEMENT				$6,994
	ADD 20 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$1,399
	ESTIMATED TOTAL PAVEMENT COST PER 100 FEET LENGTH				$8,392
COST OF SUPER 2 12 FEET WIDE AND 100' LONG					$8,392

CONSTRUCTION COST ESTIMATE FOR CROSS STREET OR ROAD FM 1925					
FOUR 12 FOOT LANES, TWO 12 FOOT LEFT TURN LANES AND TWO 10 FOOT SHOULDERS 100 FEET LONG					
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
110	EXCAVATION	CY	600	$6.00	$3,600
132	EMBANKMENT	CY	200	$8.00	$1,600
247	FLEXIBLE BASE	CY	370	$28.00	$10,360
260	LIME TREATED SUBGRADE	SY	900	$4.00	$3,600
310	PRIME COAT	GAL	360	$5.00	$1,800
368	ASPHALTIC CONC. PVMT.	TON	200	$75.00	$15,000
	SUBTOTAL PAVEMENT				$35,960
	ADD 20 PERCENT FOR DRAINAGE				$7,192
	SUBTOTAL PAVEMENT				$43,152
	ADD 30 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$12,946
	ESTIMATED TOTAL PAVEMENT COST PER 100 FEET LENGTH				$56,098
COST OF CROSS STREET 80 FEET WIDE AND 100' LONG					$56,098

CONSTRUCTION COST FOR TWO LANE SUPER 2 FOR FM 1925 ALTERNATIVES 2 AND 4					
TWO LANE FREEWAY MAINLANE FOR SUPER-TWO 46 FEET WIDE AND 100 FEET LONG					
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
100	PREPARING RIGHT-OF-WAY	AC	1	$2,000.00	$2,000
110	EXCAVATION	CY	350	$6.00	$2,100
132	EMBANKMENT	CY	500	$8.00	$4,000
247	FLEXIBLE BASE	CY	58	$28.00	$1,624
260	LIME TREATED SUBGRADE	SY	500	$4.00	$2,000
310	PRIME COAT	GAL	200	$5.00	$1,000
360	CONT. REINF. CONC. PVMT.	SY	511	$75.00	$38,325
368	ASPHALTIC CONC. PVMT.	TON	56	$75.00	$4,200
508	CONSTRUCTION DETOURS	STA	1	$3,700.00	$3,700
	SUBTOTAL PAVEMENT				$58,949
	ADD 20 PERCENT FOR DRAINAGE				$11,790
	SUBTOTAL PAVEMENT				$70,739
	ADD 30 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$21,222
	ESTIMATED TOTAL PAVEMENT COST PER 100 FEET LENGTH				$91,960
COST OF TWO-LANE MAINLANES 46 FEET WIDE AND 100 FEET LONG					$91,960

CONSTRUCTION COST FOR INTERCHANGE AT FM 1925 AND I-69E (US 77)					
INCLUDES COST OF 2,300' OF FM 1925 AND THE I-69E AND FM 1925 FRONTAGE ROADS					
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
100	PREPARING RIGHT-OF-WAY	AC	64	$2,000.00	$128,000
110	EXCAVATION	CY	28,900	$6.00	$173,400
132	EMBANKMENT	CY	361,000	$8.00	$2,888,000
106	REMOVE EXISTING FTG. RD.	STA	8,000	$200.00	$1,600,000
N/A	CONSTRUCT FTG. RD.	LF	7,000	$315.96	$2,211,737
N/A	CONST. ENT. & EXIT RAMPS	LF	3,600	$362.65	$1,305,552
420	BRIDGE: PRESTRESSED CONC.	SF	208,400	$85.00	$17,714,000
423	RETAINING WALLS	SF	216,400	$25.00	$5,410,000
508	CONSTRUCTION DETOURS	STA	100	$3,700.00	$370,000
	HIGH MAST LIGHTING	EA	6	$24,000.00	$144,000
				$120.00	$0
	SUBTOTAL PAVEMENT				$31,944,688
	ADD 20 PERCENT FOR DRAINAGE				$6,388,938
	SUBTOTAL PAVEMENT				$38,333,626
	ADD 30 PERCENT FOR ADDITIONAL MISCELLANEOUS ITEMS				$11,500,088
	ESTIMATED TOTAL COST OF INTERCHANGE AT FM 1925 AND I-69E (US 77)				$49,833,714
ROUNDED COST OF INTERCHANGE 2,300 FEET ALONG FM 1925					$49,843,714

ESTIMATED CONSTRUCTION COST FOR ALTERNATIVE 1 FOR A FOUR LANE FREEWAY WITH CONTINUOUS FRONTAGE ROADS FROM SH 68 TO FM 491 STATIONS 373+00 TO 885+00. Length = 51,200 feet = 9.70 miles				
DESCRIPTION	UNIT	LENGTH	COST / FOOT	CONSTRUCTION COST
INTERCHANGE AT SH 68 AND FM 1925	EA	1.0	N/A	$45,849,180
COST OF INTERCHANGES ALONG FM 1925 AND 1/2 INTERCHANGE AT FM 491	EA	4.5	$4,765,800	$21,446,100.00
MAINLANES OF FM 1925 BETWEEN INTERCHANGES	LF	34,550	$1,844	$63,706,358.04
FRONTAGE ROADS: TWO AT 48,000 FEET EACH	LF	96,000	$316	$30,332,390.40
ENTRANCE RAMPS: 9 AT 1,600 FEET EACH	LF	14,400	$363	$5,222,206.08
EXIT RAMPS: 9 AT 1,000 FEET EACH	LF	9,000	$363	$3,263,878.80
TURNAROUNDS: 9 AT 300 FEET EACH	LF	2,700	$209	$564,408.00
CROSS STREET OR ROAD: 5.5 AT 500 FEET EACH	LF	2,750	$561	$1,542,684.00
ALTERNATIVE 1 TOTAL ESTIMATED CONSTRUCTION COST				$171,927,205
ROUNDED ESTIMATED CONSTRUCTION COST FOR ALTERNATIVE 1				$171,930,000

ESTIMATED CONST. COST FOR ALTERNATIVE 2 FOR A TWO LANE SUPER 2 DESIGN USING ONE FREEWAY MAIN LANE FROM SH 68 TO FM 491 STATIONS 373+00 TO 885+00. Length = 51,200 feet = 9.70 miles				
DESCRIPTION	UNIT	LENGTH	COST / FOOT	CONSTRUCTION COST
INTERCHANGE AT SH 68 AND FM 1925	EA	1.0	N/A	$45,849,180
COST OF INTERCHANGES ALONG FM 1925 AND 1/2 INTERCHANGE AT FM 491	EA	4.5	$2,433,600.0	$10,951,200
SUPER 2 MAIN LANES BETWEEN INTERCHANGES	LF	34,500	$920	$31,726,352
FRONTAGE ROADS: TWO AT 48,00 FEET EACH	LF	96,000	$316	$30,332,390
ENTRANCE RAMPS: 9 AT 1,600 FEET EACH	LF	24,000	$363	$8,703,677
EXIT RAMPS: 9 AT 1,000 FEET EACH	LF	9,000	$363	$3,263,879
TURNAROUNDS: 9 AT 300 FEET EACH	LF	2,700	$209	$564,408
CROSS STREET OR ROAD: 5.5 AT 500 FEET EACH	LF	2,750	$561	$1,542,684
SUPER 2 PASSING LANES	LF	35,800	$84	$3,004,451
ALTERNATIVE 2 TOTAL ESTIMATED CONSTRUCTION COST FOR SUPER 2 DESIGN				$104,211,869
ROUNDED ESTIMATED CONSTRUCTION COST FOR ALTERNATIVE 2 SUPER 2 DESIGN				$104,220,000

ESTIMATED CONSTRUCTION COST FOR ALTERNATIVE 3 FOR A FOUR LANE FREEWAY WITH NO FRONTAGE ROADS FROM FM 491 TO I-69E (US 77) STATIONS 885+00 TO 1451+00 Length = 56,600 feet = 10.72 miles				
DESCRIPTION	UNIT	LENGTH	COST / FOOT	CONSTRUCTION COST
INTERCHANGE AT FM 1925 AND I-69E (US 77)	EA	1.0	N/A	$49,843,714
COST OF INTERCHANGES ALONG FM 1925 AND 1/2 INTERCHANGE AT FM 491	EA	2.5	$4,765,800	$11,914,500.00
MAINLANES OF FM 1925 BETWEEN INTERCHANGES	LF	34,550	$1,844	$63,706,358
BRIDGE ACROSS FLOODWAY	SF	460,000	$65	$29,900,000
CONCRETE TRAFFIC BARRIER FOR FLOODWAY BRIDGE	LF	5,000	$60	$300,000
ENTRANCE RAMPS: 5 AT 2,200 FEET EACH	LF	11,000	$363	$3,989,185
EXIT RAMPS: 5 AT 1,800 FEET EACH	LF	9,000	$363	$3,263,879
TURNAROUNDS: 5 AT 300 FEET EACH	LF	1,500	$209	$313,560
CROSS STREET OR ROAD: 2.5 AT 500 FEET EACH	LF	1,250	$561	$701,220
ALTERNATIVE 3 TOTAL ESTIMATED CONSTRUCTION COST				**$163,932,416**
ROUNDED ESTIMATED CONSTRUCTION COST FOR ALTERNATIVE 3				**$163,940,000**

ESTIMATED CONST. COST FOR ALTERNATIVE 4 FOR A TWO LANE SUPER 2 DESIGN USING ONE FREEWAY MAIN LANE FROM FM 491 TO I-69E (US 77) STATIONS 885+00 TO 1451+00 Length = 56,600 feet = 10.72 miles				
DESCRIPTION	UNIT	LENGTH	COST / FOOT	CONSTRUCTION COST
INTERCHANGE AT FM 1925 AND I-69E (US 77)	EA	1.0	N/A	$49,843,714
COST OF INTERCHANGES ALONG FM 1925 AND 1/2 INTERCHANGE AT FM 491	EA	2.5	$2,433,600.0	$6,084,000
SUPER 2 MAIN LANES BETWEEN INTERCHANGES	LF	34,500	$920	$31,726,352
BRIDGE ACROSS FLOODWAY	SF	230,000	$65	$14,950,000
ENTRANCE RAMPS: 5 AT 2,200 FEET EACH	LF	11,000	$363	$3,989,185
EXIT RAMPS: 5 AT 1,800 FEET EACH	LF	9,000	$363	$1,881,360
TURNAROUNDS: 5 AT 300 FEET EACH	LF	1,500	$209	$313,560
CROSS STREET OR ROAD: 2.5 AT 500 FEET EACH	LF	1,250	$561	$701,220
SUPER 2PASSING LANES	LF	21,500	$84	$1,804,349
ALTERNATIVE 4 TOTAL ESTIMATED CONSTRUCTION COST FOR SUPER 2 DESIGN				$79,567,388
ROUNDED ESTIMATED CONSTRUCTION COST FOR ALTERNATIVE 4 SUPER 2 DESIGN				$79,570,000

Appendix D:

2009 Model Results vs. 2014/2015 Traffic Counts

I-2 Traffic Volumes, Growth Rates and Model Output										
County	Location	Historic Data					2015 TTI Counts	Unadjusted Model Counts		
		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	West of FM 1423	86,300	99,000	88,100	0.21%	-2.31%	n/a	167,000	160,200	162,000
Hidalgo	West of FM 493	78,800	99,000	90,800	1.43%	-1.71%	n/a	158,100	156,600	163,500
Hidalgo	East of Texas Blvd	71,300	89,000	55,600	-2.46%	-8.98%	93,700	103,600	108,700	103,800
Hidalgo	East of I-69C	116,100	131,000	132,200	1.31%	0.18%	115,600	179,800	222,600	209,700
Hidalgo	West of FM 907	100,000	114,000	88,800	-1.18%	-4.87%	n/a	174,500	204,000	200,900

I-69C (US-281) Traffic Volumes, Growth Rates and Model Output										
County	Location	Historic Data					2015 TTI Counts	Unadjusted Model Counts		
		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	North of I-2	86,900	98,000	83,500	-0.40%	-3.15%	128,700	167,100	181,500	170,100
Hidalgo	South of FM 1925	36,700	37,000	38,000	0.35%	0.53%	143,000	40,000	69,100	61,000
Hidalgo	South of FM 490	17,100	17,500	17,900	0.46%	0.45%	27,900	18,600	16,800	18,700
Hidalgo	North of FM 490	14,800	15,300	16,400	1.03%	1.40%	21,600	14,000	22,100	22,200
Hidalgo	North of SH 186	13,000	12,600	13,500	0.38%	1.39%	19,500	14,000	26,100	26,100

FM 907 (Alamo Road) Traffic Volumes, Growth Rates and Model Output										
County	Location	Historic Data					2015 TTI Counts	Unadjusted Model Counts		
		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	South of FM 495	12,000	16,100	15,200	2.39%	-1.14%	n/a	7,500	32,900	26,800
Hidalgo	South of SH 107	4,200	7,100	7,600	6.11%	1.37%	n/a	3,600	14,300	9,500
Hidalgo	South of FM 1925	3,300	4,200	5,100	4.45%	3.96%	n/a	2,600	9,100	5,400

FM 1423 (Val Verde Road) Traffic Volumes, Growth Rates and Model Output										
County	Location	Historic Data					2015 TTI Counts	Unadjusted Model Counts		
		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	North of I-2	8,300	12,000	13,900	5.29%	2.98%	n/a	11,300	9,900	6,700
Hidalgo	North of Alberta Rd.	3,500	5,900	7,200	7.48%	4.06%	n/a	9,300	11,500	8,000
Hidalgo	South of SH 107	3,300	6,200	5,700	5.62%	-1.67%	n/a	3,700	5,700	3,100

FM 493 (La Blanca Rd.) Traffic Volumes, Growth Rates and Model Output										
County	Location	Historic Data					2015 TTI Counts	Unadjusted Model Counts		
		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	North of I-2	9,500	12,300	15,000	4.67%	4.05%		16,000	23,700	13,900
Hidalgo	North of Roosevelt Rd.	5,700	5,700	6,400	1.17%	2.34%	8,150	6,400	17,000	7,200
Hidalgo	South of SH 107	6,000	5,700	5,800	-0.34%	0.35%		5,000	11,500	4,800
Hidalgo	North of FM 1925	4,700	3,900	4,300	-0.89%	1.97%		6,200	7,900	5,700
Hidalgo	North of FM 2812	1,900	1,700	2,200	1.48%	5.29%		3,500	7,300	7,100
Hidalgo	South of SH 186	700	600	750	0.69%	4.56%	500	3,000	6,100	5,900

FM 88 Traffic Volumes, Growth Rates and Model Output										
County	Location	Historic Data					2015 TTI Counts	Unadjusted Model Counts		
		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	North of I-2	24,100	28,000	28,400	1.66%	0.28%		20,300	45,400	37,100
Hidalgo	South of Mile 12 N. Rd.	15,000	14,300	15,100	0.07%	1.09%	18,300	16,700	29,400	22,000
Hidalgo	South of SH 107	11,400	10,400	11,200	-0.18%	1.49%		11,500	21,500	17,200
Hidalgo	South of FM 1925	6,900	6,200	6,200	-1.06%	0.00%		6,300	14,000	10,200
Hidalgo	South of SH 186	1,100	1,000	1,200	0.87%	3.71%	1,200	1300	2000	2000

SH 107 Traffic Volumes, Growth Rates and Model Output										
County	Location	Historic Data					2015 TTI Counts	Unadjusted Model Counts		
		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	East of I-69C	25,300	22,000	21,000	-1.85%	-0.93%		30,000	40,000	42,300
Hidalgo	East of FM 907	16,800	15,900	14,600	-1.39%	-1.69%	21,900	23,700	28,700	32,700
Hidalgo	West of FM 1423	16,600	14,900	15,100	-0.94%	0.27%		33,000	24,300	28,500

FM 1925 Traffic Volumes, Growth Rates and Model Output										
County	Location	Historic Data					2015 TTI Counts	Unadjusted Model Counts		
		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	East of I-69C	14,100	13,000	15,000	0.62%	2.90%		13,462	34,600	32,100
Hidalgo	East of FM 907	8,600	8,600	9,100	0.57%	1.14%		9,500	27,100	25,300
Hidalgo	West of FM 493	7,100	6,100	6,500	-0.88%	1.28%		10,300	27,200	24,000

FM 2812 Traffic Volumes, Growth Rates and Model Output										
County	Location	Historic Data					2015 TTI Counts	Unadjusted Model Counts		
		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	East of I-69C	5,000	6,500	9,400	6.52%	7.66%		5,500	18,900	18,100
Hidalgo	East of Vista Bonita Rd.	2,400	3,000	3,600	4.14%	3.71%		2,400	13,200	11,600
Hidalgo	West of FM 493	2,000	2,400	2,600	2.66%	1.61%		4,700	10,800	11,200

FM 490 Traffic Volumes, Growth Rates and Model Output										
County	Location	Historic Data					2015 TTI Counts	Unadjusted Model Counts		
		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	East ofI-69C	1,000	1,400	2,000	7.18%	7.39%		3,600	6,900	18,800
Hidalgo	East of Brush Line Rd			1,600	n/a	n/a	1,100	4,000	9,600	18,600
Hidalgo	West of FM 493	1,300	1,500	2,000	4.40%	5.92%		2,800	9,400	18,500

SH 186 Traffic Volumes, Growth Rates and Model Output				
County	Location	Historic Data	2015 TTI Counts	Unadjusted Model Counts

		2005	2009	2014	10 year AAGR	5 year AAGR	2015	2009	2035 No build	2035 Build
Hidalgo	East of I-69C	2,600	2,800	2,800	0.74%	0.00%		3,000	9,500	9,200
Hidalgo	East of Brush Line Rd.			1,700	n/a	n/a	1,300	1,600	3,800	3,600

Significant North-South Parallel Facilities within SH 68 Traffic Shed			
Traffic Count Location	2009 RGV Model ADT	TPP 2014 ADT	TTI 2015 ADT
I-69C, north of I-2	167,100	83,500	128,700
I-69C, south of FM 1925	40,000	38,000	143,000
I-69C, south of FM 490	18,600	17,900	27,900
I-69C, north of FM 490	14,000	16,400	21,600
I-69C, north of SH 186	14,000	13,500	19,500
FM 907, south of FM 495	7,500	15,200	
FM 907, south of SH 107	3,600	7,600	
FM 907, south of FM 1925	2,600	5,100	
FM 1423, north of I-2	11,300	13,900	
FM 1423, north of Alberta Rd.	9,300	7,200	
FM 1423, south of SH 107	3,700	5,700	
FM 493, north of I-2	16,000	15,000	
FM 493, north of Roosevelt Rd.	6,400	6,400	8,150
FM 493, south of SH 107	5,000	5,800	
FM 493, north of FM 1925	6,200	4,300	
FM 493, north of FM 2812	3,500	2,200	
FM 493, south of SH 186	3,000	750	500
FM 88, north of I-2	20,300	28,400	
FM 88, south of Mile 12 N. Rd.	16,700	15,100	18,300
FM 88, south of SH 107	11,500	11,200	
FM 88, south of FM 1925	6,300	6,200	
FM 88, south of SH 186	1300	1,200	1,200

Significant North-South Parallel Facilities within SH 68 Traffic Shed			
Traffic Count Location	2009 RGV Model ADT	TPP 2014 ADT	TTI 2015 ADT
I-69C, north of I-2	167,100	83,500	128,700
I-69C, south of FM 1925	40,000	38,000	143,000
I-69C, south of FM 490	18,600	17,900	27,900
I-69C, north of FM 490	14,000	16,400	21,600
I-69C, north of SH 186	14,000	13,500	19,500
FM 907, south of FM 495	7,500	15,200	
FM 907, south of SH 107	3,600	7,600	
FM 907, south of FM 1925	2,600	5,100	
FM 1423, north of I-2	11,300	13,900	
FM 1423, north of Alberta Rd.	9,300	7,200	
FM 1423, south of SH 107	3,700	5,700	
FM 493, north of I-2	16,000	15,000	
FM 493, north of Roosevelt Rd.	6,400	6,400	8,150
FM 493, south of SH 107	5,000	5,800	
FM 493, north of FM 1925	6,200	4,300	
FM 493, north of FM 2812	3,500	2,200	
FM 493, south of SH 186	3,000	750	500
FM 88, north of I-2	20,300	28,400	
FM 88, south of Mile 12 N. Rd.	16,700	15,100	18,300
FM 88, south of SH 107	11,500	11,200	
FM 88, south of FM 1925	6,300	6,200	
FM 88, south of SH 186	1300	1,200	1,200

Appendix E:

2035 Rio Grande Valley Network Improvement Assumptions

Rio Grande Valley Network Improvements Assumptions	2009 Lanes	2035 Lanes
HC-10 FM 1925 Kenyon FM 907 (Alamo Rd)	2	4
HC-106 Dove (Owassa) Jackson US 281	2	4
HC-113 FM 3461 (Nolana) FM 2061 (McColl Rd) US 281	4	6
HC-117A FM 676 (Mile 5 N) FM 492 (Doffing) SH 364 (La Homa Rd)	2	4
HC-117B FM 676 (Mile 5 N) SH 364 (La Homa Rd) SH 107 (Conway)	2	4
HC-117C FM 676 (Mile 5 N) SH 107 (Conway) Taylor Rd	2	4
HC-119 FM 907 (Alamo Rd) Nolana US 83	2	4
HC-125 Hutto Rd US 83 Bus 83	2	4
HC-12A FM 1925 FM 907 (Alamo Rd) 3rd St	2	4
HC-12B FM 1925 3rd St FM 493 (La Blanca)	2	4
HC-13 FM 1925 FM 493 (La Blanca) FM 88	2	4
HC-130 Jackson Ave S Bicentennial Ave S 2nd St	2	4
HC-14 FM 1925 FM 88 FM 491 (Mile 1 W)	2	4
HC-144 Mile 5 N Taylor Rd Ware Rd	2	4
HC-148B Mile 6 W Rd Mile 11 N SH 107	2	4
HC-152a Nolana Loop FM1426 (Raul Longoria) East of FM 907	2	4
HC-152b Nolana Loop East of FM 907 East of FM 1423	2	4
HC-152C Nolana Loop East of FM 1423 East of FM 493	2	4
HC-152D Nolana Loop East of FM 493 FM 88	2	4
HC-155A Nolana Loop FM 2220 (Ware Rd) SH 336 (10th St)	4	6
HC-166 Schunior Ave Sugar Rd 4th St	2	4
HC-167 Sioux Rd I Rd FM 1426 (Raul Longoria)	2	4
HC-170 Sprague Ave Sugar Rd SH 336 (N 10th St)	2	4
HC-171 Sugar Rd SH 107 Schunior Ave	2	4
HC-177A Trenton Rd US 281 FM 1426 (Raul Longoria)	2	4
HC-178B US 83 0.5 Mi E of Bus 83 FM 1427 (Abram)	4	6
HC-18 FM 2062 (Bentsen Palm) US 83S Bus 83	2	4
HC-182AB SH 364 (La Homa) FM 1924 (Mile 3 N)	2	4
HC-19B FM 2220 (Ware Rd) FM 1924 (Mile 3 N) Mile 5 N (Auburn Ave)	4	6
HC-19A FM 2220 (Ware Rd) Mile 5 N (Auburn Ave) SH 107	4	6
HC-224 SH 107 (Conway) FM 495 FM 1924 (Mile 3 N)	4	6
HC-225 SH 107 (Conway) FM 1924 (Mile 3 N) FM 676 (Mile 5 N)	4	6
HC-244 Mile 4 1/2 W Rd US 83 Mile 9 N Rd	2	4
HC-248 E Yuma Ave Jackson Rd McColl Rd	2	4
HC-249B SH 336 (10th st) Trenton Rd SH 107	4	6
HC-253 Trenton Rd FM 1926 (23rd st) SH 336 (10th St)	4	6
HC-254 Wisconsin Rd 7th street 2nd St	4	4
HC-256 Taylor Rd US 83 Bus 83	2	4
HC-257 Taylor Rd Bus 83 Mile 2N	2	4
HC-258 Taylor Rd Mile 2 N Lark Ave (Mile 4 N)	2	4
HC-264 Mile 10 North Westate (Mile 6) FM 1015	2	4
HC-282 Inspiration Rd US 83 FM 1924 (Mile 3 N)	2	4
HC-284A Liberty Blvd (Phase I) US 83 Mile 3 Rd	2	4

Rio Grande Valley Network Improvements Assumptions	2009 Lanes	2035 Lanes
HC-286A Mile 3 N (Phase I) East Goodwin Rd Tom Gill Rd	2	4
HC-286B Mile 3 N (Phase II) Tom Gill Rd FM 2221	2	2
HC-286B Liberty Blvd (Phase II) Mile 3 Rd FM 2221	2	4
HC-290 FM 1925 10th St McColl Rd	2	4
HC-291 Dicker Road Spur 115 (23rd St) FM 2061 (Jackson Rd)	2	4
HC-292A FM 494 (Shary Rd) Mile 5 N (FM 676) Mile 7	2	4
HC-292B FM 494 (Shary Rd) Mile 3 N (FM 1924) Mile 5 N (FM 676)	2	4
HC-295C SH 68 US 83 FM 1925	4	4
HC-34A FM 493 (La Blanca) Mile 10 N Rd Mile 14 N Rd	2	4
HC-34B FM 493 (La Blanca) Mile 14 N Rd SH 107	2	4
HC-39CB FM 88 SH 107 FM 1925	2	4
HC-40 FM 907 (Alamo Rd) SH 107 Nolana	2	4
HC-48B SH 364 (La Homa) FM 495 FM 1924 (Mile 3 N)	2	4
HC-51A SP 115 (S 23rd St) US 83 FM 1016 (Military Hwy)	4	6
HC-60C US 83 La Joya Relief FM 886 (El Faro Rd) Showers Rd	4	4
HC-62A FM 495 2nd St (McAllen) US 281	4	6
HC-79 10th St SH 107 FM 1925 (Monte Cristo)	2	4
HC-80BA 2 Mile Line N Rd SH 364 Moorefield Rd.	2	4
HC-80BB 2 Mile Line N Rd Moorefield Rd Inspiration Road	2	4
HC-80A 2 Mile Line N Rd Inspiration Rd SH 107 (Conway)	2	4
HC-83 6th St (Weslaco) Westgate Drive Bus83	2	4
HC-85 Airport Drive (Weslaco) Bus 83 US 83	2	4
HC-87 Alberta Rd McColl Rd US281	2	4
HC-92 Border Ave S 18th St (Mile 6 N) Bus 83	2	4
HC-93 Bridge Ave 10th St Pike Blvd	2	4
RMA-1AB US 281 Military Highway Spur 600 FM 2557 (Stewart Rd)	2	4

ATTACHMENT D

STATE HIGHWAY (SH) 68 DEIS TRAFFIC DATA PARAMETERS FOR NOISE ANALYSIS MEMO

4000 Fossil Creek Boulevard
Fort Worth, Texas 76137
(817) 847-1422
Fax (817) 232-9784

MEMORANDUM

TO:	Roy Mynier, RJ Rivera Associates, Inc. Dean Tesmer, Blanton and Associates, Inc.	**DATE:**	February 21, 2017
FROM:	Jody Urbanovsky	**AVO:**	30126
EMAIL:	JUrbanovsky@halff.com		
SUBJECT:	SH 68 DEIS Traffic Data Parameters for Noise Analysis		

The purpose of this memorandum is to outline Halff Associates' (Halff) approach for conducting the required noise analysis for the State Highway (SH) 68 Draft Environmental Impact Statement (DEIS). Below are the traffic data assumptions that are expected to be used to inform the Traffic Noise Model (TNM) to provide an analysis of the potential noise impacts of each of the three proposed reasonable alternatives (2014 Modified 2, 2014 PSM, and FM 1423 PSM). Halff is seeking concurrence with the approach outlined below prior to conducting the detailed TNM runs.

Traffic Noise Data Sources

The most current traffic data available for the SH 68 project includes data from the following documents:

- Texas Department of Transportation (TxDOT) Transportation Planning & Programming (TP&P) Division Memorandum for Traffic Data for SH 68, dated October 2013 (*2013 Memorandum*).
- TxDOT SH 68 Traffic Forecasting Technical Memorandum from US83/I-2 to US 281/I-69C, prepared by HNTB Corporation, dated December 2015 (*2015 Memorandum*).
- TxDOT Email: TxDOT Recommendation for Traffic Split of SH 68 Project Volumes, dated February 16, 2017.

Traffic data tables from these three documents and referenced in this memorandum are included as **Exhibits 1** through **4**. The data necessary for the TNM runs is represented in the table below. The green and yellow colored cells represent data which is currently available, and the red colored cells represent data which is currently unavailable and where assumptions are necessary.

SH 68 DEIS Traffic Data Parameters for TNM

Corridor Segment	Weighted Average ADT	K-Factor (DHV)	DIR	Distribution by Vehicle Class (% of DHV)			Distribution by Roadway (% of ADT)	
				Light Duty	Medium Duty	Heavy Duty	Frontage Roads	Mainlanes
US 83/I-2 to SH 107								
SH 107 to FM 1925								
FM 1925 to US 281/I-69C								

Data taken from 2015 Memorandum and 2017 TxDOT Email
Data calculated using information from both the 2013 and 2015 Memorandums
Data unavailable; traffic data assumptions required

Traffic Data Assumptions and Model Conditions

To perform the required noise analysis, Halff anticipates the following assumptions for the TNM runs:

1) Use the 2035 SH 68 design forecast data from the *2015 Memorandum* (see **Exhibit 1**) to populate the values for Weighted Average ADT, K-Factor, and Directional Distribution (DIR). Halff proposes using the Weighted Average ADT data in place of the line diagram data from the *2015 Memorandum* for the reason that the line diagrams do not accurately reflect the alignment of the currently proposed reasonable alternatives. For example, the line diagram includes cross traffic accessing the proposed SH 68 facility at FM 1423 and FM 490, which affects traffic volumes at these crossings; however, only two of the proposed reasonable alternatives cross FM 1423 and none of the proposed alternatives cross FM 490. Therefore, the TNM runs will utilize the Weighted Average ADT data to maintain consistency among the alternatives.

   Green cells represent data taken directly from the *2035 SH 68 Highway Design Forecast Data* table in the *2015 Memorandum*; yellow cells represent data taken from the *2035 SH 68 Highway Design Forecast Data* table in the *2015 Memorandum* for the purpose of recalculating data for the TNM runs; uncolored cells represent data not utilized for purposes of the TNM runs. Note that the SH 68 corridor has been broken into three segments for analysis purposes.

2035 SH 68 Design Forecast Data

Corridor Segment	Weighted Average ADT	K-Factor	DIR	Peak Period LOS	Trk
US 83/I-2 to SH 107	48,700	0.13	0.57	C	15%
SH 107 to FM 1925	30,100	0.11	0.55	B/C	19%
FM 1925 to US 281/I-69C	20,400	0.1	0.50	B	24.5%

Source: TxDOT SH 68 Traffic Forecasting Technical Memorandum, Page 21, December 2015

2) Vehicle distribution in the *2015 Memorandum* is provided for truck traffic only. To determine vehicle distribution between the medium and heavy duty classes, Halff will apply the distribution percentages for medium and heavy duty vehicles from the *2013 Memorandum* to the truck data from the *2015 Memorandum*. Yellow cells represent data taken directly from the *Traffic Analysis for Highway Design* table in the *2013 Memorandum* (see **Exhibits 2** and **3**) for purposes of calculating data for the TNM runs; uncolored cells represent data not utilized for purposes of the TNM runs.

Segment 1: From US 83/I-2 to SH 107

Data for Use in Air & Noise Analysis		
Vehicle Class	Base Year	
	% of ADT	% of DHV
Light Duty	96.4	97.6
Medium Duty	2.2	1.5
Heavy Duty	1.4	0.9

Source: TxDOT TP&P Memorandum for Traffic Data, Page 2, October 2013

- Total percentage of medium and heavy duty vehicle classes for Segment 1 = 1.5 + 0.9 = 2.4
- Medium duty vehicle class = 1.5 / 2.4 = 0.625 (62.5%) of total truck traffic for Segment 1
- Heavy duty vehicle class = 0.9 / 2.4 = 0.375 (37.5%) of total truck traffic for Segment 1

Per the *2015 Memorandum*, the forecasted truck traffic for Segment 1 is 15% (see **Exhibit 1**). Applying the calculated percentages from the *2013 Memorandum* to the truck percentage from the *2015 Memorandum* yields the distribution percentages to be used in the TNM runs:

- Medium duty vehicle class: 0.625 x 15 = **9.375 (9.4%)**
- Heavy duty vehicle class: 0.375 x 15 = **5.625 (5.6%)**

Segment 2: From SH 107 to FM 1925

Data for Use in Air & Noise Analysis		
Vehicle Class	**Base Year**	
	% of ADT	**% of DHV**
Light Duty	94.6	96.4
Medium Duty	3.4	2.2
Heavy Duty	2.0	1.4

Source: TxDOT TP&P Memorandum for Traffic Data, Page 3, October 2013

- Total percentage of medium and heavy duty vehicle classes for Segment 2 = 2.2 + 1.4 = 3.6
- Medium duty vehicle class = 2.2 / 3.6 = 0.611 (61.1%) of total truck traffic for Segment 2
- Heavy duty vehicle class = 1.4 / 3.6 = 0.389 (38.9%) of total truck traffic for Segment 2

Per the *2015 Memorandum*, the forecasted truck traffic for Segment 2 is 19% (see **Exhibit 1**). Applying the calculated percentages from the *2013 Memorandum* to the truck percentage from the *2015 Memorandum* yields the distribution percentages to be used in the TNM runs:

- Medium duty vehicle class: 0.611 x 19 = **11.61 (11.6%)**
- Heavy duty vehicle class: 0.389 x 19 = **7.39 (7.4%)**

Segment 3: From FM 1925 to US 281/I-69C

The *2013 Memorandum* did not provide traffic data for Segment 3 of the SH 68 project. Therefore, no correlation can be made between the *2013* and *2015 Memorandums* for medium and heavy duty vehicle classes for this segment. In absence of this data from the *2013 Memorandum*, Halff is proposing to apply the Segment 2 calculated percentages from the *2013 Memorandum* to the Segment 3 truck percentage (24.5%) from the *2015 Memorandum*:

- Medium duty vehicle class: 0.611 x 24.5 = **14.97 (15%)**
- Heavy duty vehicle class: 0.389 x 24.5 = **9.53 (9.5%)**

Please provide confirmation that in the absence of data, Halff's assumption is appropriate for moving forward with the TNM runs for Segment 3, or provide an alternative for use.

3) Detailed engineering schematic plans for the SH 68 three preferred alternatives are not currently available. However, roadway centerlines for each lane of traffic and shoulder were provided by the engineer to provide the sound (vehicle) source for analysis in the TNM. The TNM will utilize a roadway feature representing the centerline of each traffic lane per the proposed SH 68 typical section (see **Exhibit 5**). Proposed entrance/exit ramps will not be modeled. In addition, the TNM runs will be calculated at zero elevation in order to present a conservative analysis for nearby noise receptors.

4) The *2015 Memorandum* did not provide the distribution of traffic volumes between the SH 68 mainlanes and frontage roads. However, HNTB and TxDOT provided the following distributions in an email dated February 16, 2017 (see **Exhibit 4**):

Corridor Segment	Frontage Road (Volume)	Frontage Road (%)
US 83/I-2 to SH 107	21,915	45
SH 107 to FM 1925	16,555	55
FM 1925 to US 281/I-69C	6,120	30

Proposed Parameters for the Traffic Noise Model

Based on the data provided above, Halff will use the following parameters in performing the TNM runs for the SH 68 DEIS and the three proposed reasonable alternatives:

SH 68 DEIS Traffic Data Parameters for TNM

Corridor Segment	Weighted Average ADT	K-Factor	DIR	Distribution by Vehicle Class (% of DHV)			Distribution by Roadway (% of ADT)	
				Light Duty	Medium Duty	Heavy Duty	Frontage Roads	Mainlanes
US 83/I-2 to SH 107	48,700	0.13	57/43	85	9.4	5.6	45	55
SH 107 to FM 1925	30,100	0.11	55/45	81	11.6	7.4	55	45
FM 1925 to US 281/I-69C	20,400	0.10	50/50	75.5	15	9.5	30	70

Data taken from 2015 Memorandum and 2017 TxDOT Email
Data calculated using information from both the 2013 and 2015 Memorandums
Data unavailable; traffic data assumptions required

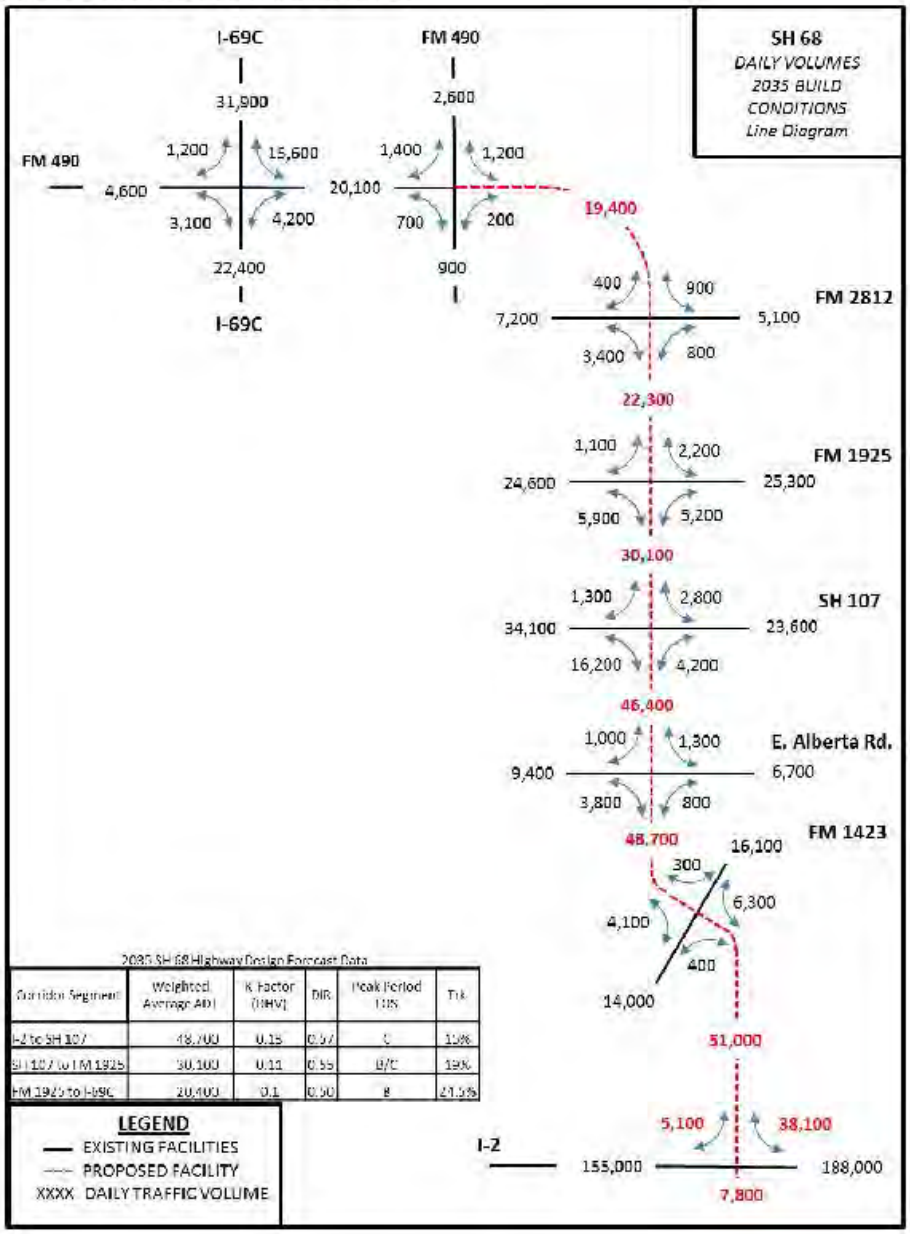
- The TNM will utilize the Weighted Average ADT data provided for each segment in the *2015 Memorandum*.
- The TNM will utilize a roadway feature representing the centerline of each traffic lane per the proposed SH 68 typical section. Proposed entrance/exit ramps will not be modeled.
- The TNM will be run at zero elevation.
- The mainlanes/frontage roads traffic distribution percentage will be applied to the overall Weighted Average ADT. Next, the K-factor will be applied to provide a separate daily hourly volume (DHV) for all mainlanes and frontage roads for each segment. Finally, the DIR will be

applied to each the DHV for mainlane traffic and frontage road traffic. The higher traffic volume percentage will be modeled in the mainlane/frontage road closest to the receivers.

Please provide confirmation that these consolidated assumptions are appropriate for moving forward with the TNM runs for the SH 68 DEIS and the three proposed reasonable alternatives, or provide alternatives for use.

Exhibit 1: TxDOT SH 68 Traffic Forecasting Technical Memorandum (December 2015), Page 21

Figure 8: 2035 Build Traffic Volumes



2035 SH 68 Highway Design Forecast Data

Corridor Segment	Weighted Average ADT	K Factor (DHV)	DIR	Peak Period LOS	T%
I-2 to SH 107	48,700	0.15	0.57	C	19%
SH 107 to FM 1925	30,100	0.11	0.55	B/C	19%
FM 1925 to I-69C	20,400	0.1	0.50	B	21.5%

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Exhibit 2: TxDOT TP&P Memorandum for Traffic Data for SH 68 (October 2013), Page 2

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District **October 1, 2013**

Description of Location	Average Daily Traffic 2016	Average Daily Traffic 2036	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2016 to 2036) Flexible Pavement	S N	Rigid Pavement	SLAB
SH 68 - Proposed												
Section 1												
From US 83 To SH 107	14,600	21,700	55 - 45	9.0	3.6	2.4	10,900	40	1,564,000	3	1,897,000	8"
Hidalgo County												

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	96.4	97.6
Medium Duty	2.2	1.5
Heavy Duty	1.4	0.9

Exhibit 3: TxDOT TP&P Memorandum for Traffic Data for SH 68 (October 2013), Page 3

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District — October 1, 2013

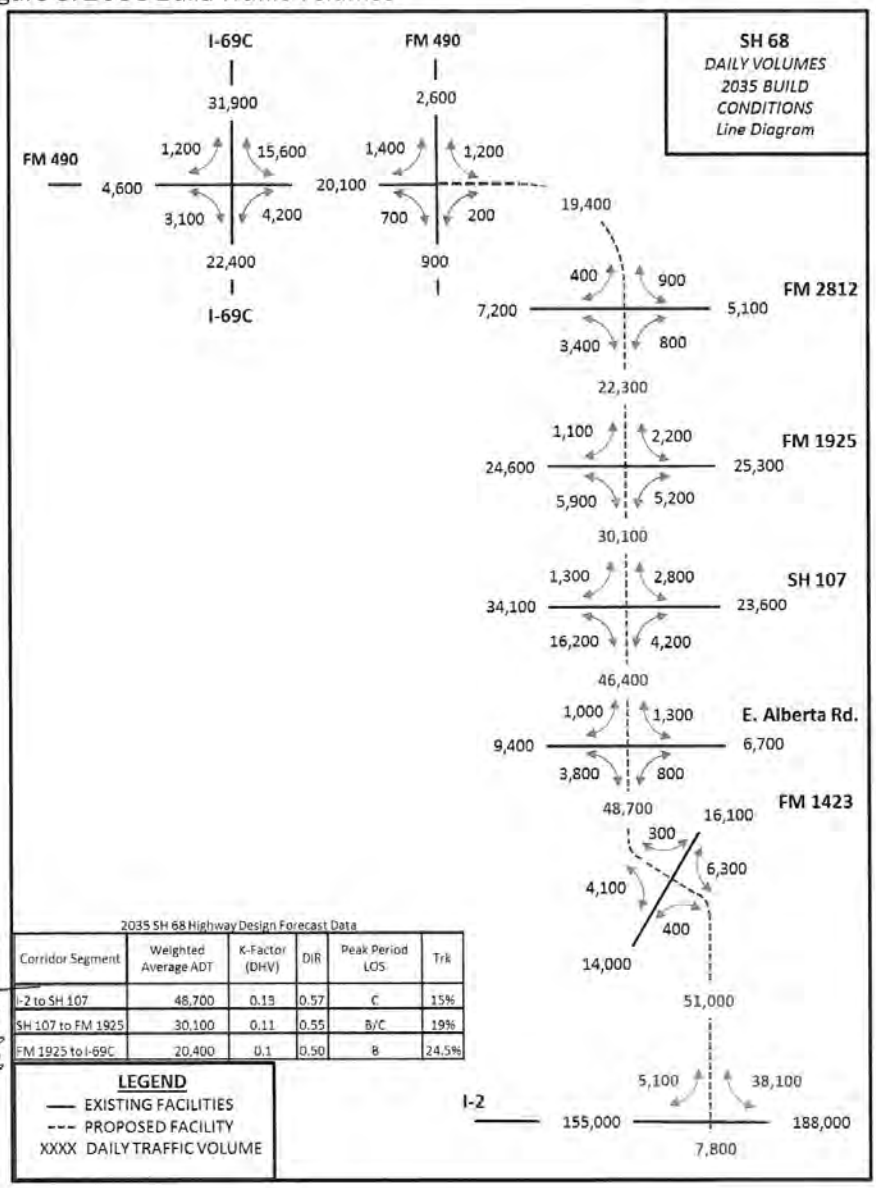
Description of Location	Average Daily Traffic 2016	Average Daily Traffic 2036	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2016 to 2036) Flexible Pavement	S N	Rigid Pavement	SLAB
SH 68 - Proposed Section 2 From SH 107 To FM 1925 Hidalgo County	7,400	11,000	55 - 45	9.0	5.4	3.6	10,800	40	1,178,000	3	1,435,000	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	94.6	96.4
Medium Duty	3.4	2.2
Heavy Duty	2.0	1.4

Exhibit 4: TxDOT Recommendation for Traffic Split of SH 68 Project Volumes (February 2017)

Figure 8: 2035 Build Traffic Volumes



2035 SH 68 Highway Design Forecast Data

FRT VOL	FRT %	Corridor Segment	Weighted Average ADT	K-Factor (DHV)	DIR	Peak Period LOS	Trk
21,915	45%	I-2 to SH 107	48,700	0.13	0.57	C	15%
16,555	55%	SH 107 to FM 1925	30,100	0.11	0.55	B/C	19%
6,120	30%	FM 1925 to I-69C	20,400	0.1	0.50	B	24.5%

Contract No. 50-41DP5004.WA16.Task 2.2 - SH 68 Traffic Forecasting Technical Memo December 2015

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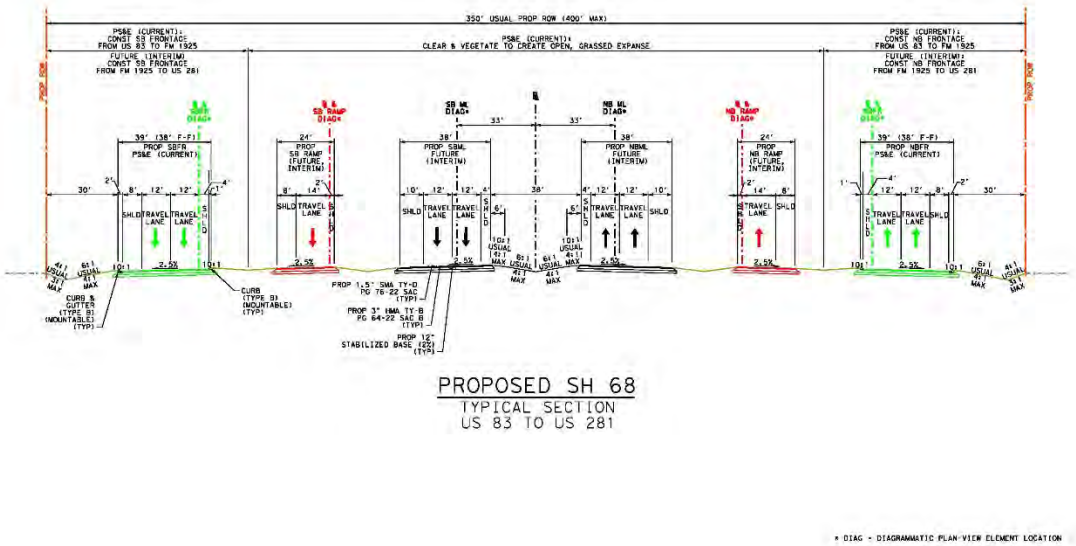
Exhibit 5: Proposed SH 68 Typical Section



Note: Ramps will not be modeled.

ATTACHMENT E

AMBIENT NOISE LEVEL FIELD COLLECTION

= DEIS Table 3.0-1 Ambient Site Number

Noise Reading Collection Log Sheet

Project: SH-68

Collectors Name: Chris Belaire

Collection Date: 10-5-16

Weather Conditions: Mostly Sunny; Wind: SSE 5 MPH

Reading Point ID	Time	Reading 1	Reading 2	Reading 3	
1- US Boarder Patrol	14:31	75.3	64.7	70.7	
2- Holiday Inn on Closner	14:39	64.1	62.2	63.3	
3- Park/Recreation off 281	15:00	68.8	69.3	70.6	
4- Hillcrest Memorial Cemetery	15:09	57.5	58.1	59.2	
5- Crawford Element	15:26	58.1	62.0	56.9	
6- INTX Benito A Ramirez/Doolittle	15:41	63.1	64.6	61.4	
7- Residential 1	15:49	40.3	39.0	37.0	
8- HV Roadway	15:57	72.9	72.0	73.2	
9- Residential 2	16:05	48.3	46.3	67.7	#16
10- Davis Rd.	16:13	73.4	77.8	73.1	
11- Neighborhood Rd.	16:32	63.4	51.9	51.0	#22
12- Shop Rd.	16:37	51.2	50.4	51.5	#26
13- HV Roadway	16:43	75.5	71.2	70.3	#27
14- Curry Rd.	16:49	47.3	47.2	44.8	#32
15- Canton Rd	17:01	65.9	52.3	64.4	
16- Cristo La Roca	17:10	64.2	70.9	64.9	#40
17- Sioux Rd.	17:24	60.1	52.9	51.1	
18- Residential (Alberta/Alamo)	17:31	53.6	52.4	54.8	
19- INTX Earling/Cesar Chavez	17:38	63.0	62.5	67.2	
20- INTX 907/Sioux	17:44	78.4	75.6	70.8	

Construction obstructed (could not get close) ≈ 150' W.

Photo I

Wind picked up to ≈ 10 MPH

Noise Reading Collection Log Sheet

Project: SH 68

Collectors Name: Chris Belaire

Collection Date: 10-5-16 / 10-6-16

Weather Conditions:

Reading Point ID	Time	Reading 1	Reading 2	Reading 3	
21 - Raul H Vazquez Middle School	17:59	83.2	79.0	82.0	
22 - HV Roadway US 83	18:21	72.5	70.8	69.6	
23 - HV Residential	18:29	69.4	69.6	71.1	
24 - Sioux Rd	18:36	74.3	56.3	71.2	
25 - Residential	18:43	63.8	54.7	70.6	
26 - Val Verde Memorial Gardens	18:50	70.6	64.2	64.9	#49
27 - Daniel Singletary Elementary	18:56	75.9	74.7	72.8	#41
28 - Minnesota Rd.	19:04	54.6	66.1	67.9	
29 - INTX Mile 9 1/2 Godie	19:15	52.6	54.0	47.0	
30 - INTX Salinas/ US 83	19:23	75.5	75.3	76.3	
31 - Salon del Reino los Testigos de Jehovas	19:30	62.4	76.7	69.6	
32 - Maria P Munoz Elementary	19:35	64.6	55.8	58.9	
33 - Residential	19:44	50.8	50.7	50.5	
Day 2 X 34 - Post Office	19:52	61.4	68.0	69.1	
35 - INTX La blanca/ Monte Cristo	10:05	85.3	73.3	77.2	
36 - Englemen Gardens	10:15	43.1	49.6	41.2	
37 - INTX Val Verde/ Mile 20	10:25	50.0	45.3	42.0	#17
38 - Mile 22 1/2 Rd.	10:32	59.8	52.3	50.3	#12
39 - La blanca Rd	10:39	79.5	54.6	52.0	
40 - La blanca Rd	10:46	67.5	49.8	42.8	

Noise Reading Collection Log Sheet

Project: Stl 68

Collectors Name: Chris Belaire

Collection Date: 10-6-14

Weather Conditions:

Could not access, reading taken ~~100 ft. from fork (N. Branch)~~ 1 mi from pt. (on El Cibolo N. Fork)

Reading Point ID	Time	Reading 1	Reading 2	Reading 3
41 - Brushline Rd.	10:58	39.9	40.5	44.1 #6
42 - FM 490	11:08	64.6	53.8	51.0
43 - FM 490 (2)	11:16	61.1	53.5	61.7 #2
44 - Residential off 281 accross from A.P.	11:27	62.4	65.9	68.9
45 - El Cibolo Cemetery	11:39	41.6	50.0	39.2
46 - Ag. Farm Land	11:45	40.6	52.4	44.9
47 - HV Roadway 281	12:04	73.3	76.8	64.2
48 - INTX 1925/ Closner	12:11	69.7	65.9	63.2
49 - Memorial Middle School	12:19	51.3	46.0	42.2
50 - INTX 1925/ Alamo	12:42	75.3	69.0	72.5
51 - HV Roadway Schwartor	12:35	75.7	73.5	68.2
52 - Residential (Old Alamo/907)	12:57	58.1	52.1	52.8
53 - Municipal Park near Sprague	13:12	47.2	47.4	47.7
54 - Roadway Neighborhood Canton, accross Los Lagos	13:24	68.8	69.9	69.5
55 - HV Roadway (Raul Longoria	13:38	56.4	61.3	72.0
56 - Residential off Owassa	13:45	40.8	64.1	46.0
57 - Residentia (Raul Longoria)	13:54	73.3	75.2	73.4
58 - Residential (Veterans)	13:59	68.1	66.0	54.2
59 HV Roadway (Ferguson)	14:05	76.3	76.4	75.0
60 - La Trinidad United Methodist	14:12	62.8	61.4	61.0

Recorded in reverse order

Construction going (nail gun / generator @ 300 ft)

Noise Reading Collection Log Sheet

Project: AVO 30126 SH68 – Existing

Collectors Name: Jody Urbanovsky

Collection Date: 2-28-17

Weather Conditions: Partly Cloudy ; 75°-95° ; 20 mph wind

DEIS Table 3.0-1 Ambient site #

	Reading Point ID	Time	Reading 1	Reading 2	Reading 3	
61	2	9:10	54.2	54	56.6	
62	3	9:15	66.6	51	58.9	
	4	could not reach due to gate				
63	5	9:20	51.3	45.6	51.8	
64	6	9:17	52.6	54.6	53.6	
65	7	9:23	47.8	44.5	45.7	
66	8	9:34	51.7	49.5	51.3	
67	9	9:38	59.3	60.4	59.5	
~~68~~	10A	9:42	56.4	62.7	57.9	
69	11	9:49	51.9	49.7	53.4	
	12	"	"	"	"	dogs
70	13	9:54	53.4	62.7	51.6	
71	14	9:57	46.4	50.7	47.1	
72	15	10:02	52.9	58.7	47.3	
68	10	9:48	59.5	62.9	66.4	
73	16	10:03	48.5	53.7	49.3	
74	17	10:08	47.6	67.2	50.4	
75	18	10:15	67.9 mc	47.4	48.5	
76	19	10:17	49.8	51.7	48.3	
77	20	10:18	48.8	49.5	51.3	

Noise Reading Collection Log Sheet

Project: AVO 30126 SH68 - Existing

Collectors Name: Jody Urbanowsky

Collection Date: 2-28-17

Weather Conditions: Partly Cloudy; 75° - 95°; 15-20 mph wind

	Reading Point ID	Time	Reading 1	Reading 2	Reading 3
78	21	10:22	44.7	48.2	64.4 car
79	22	10:26	52.5	50.1	51.6
80	23	10:31	54.4	56.4	53.6
81	24	10:36	74.1 car	61.4 car	61.6 car
82	25	10:34	69.3 car	67.6 car	63.9
83	26	10:39	57.2	70.3 car	77.3
84	27	10:41	56.5	67.6 car	70.9 car
85	28	10:45	49.3	60.4 car	51.4
86	29	10:48	50.9	66.8 car	50.1
87	30	10.51	53.4	57.1	58.7
88	31	11:03	52.6	56.7	~~60.4~~ 70.2 Truck car
89	32	11:07	44.1	51.6	62.6
90	33	11:09	52.9	52.2	51.5
91	34	11:13	48.5	74.1 Truck	52.9
92	35	11:18	49.7	68.7 Truck	51.2
93	36	11:20	49.8	52.4	49.9
95	~~37~~ 38	11:24	51.1	52.6	53.3
94	~~38~~ 37	11:26	52.6	54.1	56.8
96	39.	11:30	49.8	52.5	50.5
97	40	11:31	47.3	49.0	52.7

Noise Reading Collection Log Sheet

Project: AVO 30126 SH68 - Existing

Collectors Name: Jody Urbanovsky

Collection Date: 2-28-17

Weather Conditions: Partly Cloudy; 75°-95°; 15-20 mph wind

	Reading Point ID	Time	Reading 1	Reading 2	Reading 3
98	43	12:44	53.4	57	53.8
99	44	12:42	60.9 car	51.1	49.0
100	45	1:06	50.9	49.5	48.8
101	46	12:51	55.1	68.6 car	55.3
102	47	1:00	51.2	64.3 car	54.6
103	48	1:08	49.0	39.8	45.5
104	49	1:15	49.1	51.6	54.7
105	50	1:18	56.1	57.5	50.7
106	51	1:21	60.8 car	61.7 car	51.9
107	52	1:25	51.7	63.5 car	65.7 car
108	53	1:29	45.6	45.5	46.6
109	54	1:33	50.0	50.1	50.6
110	55	1:39	50.0	44.3	42.3
111	56	1:47	60.3 truck	44.7	46.9
112	57	1:46	49.6	47.9	49.1
113	58	1:51	60.6 car	46.9	65.8
114	59	1:54	68.3	54.9	60.7
115	60	1:57	52.0	54.0	53.7
116	61	2:01	60.4	59.7	57.9
117	62	2:05	53.5	50.2	50.5
118	63	2:09	54.7	51.6	53.

Noise Reading Collection Log Sheet

Project: AVO 30126 - SH68 Existing

Collectors Name: Judy Urbanowicz

Collection Date: 2-28-17

Weather Conditions: Partly Cloudy; 75°-95°; 15-20 mph wind

	Reading Point ID	Time	Reading 1	Reading 2	Reading 3
119	64	2:13	55.2	48.6	53.3
120	65	2:16	52.3	51.6	51.9
121	66	2:20	52.8	53.2	51.3
122	67	2:22	54.2	57.7	54.9
123	68	2:25	57.5	61.6	60.7
124	69	2:27	71.3 car	73.3 car	68.9 car
125	70	2:30	56.1	57.7	56.3
126	71	2:34	61.7	62.5	67.7
127	72	2:36	58.2	68.1 car	70.7 car
128	73	2:40	51.1	53.4	52.7
129	74	2:50	60.9	61.3	60.3

SH 68 DEIS
Noise Reading Field Map 1

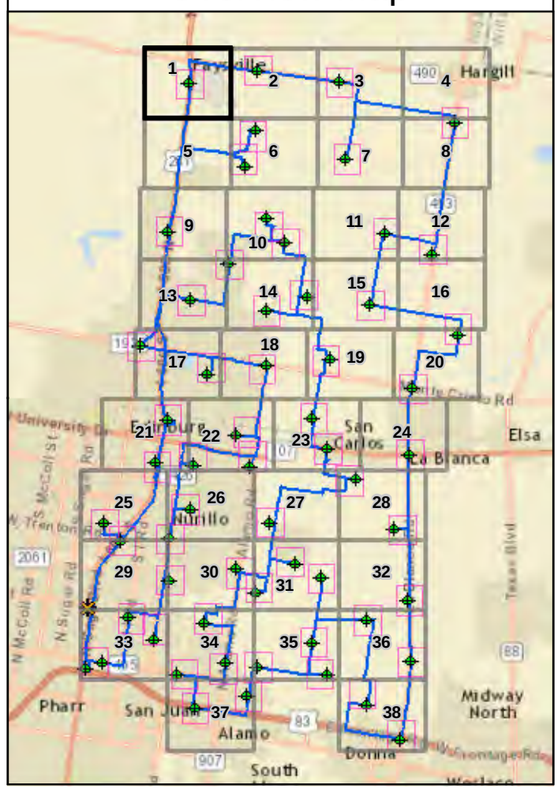
Map Features

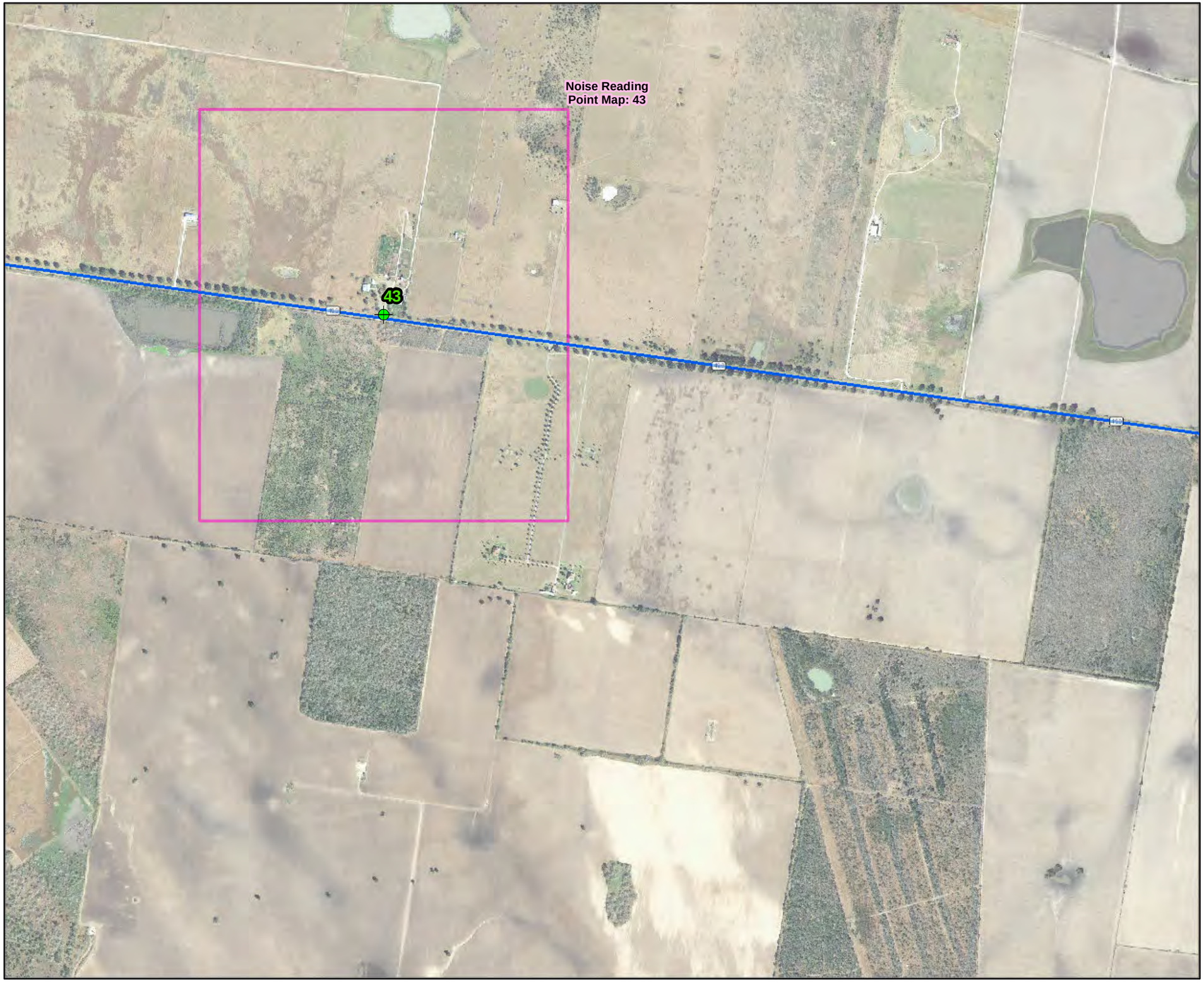
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000
Scale in Feet

N

Overview Map





SH 68 DEIS
Noise Reading Field Map 2

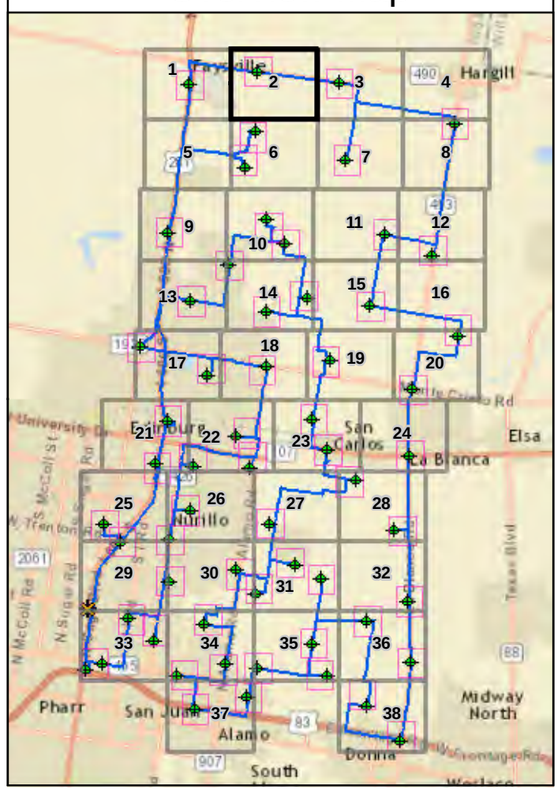
Map Features

- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 3

Map Features

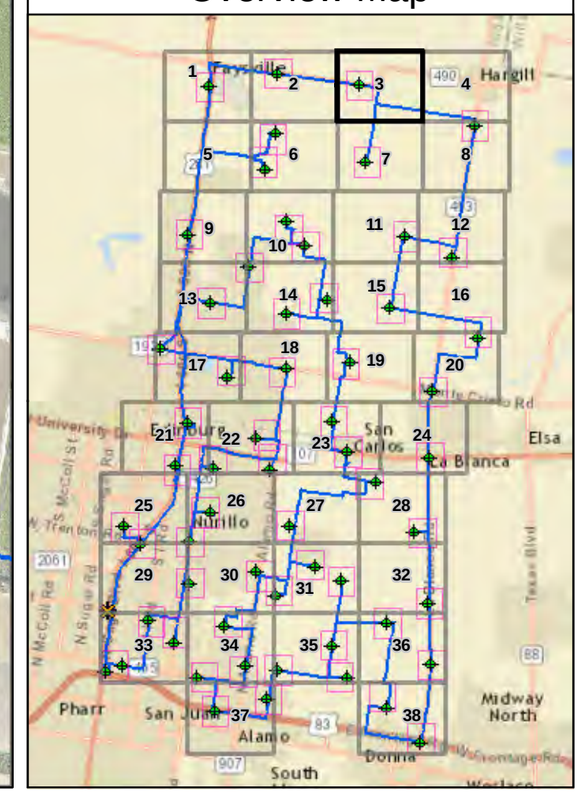
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 4

Map Features

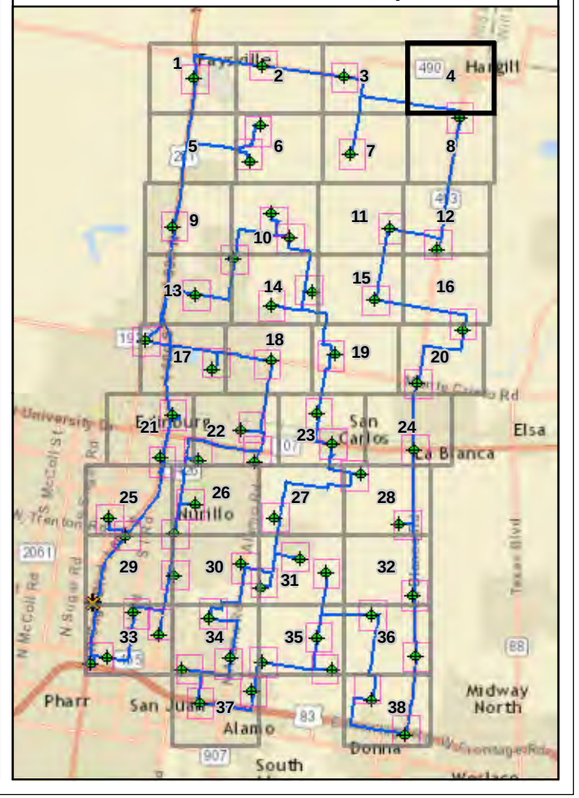
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



Noise Reading Point Map: 40

SH 68 DEIS
Noise Reading Field Map 5

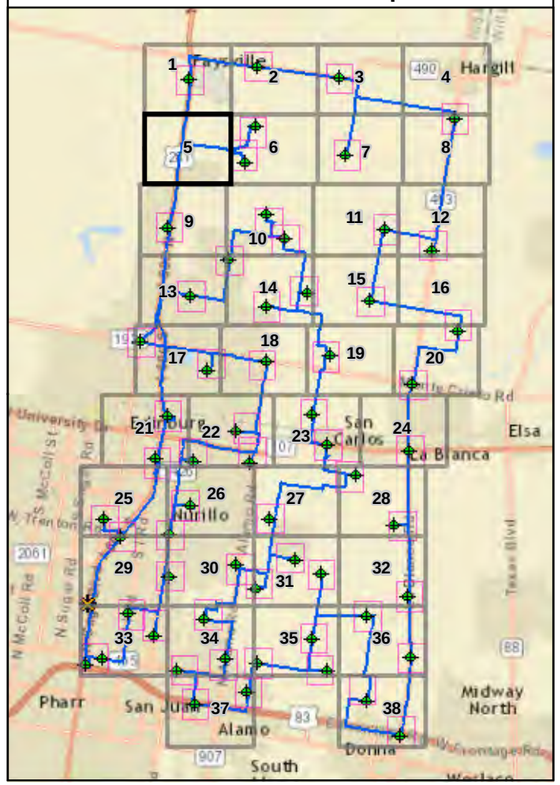
Map Features

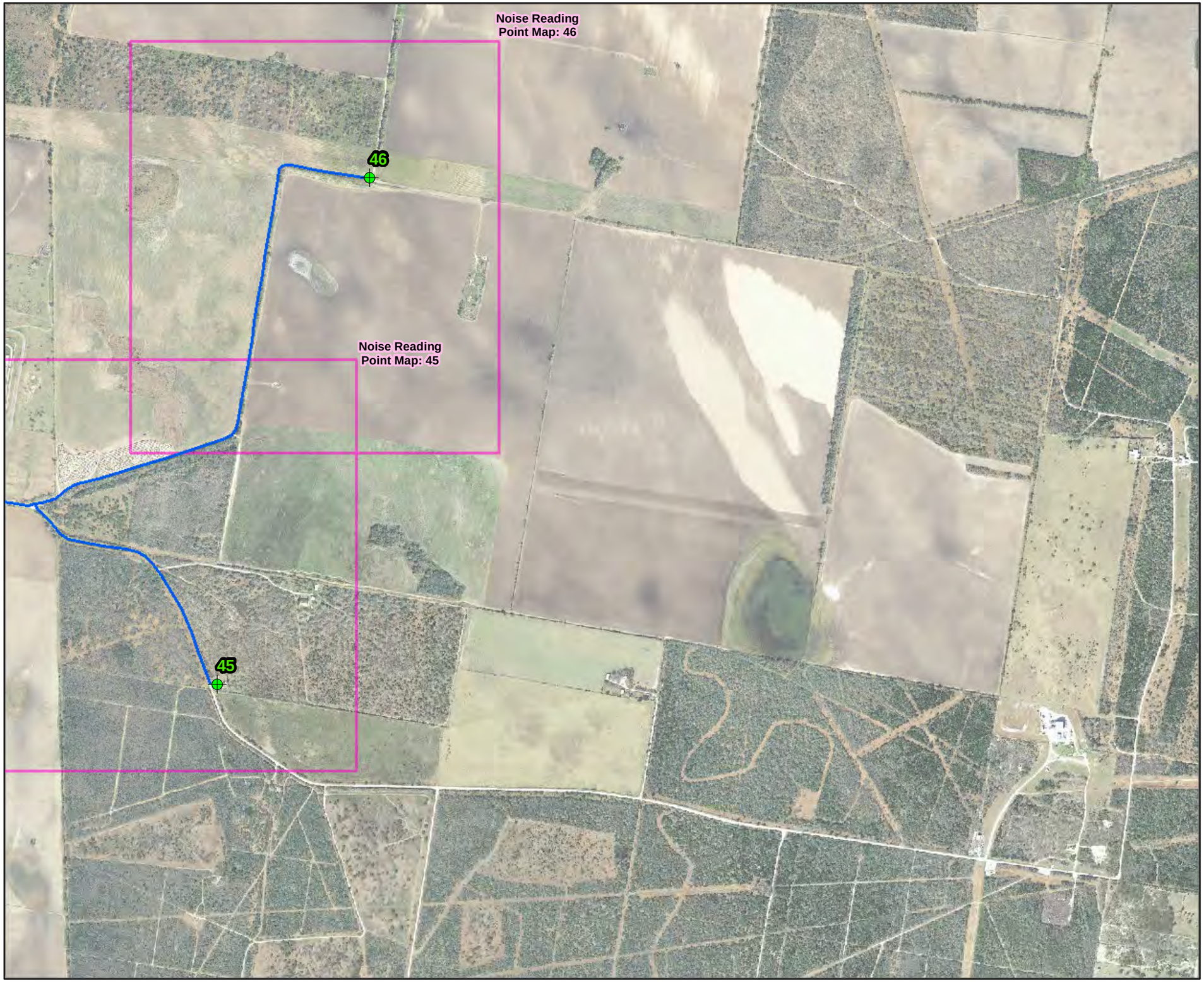
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000
Scale in Feet

N

Overview Map





SH 68 DEIS
Noise Reading Field Map 6

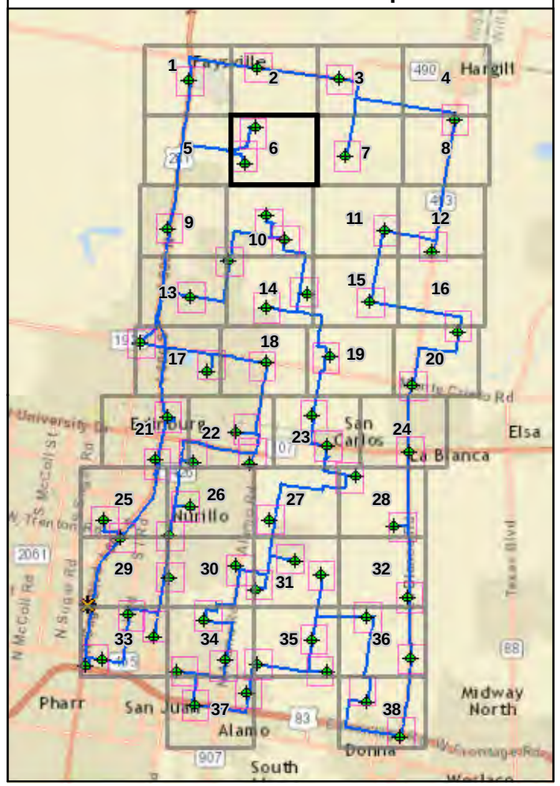
Map Features

- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 7

Map Features

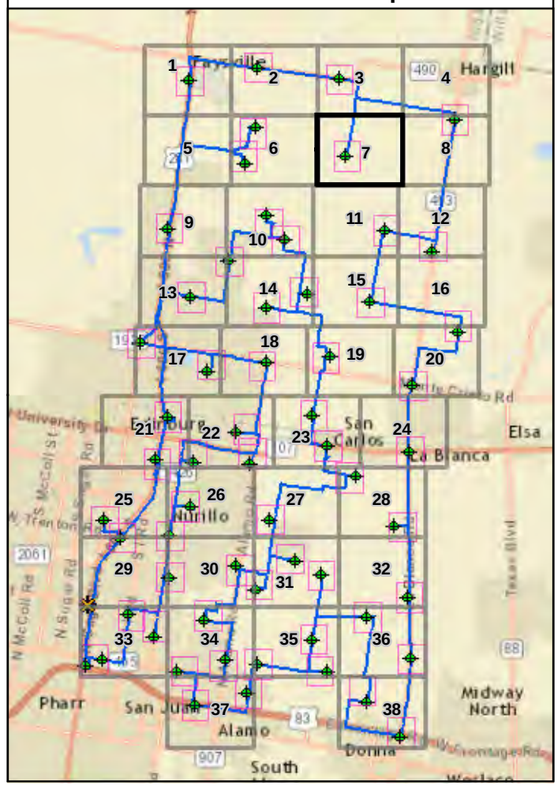
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 8

Map Features

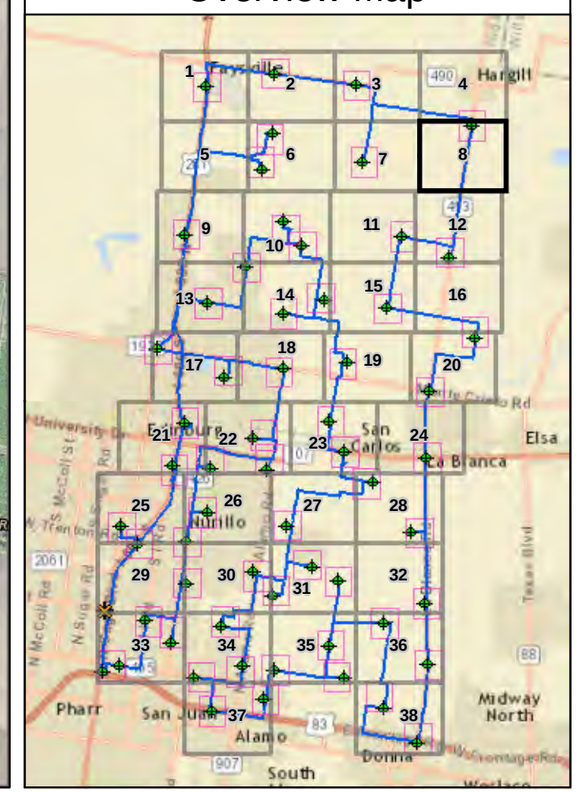
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 9

Map Features

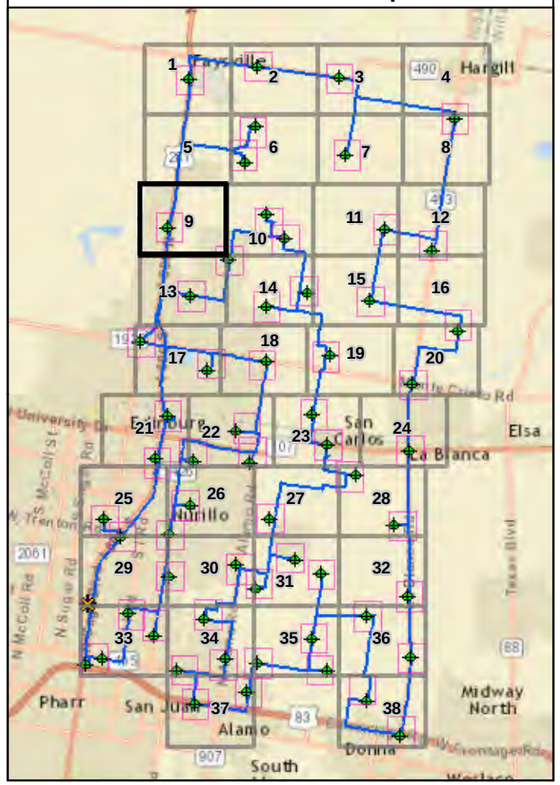
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 10

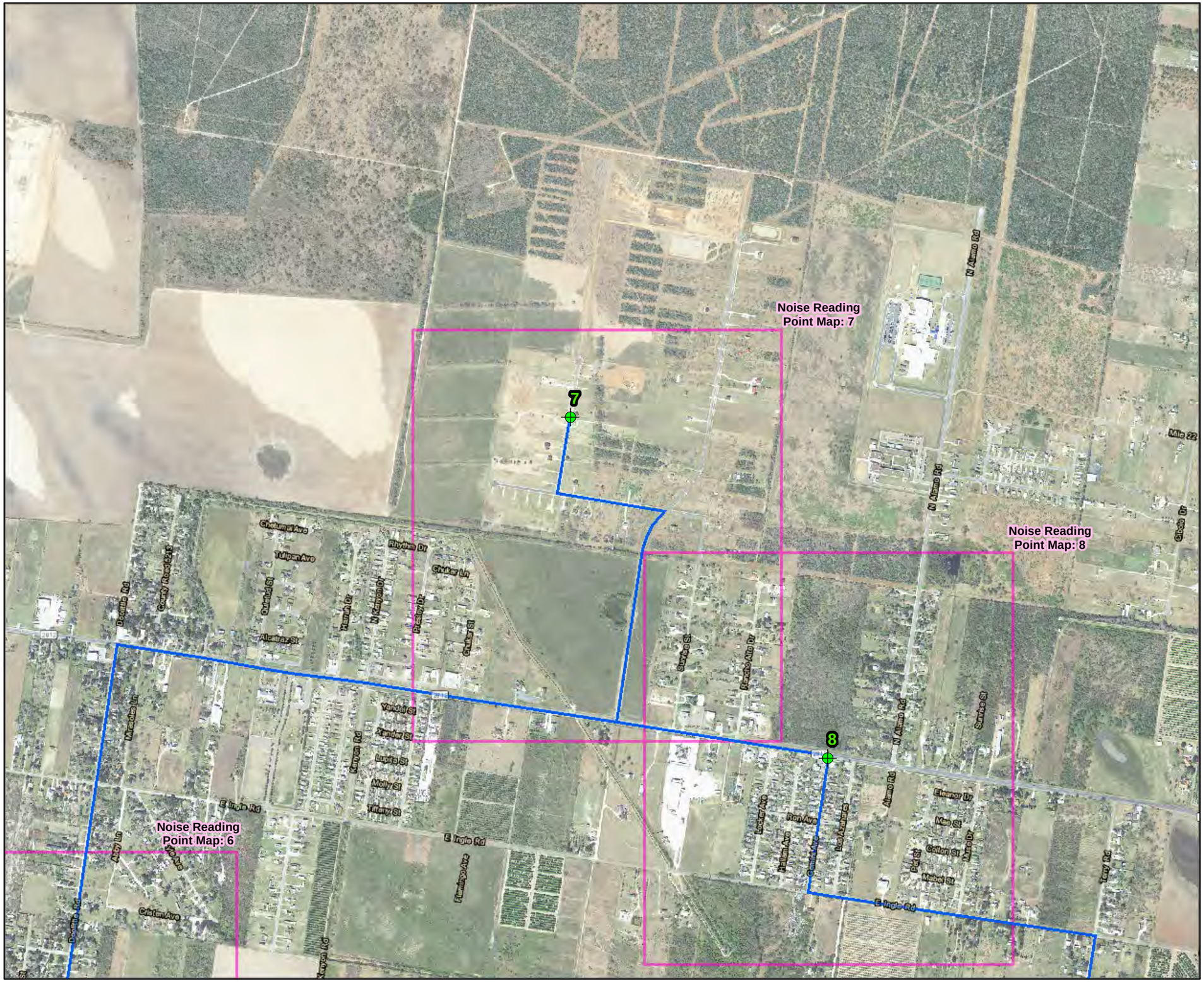
Map Features

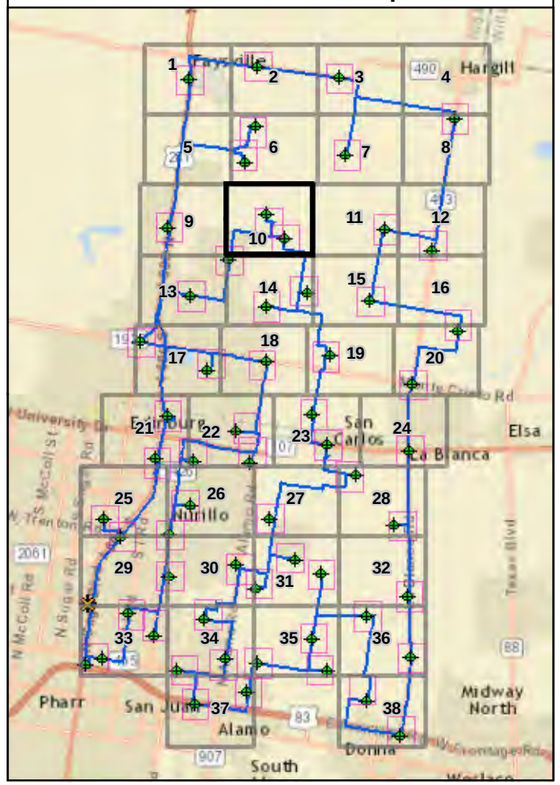
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000
Scale in Feet

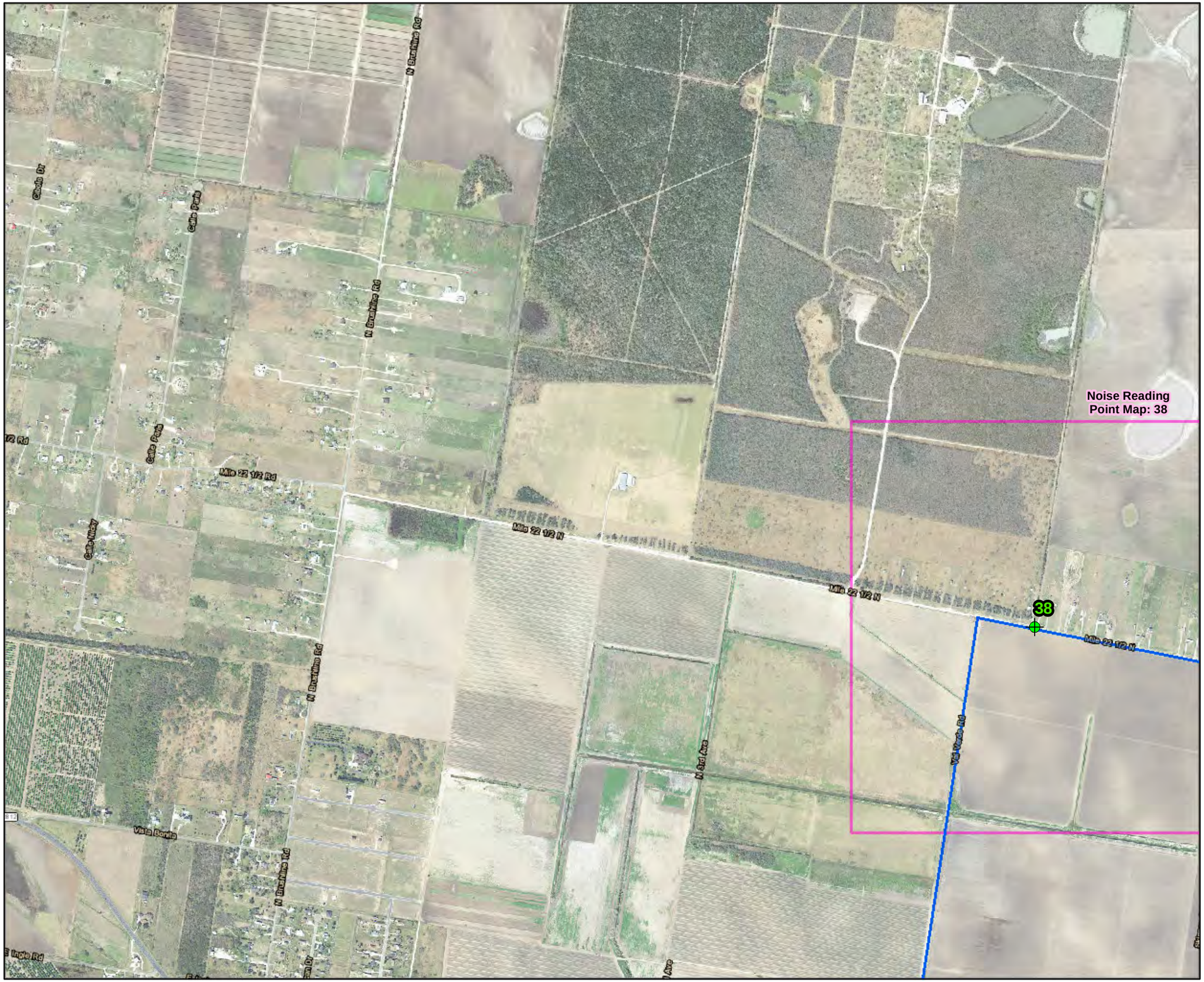
N

Overview Map





SH 68 DEIS
Noise Reading Field Map 11



Map Features

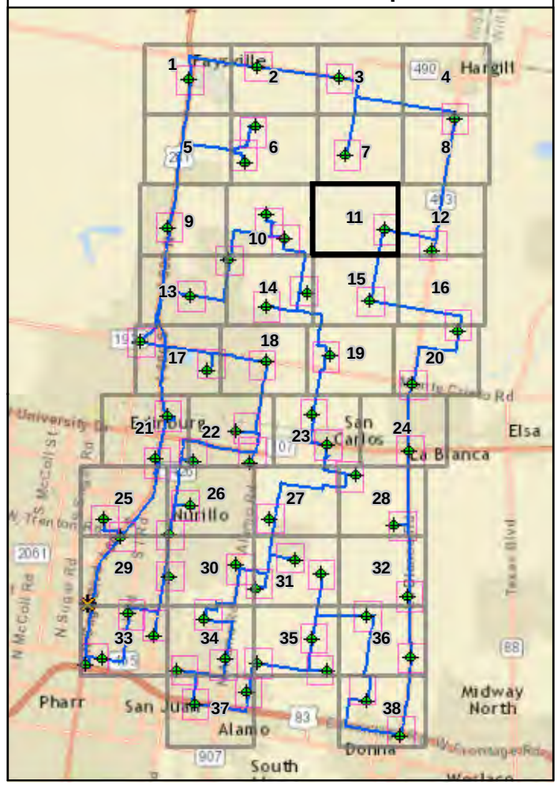
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 12

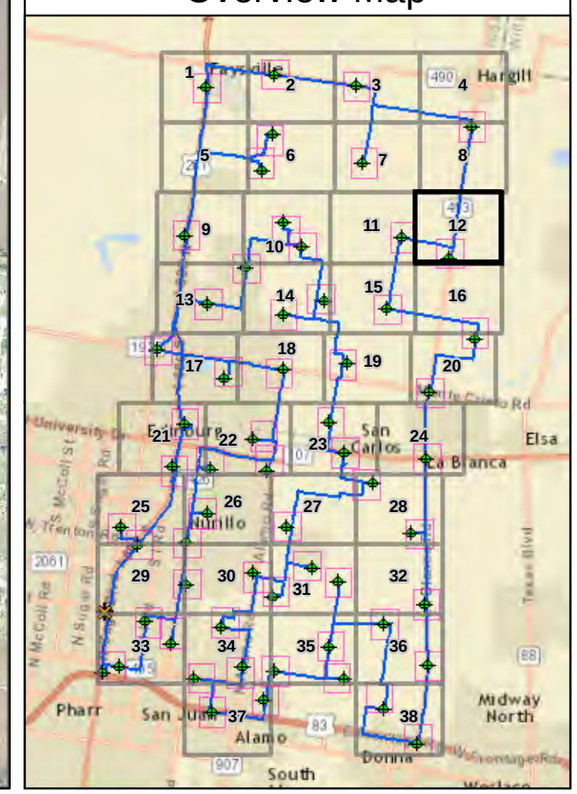
Map Features

- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

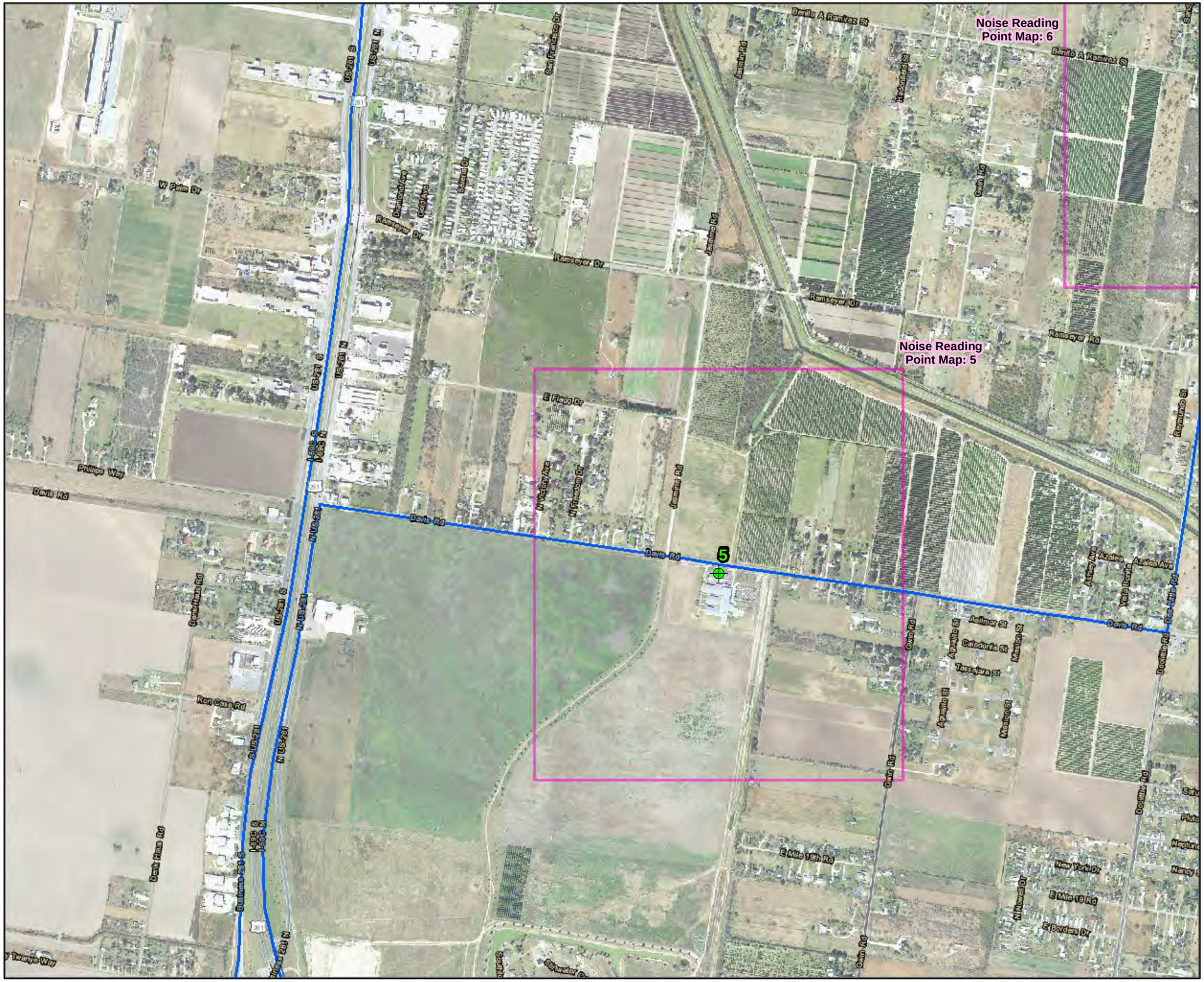
0 500 1,000 2,000
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 13



Map Features

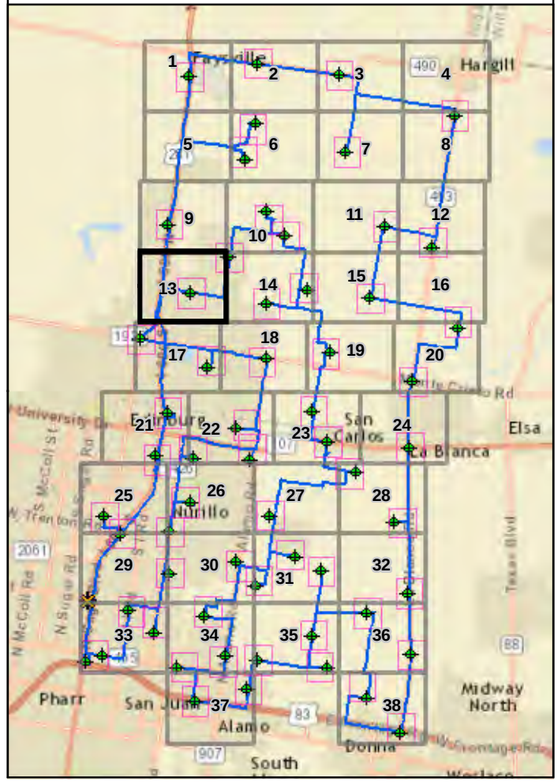
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

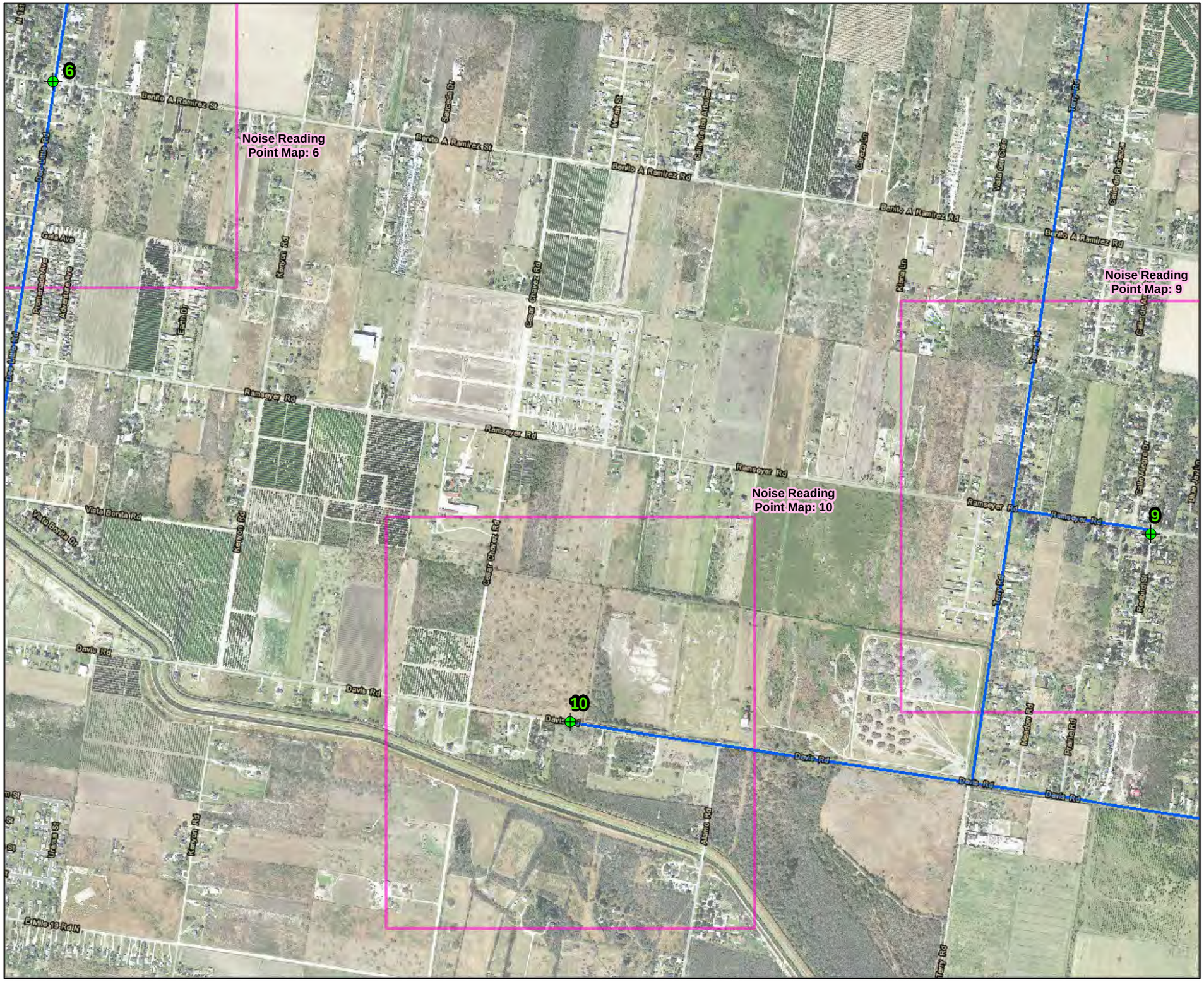
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 14



Map Features

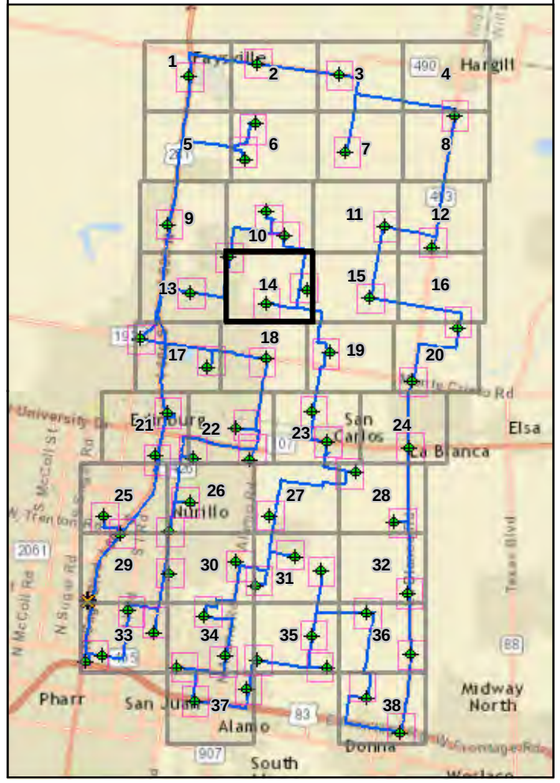
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 15

Map Features

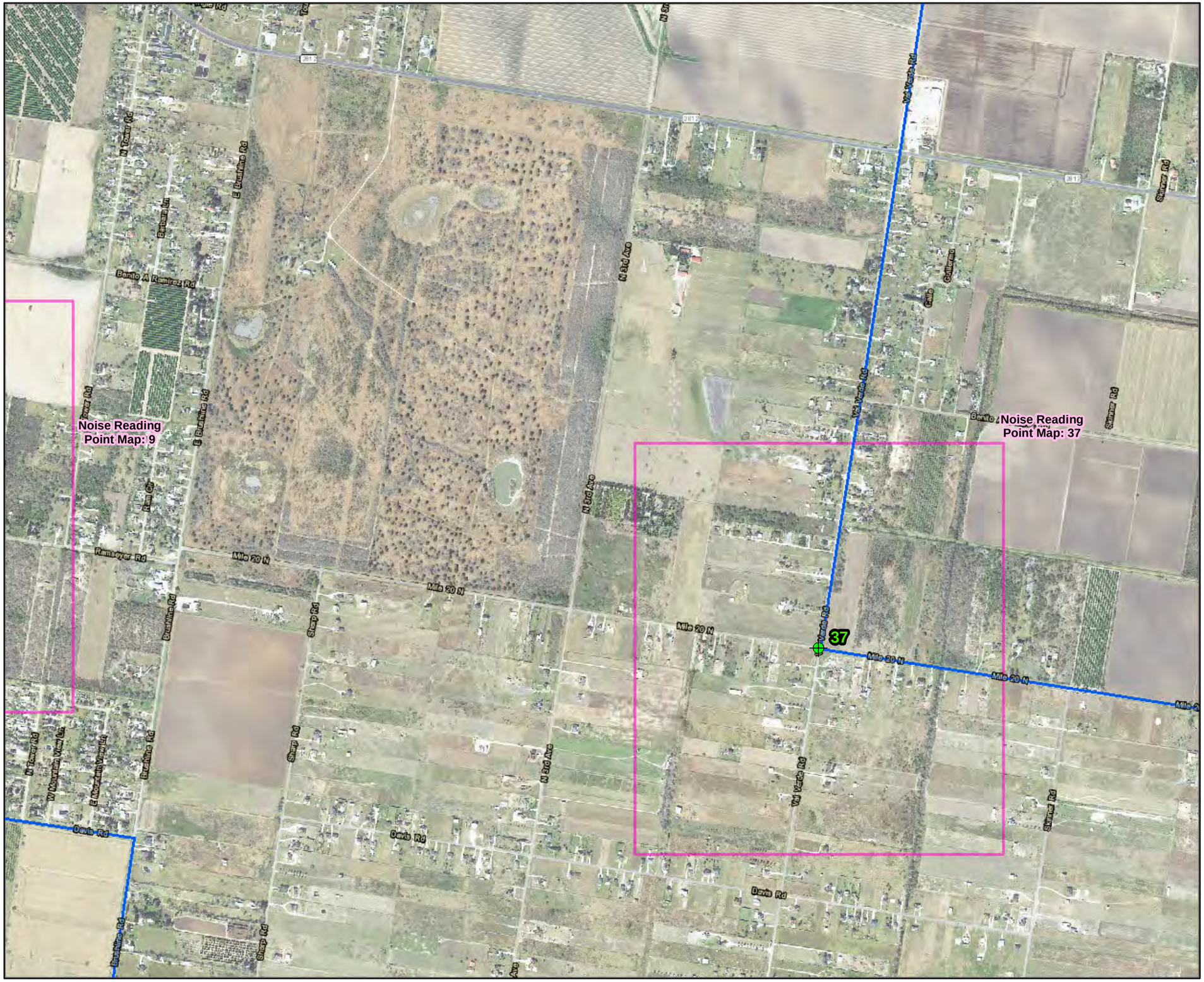
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

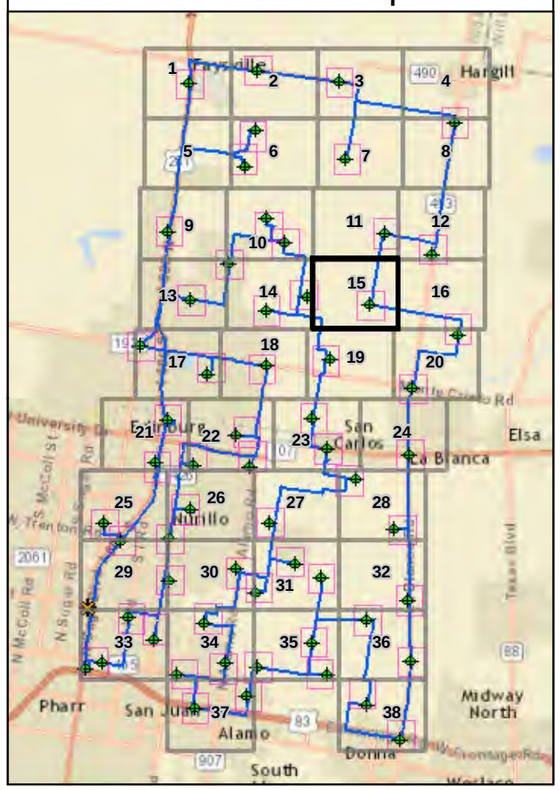
0 500 1,000 2,000

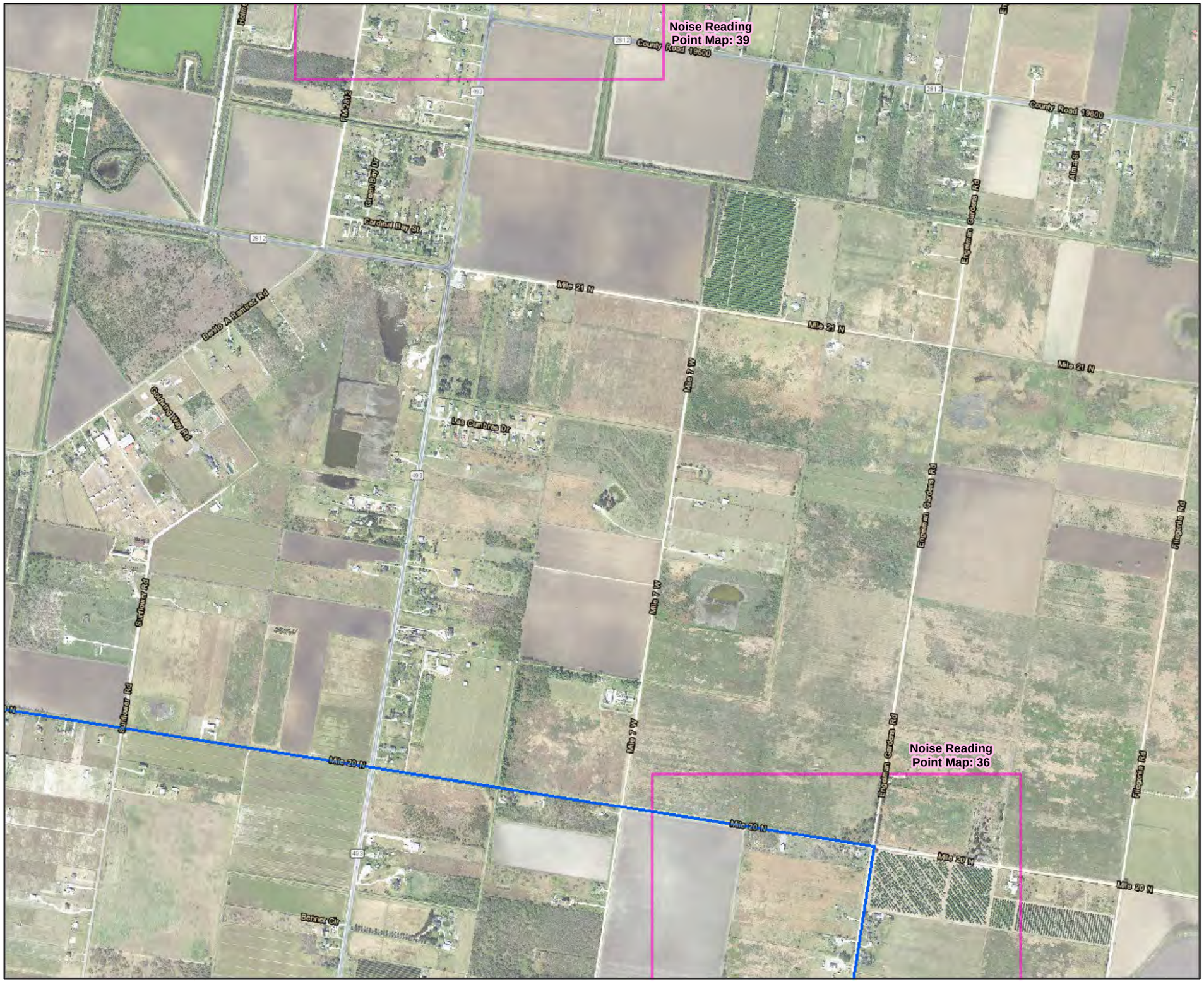
Scale in Feet

N

Overview Map







SH 68 DEIS
Noise Reading Field Map 16

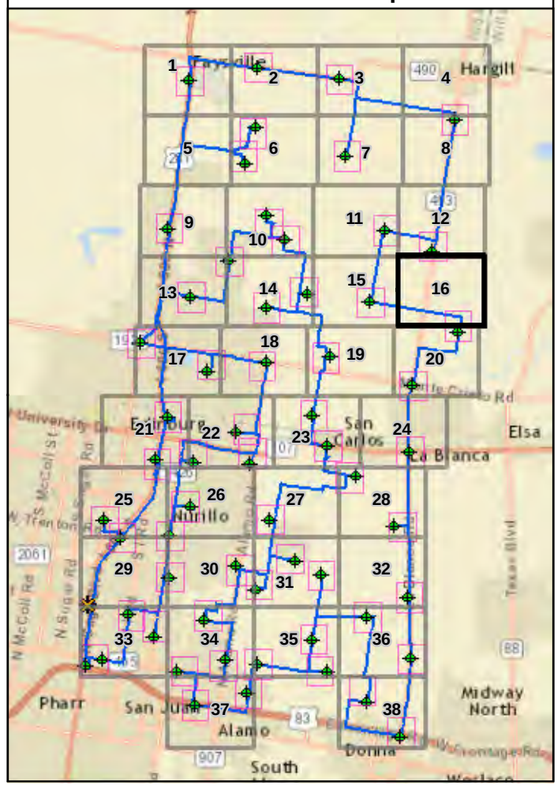
Map Features

- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

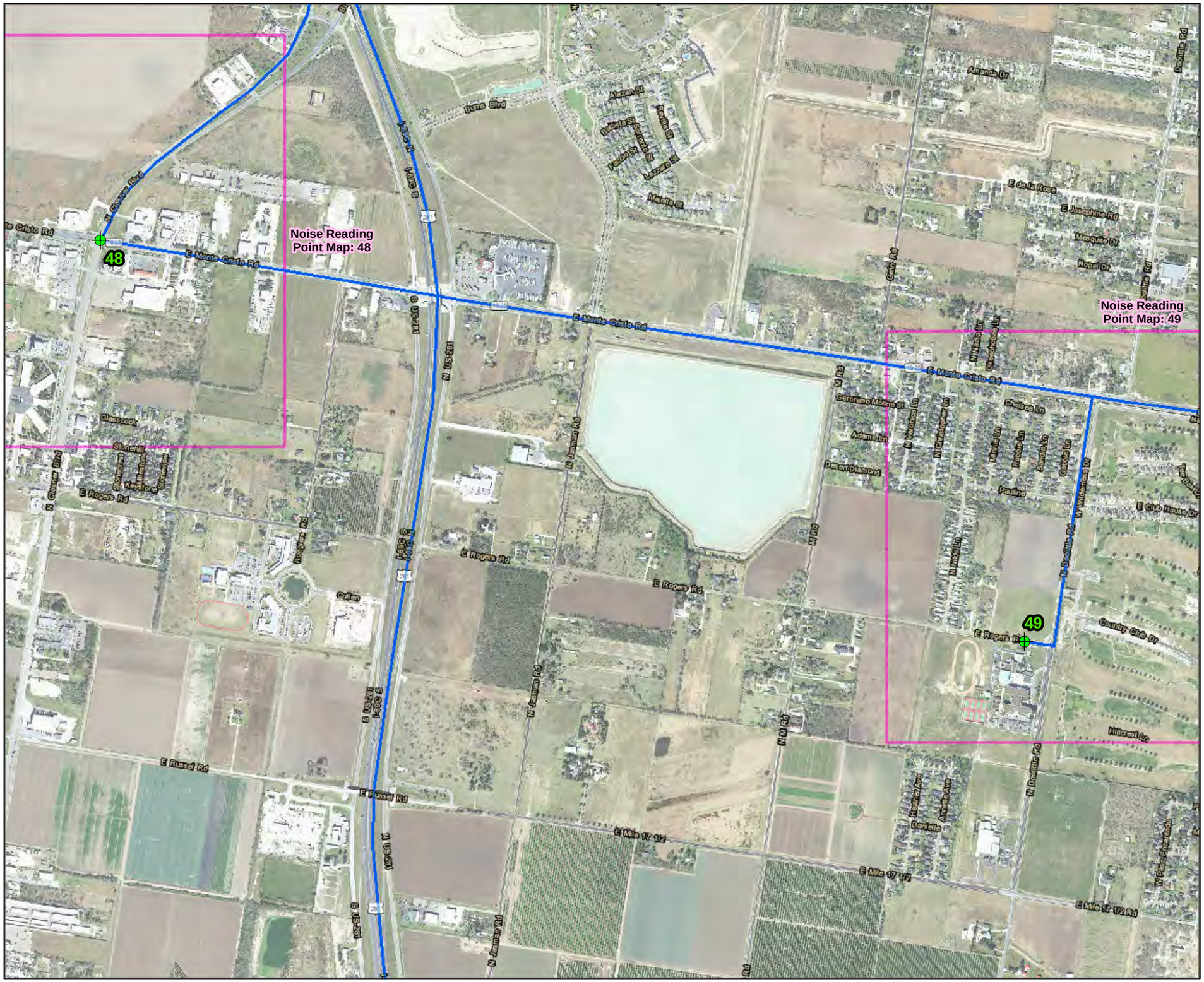
0 500 1,000 2,000
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 17



Map Features

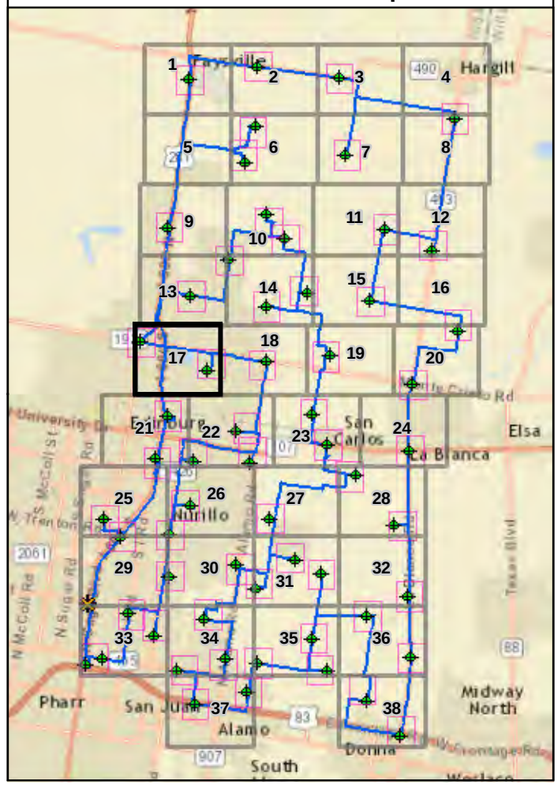
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

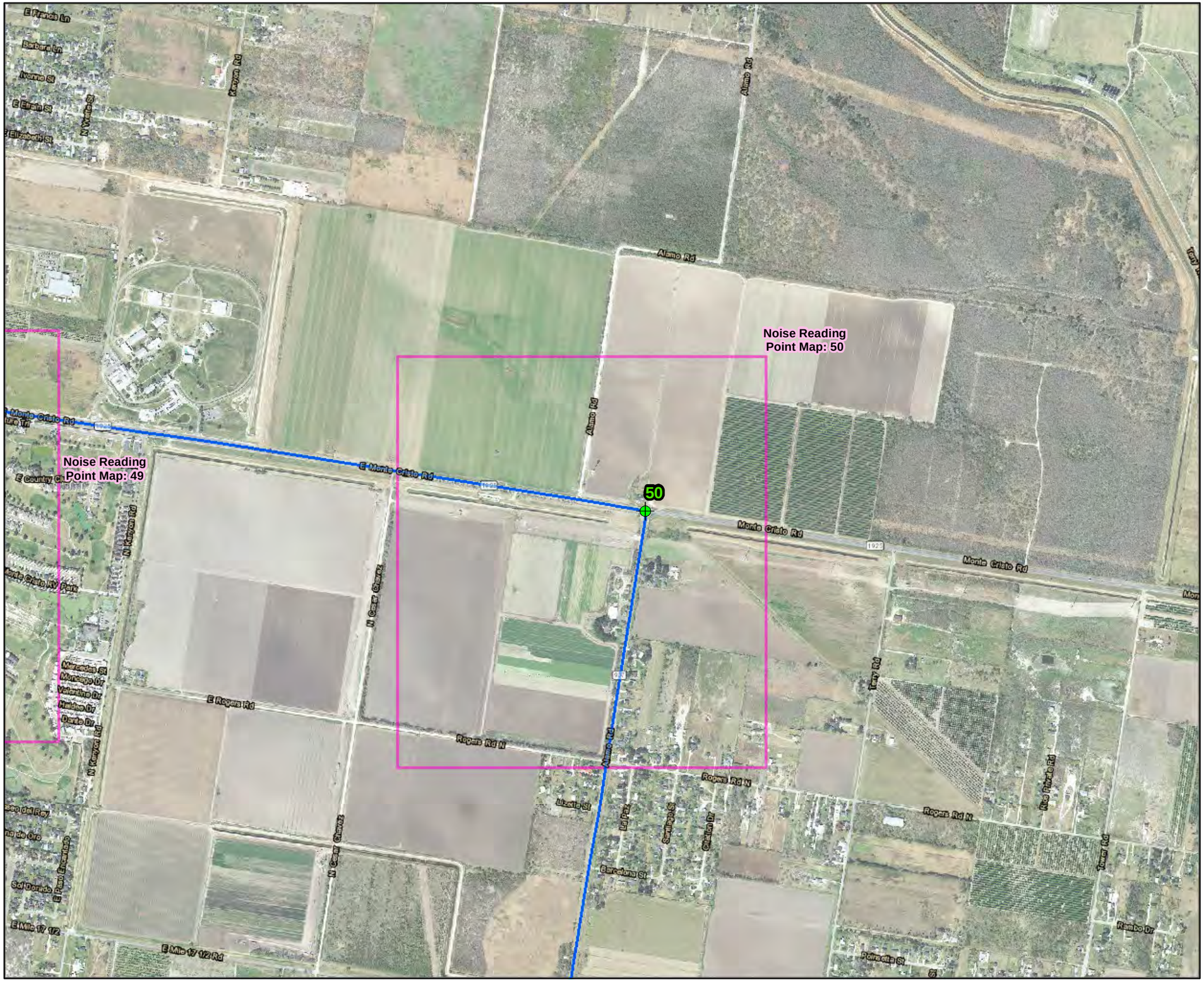
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 18



Map Features

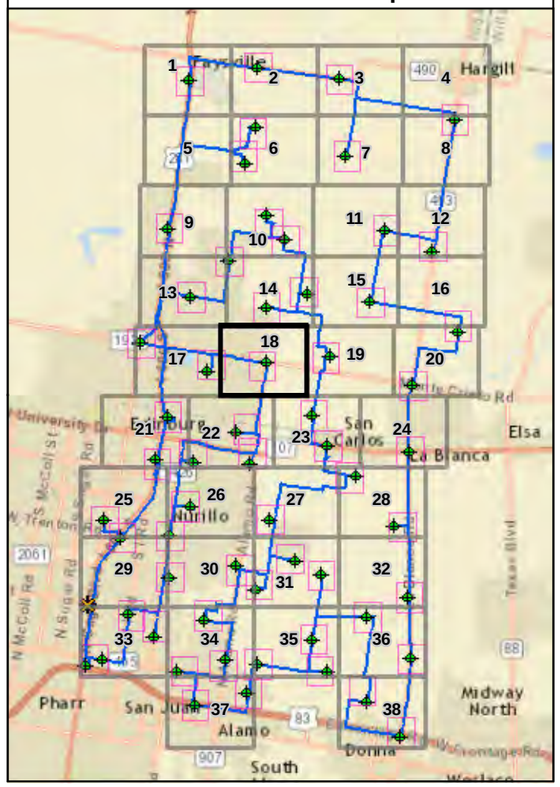
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

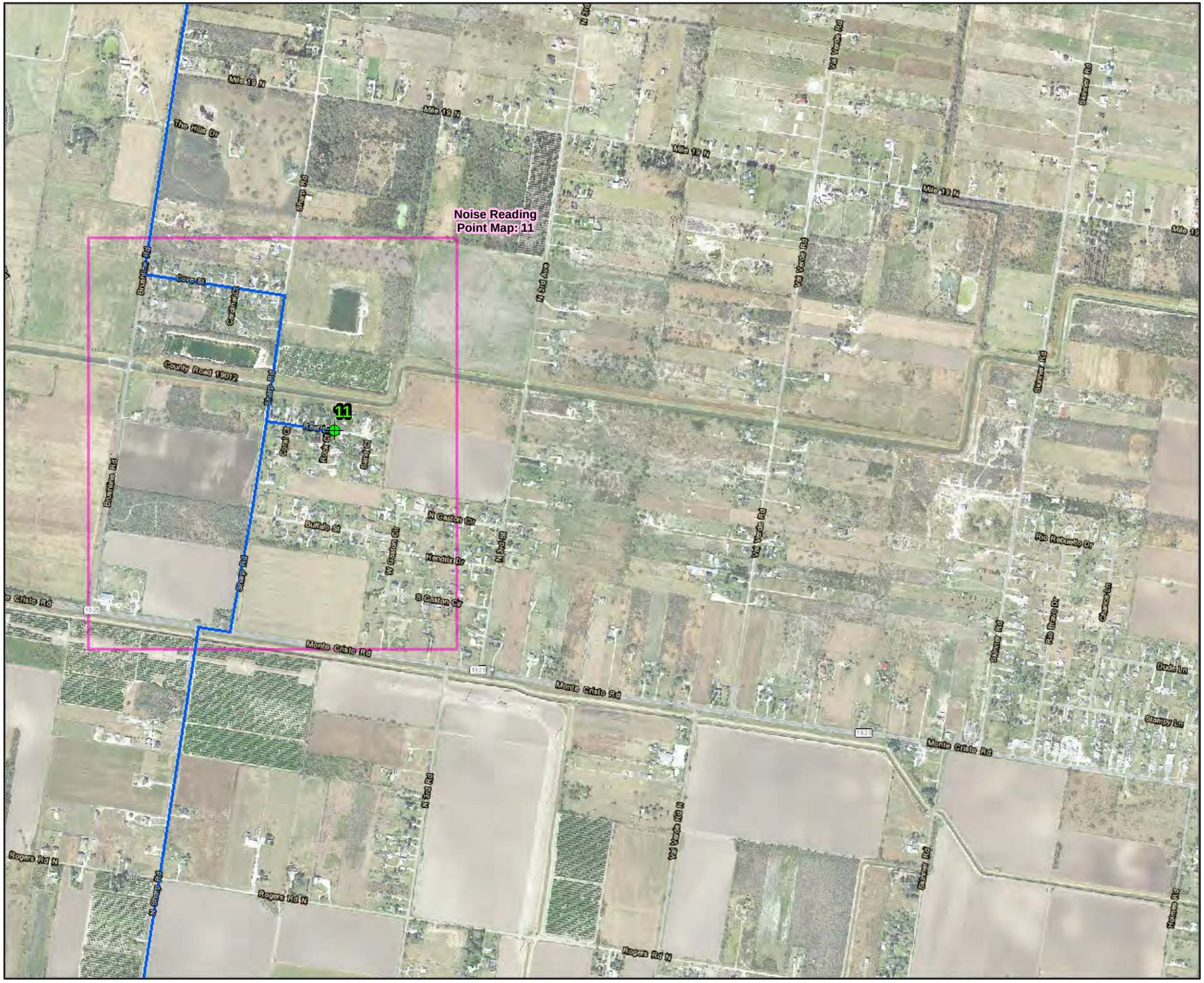
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 19



Map Features

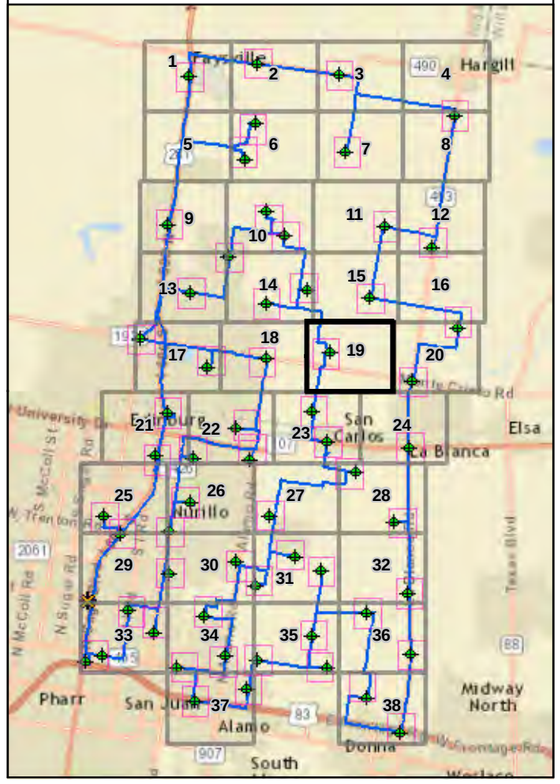
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

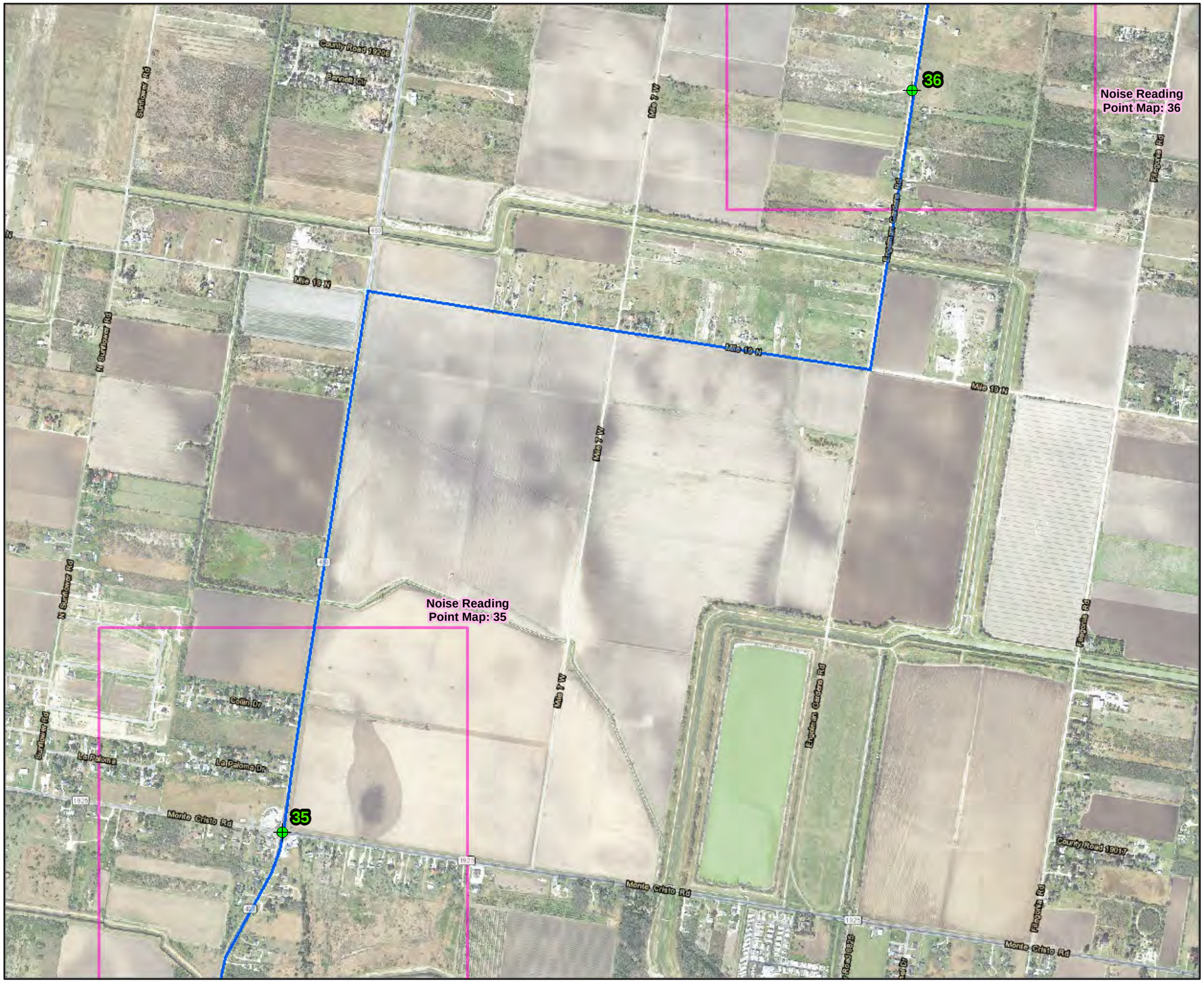
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 20



Map Features

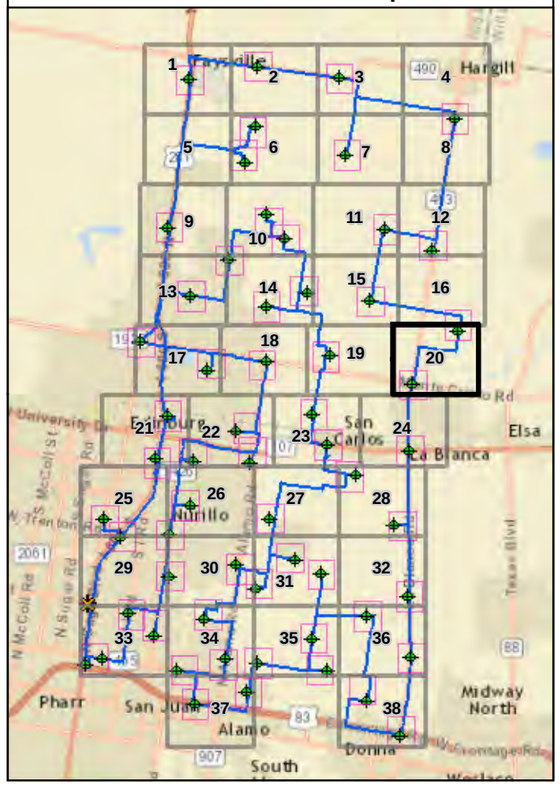
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

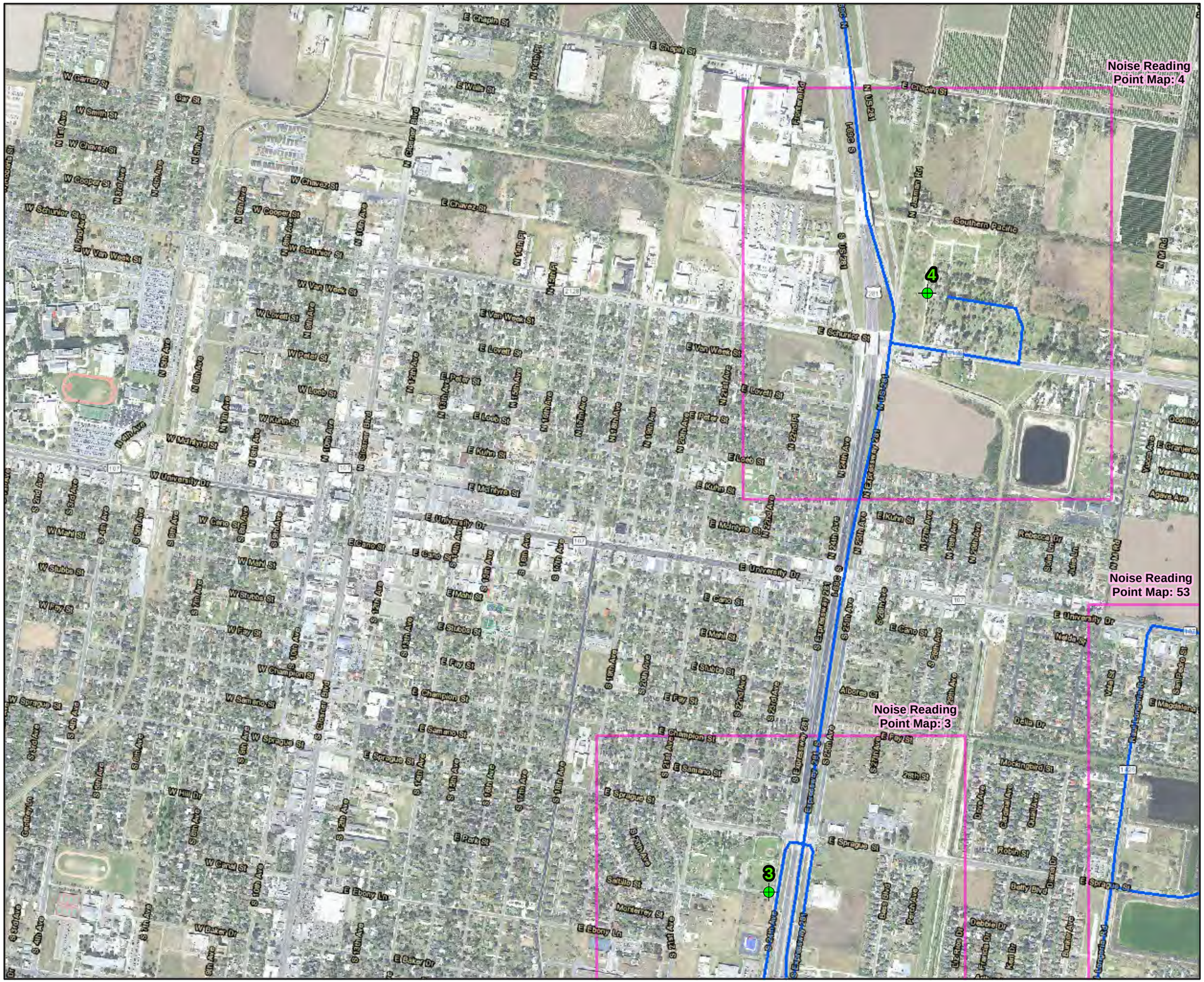
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 21



Map Features

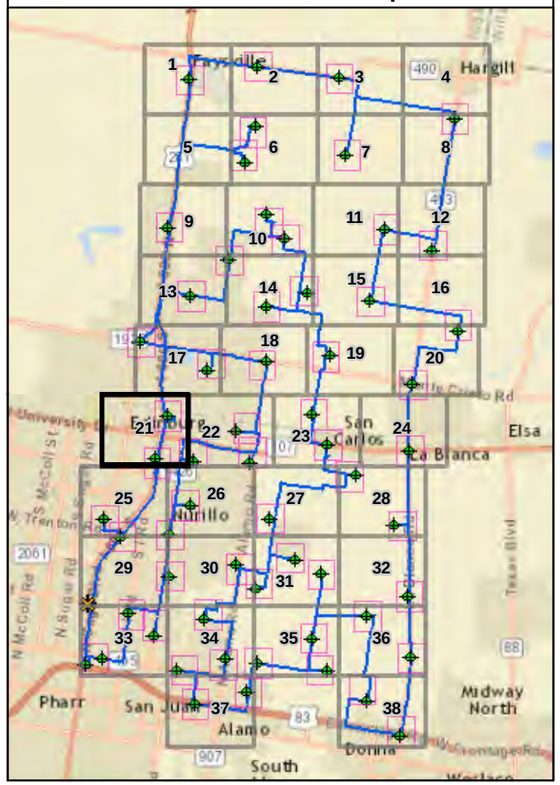
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 22

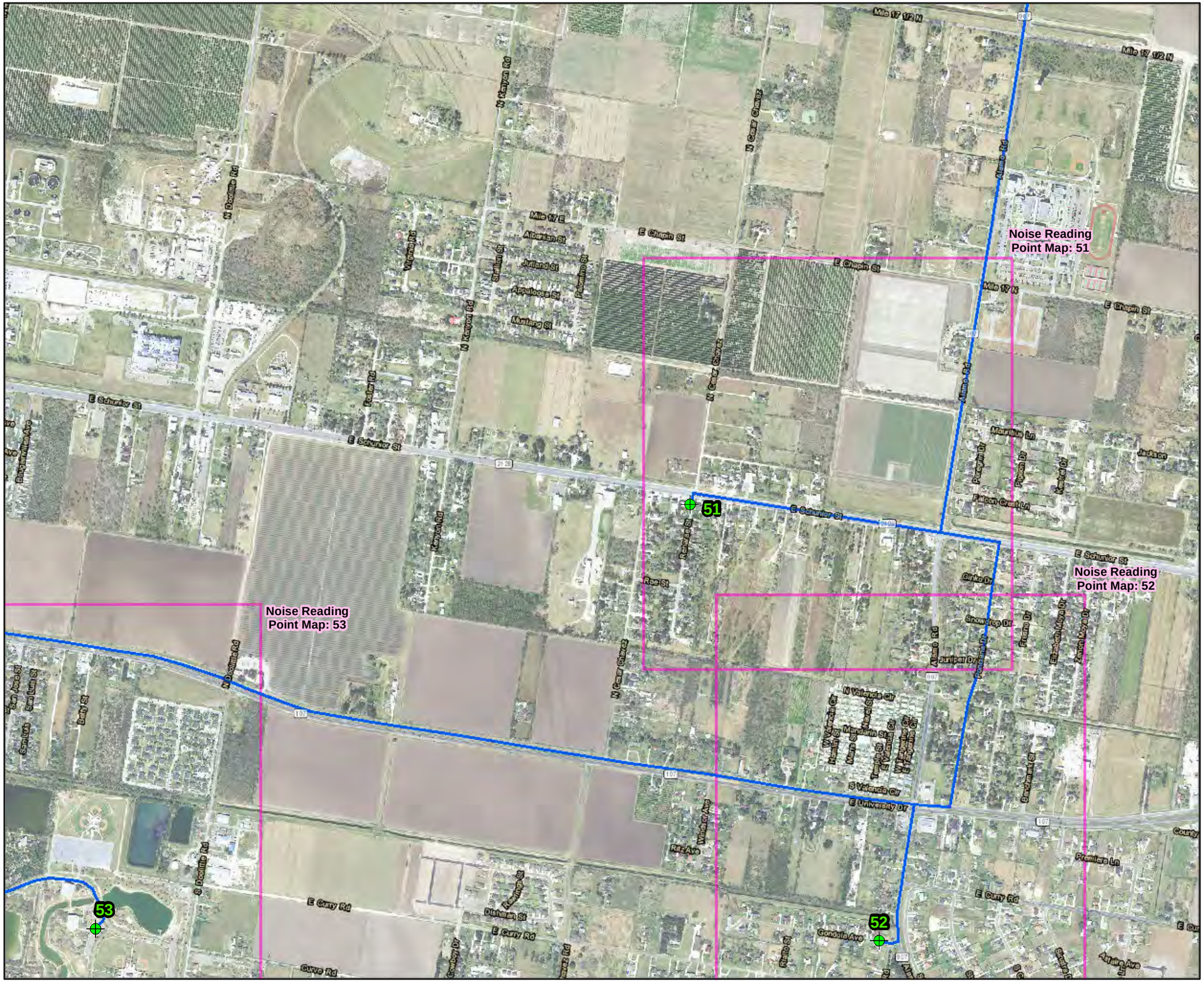
Map Features

- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

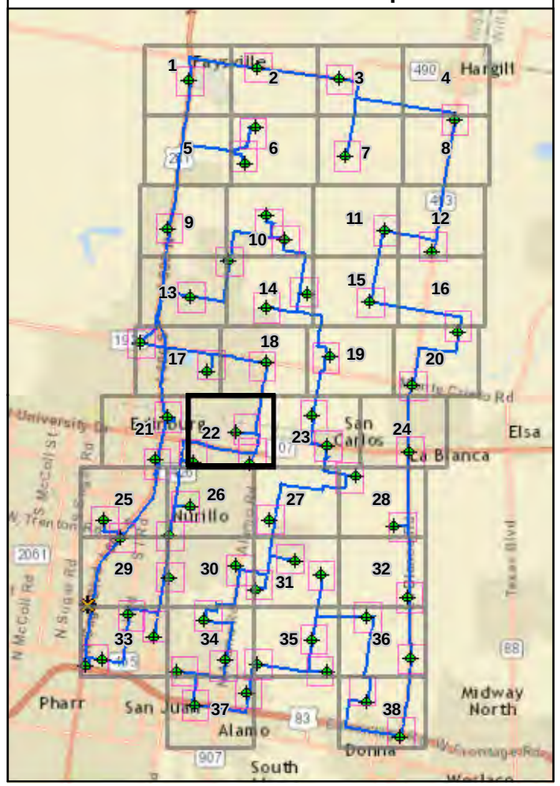
0 500 1,000 2,000

Scale in Feet

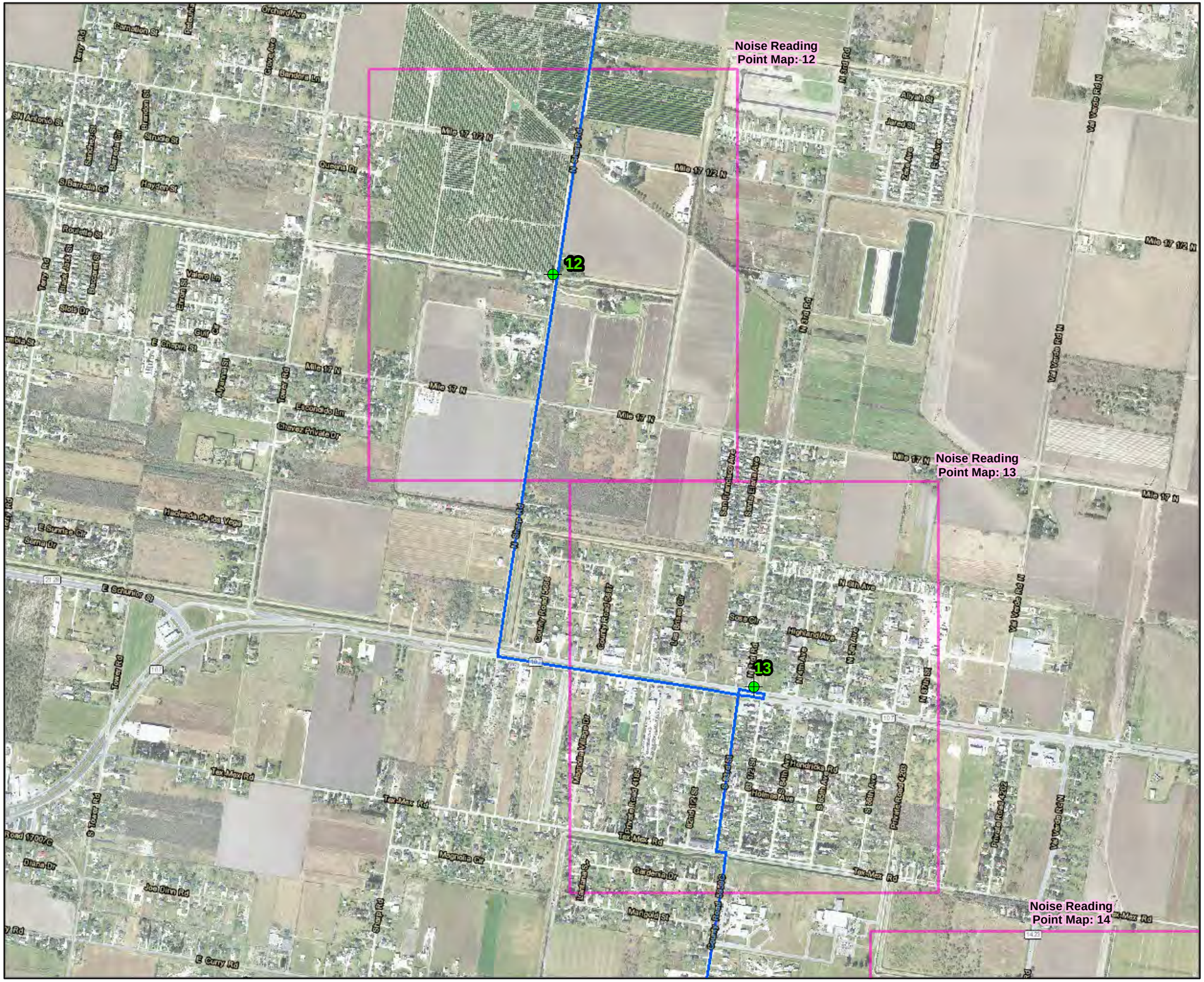
N



Overview Map



SH 68 DEIS
Noise Reading Field Map 23



Map Features

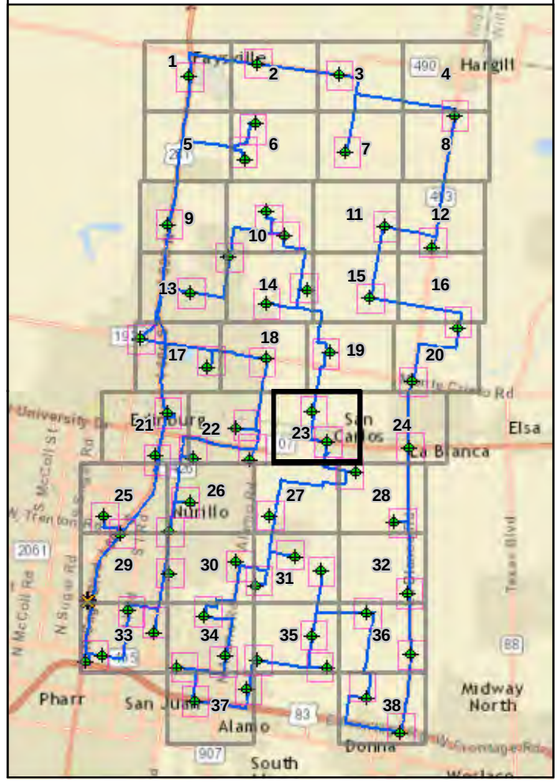
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

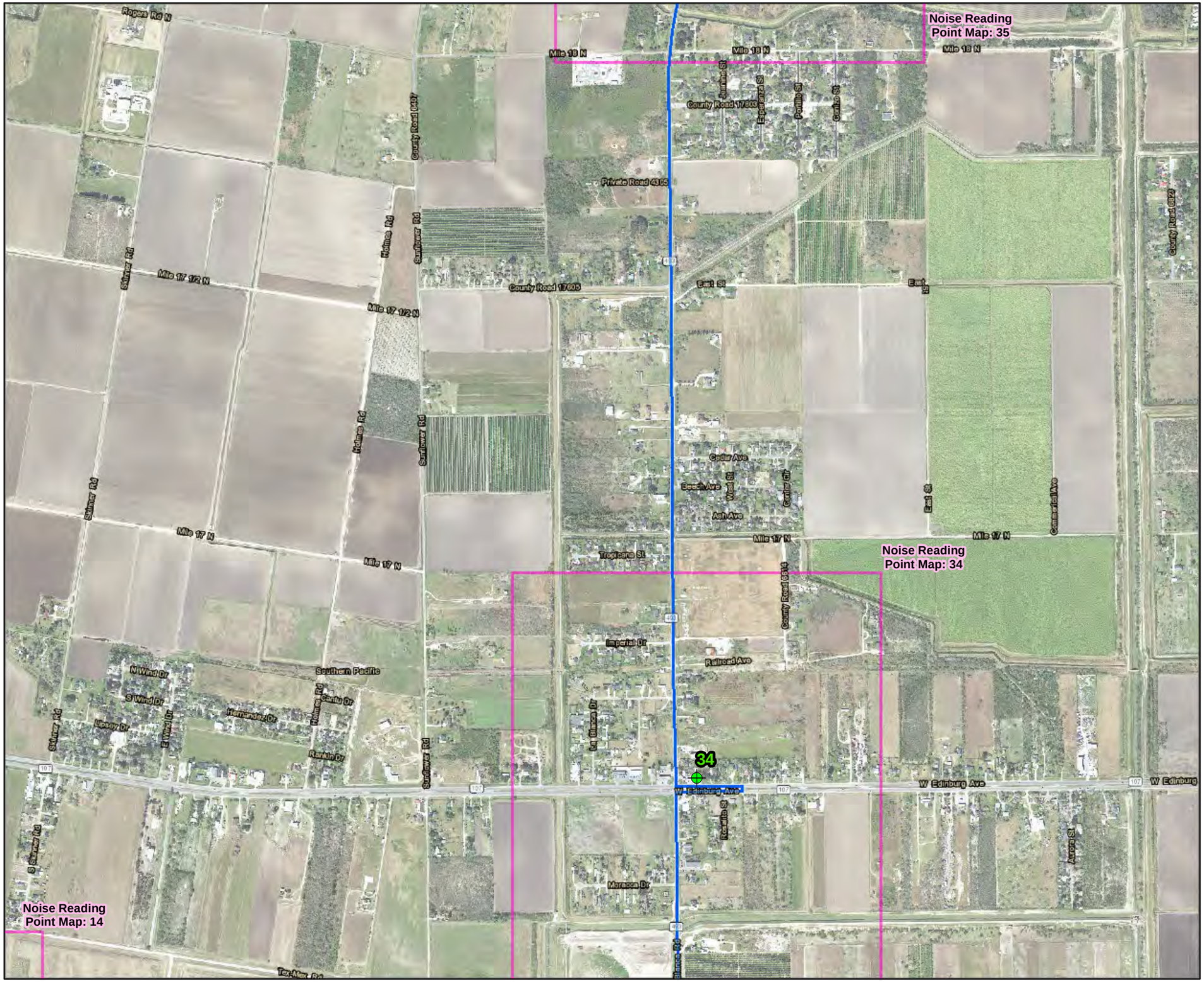
0 500 1,000 2,000

Scale in Feet

N

Overview Map





SH 68 DEIS
Noise Reading Field Map 24

Map Features

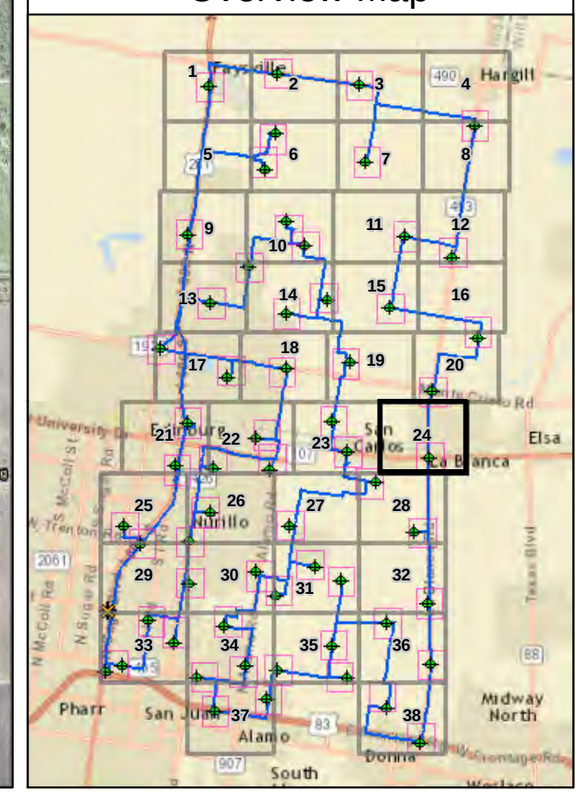
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

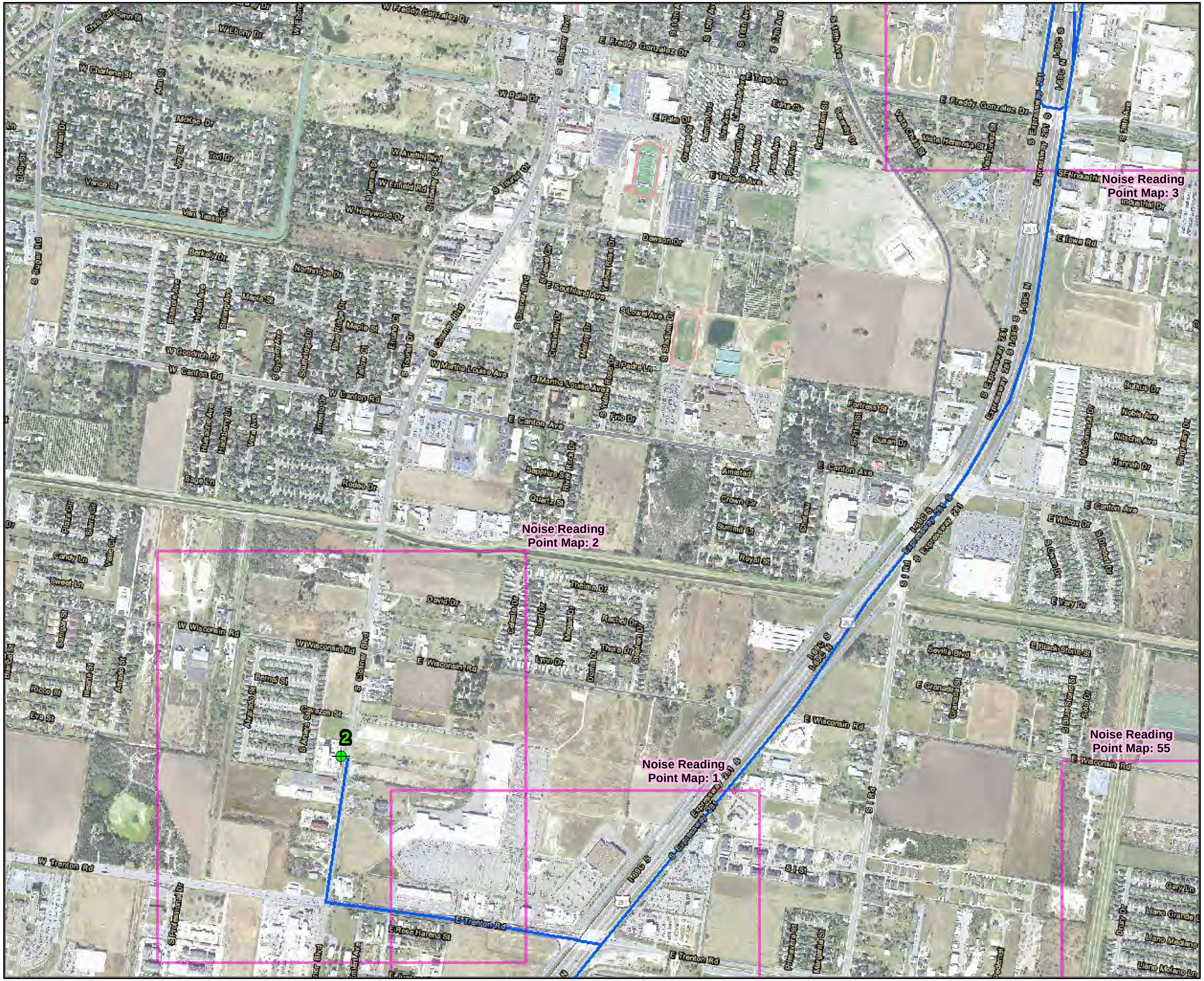
0 500 1,000 2,000

Scale in Feet

N

Overview Map





SH 68 DEIS
Noise Reading Field Map 25

Map Features

Begin Point

Noise Reading Points

Route to Noise Reading Point

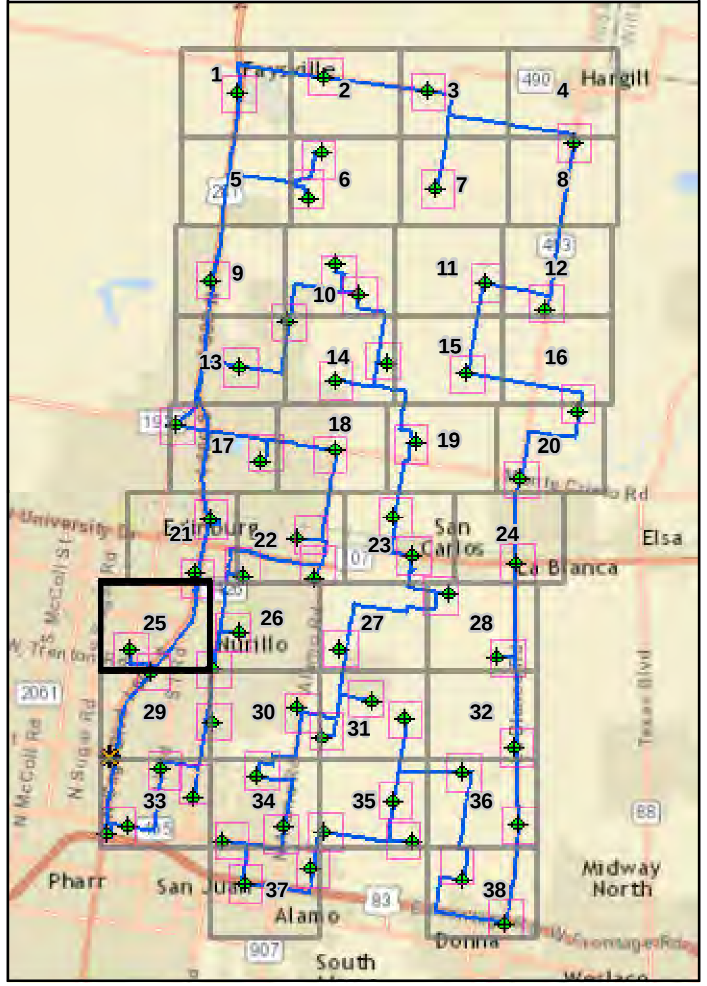
Noise Reading Point Map

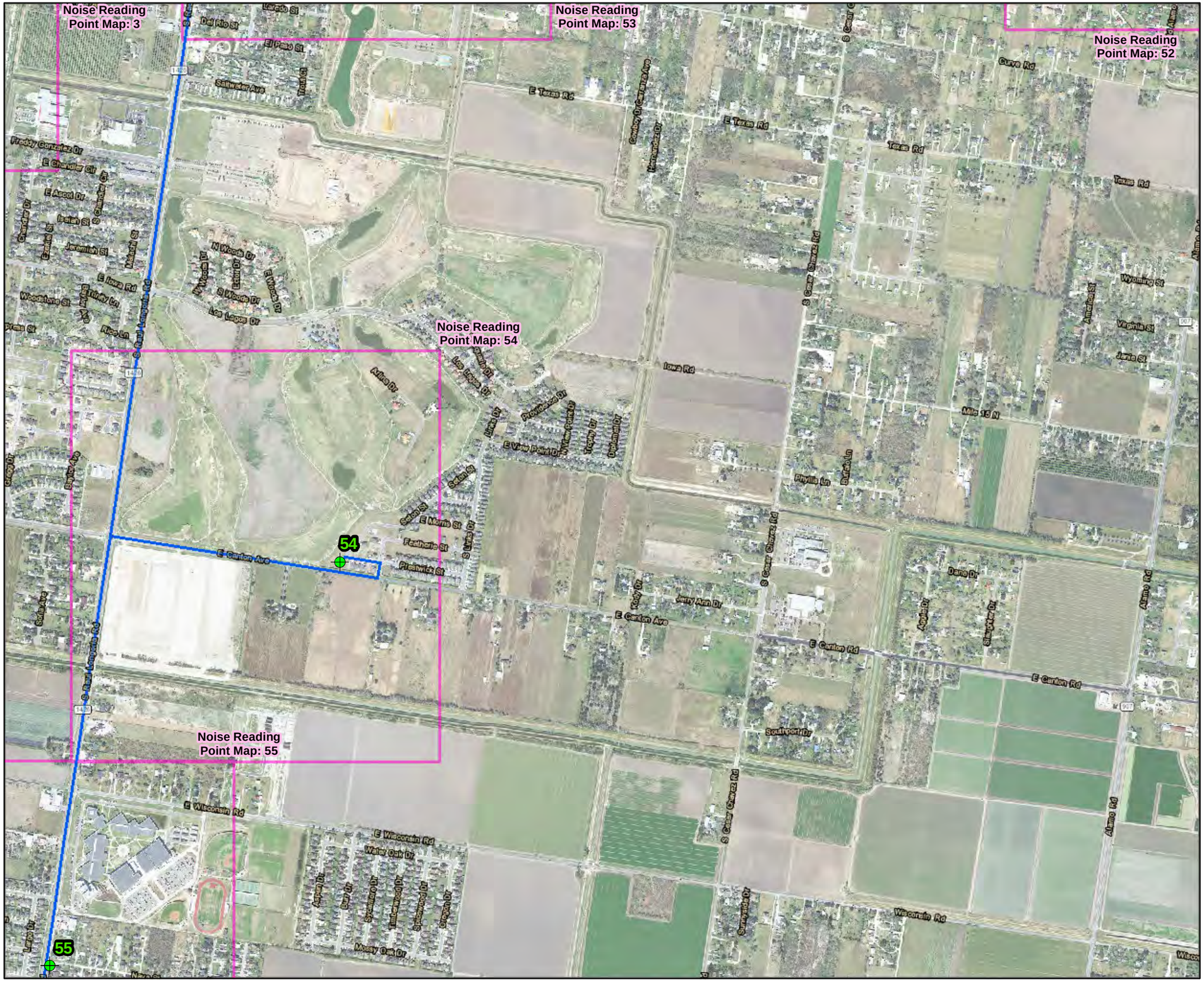
0 500 1,000 2,000

Scale in Feet

N

Overview Map





SH 68 DEIS
Noise Reading Field Map 26

Map Features

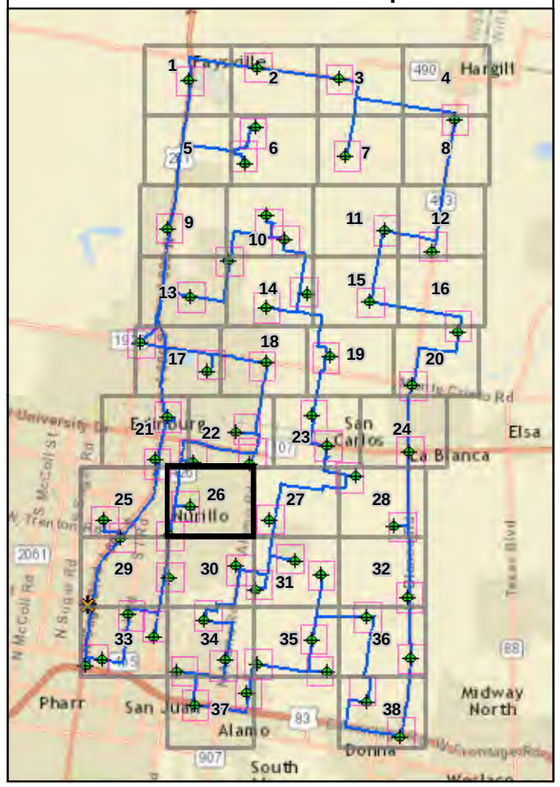
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

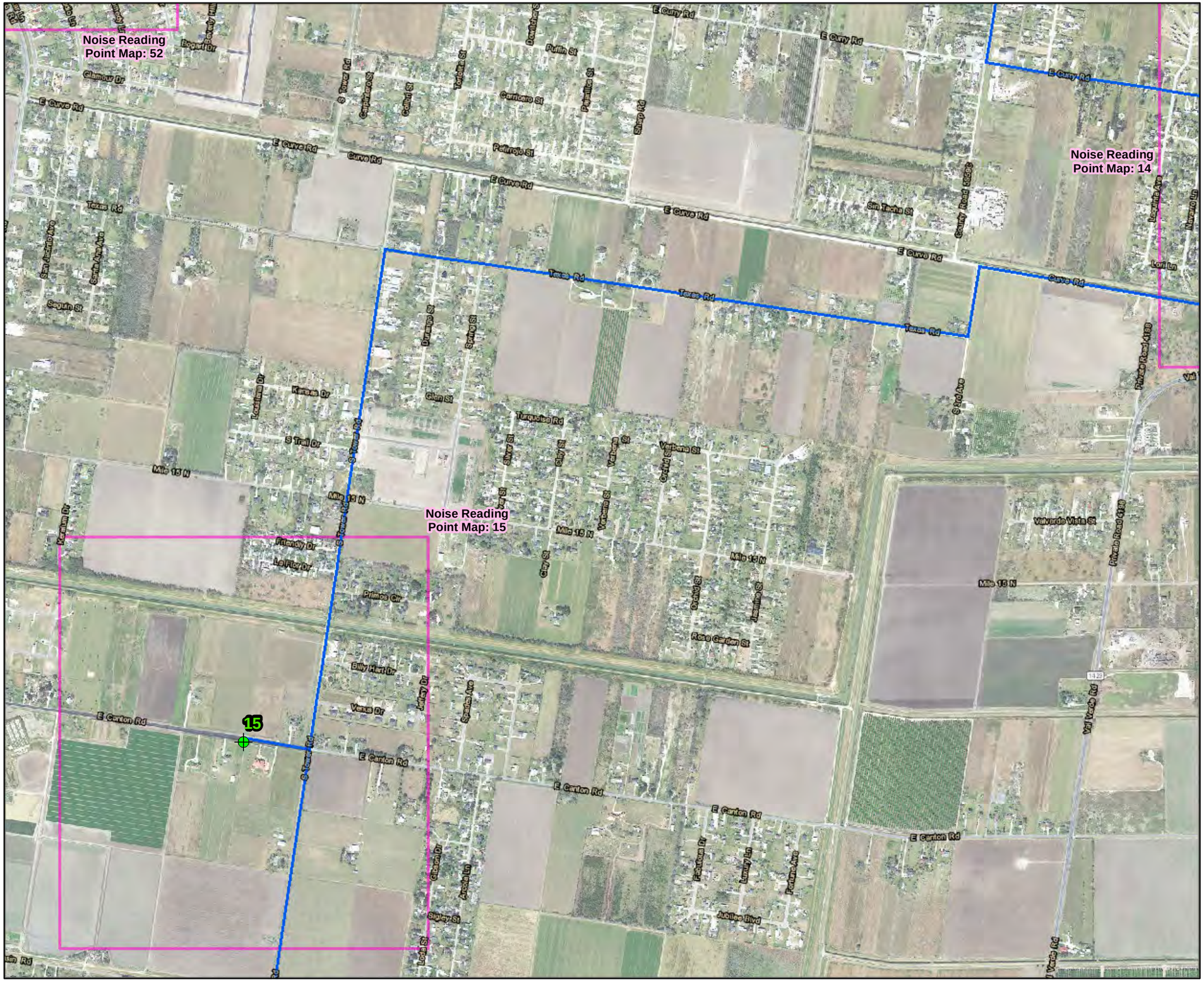
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 27



Map Features

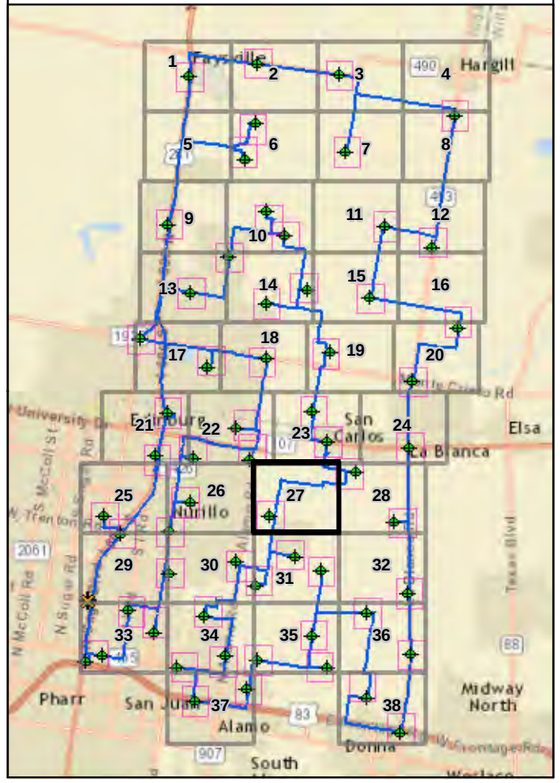
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

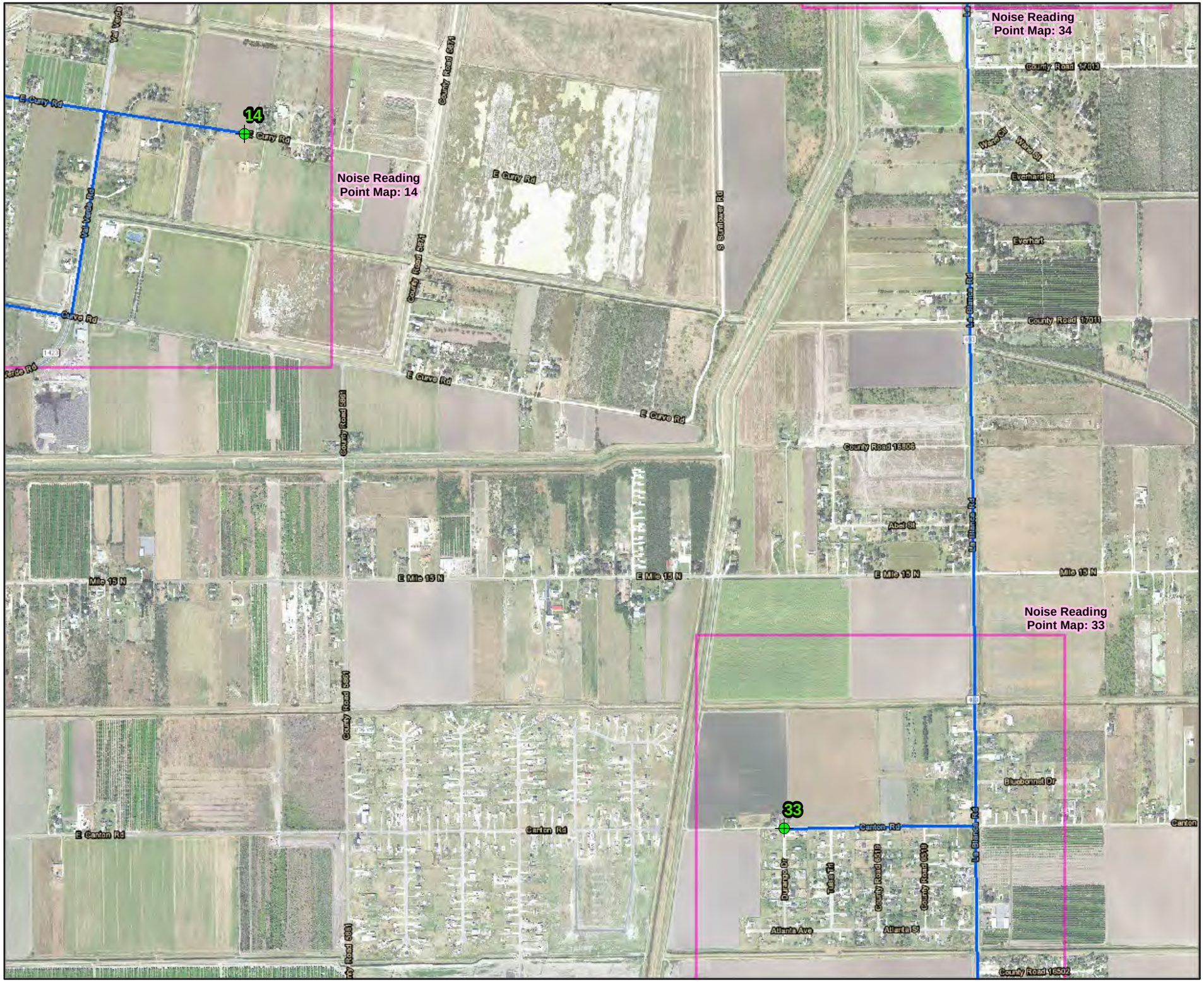
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 28



Map Features

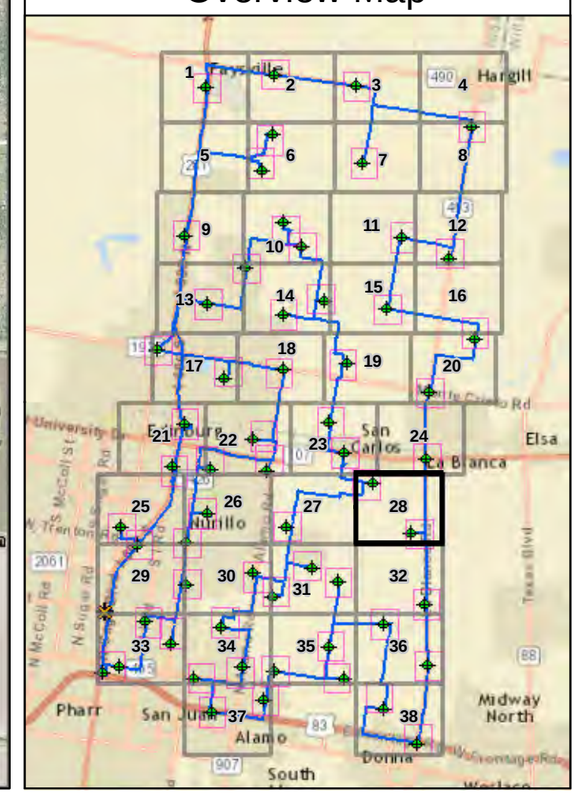
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

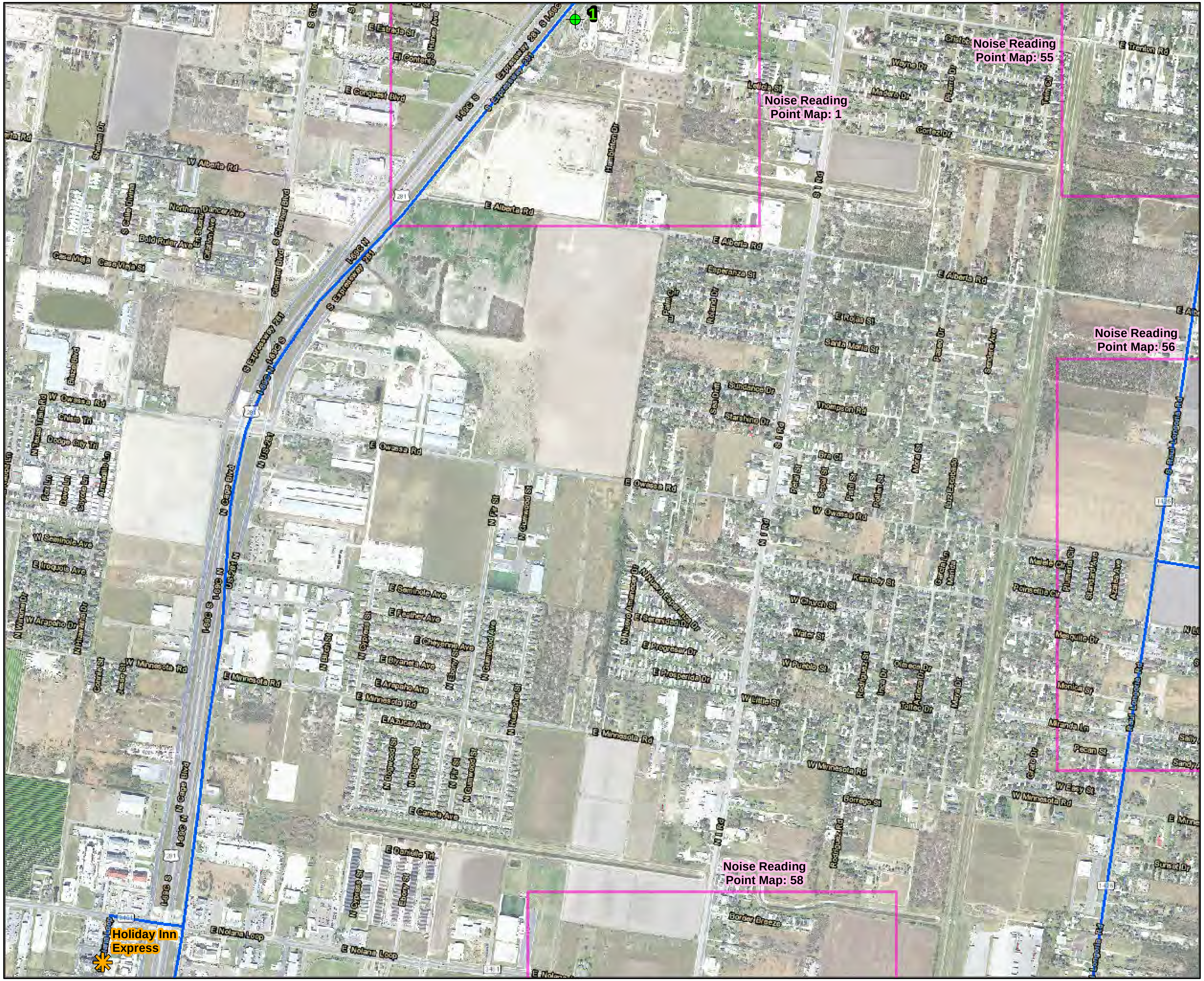
0 500 1,000 2,000

Scale in Feet

N

Overview Map





SH 68 DEIS
Noise Reading Field Map 29

Map Features

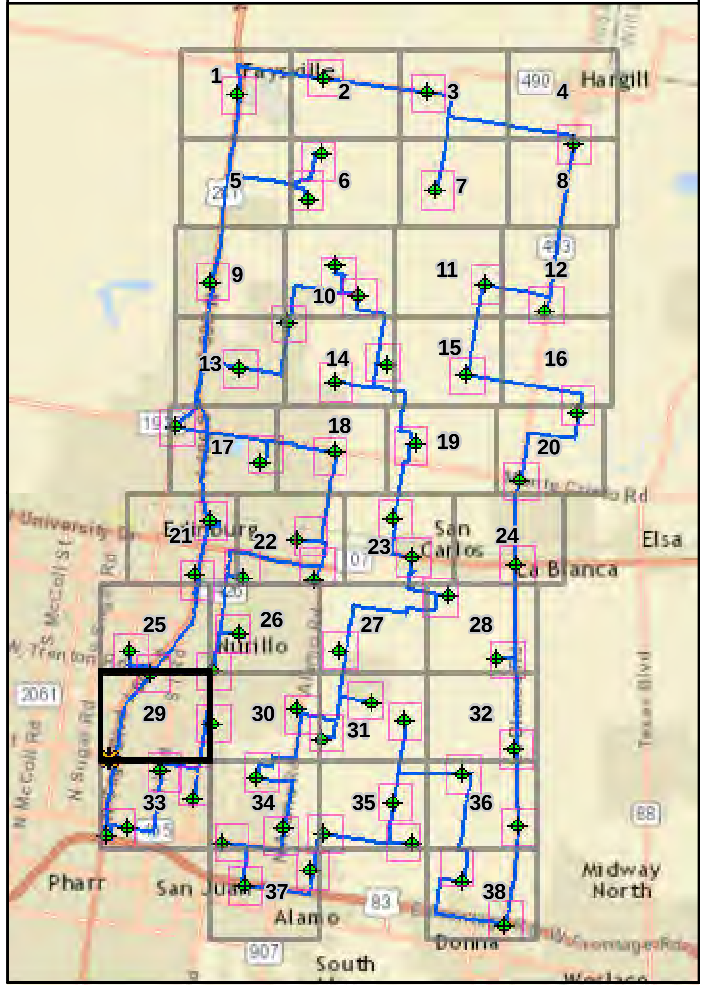
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 30

Map Features

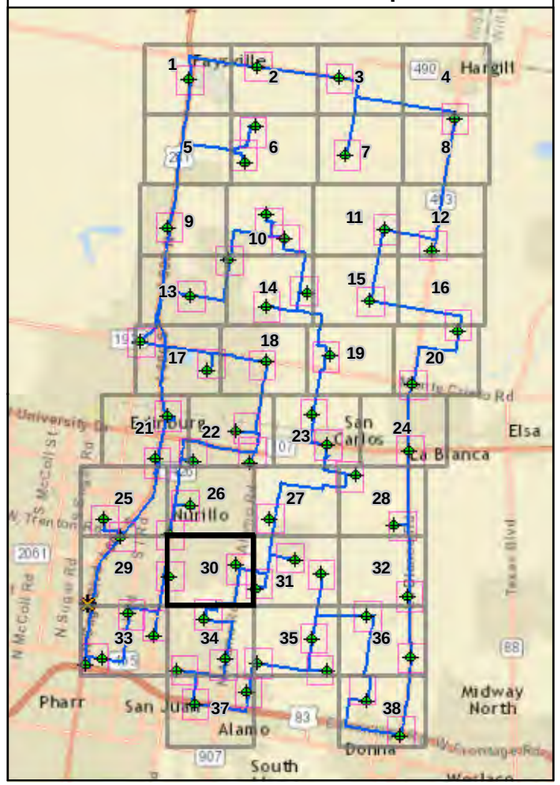
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 31

Map Features

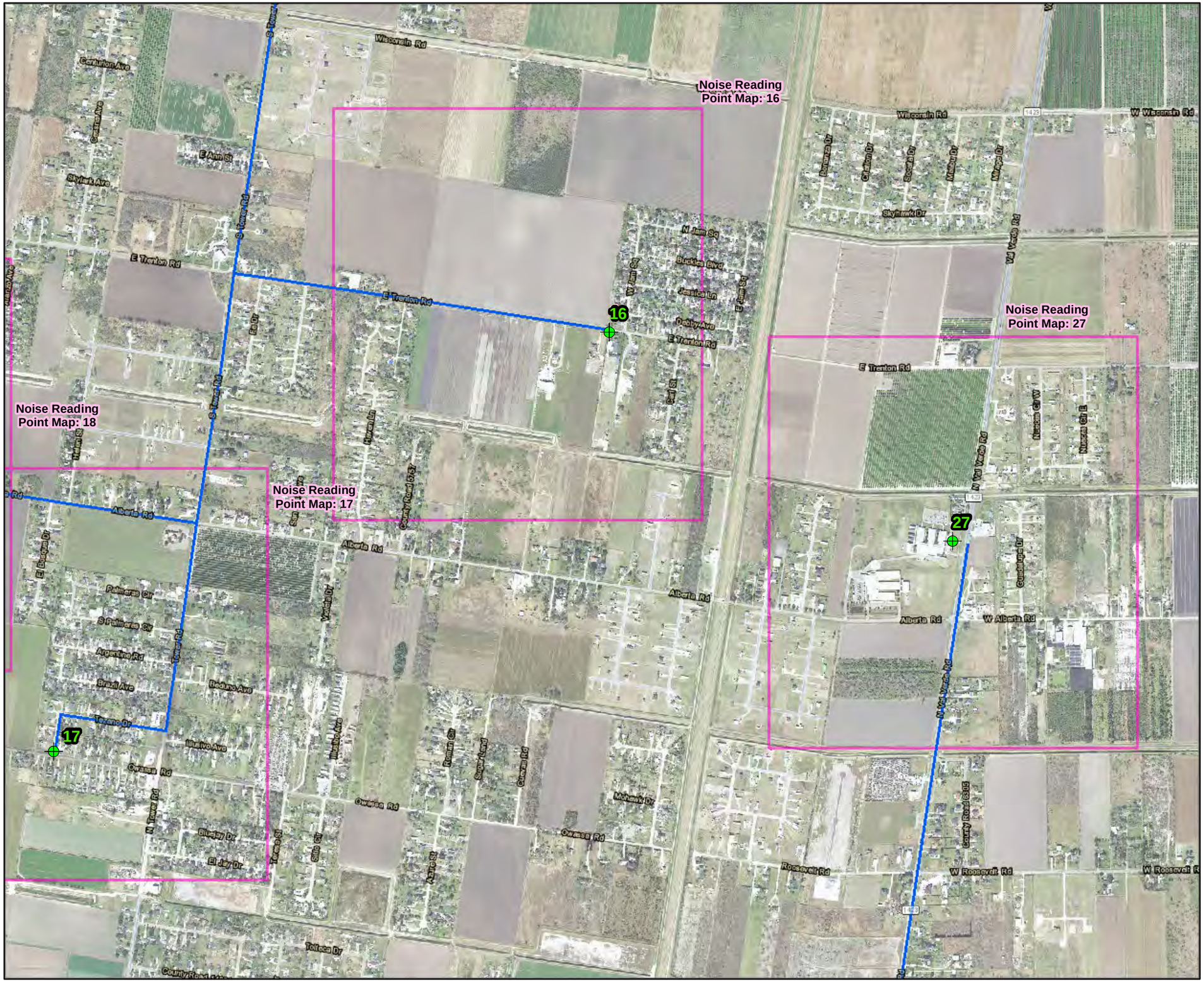
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

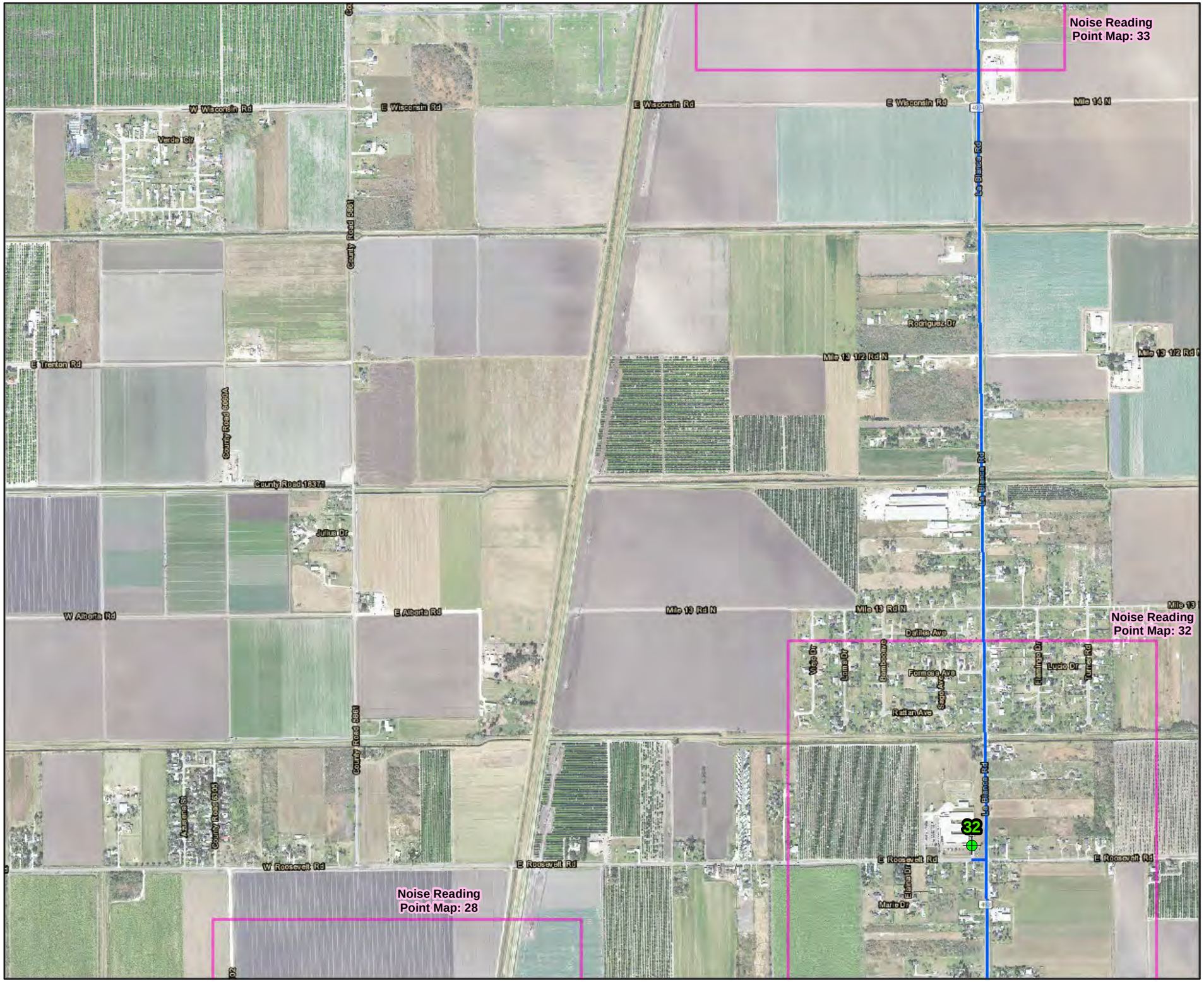
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 32



Map Features

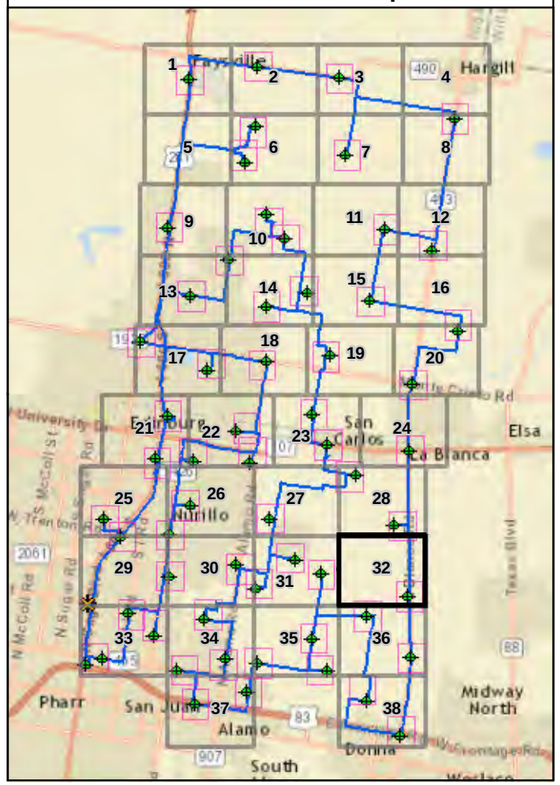
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

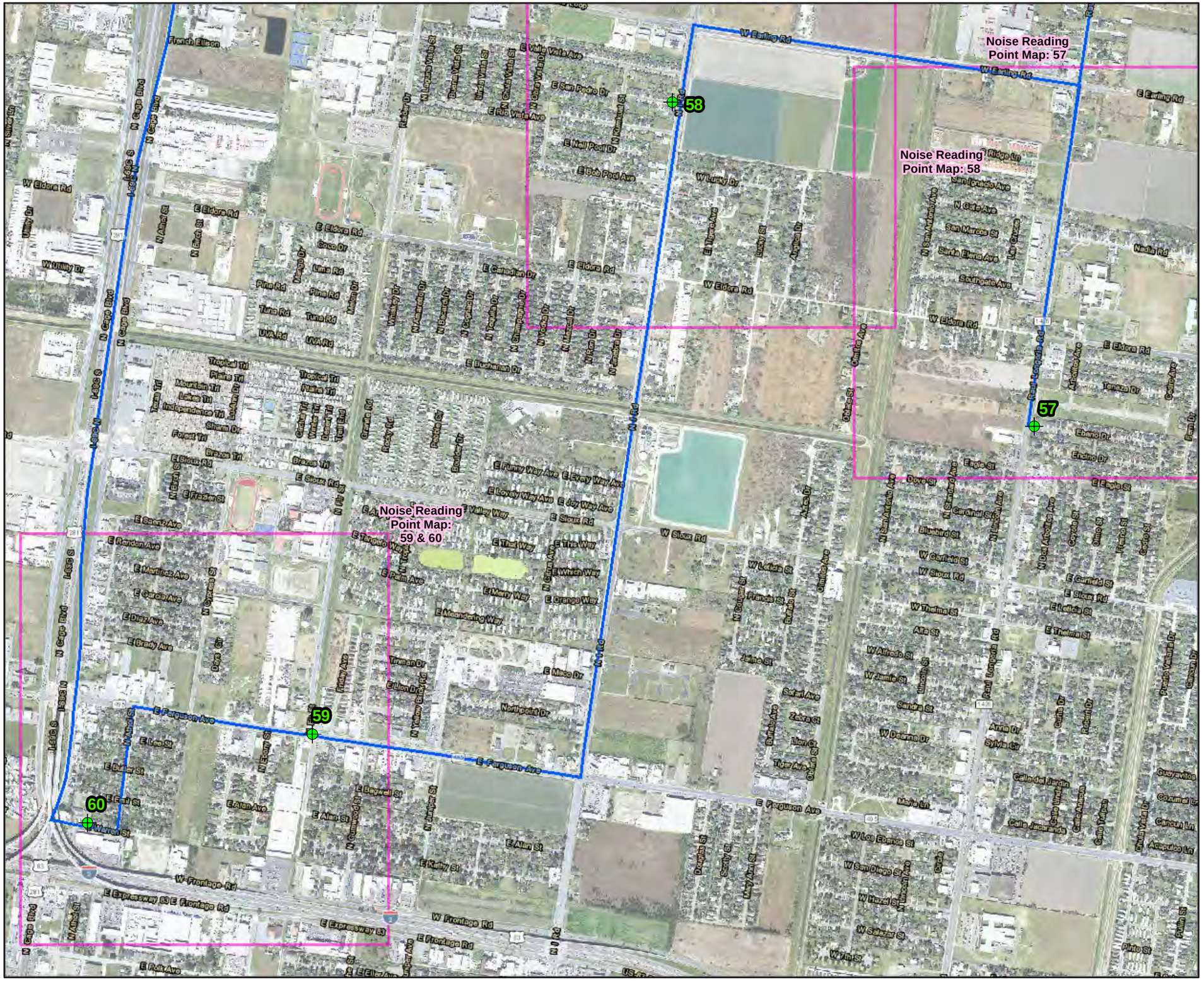
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 33



Map Features

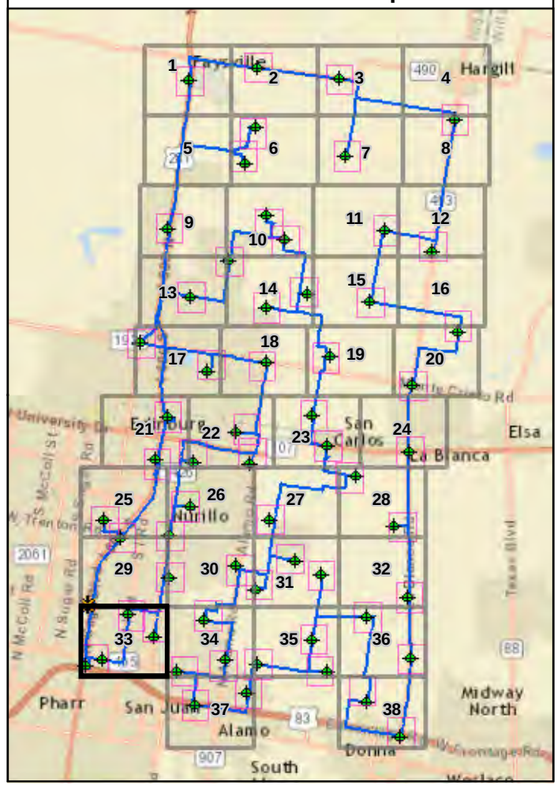
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

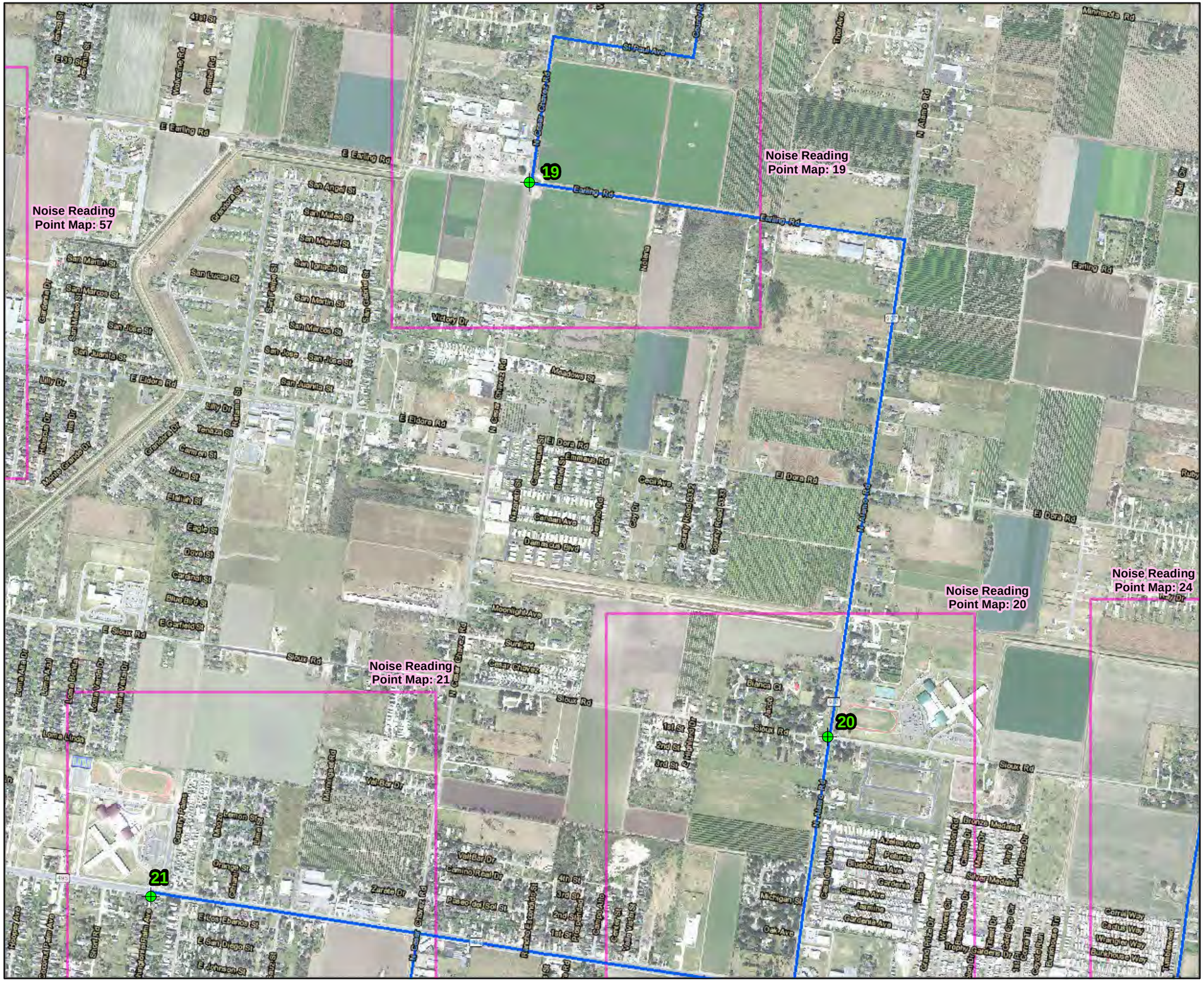
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 34



Map Features

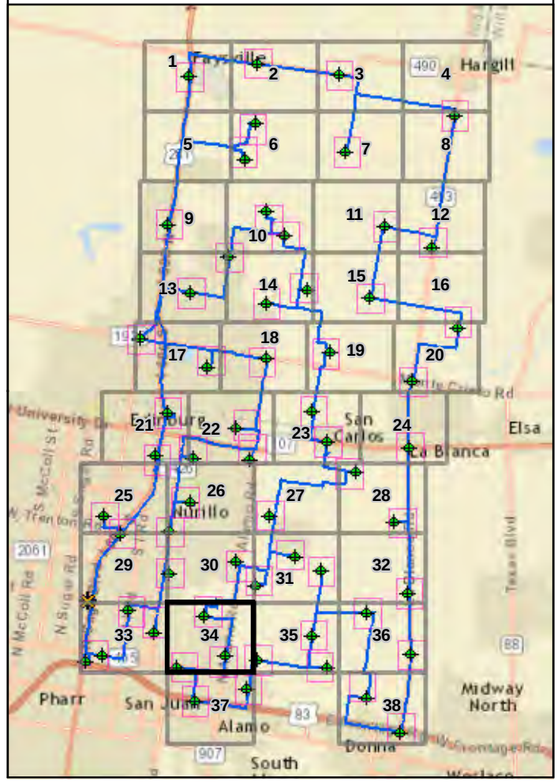
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 35

Map Features

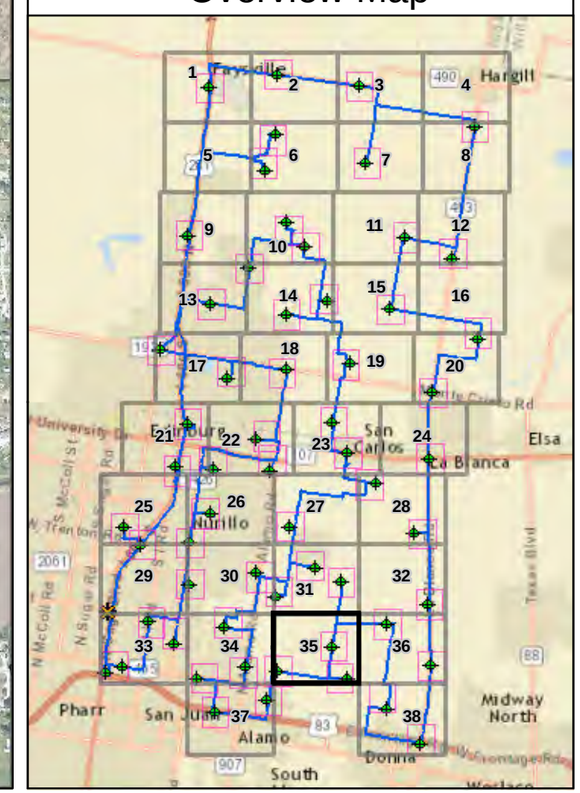
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

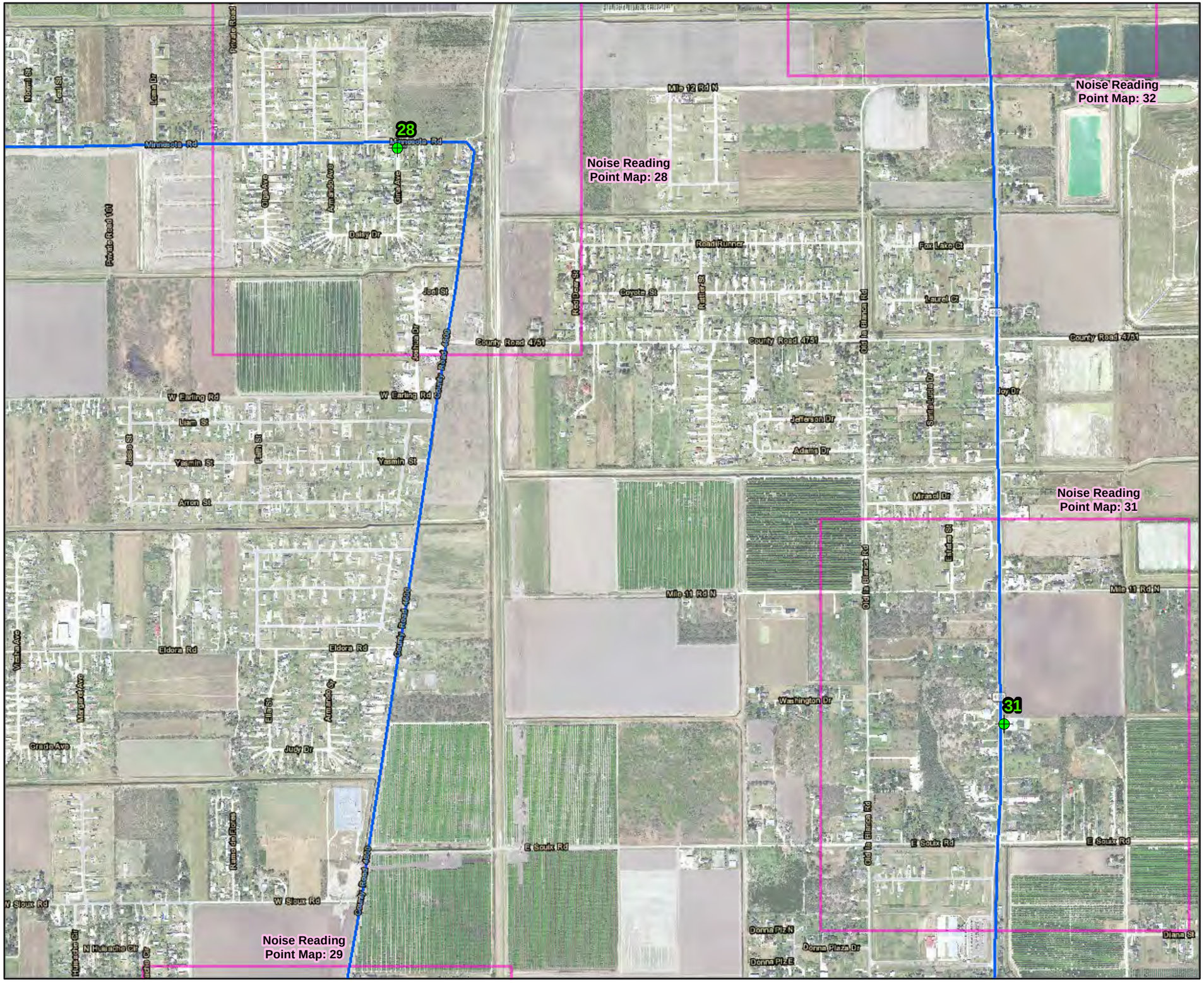
Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 36



Map Features

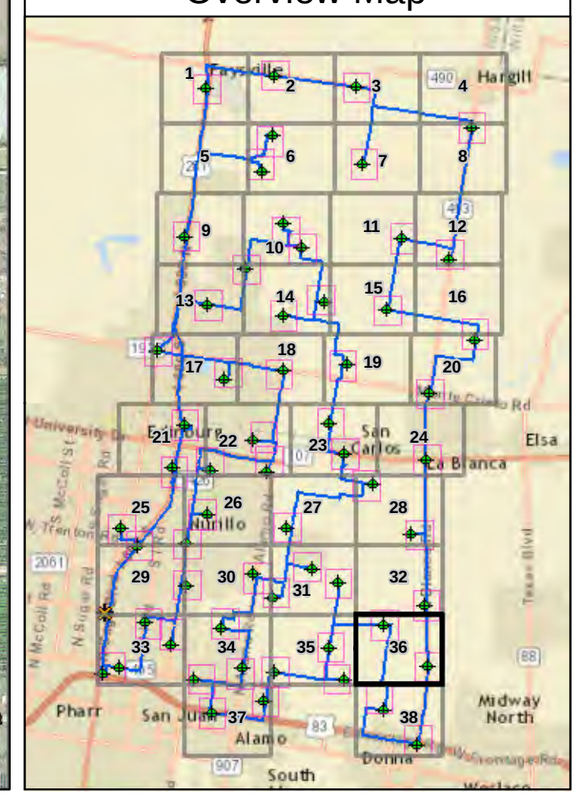
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

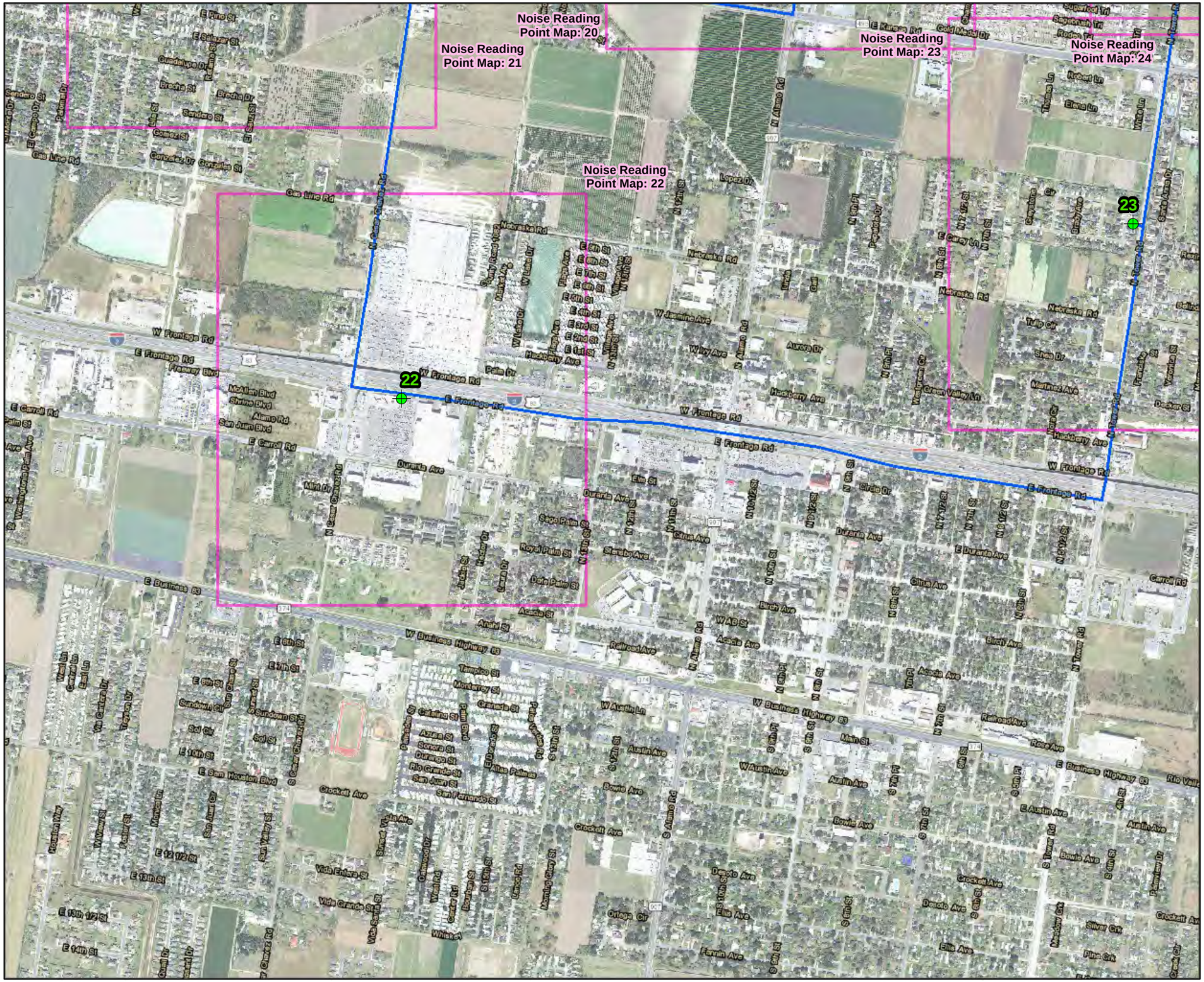
0 500 1,000 2,000

Scale in Feet

N

Overview Map





SH 68 DEIS
Noise Reading Field Map 37

Map Features

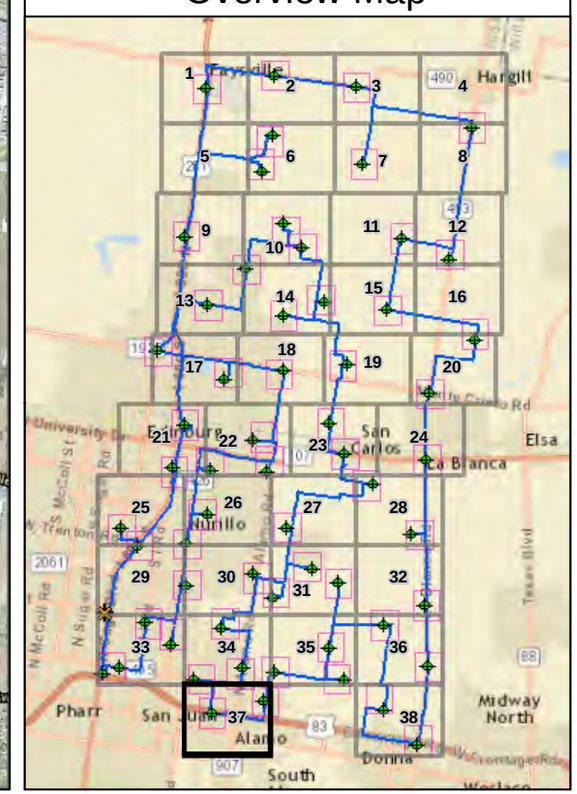
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Field Map 38

Map Features

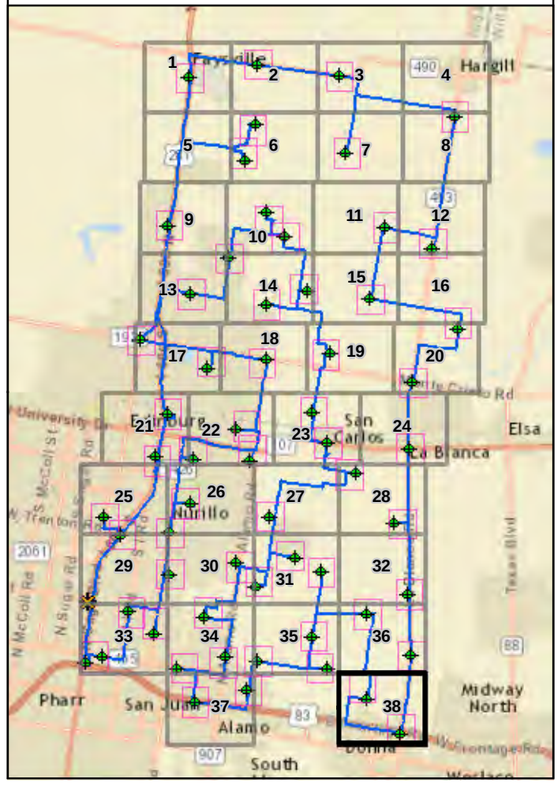
- Begin Point
- Noise Reading Points
- Route to Noise Reading Point
- Noise Reading Point Map

0 500 1,000 2,000

Scale in Feet

N

Overview Map



SH 68 DEIS
Noise Reading Point Map 1

Noise Reading Points

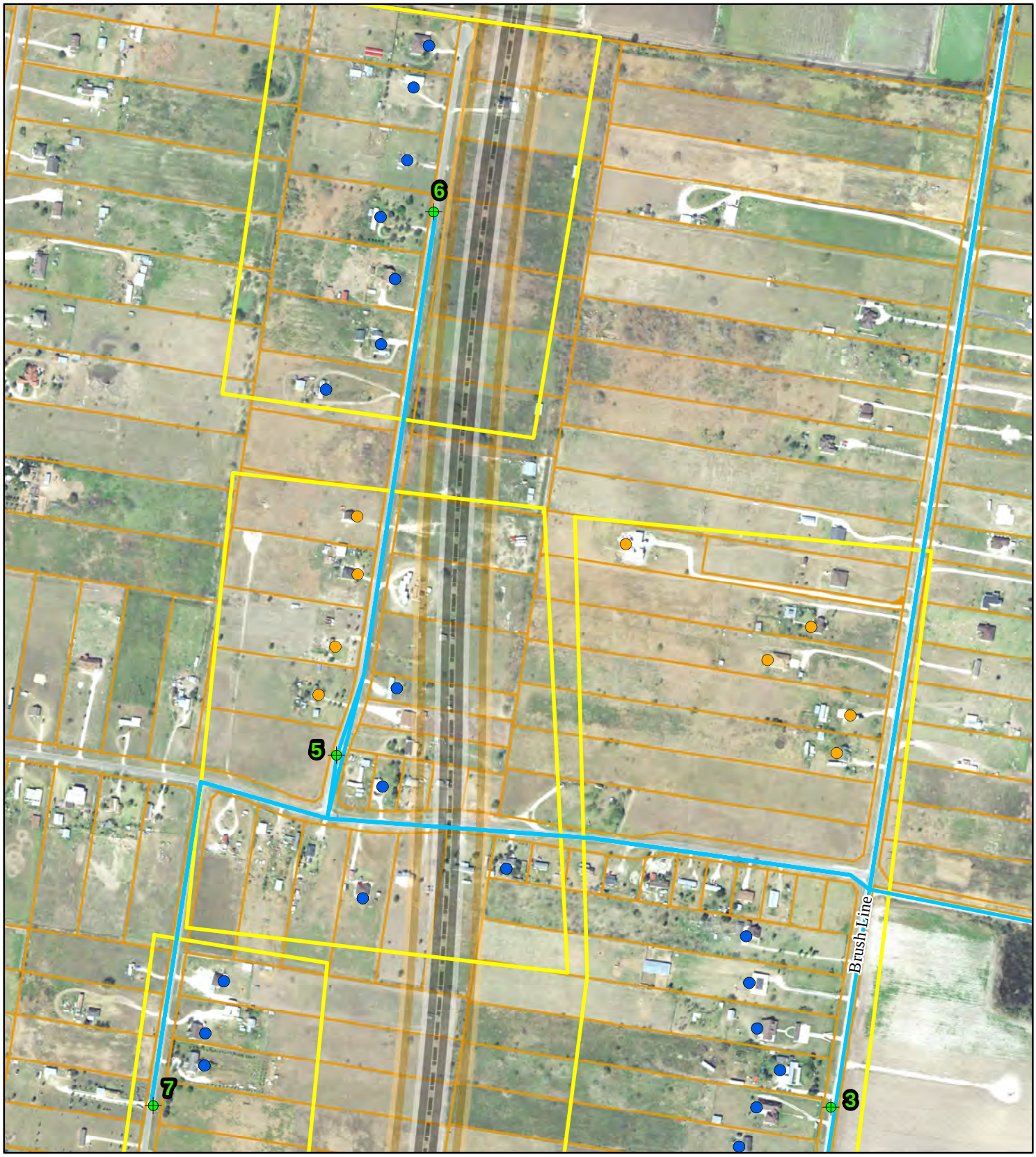
Route1

Route2

0 250 500 1,000

Scale in Feet

N



SH 68 DEIS
Noise Reading Point Map 2

Noise Reading Points

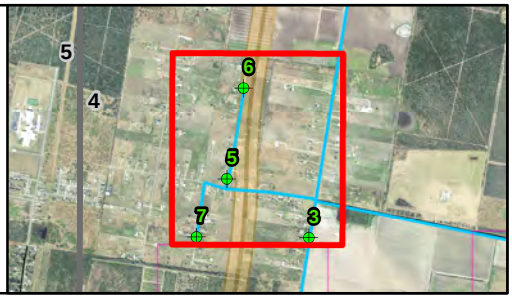
Route1

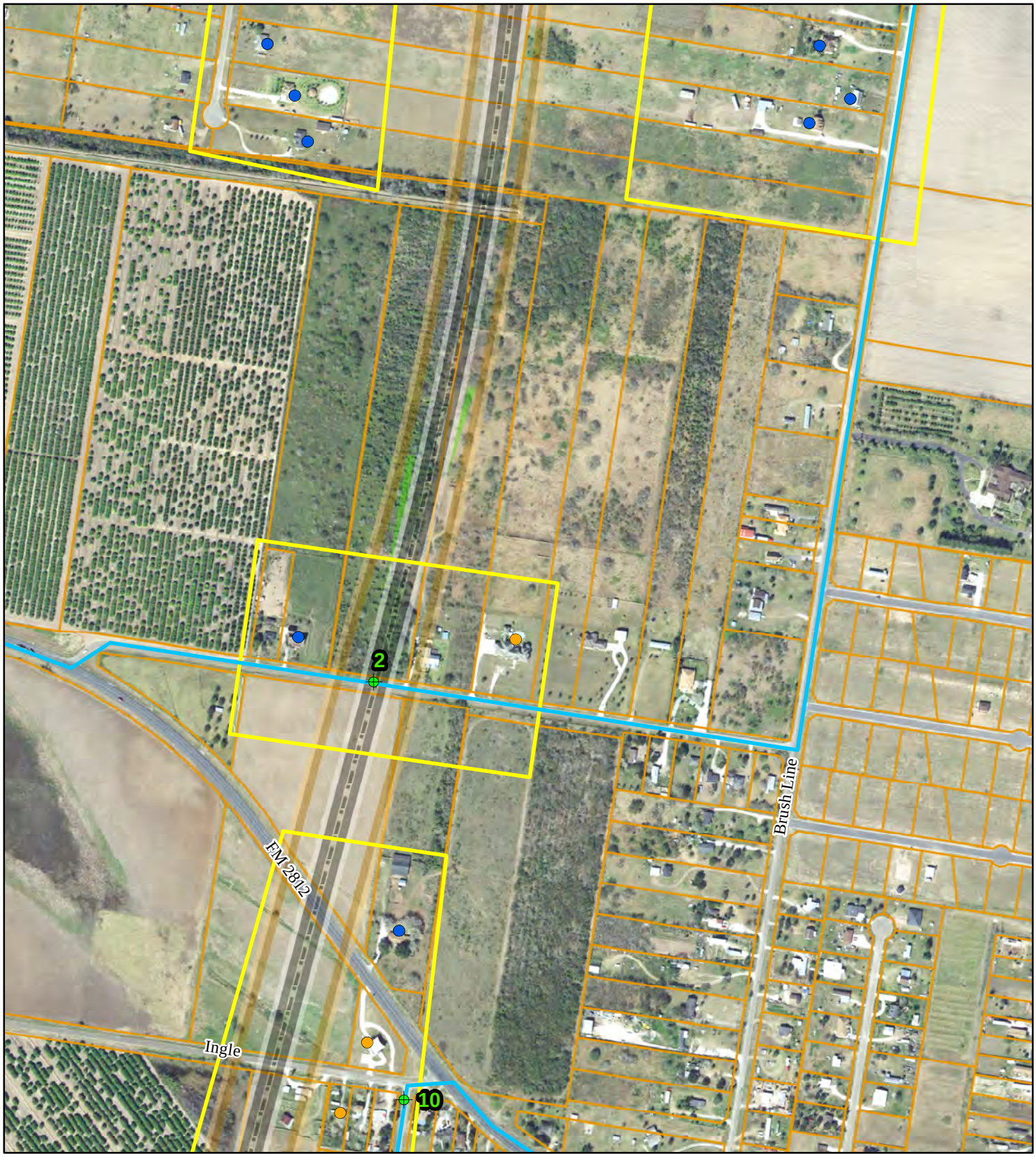
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 3

Noise Reading Points

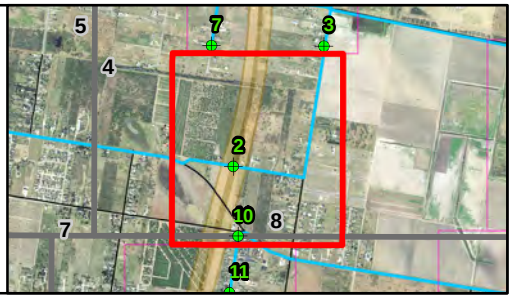
Route1

Route2

0 250 500 1,000

Scale in Feet

N



SH 68 DEIS
Noise Reading Point Map 4

Noise Reading Points
Route1
Route2

0 250 500 1,000
Scale in Feet

N

SH 68 DEIS
Noise Reading Point Map 5

Noise Reading Points

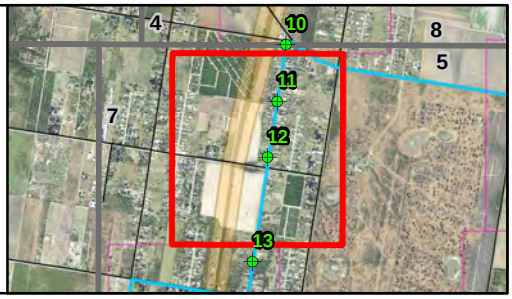
Route1

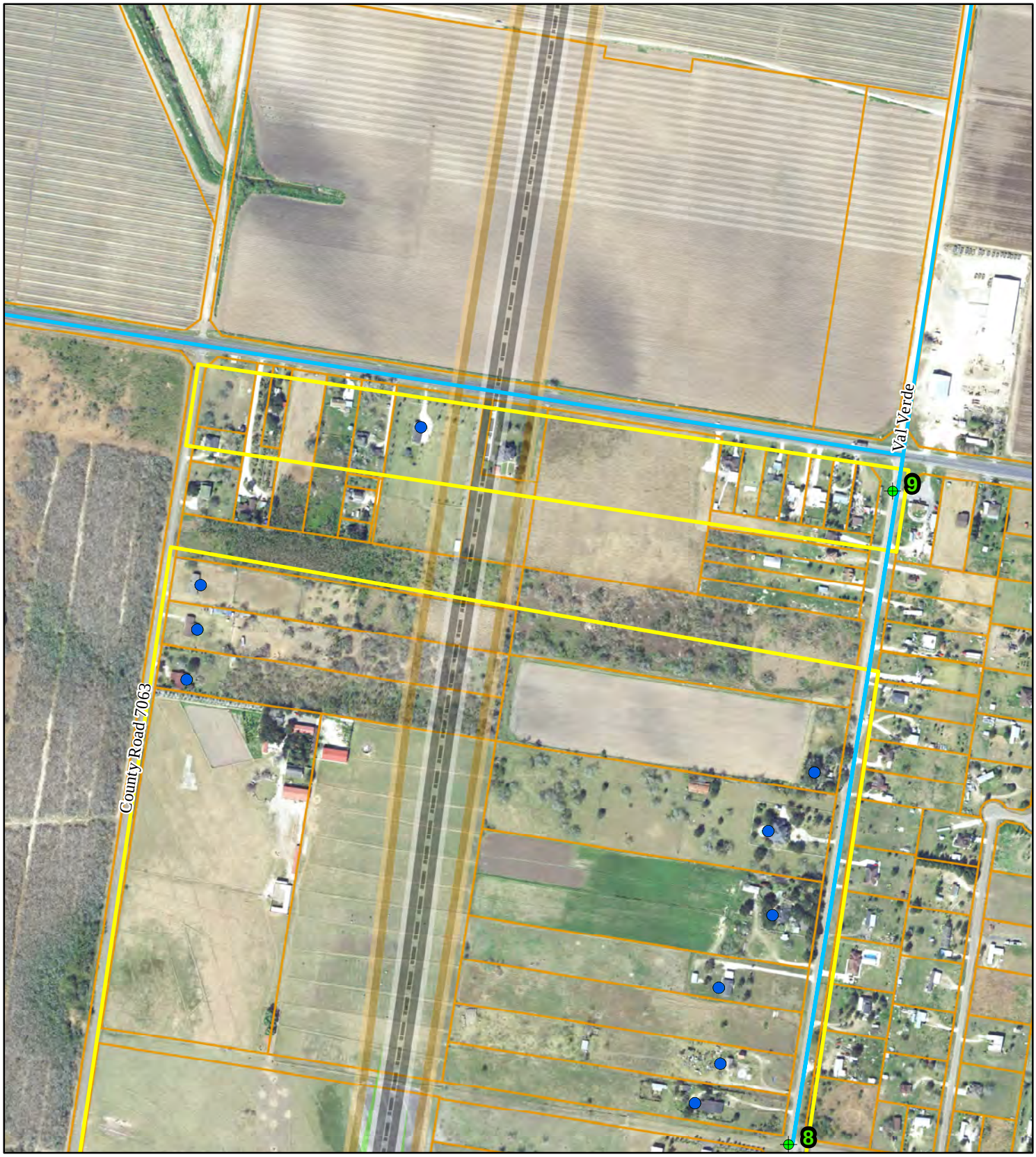
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 6

Noise Reading Points

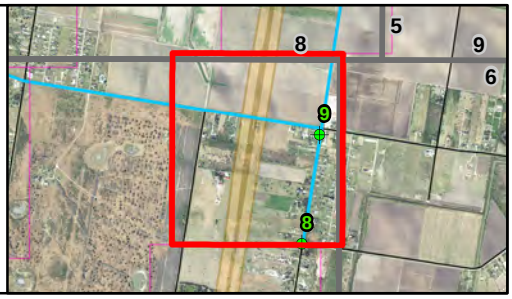
Route1

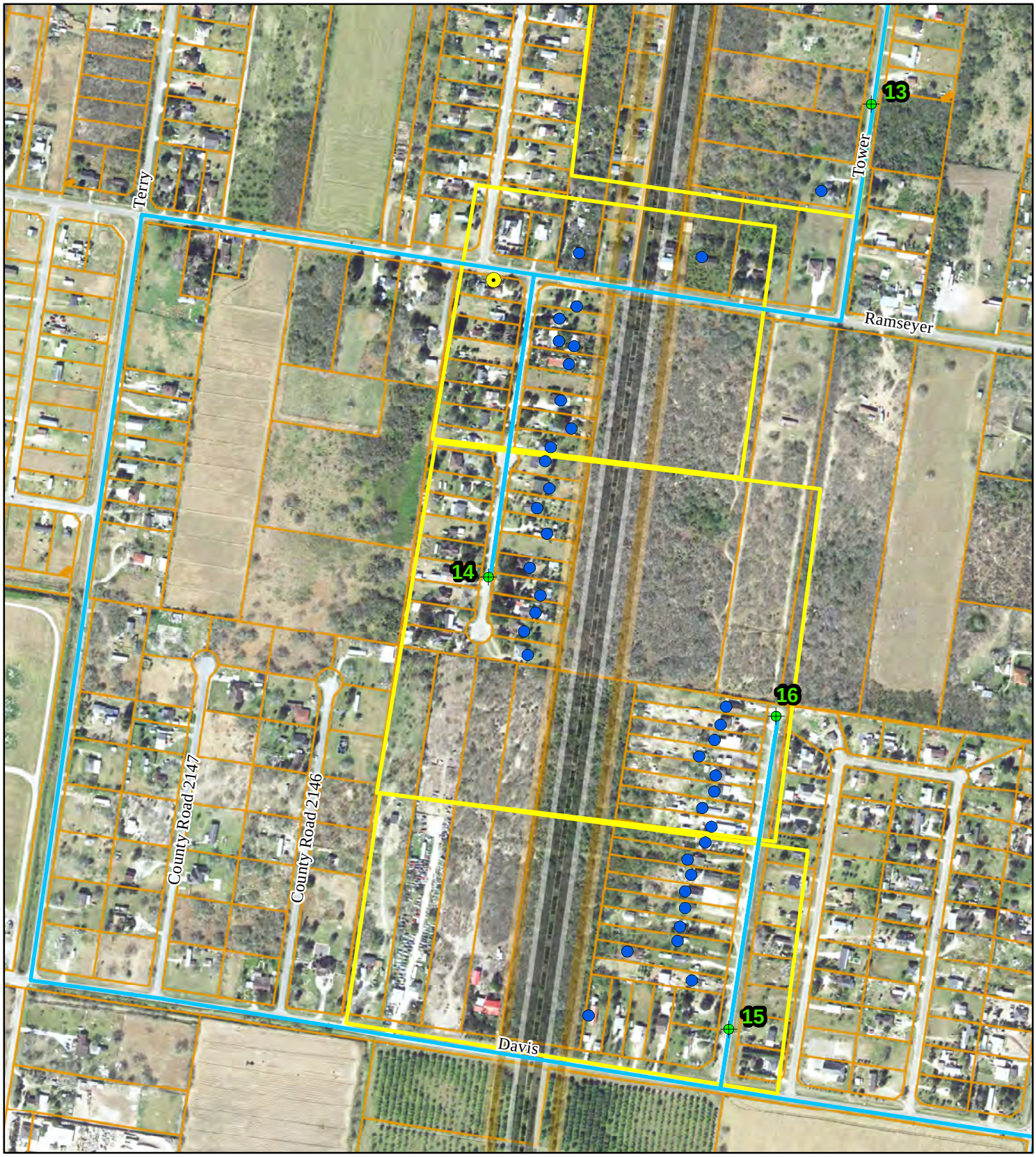
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 7

Noise Reading Points

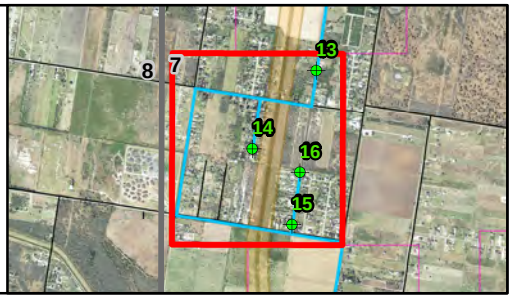
Route1

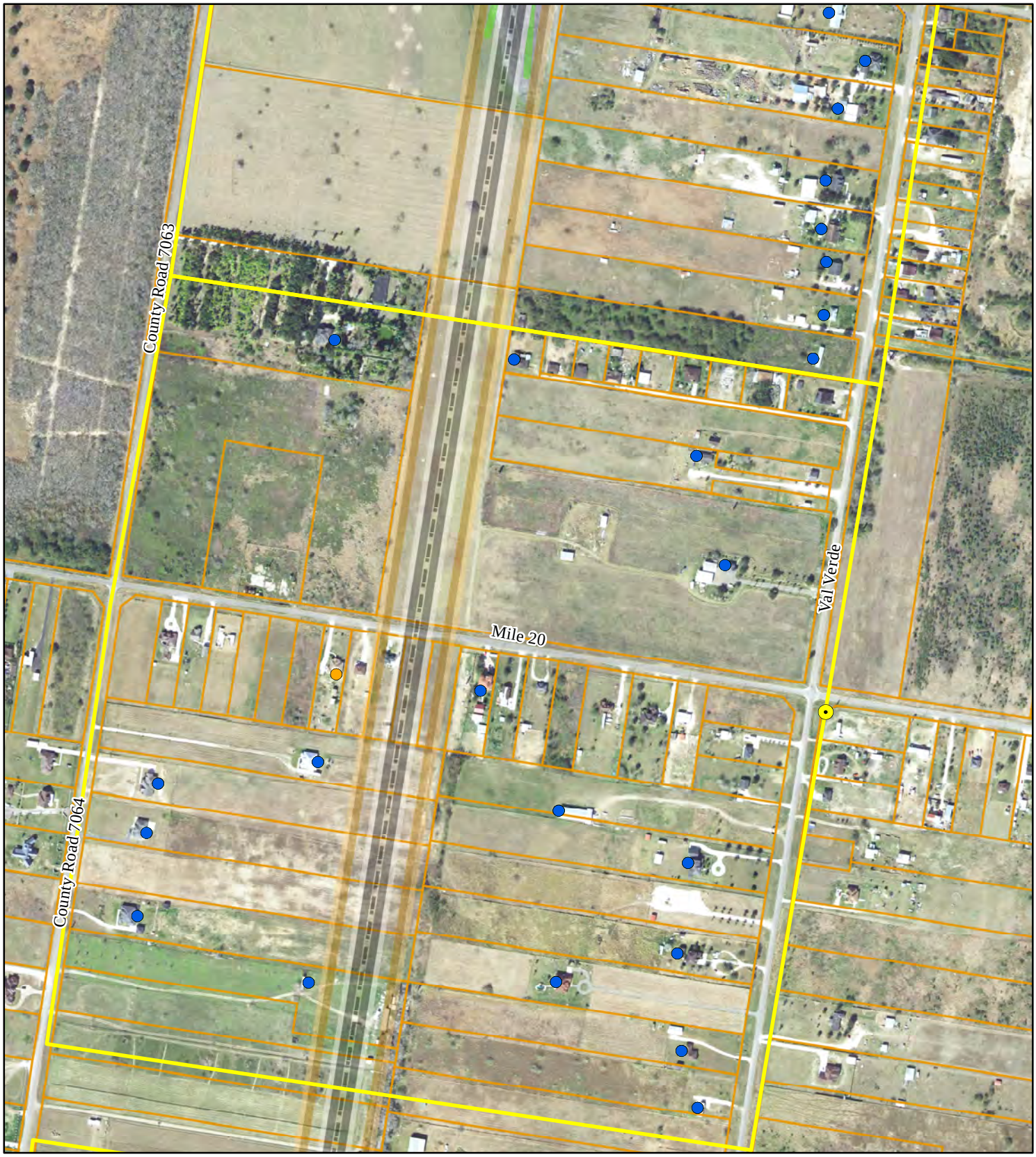
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 8

Noise Reading Points

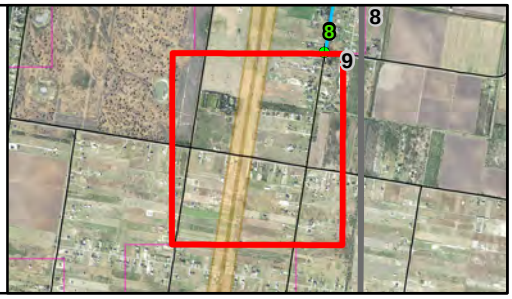
Route1

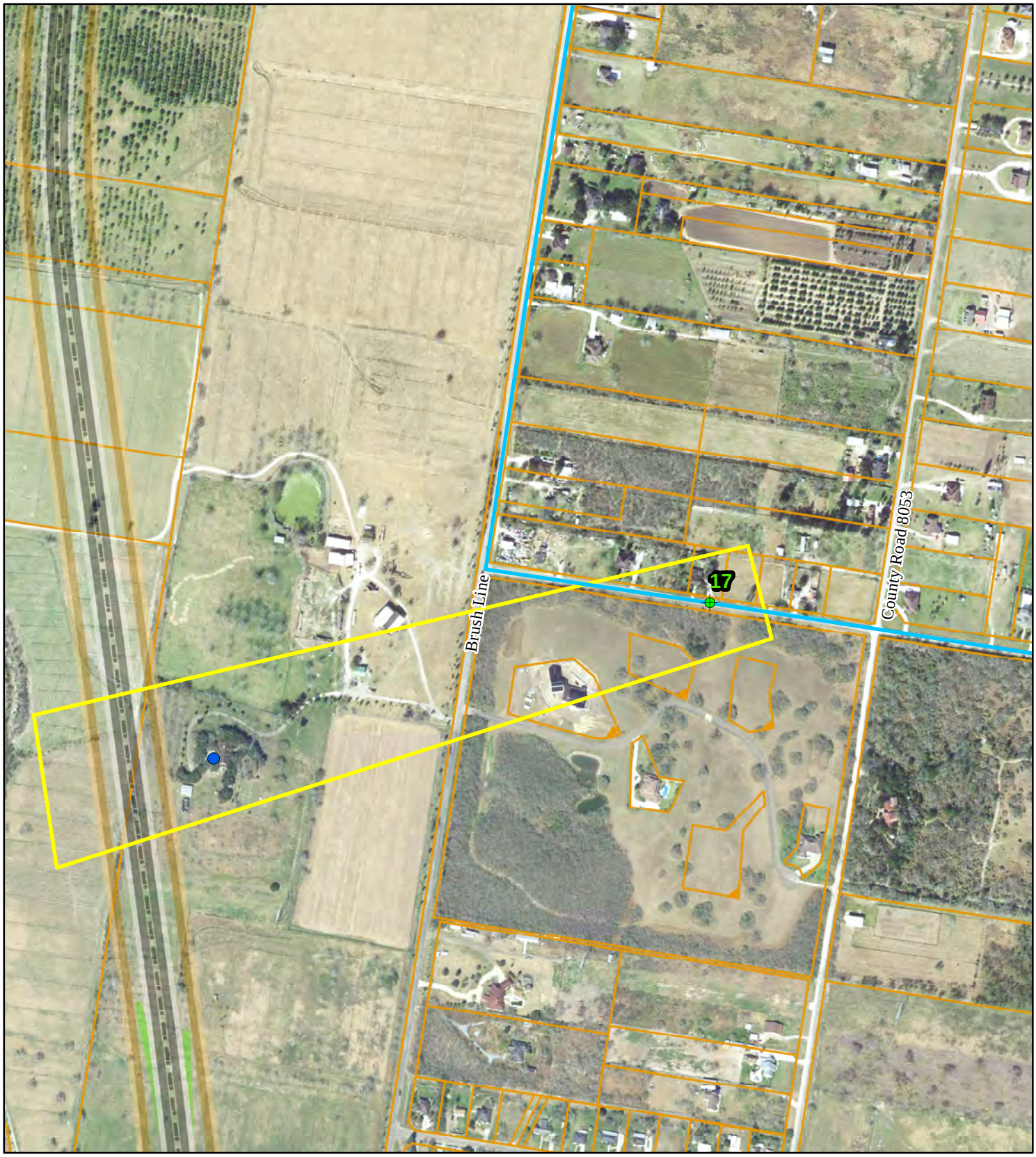
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 9

Noise Reading Points

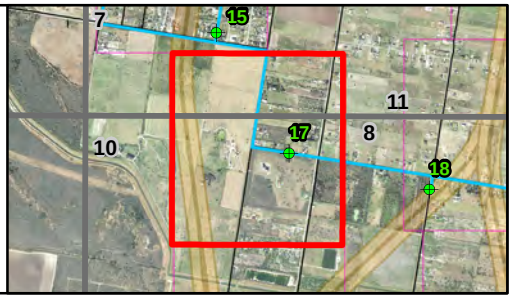
Route1

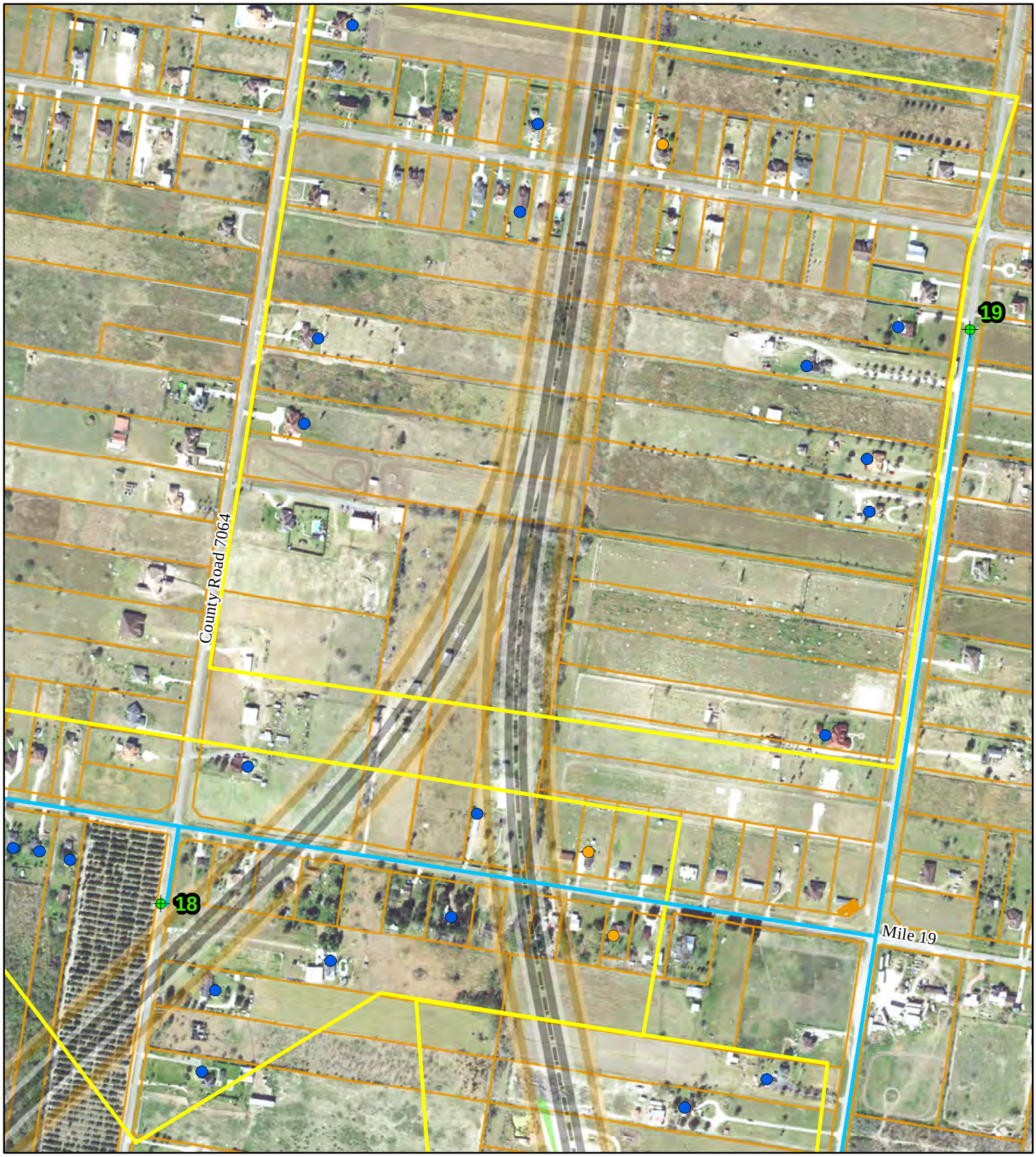
Route2

0 250 500 1,000

Scale in Feet

N



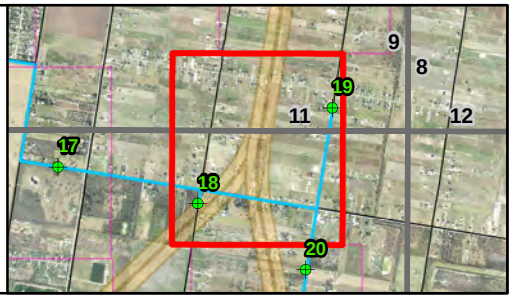


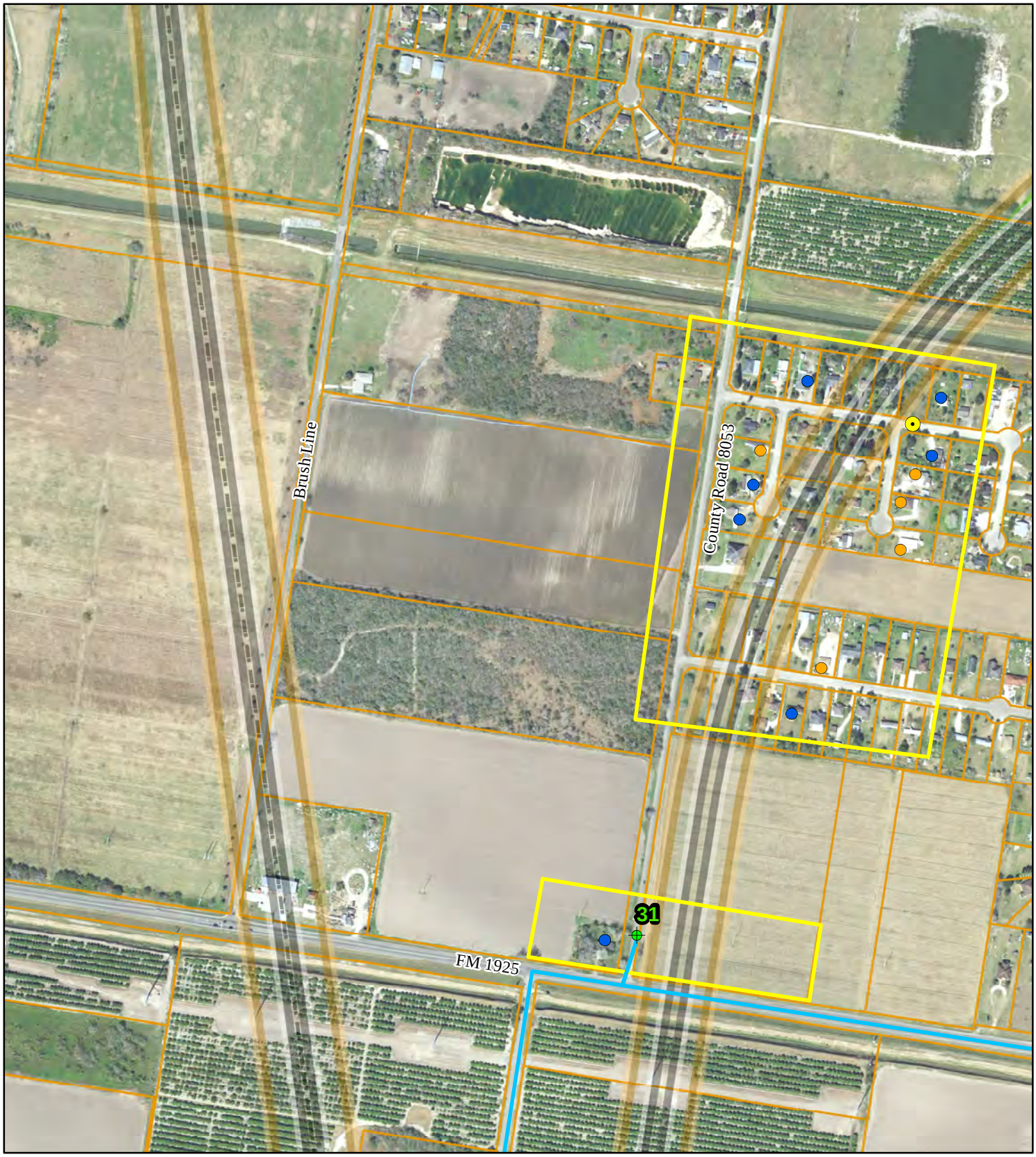
SH 68 DEIS
Noise Reading Point Map 10

Noise Reading Points
Route1
Route2

0 250 500 1,000
Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 11

Noise Reading Points

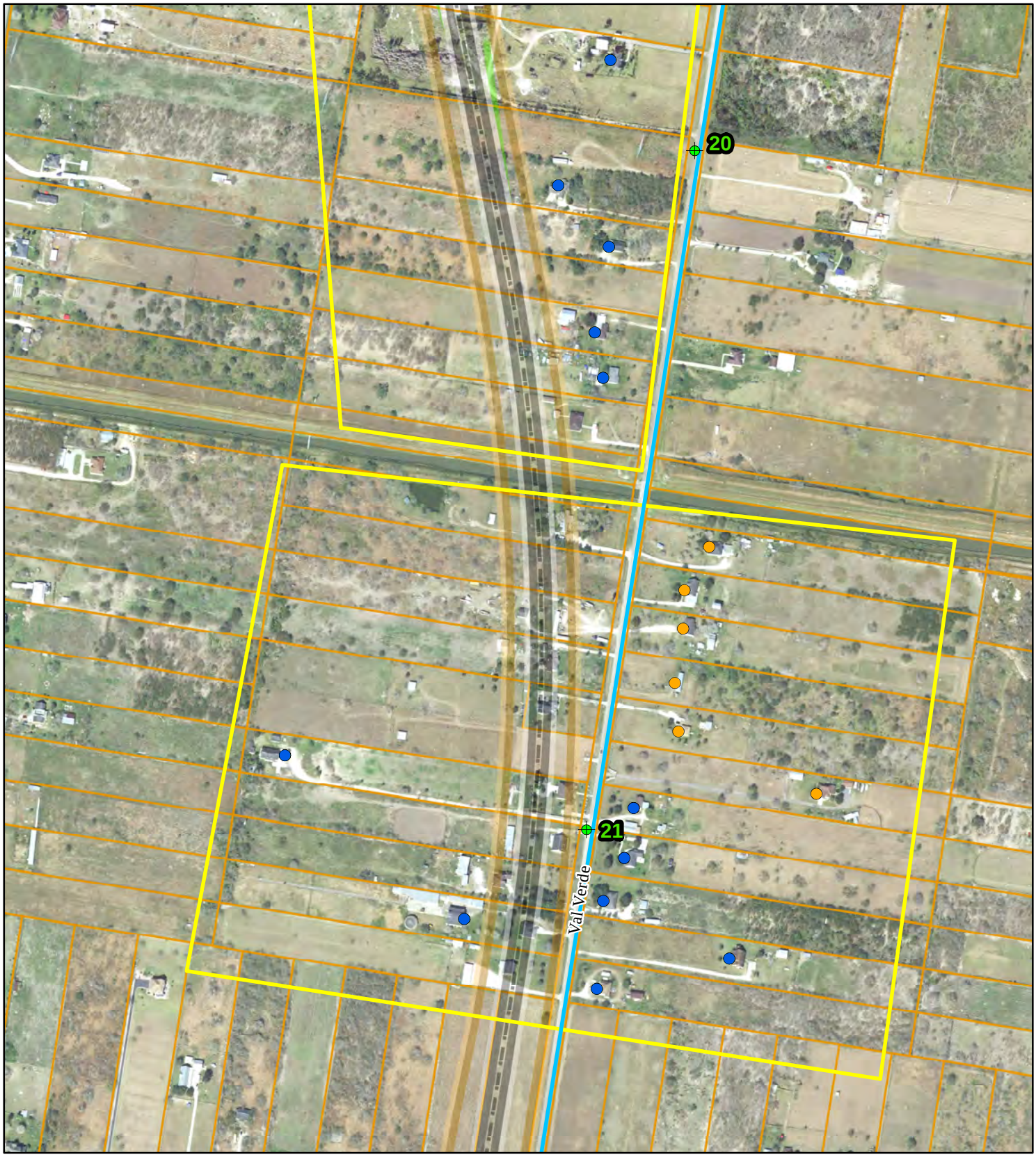
Route1

Route2

0 250 500 1,000

Scale in Feet

N



SH 68 DEIS
Noise Reading Point Map 12

Noise Reading Points

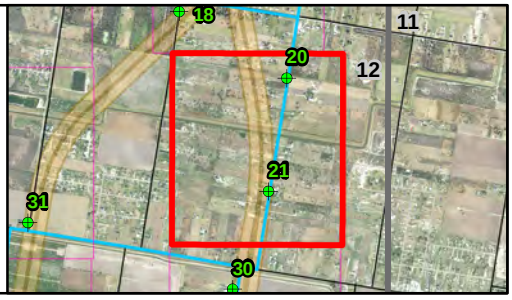
Route1

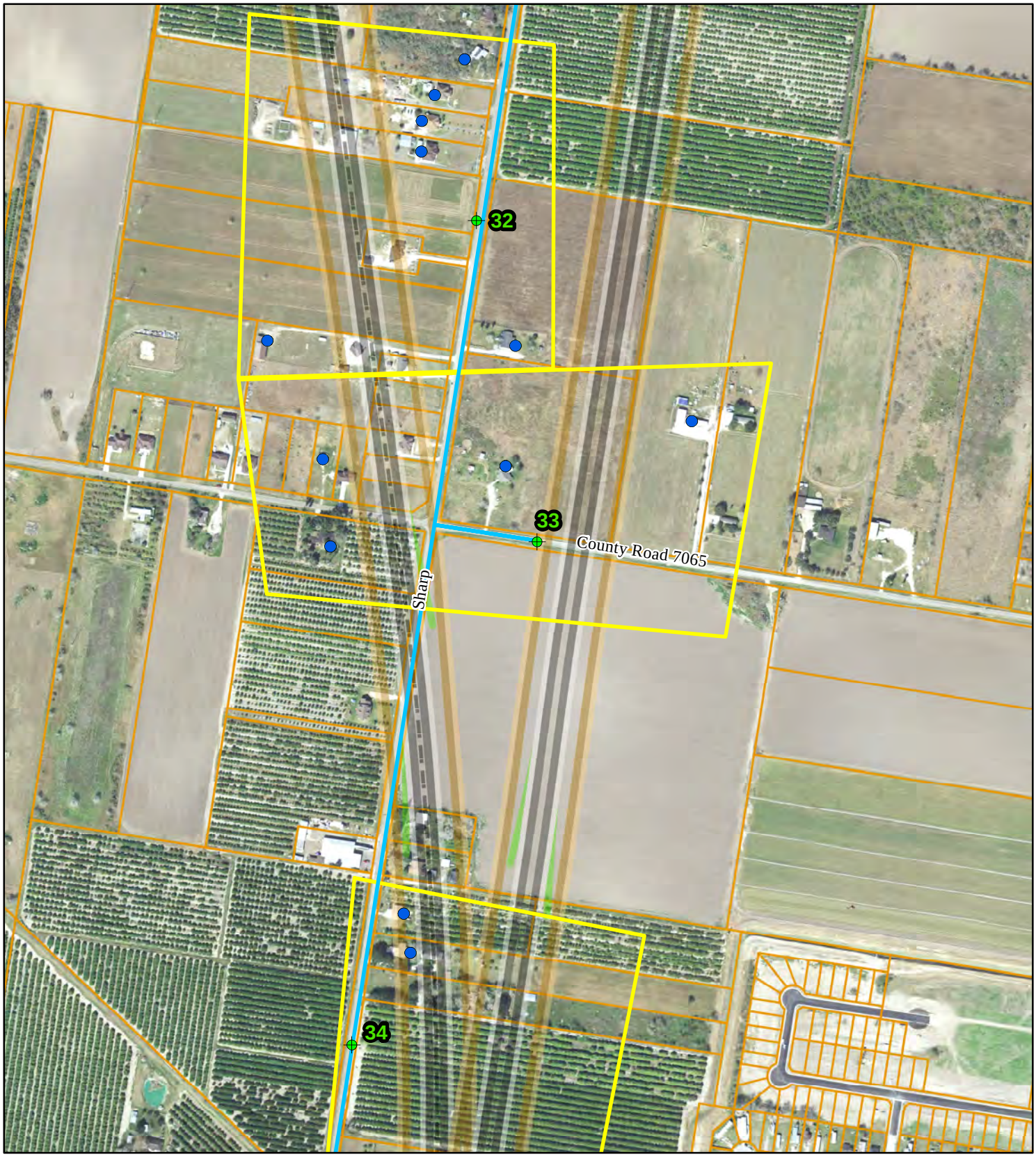
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 13

Noise Reading Points

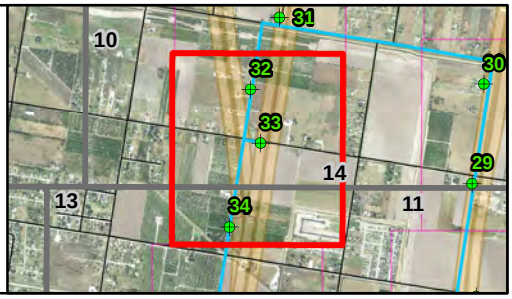
Route1

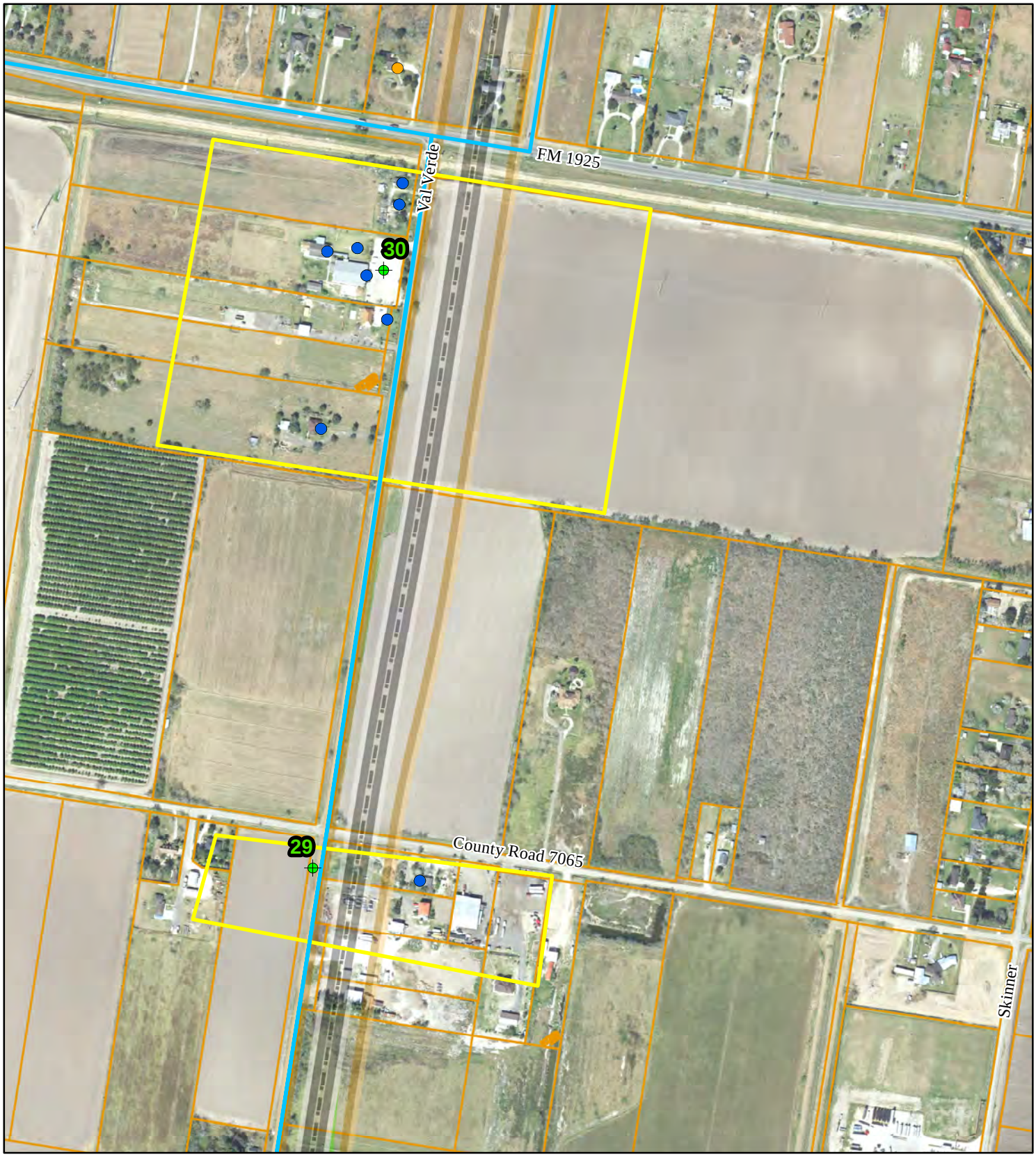
Route2

0 250 500 1,000

Scale in Feet

N



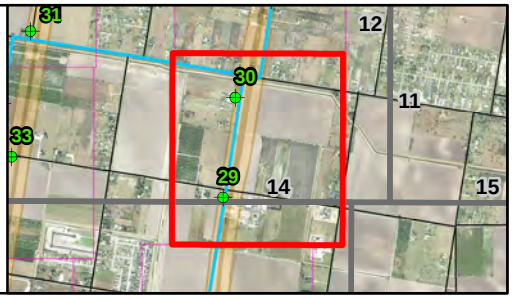


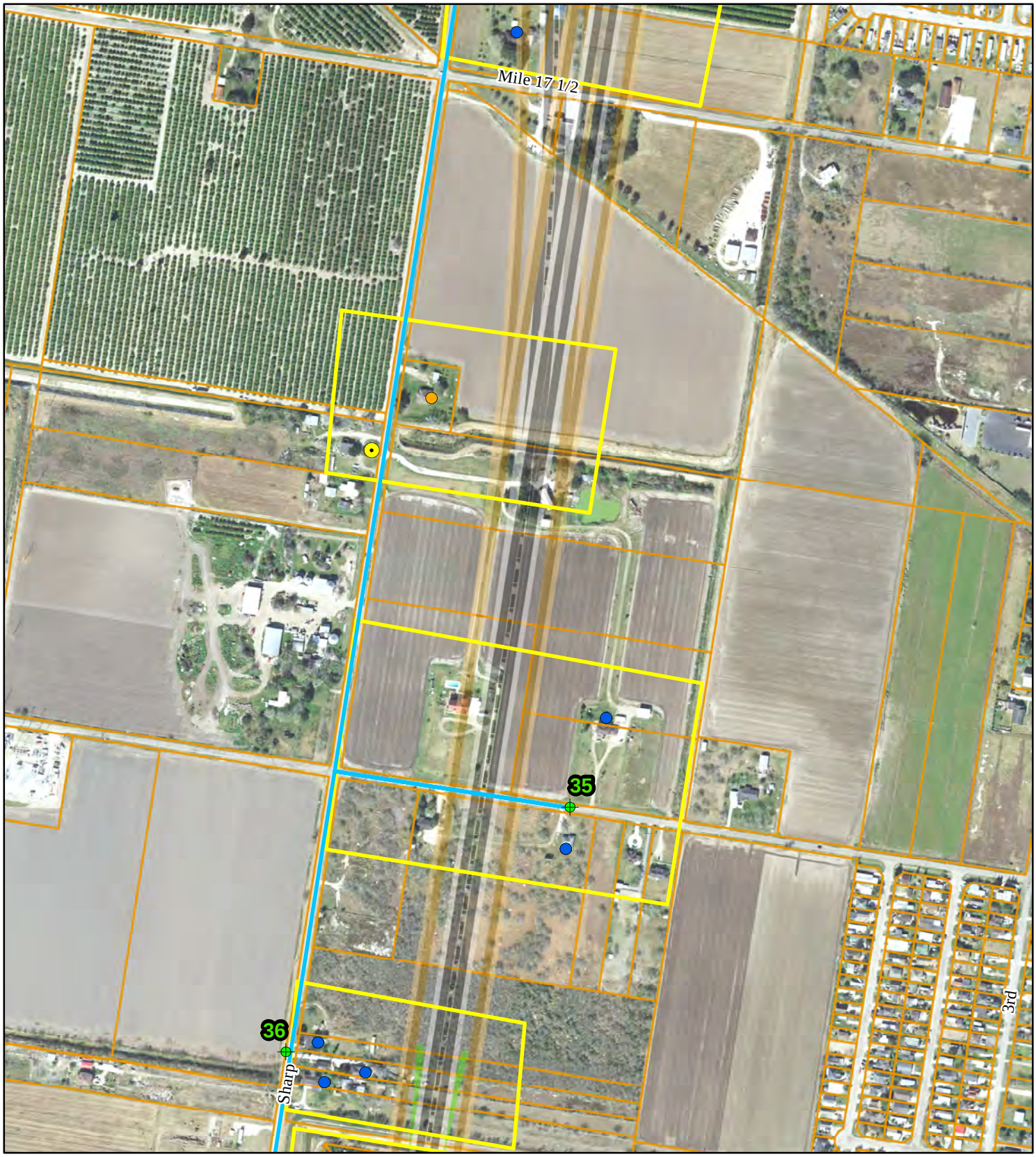
SH 68 DEIS
Noise Reading Point Map 14

Noise Reading Points
Route1
Route2

0 250 500 1,000
Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 15

Noise Reading Points

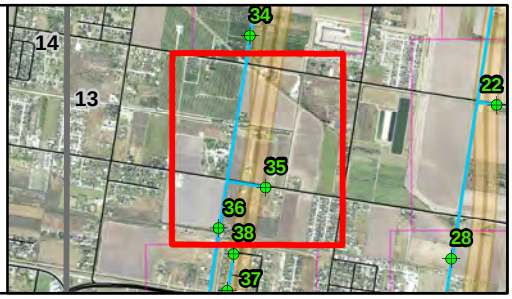
Route1

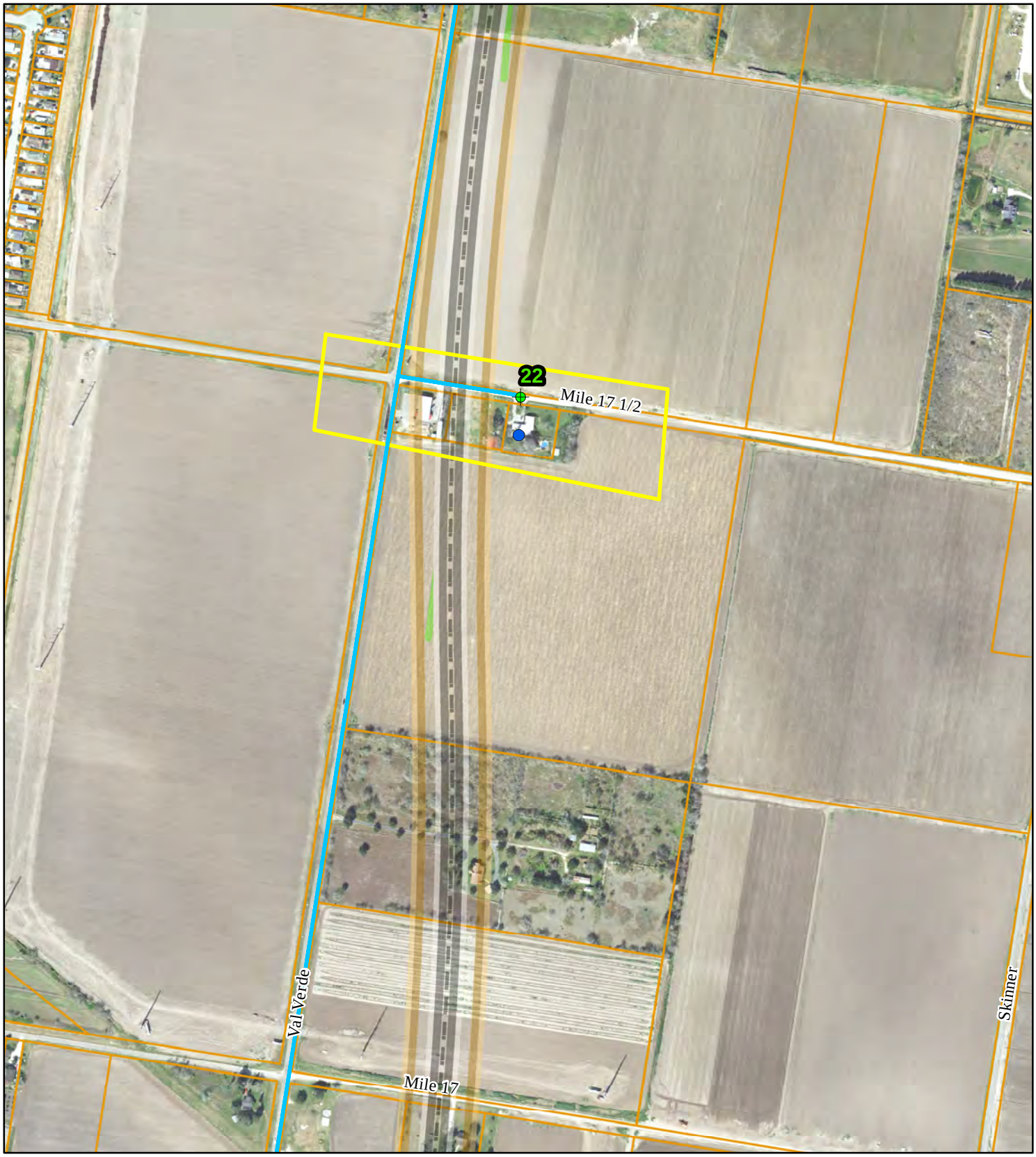
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 16

Noise Reading Points

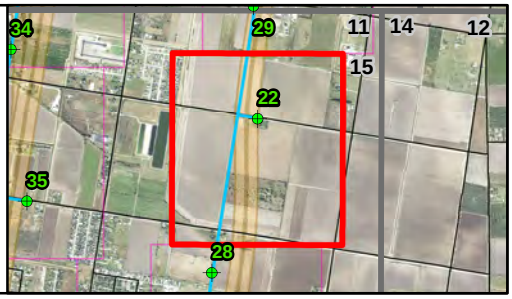
Route1

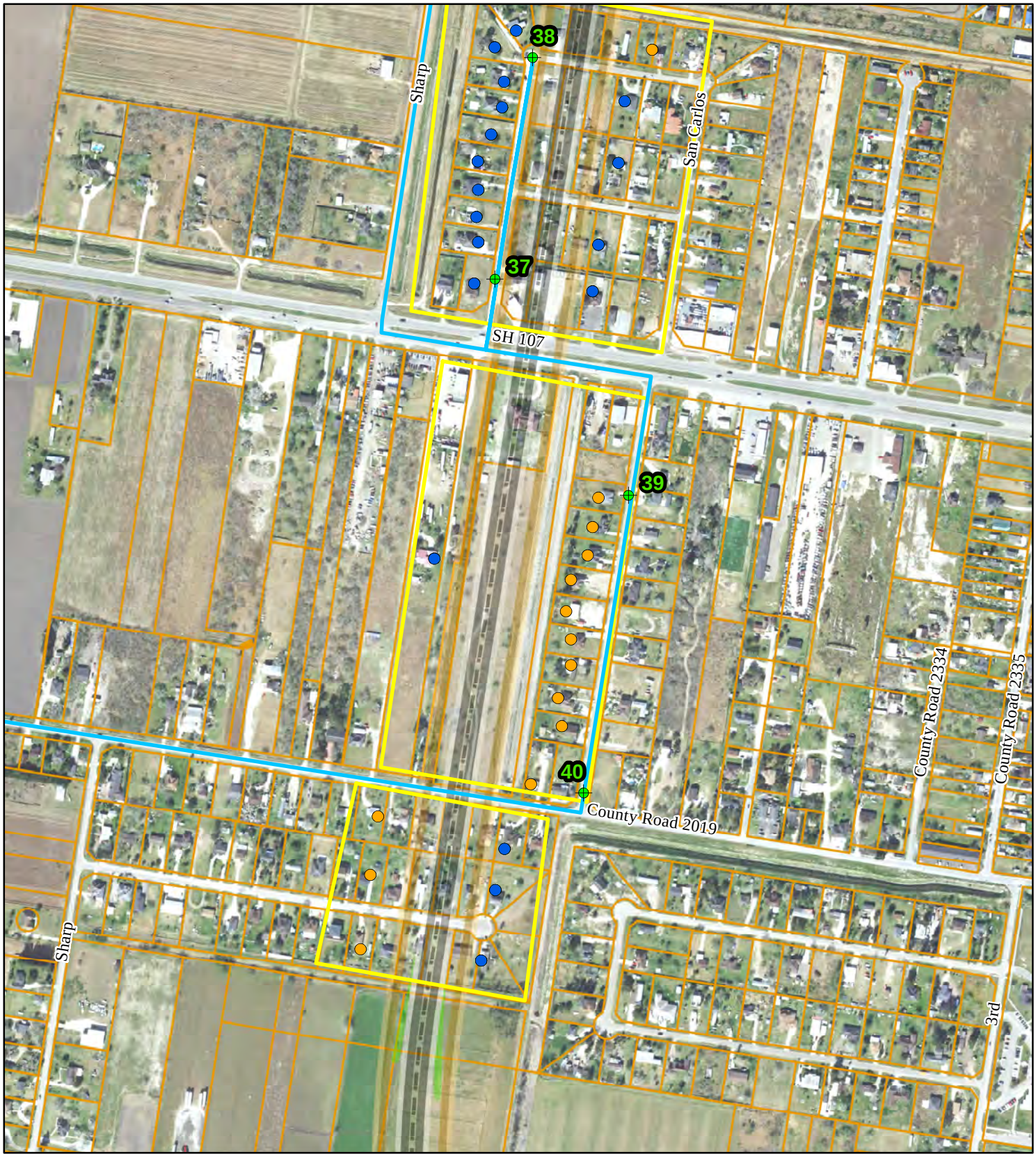
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 17

Noise Reading Points

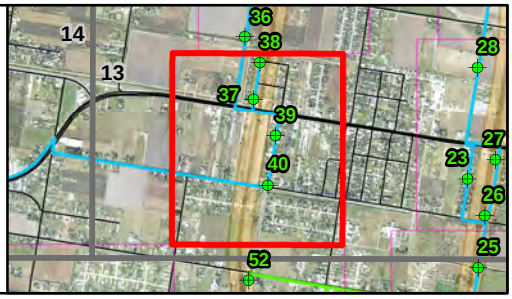
Route1

Route2

0 250 500 1,000

Scale in Feet

N



SH 68 DEIS
Noise Reading Point Map 18

Noise Reading Points

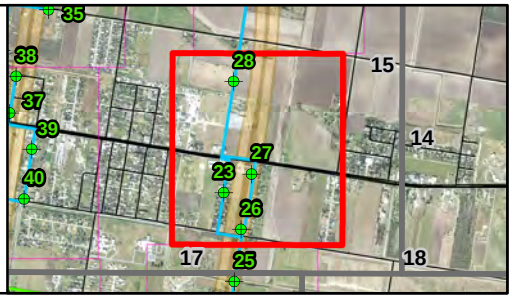
Route1

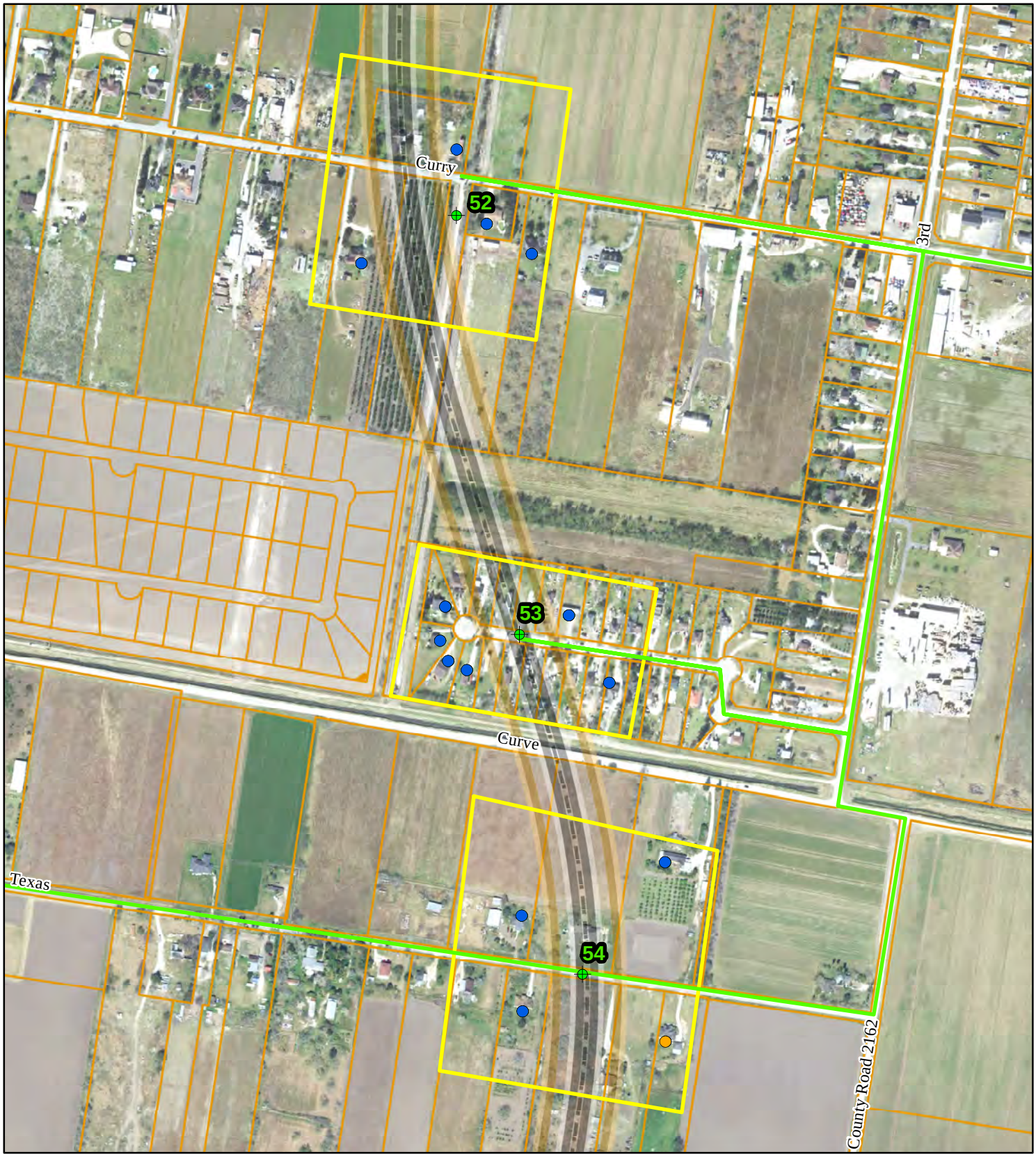
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 19

Noise Reading Points

Route1

Route2

0 250 500 1,000

Scale in Feet

N

SH 68 DEIS
Noise Reading Point Map 20

Noise Reading Points

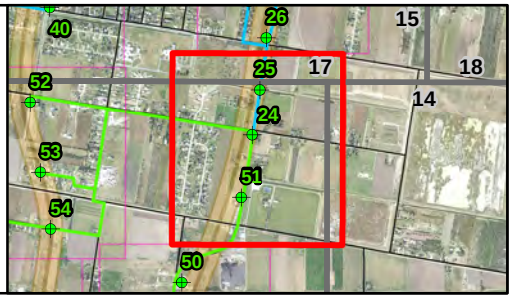
Route1

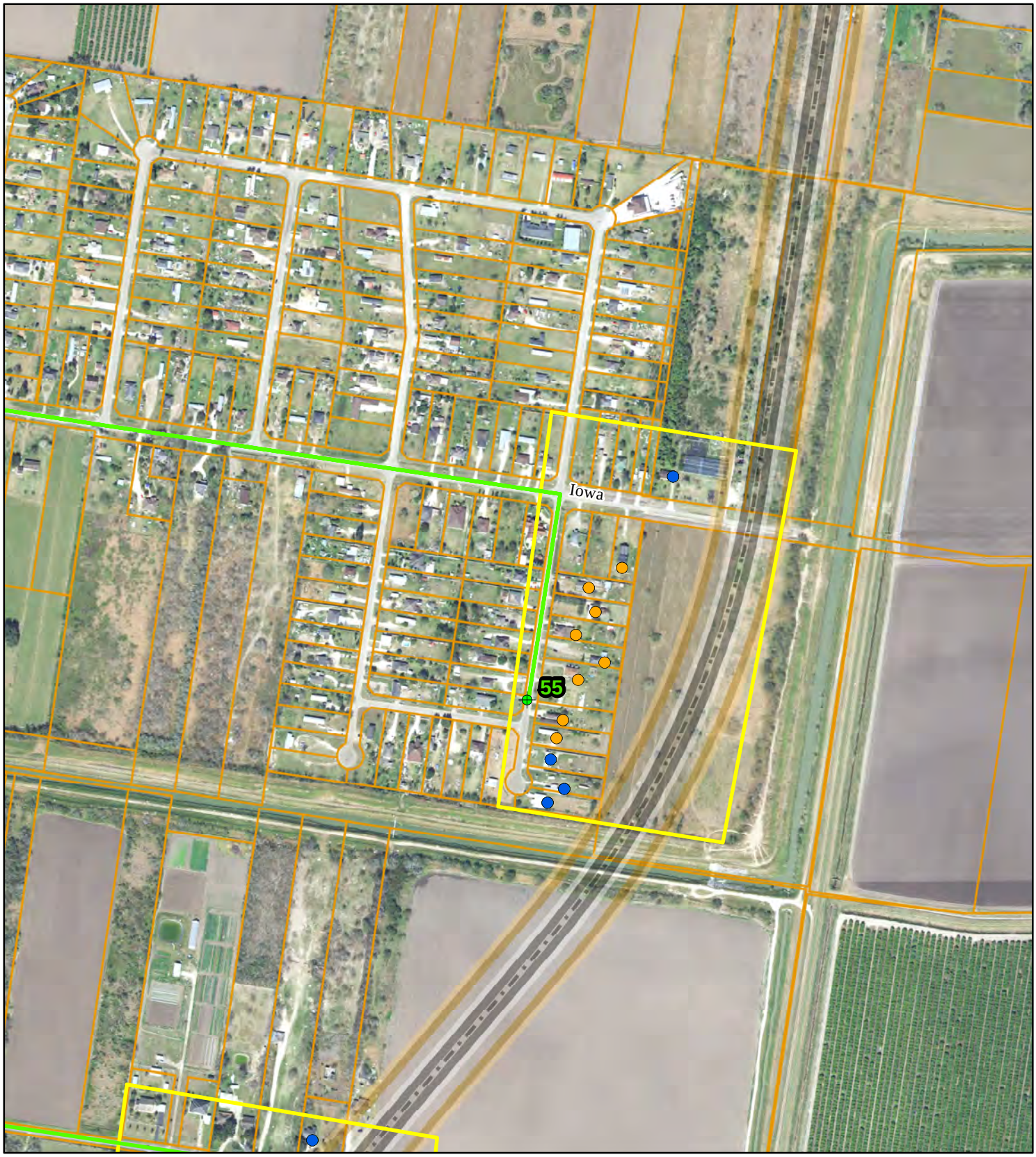
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 21

Noise Reading Points

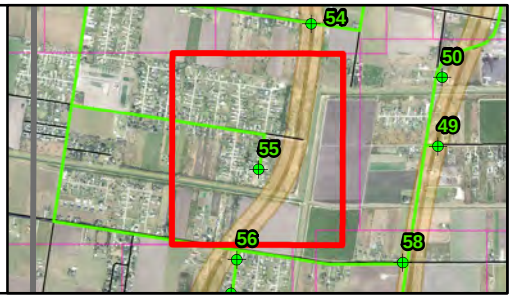
Route1

Route2

0 250 500 1,000

Scale in Feet

N

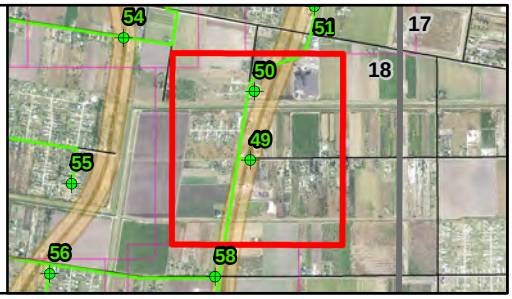


SH 68 DEIS
Noise Reading Point Map 22

Noise Reading Points
Route1
Route2

0 250 500 1,000
Scale in Feet

N

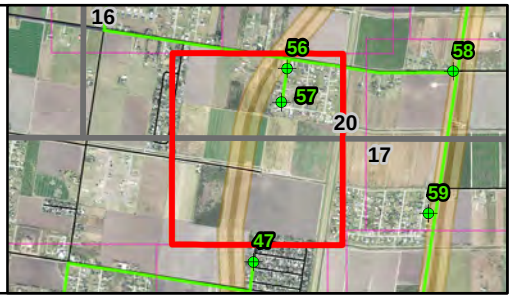


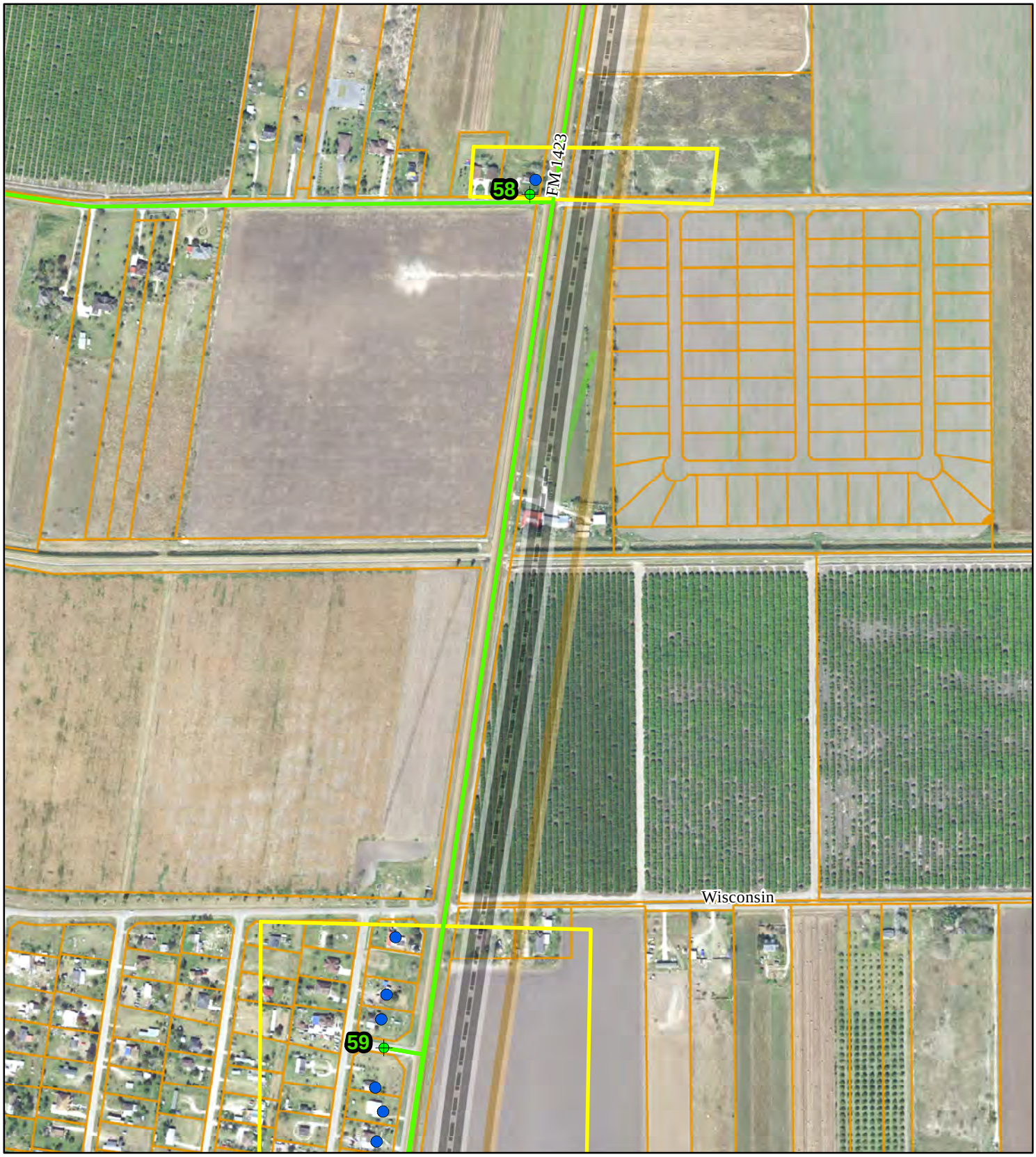
SH 68 DEIS
Noise Reading Point Map 23

Noise Reading Points
Route1
Route2

0 250 500 1,000
Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 24

Noise Reading Points

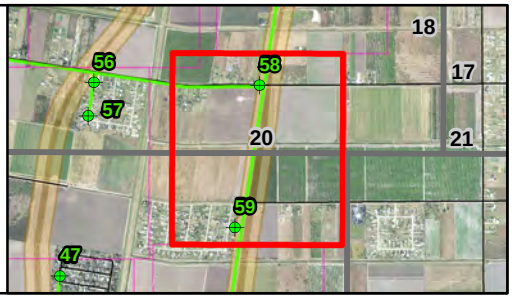
Route1

Route2

0 250 500 1,000

Scale in Feet

N



SH 68 DEIS
Noise Reading Point Map 25

Noise Reading Points

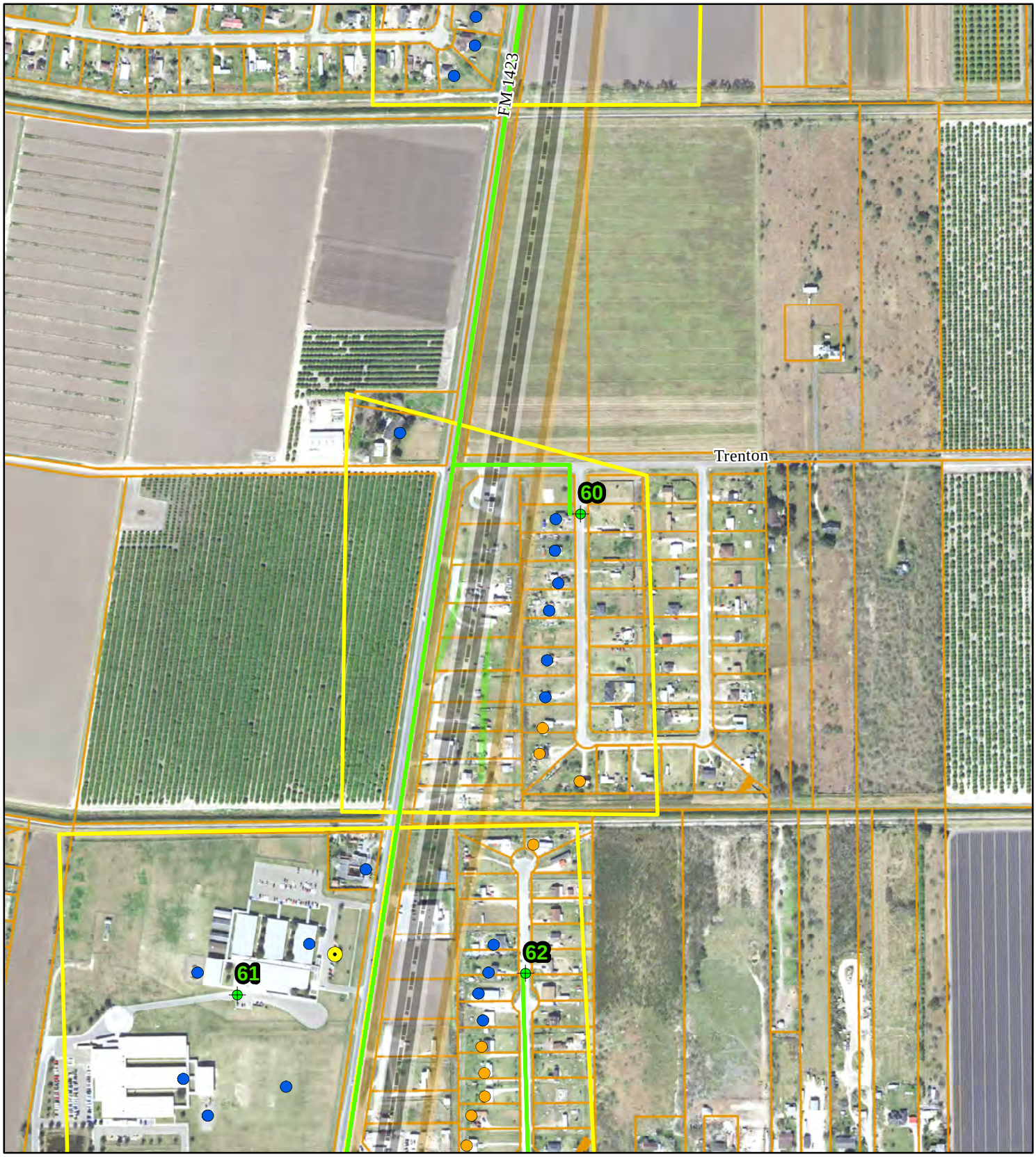
Route1

Route2

0 250 500 1,000

Scale in Feet

N

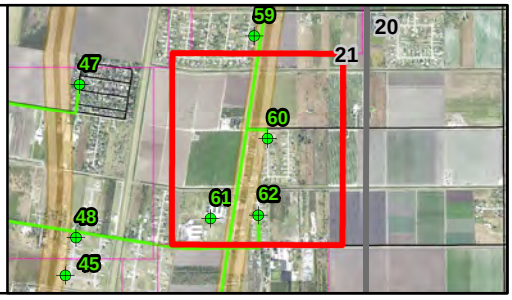


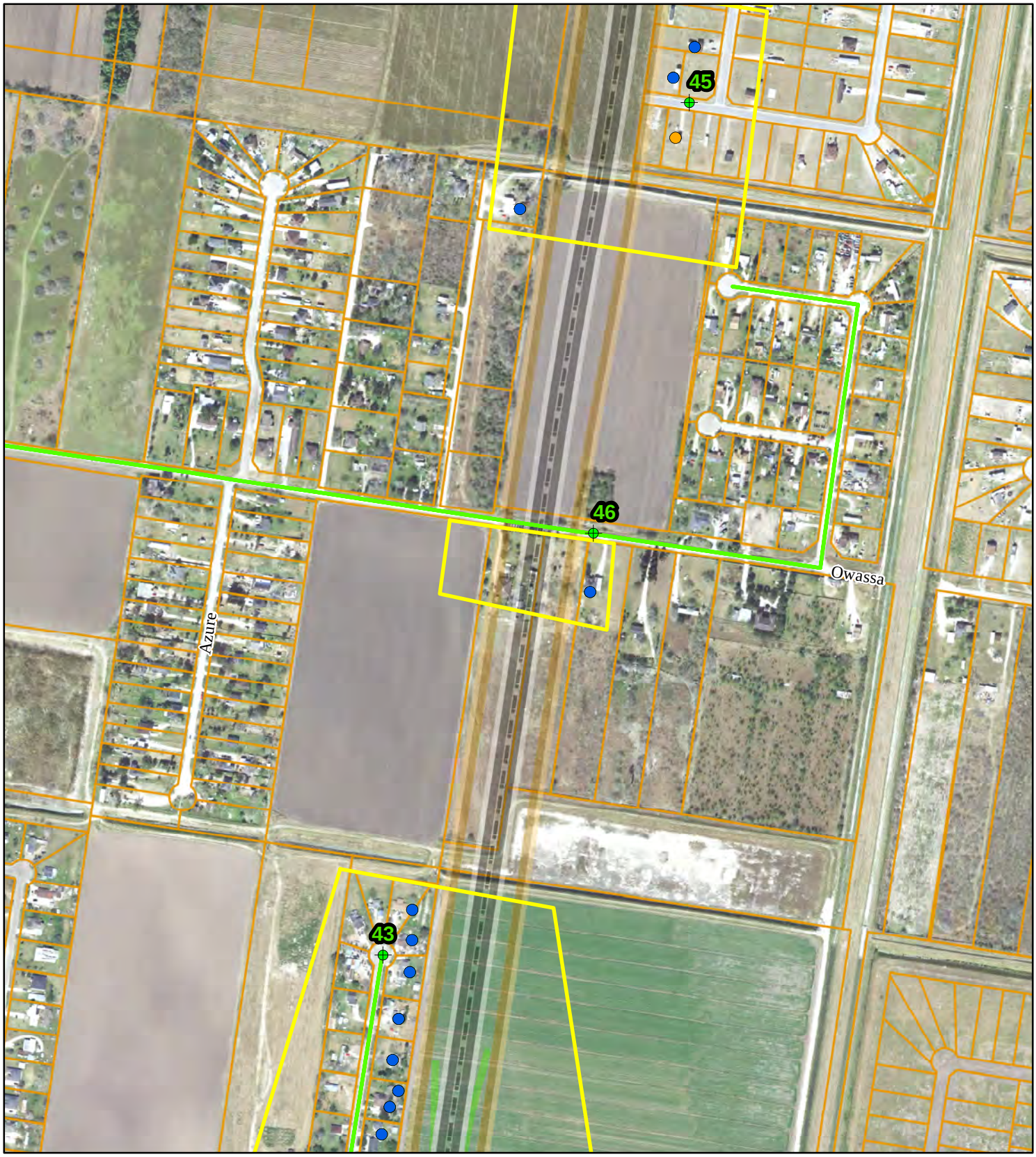
SH 68 DEIS
Noise Reading Point Map 26

Noise Reading Points
Route1
Route2

0 250 500 1,000
Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 27

Noise Reading Points

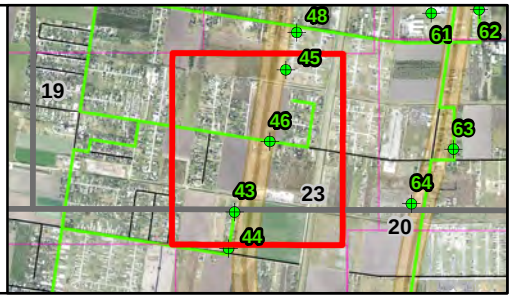
Route1

Route2

0 250 500 1,000

Scale in Feet

N



SH 68 DEIS
Noise Reading Point Map 28

Noise Reading Points

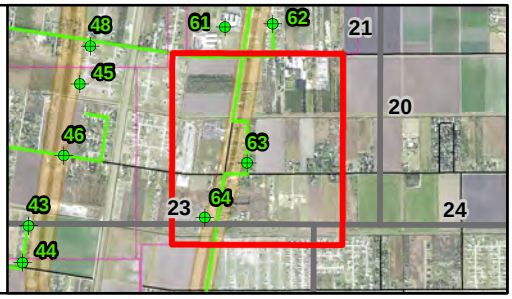
Route1

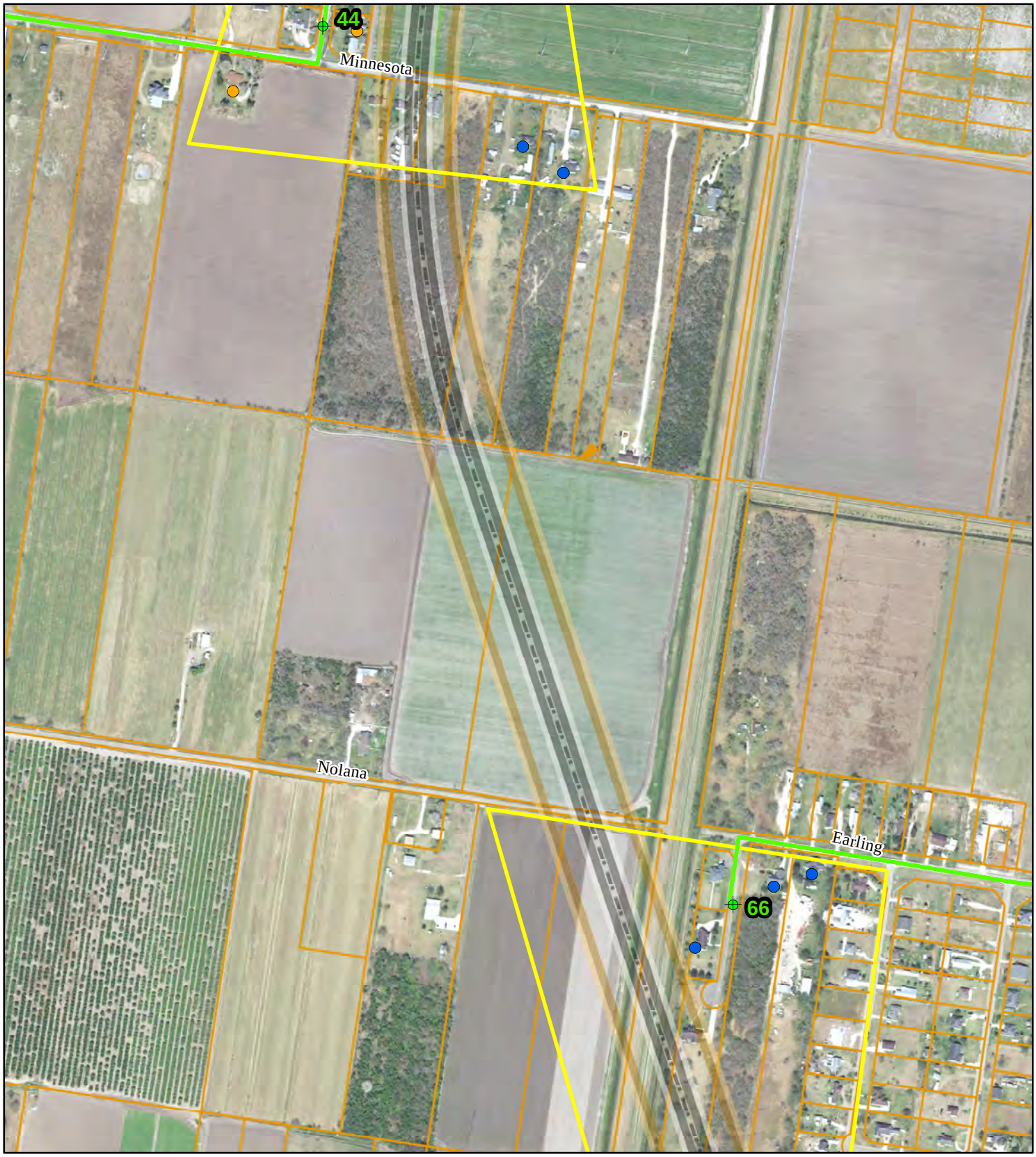
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 29

Noise Reading Points

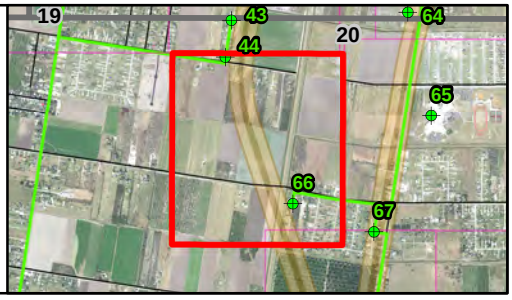
Route1

Route2

0 250 500 1,000

Scale in Feet

N



SH 68 DEIS
Noise Reading Point Map 30

Noise Reading Points

Route1

Route2

0 250 500 1,000

Scale in Feet

N

SH 68 DEIS
Noise Reading Point Map 31

Noise Reading Points

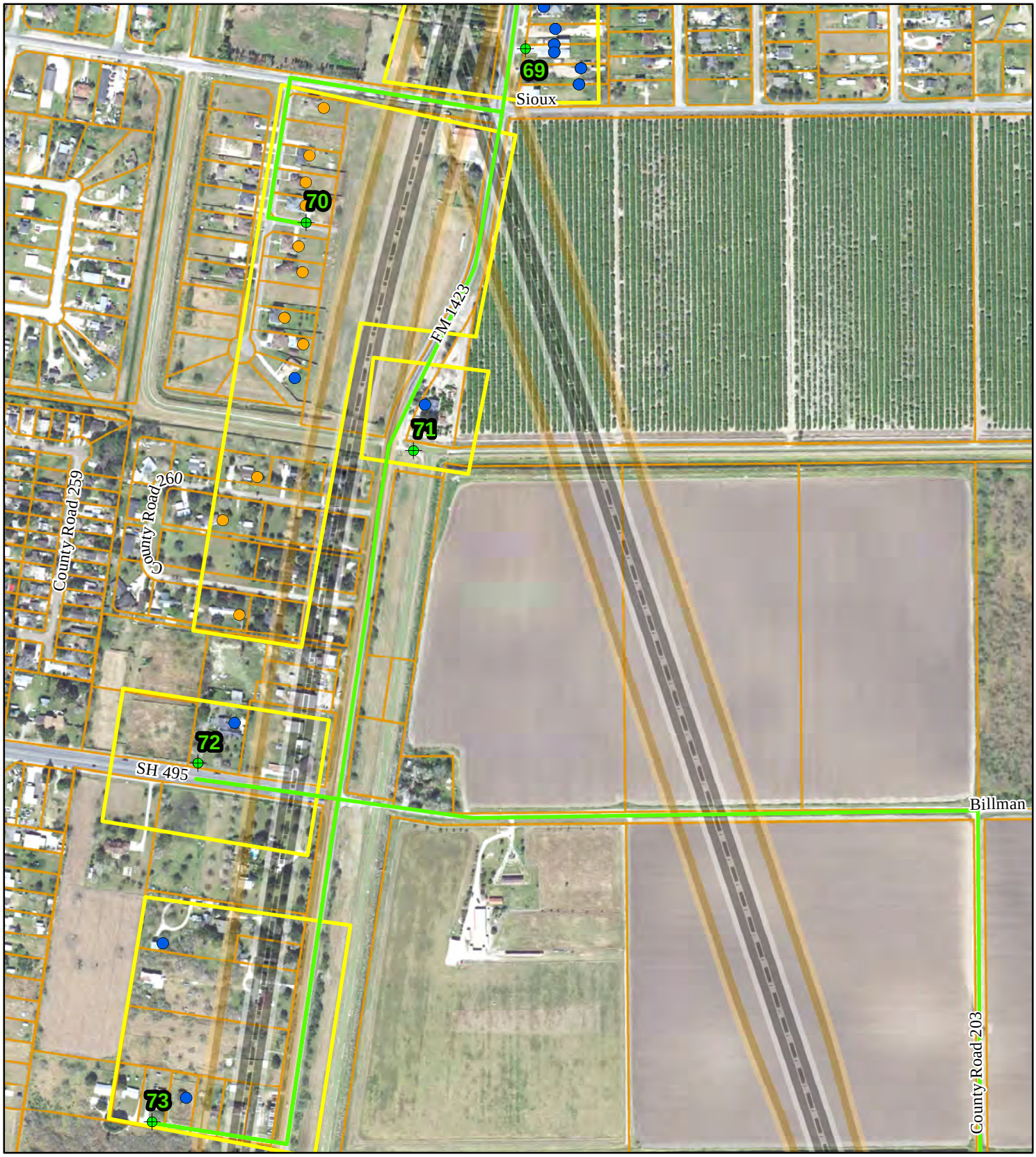
Route1

Route2

0 250 500 1,000

Scale in Feet

N



SH 68 DEIS
Noise Reading Point Map 32

Noise Reading Points

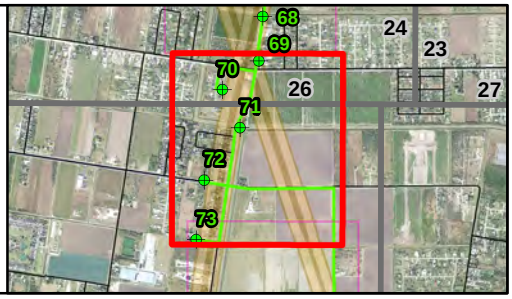
Route1

Route2

0 250 500 1,000

Scale in Feet

N

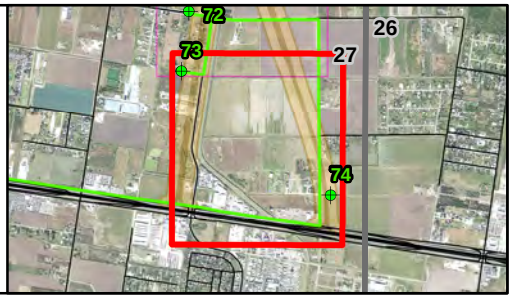


SH 68 DEIS
Noise Reading Point Map 33

Noise Reading Points
Route1
Route2

0 250 500 1,000
Scale in Feet

N

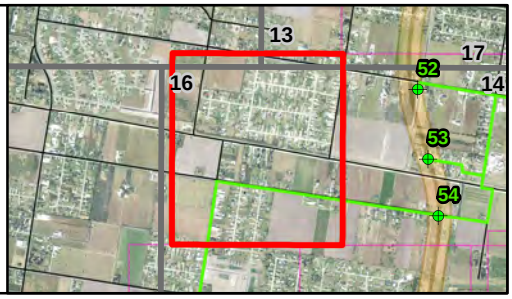


SH 68 DEIS
Noise Reading Point Map 34

Noise Reading Points
Route1
Route2

0 250 500 1,000
Scale in Feet

N

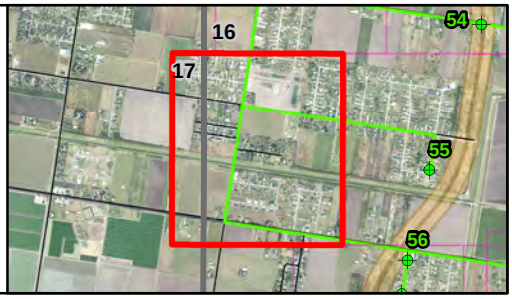


SH 68 DEIS
Noise Reading Point Map 35

Noise Reading Points
Route1
Route2

0 250 500 1,000
Scale in Feet

N



SH 68 DEIS
Noise Reading Point Map 36

Noise Reading Points

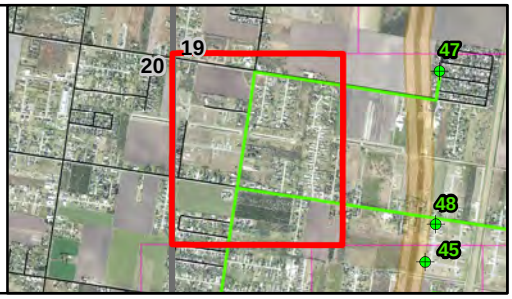
Route1

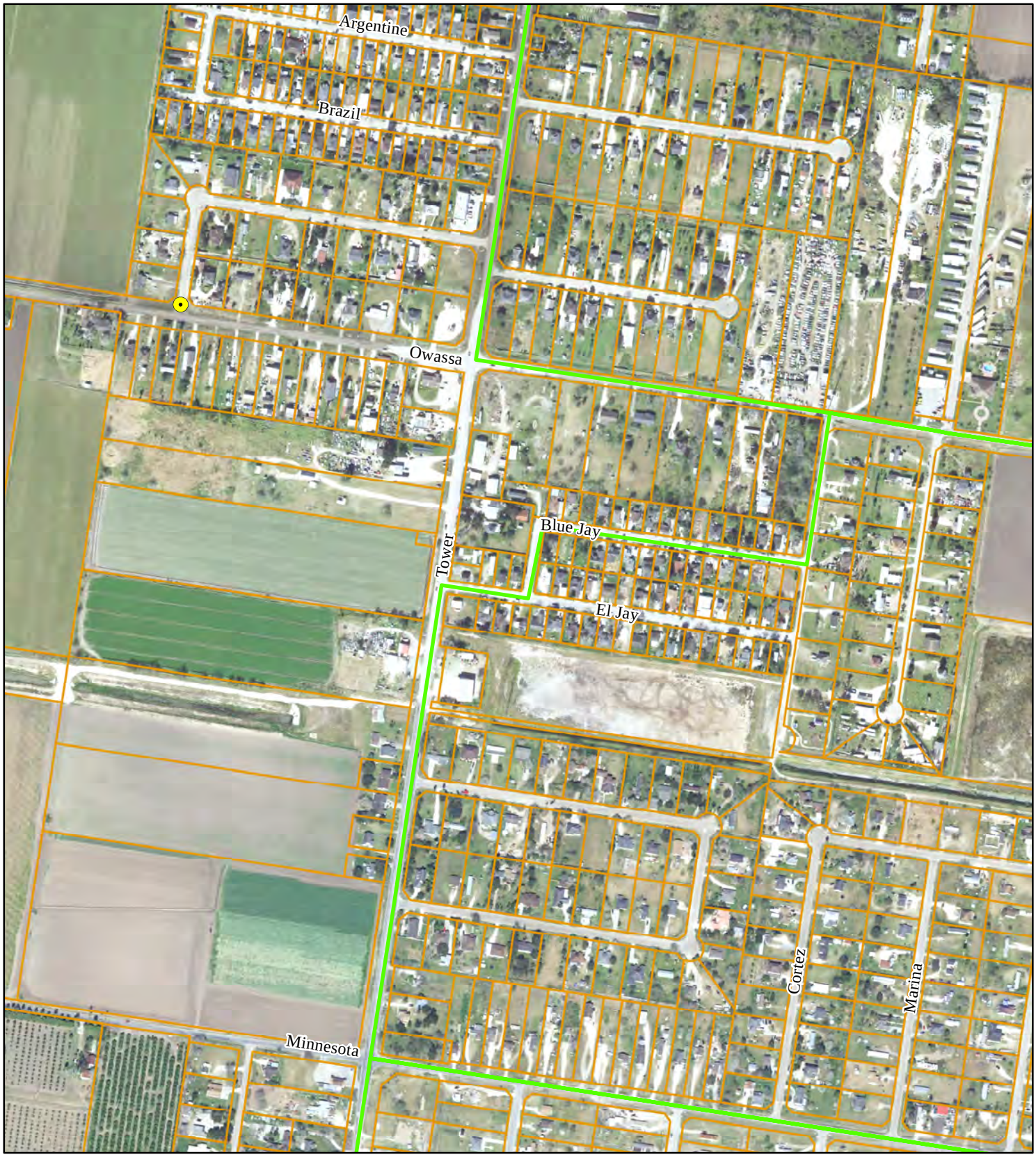
Route2

0 250 500 1,000

Scale in Feet

N





SH 68 DEIS
Noise Reading Point Map 37

Noise Reading Points

Route1

Route2

0 250 500 1,000

Scale in Feet

N

THIS REPORT WRITTEN ON BEHALF OF THE TEXAS DEPARTMENT OF TRANSPORTATION BY

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