

**CITY OF CENTRAL POINT  
STUDY SESSION AGENDA  
January 26, 2012**

Central Point  
City Hall  
541-664-3321

**City Council**

**Mayor**

Hank Williams

**Ward I**

Bruce Dinger

**Ward II**

Kelly Geiger

**Ward III**

Ellie George

**Ward IV**

Allen Broderick

**At Large**

Carol Fischer

Kay Harrison

**I. MEETING CALLED TO ORDER – Approximately 7:30 P.M.**

**II. DISCUSSION ITEMS**

- Page 1      A. Community Center Discussion
- pg. 10      B. Hwy 99 Pedestrian Control Options

**III. ADJOURNMENT**

**Administration**

Phil Messina,

City Manager

Chris Clayton,

Assistant City Manager

Deanna Casey,

City Recorder

**Community**

**Development**

**Department**

Tom Humphrey, Director

**Finance Department**

Bev Adams, Director

**Human Resources**

Barb Robson, Director

**Parks and Public Works  
Department**

Matt Samitore, Director

Jennifer Boardman,

Manager

**Police Department**

Police Chief

Jon Zelif

**Southern Oregon Regional Rehabilitation, Recreation, and Community Center  
Proposed Operating Budget  
January 2012**

**Operating Budget**

The operational budget planning for the Southern Oregon Regional Rehabilitation, Recreation, and Community Center uses a conservative approach to estimating reasonable expenses and a moderate approach to projecting revenues and is based on an understanding of the conceptual project, the best available market area information, and the current practices of the City of Central Point.

A line item operation budget is provided below. While this initial budget provides a baseline, it is anticipated that revenues during the first year of operation may exceed these projections for these reasons:

- Leading up to, and during the first year of operation, marketing and promotion efforts and costs will be elevated to attract an expanded population.
- Particularly in year one and two, the attraction of the facility will be higher than in subsequent years when the “newness” of the spaces declines and interest in participation weakens.

There is no guarantee that the estimates and projections will be met, and there are many variables that cannot be accurately determined during this conceptual planning stage or are subject to change during the actual design and implementation process.

Expenditures and revenues have been developed based on the typical costs that occur in the operation of a community center type facility. Expenses and revenues are based on the overall size of the facility, the specific components within the building and the projected hours of operation. Actual costs were utilized whenever possible and estimates for other expenses were based on similar facilities in other areas. All expenses and revenues were calculated as accurately as possible though actual cost may be more or less as final component design occurs and facility begins operation.

**Site Description**

As initially conceived, the Southern Oregon Regional Rehabilitation, Recreation, and Community Center will have the following components: a large and small gymnasium, group exercise room, community pool, competition pool, therapy pool, racquetball courts, weight/cardiovascular area, track, senior center, commercial kitchen, class rooms, hospital/medical offices, Veterans Administration therapy suite, preschool classrooms, lobby/lounge/vending area, locker rooms and administrative area. **Approximately 91,895 square feet.**

## Budget Summary

<i>Facility Size</i>	<i>Revenue All Sources</i>	<i>Operational Expenses</i>	<i>Operating Cost per Square Foot</i>	<i>Subsidy/ Investment</i>	<i>Cost Recovery</i>
91,895 SF	\$1,579,615	\$1,758,588	\$19.14	\$178,973	90%

### Parks and Recreation User Fee

Although, as is shown in the Budget Summary above, cost recovery is estimated to be relatively high at 90%, there will need to be a mechanism to make up for the difference between expected revenues and expenditures. Staff suggests the implementation of a \$3.00 a month Parks and Recreation user fee that will offset this operational deficit. The fee will be analyzed yearly, during the budget process, to ensure that the fee is accurate and meets the needs of the Southern Oregon Regional Rehabilitation, Recreation, and Community Center.

### Expenditures

Expenses are based on the overall size of the facility, the specific components within the building and the projected hours of operation. Actual costs were utilized whenever possible and estimates for other expenses were based on similar facilities in other areas. All expenses were calculated as accurately as possible though actual cost may be more or less as final component design occurs and facility begins operation. Generally, personnel costs make up the single highest expense for most multi-purpose recreation facilities, often 60% of the operational budget. For the Southern Oregon Regional Rehabilitation, Recreation, and Community Center personnel costs are projected to be around 61%. An estimate of staff levels is provided below.

<i>Expenditures</i>		<i>Costs</i>	<i>Notes</i>
Facility Size in Square Feet	91,895		
<i>Personnel Service</i>			
Full-Time Recreation Salaries (w/benefits)		\$345,000.00	
Part-Time Recreation Salaries		\$735,746.00	
<b><i>Subtotal Personnel</i></b>		<b><i>\$1,080,746.00</i></b>	
<i>Utilities, Supplies, Repairs</i>			
Operational Supplies		\$25,000.00	
Utilities		\$ 150,000.00	
Maintenance Supplies		\$ 25,000.00	
Equipment Repair		\$10,000.00	
Aquatics Supplies		\$30,000.00	
<b><i>Subtotal Supplies</i></b>		<b><i>\$240,000.00</i></b>	

<b><i>Programs</i></b>			
General Recreation		\$125,000.00	General operating funds
KidVenture		\$7,350.00	excluding salaries
Discover Afterschool		\$24,526.00	excluding salaries
Scholarships		\$25,000.00	
Fitness & Specialty Classes		\$16,000.00	Exercise supplies other than equipment
<b><i>Subtotal Services</i></b>		<b><i>\$197,876.00</i></b>	
<b><i>Contracted Service / Miscellaneous</i></b>			
Bank card, printing, contracted services		\$43,000.00	
Advertising, dues, telephone, equipment rental		\$48,800.00	
Janitorial Services		\$96,945.00	
<b><i>Subtotal Services</i></b>		<b><i>\$188,745.00</i></b>	
<b><i>Capital</i></b>			
Buildings & Improvements		\$34,147.34	Budgeted at 2% of operating budget
Machinery & Equipment		\$17,073.67	Budgeted at 1% of operating budget
<b><i>Subtotal Capital</i></b>		<b><i>\$51,221.01</i></b>	
<b>Grand Total Expenditures</b>		<b>\$1,758,588.01</b>	
<b>Operating cost per square foot</b>		<b>\$19.14</b>	

**Revenues**

Revenues are forecast based on anticipated drop-in fees and annual memberships, rentals around anticipated scheduled programming, as well as information from the City of Central Point Parks and Recreation staff. This takes into account program and facility components, multiple admission and age discounts, as well as political and economic realities. The revenue categories include both traditional and alternative sources:

- Daily admissions and annual memberships
- KidVenture Preschool program
- Discovery Afterschool program
- Recreation and exercise classes
- Aquatics lessons
- Child care
- Facility rentals
- Vending/Concessions
- Lease Agreements
- City of Central Point Contribution

Revenue forecasts are based on the space components included in the facility, the demographics of the local service area, the current status of alternative providers in the service area, and a comparison to other facilities with similar components in the surrounding communities and around the country. Actual figures will vary based on the final design of the facility and the activity spaces included, the market at the time of opening, the designated facility operating philosophy, the aggressiveness of fees and use policies adopted, and the type of marketing effort undertaken to attract potential users to the facility. The revenue forecast will require a developed marketing approach by staff to meet revenue goals.

<i>Revenues</i>				<i>Notes</i>
<b>Admission Fees</b>	Daily/ Annual Fees	Total Day Passes / Memberships	Total Fees	
Day Pass - Adult	\$5	3370	\$16,850.00	
Day Pass - Youth/Senior	\$4	2118	\$8,472.00	
Adult Individual Annual Memberships	\$384	290	\$111,360.00	
Family Annual Memberships - 4 members (\$75 each additional)	\$804	420	\$337,680.00	
Senior/Youth Annual Membership	\$264	52	\$13,728.00	
<b><i>Subtotal admission revenue</i></b>			<b><i>\$488,090.00</i></b>	

<b>Facility Rentals &amp; Concessions</b>				
Locker rentals, towels, etc.			\$12,600.00	
Facility Rentals			\$62,400.00	
Aquatic Rentals			\$20,280.00	
Drop-In Daycare			\$21,960.00	
<b><i>Subtotal facility operations</i></b>			<b><i>\$117,240.00</i></b>	
<b>Programs/Classes</b>				
KidVentures			\$72,900.00	
Discovery Afterschool			\$172,625.00	
Specialty Classes			\$6,000.00	
Fitness Classes			\$65,160.00	
Aquatic Lessons			\$93,600.00	
<b><i>Subtotal programs</i></b>			<b><i>\$410,285.00</i></b>	
<b>Leased Space</b>				
Concessions & Vending			\$ 9,600.00	Lease @ \$800 per month
Hospital			\$90,000.00	@ \$1.50 per sq. ft. per month - 5000 sq. ft.
Veterans Administration			\$14,400.00	Utilities only
<b><i>Sub total leased space</i></b>			<b><i>\$114,000.00</i></b>	
<b>City of Central Point</b>				
City of Central Point			<b><i>\$450,000.00</i></b>	City Contribution
<b><i>GRAND TOTAL REVENUE</i></b>			<b><i>\$1,579,615.00</i></b>	

### Proposed Hours of Operation

Daily operational hours do not reflect hours for rentals of meeting rooms, after hour activities, etc. These hours will be agreed upon time beyond hours open to the public. The facility is closed eleven holidays and may also have reduced hours on the eves of some holidays. We expect that the center will also be closed seven days per year for annual maintenance and deep cleaning.

The total operating hours per week equal 96.5 and the operating budgets are based on staffing for these hours. Additional hours will be available for programs, rentals, special events, etc. Facilities are intended to be designed to allow after hour rentals of components that are in high demand such as conference/banquet rooms, multi-use courts, while having the ability to minimize staffing and control access to unused parts of the center.

#### Hours of Operation

<i>Operational Hours</i>	<i>Public/Program Hours</i>	<i>Total Hours</i>
Monday – Friday	5:30 am to 9:00 pm	77.5
Saturday	7:30 am to 6:30 pm	11
Sunday	10:00 am to 6:00 pm	8
<i>Total hours of operation per week</i>		<i>96.5</i>

### Estimated Staffing Levels

The construction and operation of the Central Point Community Center will require the addition of fulltime and several part-time personnel to supplement staffing needs. The details of the staffing plan and schedule are below. New positions have been bold/italicized. Personnel costs are budgeted at 61% of the total community center budget. Please note that potential hospital and VA staffs are not included below.

#### Full Time Staff

<i>Title</i>	<i>Description</i>	<i>Wages</i>
Facility/Aquatics Manager	Responsible for overall operation and management of the facility.	\$80,000
Facility Coordinator	Coordinate staff and activities, schedule rentals, and have supervision responsibilities and limited management responsibilities. This position will work an opposing schedule from the Program Coordinator, providing nearly around the clock full time supervision and management for the Community Center.	\$70,000
Program Coordinator	Coordinate Community Center programs and work in conjunction with the Facility Coordinator to provide supervision and management for the Community Center.	\$70,000
<b><i>Aquatics Coordinator</i></b>	<b><i>Coordinate with staff and activities in the aquatics portion of the facility, schedule aquatic rentals and have supervision responsibilities and limited management responsibilities.</i></b>	<b><i>\$60,000</i></b>

<b>Maintenance Coordinator</b>	<b>Coordinate all site maintenance and janitorial activities. May also be responsible for special event coordination and maintenance.</b>	<b>\$65,000</b>
<b>Total Full Time Salaries</b>		<b>\$345,000</b>

*Part Time Staff*

Title	Number of Positions	Wages for all positions
<b>Guest Service/Receptionist</b>	<b>4+</b>	<b>\$49,500</b>
<b>Life Guards</b>	<b>15</b>	<b>\$119,100</b>
<b>Head Life Guards</b>	<b>4+</b>	<b>\$61,020</b>
<b>Maintenance Staff<sup>d</sup></b>	<b>2+</b>	<b>\$39,700</b>
Instructors <sup>2</sup>	20-30	\$144,000
<b>Fitness Trainers</b>	<b>4+</b>	<b>\$72,000</b>
Senior Coordinator	1	\$24,816
Preschool Teachers	8+	\$64,750
<b>Discovery After School Staff</b>	<b>10-12</b>	<b>\$160,860</b>
<b>Total Part Time Salaries</b>		<b>\$735,746</b>

<sup>1</sup>These positions could be outsourced. National average for wages is \$10 to \$14 per hour.

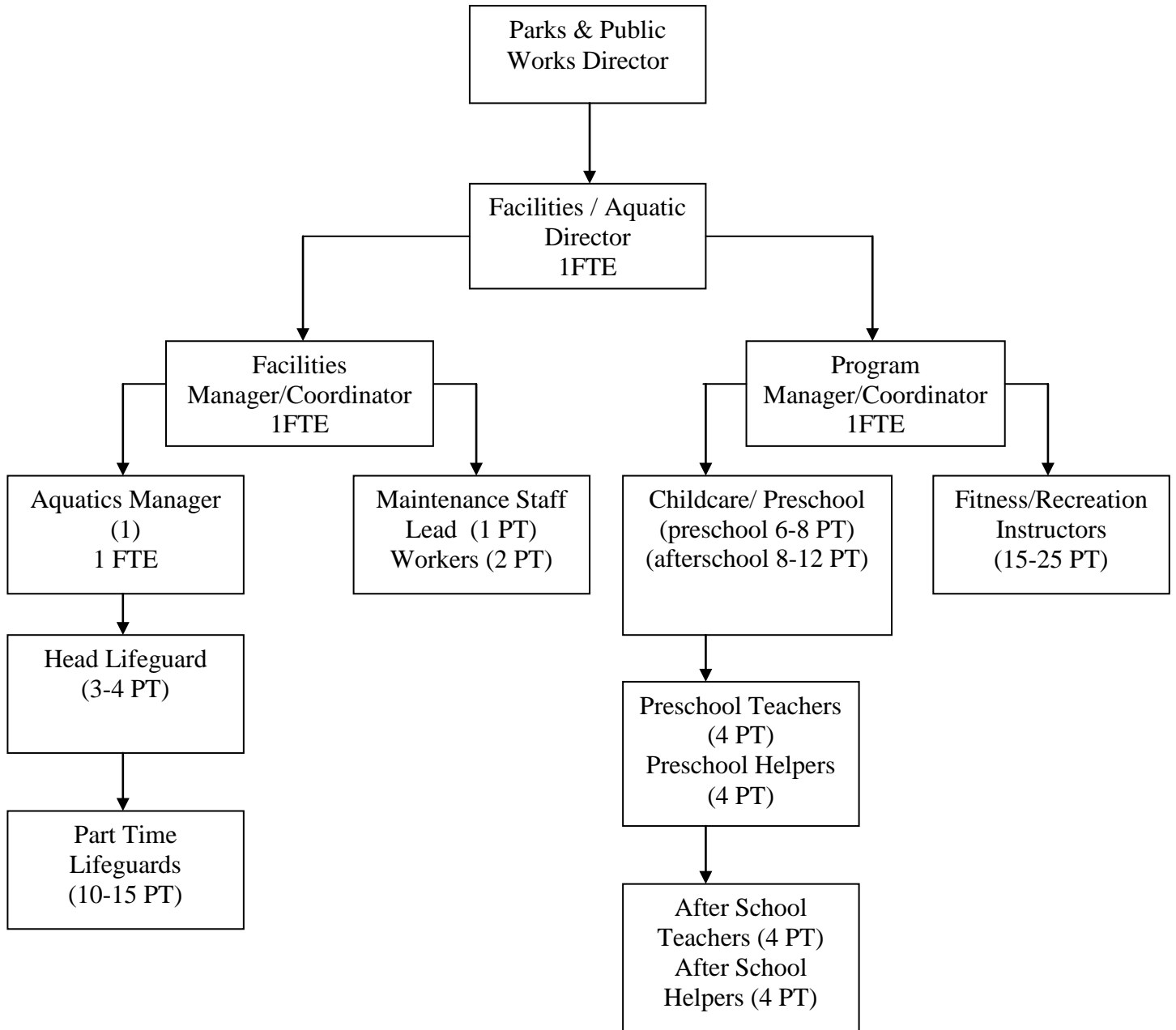
<sup>2</sup>National average for wages is \$12 to \$50 per hour depending on certification

**Total Staffing**

	Positions	Wages/Salaries
Total Full Time	5	\$345,000
Total Part Time	69	\$717,556
<b>Grand Totals</b>	<b>74</b>	<b>\$1,080,746</b>



**Southern Oregon Regional Rehabilitation, Recreation, and Community Center  
Organization Chart**



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## DRAFT MEMORANDUM

**TO:** Jeff Bernardo, OBEC

**FROM:** Brian Copeland, PE, PTOE  
Nate Schroeder, PE, PTOE

**DATE:** January 16, 2012

**SUBJECT: Front Street (OR99W) Bicycle, Pedestrian, and Streetscape Project:  
Pedestrian Crossing Analysis**

P11169-000

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This memorandum presents the results of the pedestrian crossing analysis completed for the Front Street (OR99W) Bicycle, Pedestrian, and Streetscape Project. The purpose of this pedestrian crossing analysis is to evaluate potential location and treatment options for the proposed pedestrian crossing in the Highway 99 north gateway area. This memorandum includes a discussion of the project background, existing conditions, crossing treatment evaluation, and recommendations.

### **Project Background**

Within the project limits, Front Street is a five-lane facility with relatively high traffic volumes and speeds. There are several existing land uses that lead to pedestrian crossings across Front Street, and the only marked (and signalized) crossing in the area is located at the Front Street/Pine St intersection. The major generator of these pedestrian crossings is Crater High School, which is located at the north end of the project area on the east side of Front Street. Based on input from the City and field observations, students typically walk to and from Senor Sam's (a restaurant located on the west side of Front Street between Laurel Street and Manzanita Street), or to and from the large residential area located to the west of Front Street.

Additionally, businesses along the west side of Front Street (such as the Rogue Creamery, Madrone Mountain Tasting Room, and Lillie Belle Farms) could generate pedestrian crossings due to limited on-site parking availability. Due to the nature of these businesses, it's likely that most of these crossings would occur on weekends.

The City has secured a grant to implement pedestrian and bicycle improvements along Front Street between Hazel Street and Manzanita Street. Improvements include the construction of bike lanes, sidewalks, roadway lighting, and a marked crossing.

## Existing Conditions

Existing traffic data was collected along Front Street for use in the analysis of potential pedestrian crossing treatments. The collected traffic data includes traffic volumes, vehicle speeds, and collision history. Table 1 summarizes the traffic volume and speed data, along with existing cross-section information. Detailed traffic data is attached at the end of this memorandum.

**Table 1: Front Street (OR99W) Traffic Data Summary**

Roadway	ODOT Classification	Direction	85 <sup>th</sup> Percentile Speed (mph)	Peak Hour Traffic Volume (vph)		Cross Section		
				AM	PM	Lanes	Sidewalks	Bike Lanes
Front St.	Urban Principal Arterial	NB	44 – 54	350	409	5	No (north of Maple St)	No
		SB	40 – 43	332	370	5	No (north of Manzanita St)	No

To evaluate the safety of the roadway segment within the project limits, the most recent four years of collision data for Front Street from Hazel Street to Manzanita Street was obtained from the Oregon Department of Transportation (ODOT)<sup>1</sup>. A summary of the collision data and the calculated collision rate is presented in Table 2.

**Table 2: Front Street (OR99W) Collision Data Summary 2007-2010**

Roadway	Collision Severity			Total	Collision Rate (collisions/MVMT)*
	Fatal	Injury	Property Damage Only		
Front St.	0	3	6	9	1.82

\* MVMT = Million Vehicle Miles Traveled

A total of 9 collisions were reported for the four-year period between January 1, 2007 and December 31, 2010. There were no fatalities reported, and none of these collisions involved pedestrians or bicyclists.

The five-year statewide average collision rate for roadways similar to Front Street is 2.39<sup>2</sup>. As shown in Table 2, the calculated collision rate is below the statewide average, which indicates there does not appear to be a safety problem along this segment of roadway.

## Crossing Treatment Evaluation

Treatment options for the proposed crossing were evaluated based on the research contained in the National Cooperative Highway Research Program (NCHRP) Report 562<sup>3</sup> and the 2009 Manual on

<sup>1</sup> ODOT Collision data for January 1, 2007 through December 31, 2010.

<sup>2</sup> 2010 State Highway Crash Rate Tables, Oregon Department of Transportation.

Uniform Traffic Control Devices (MUTCD). These resources identify various categories of crossing treatments such as:

- Crosswalk – crossing marked with pavement markings only.
- Active when present – devices that display a warning only when pedestrians are present or actually crossing the street. Examples include flashing amber beacons, rectangular rapid flashing beacons, or pedestrian crossing flags.
- Enhanced and/or high visibility – devices and treatments that enhance the visibility of the crossing and the ability of pedestrians to cross the street. Examples include warning signs, median refuge islands, or added pavement markings.
- Red signal or beacon – devices that display a circular red indication to motor vehicles. Examples include half signals and hybrid beacons.
- Traffic signal – standard traffic signal control devices on all approaches.

Factors such as pedestrian crossing activity, crossing distance, traffic volumes, and vehicle speeds are all considered in determining the recommended treatment. Based on existing traffic conditions (i.e. number of pedestrian crossings, vehicle speeds, and traffic volumes), the guidance presented in NCHRP Report 562 and the MUTCD suggests the use of an “active when present” or “enhanced/high visibility” crossing treatment. A typical example of this crossing treatment (rectangular rapid flashing beacon) is shown in Figure 1. Details of this analysis are included as an attachment to this memo.

Based on conversations with City staff, their preference is to install a hybrid beacon (or HAWK signal). An example of a hybrid beacon is shown in Figure 2. Although a hybrid beacon may provide added awareness of the crossing and could improve driver compliance, the construction cost



Figure 1: Example of rectangular rapid flashing beacon installation.

of this type of crossing treatment is significantly more than the cost of “active when present” or “enhanced/high visibility” crossing treatments. If a hybrid beacon were to be installed, the City would want to provide interconnect between the pedestrian crossing and Pine Street to optimize operations

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<sup>3</sup> Improving Pedestrian Safety at Unsignalized Crossings, NCHRP Report 562, 2006.

along Front Street. The following is a comparison of the estimated construction cost of a hybrid beacon versus a rectangular rapid flashing beacon installation:

- Hybrid Beacon – \$90,000 (cost doesn't include interconnect to Pine Street traffic signal)
- Rectangular Rapid Flashing Beacons – \$40,000



Figure 2: Example of hybrid beacon installation.

The location of the crossing was also evaluated as part of the analysis. Based on the assumed origins and destinations of pedestrian crossings along the corridor, the preferred crossing location is midblock between Maple Street and Laurel Street. At this location, a median can be provided that would reduce the crossing distance and provide a pedestrian refuge area. Both of these benefits would enhance the safety of the crossing for pedestrians. Additionally, if a hybrid beacon is installed, this location would comply with the guidance presented in the MUTCD recommending that hybrid beacons be installed a minimum of 100 feet from adjacent intersections.

## Recommendations

The following recommendations are based on the results of the crossing treatment analysis, and discussions with City staff and the project design team:

- Locate the proposed crossing between Maple Street and Laurel Street, approximately midblock (within the limits of the median).
- Install an active when present crossing treatment (such as rectangular rapid flashing beacons) with enhanced signing and pavement markings at the proposed crossing location, based on the analysis results, and the additional cost associated with the hybrid beacon.

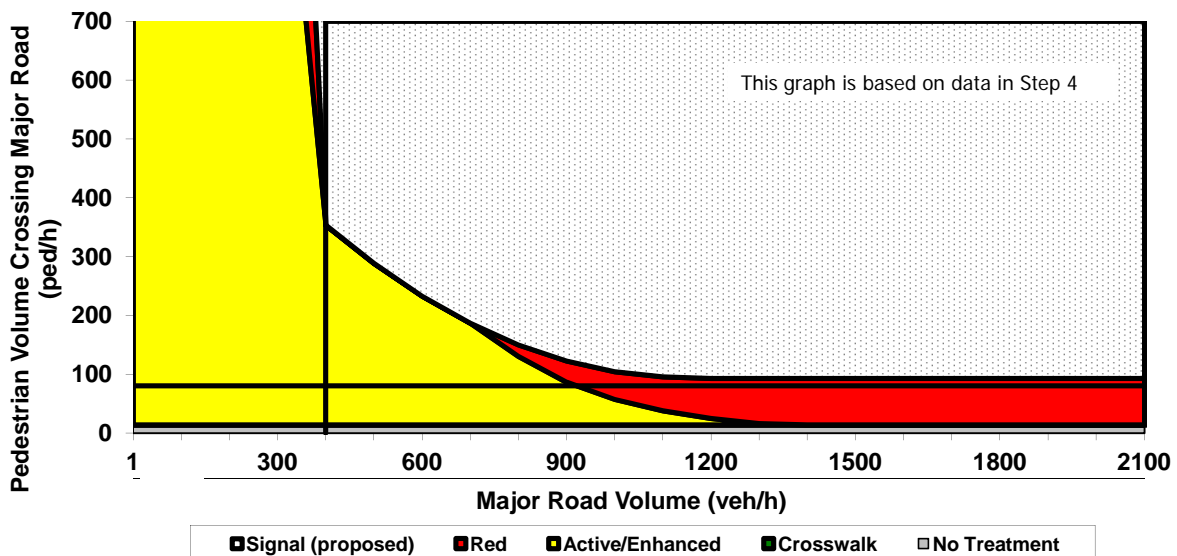
# Attachments

## GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

Key	This spreadsheet is still under development, please inform TTI if errors are identified.
Blue fields contain descriptive information.	
Green fields are required and must be completed.	
Tan fields are adjustments that are filled out only under certain conditions (follow instructions to the left of the cell).	
Gray fields are automatically calculated and should not be edited.	

Analyst and Site Information		
Analyst	Nate Schroeder	Major Street
Analysis Date	December 23, 2011	Minor Street or Location
Data Collection Date		Peak Hour
		Front St
		Between Maple St and Laurel St
		PM
Step 1: Select worksheet:		
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)	1a	54
Is the population of the surrounding area <10,000? (enter <b>YES</b> or <b>NO</b> )	1b	Yes
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?		
Peak-hour pedestrian volume (ped/h), $V_p$	2a	80
<b>Result: Go to step 3.</b>		
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), $V_{maj-s}$	3a	800
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant	3b	150
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant	3c	150
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter <b>YES</b> or <b>NO</b> )	3d	no
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%.	3e	
	3f	150
<b>Result: The signal warrant is not met. Go to step 4.</b>		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	4a	33
Pedestrian walking speed (ft/s), $S_p$ (suggested speed = 3.5 ft/s)	4b	3.5
Pedestrian start-up time and end clearance time (s), $t_s$ (suggested start-up time = 3 sec)	4c	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), $t_c$	4d	12
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), $V_{maj-d}$	4e	400
Major road flow rate (veh/s), v	4f	0.16
Average pedestrian delay (s/person), $d_p$	4g	27
Total pedestrian delay (h), $D_p$ The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.	4h	0.6
	4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region: enter <b>HIGH for High Compliance</b> or <b>LOW for Low Compliance</b>	5a	Low
<b>Treatment Category:</b>	<b>ACTIVE OR ENHANCED</b>	



Because the volume in Step 4e is different from the volume in Step 3a, the graph may show a different result than the Treatment Category above.

This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

Date: 12/6/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
12:00 AM	1	5	0	0	0	2	0	0	0	0	0	0	0	0	2	10	23
12:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	2	5	14
12:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	1	1	5	5	12
12:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	3	8
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7
01:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	3	7
01:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	7
01:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	2	8
02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	12
02:15 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	3	13
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	2	20
02:45 AM	2	2	0	0	0	2	0	0	0	0	0	0	0	0	6	6	20
03:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	2	16
03:15 AM	0	2	2	0	0	2	0	0	0	0	0	0	1	3	10	19	
03:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	18
03:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	22
04:00 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	1	5	5	26
04:15 AM	0	3	1	0	1	0	0	0	0	0	0	0	1	3	9	9	37
04:30 AM	1	0	2	0	1	0	0	0	0	0	0	0	0	2	6	6	46
04:45 AM	1	2	0	0	0	1	0	0	0	1	0	0	0	1	6	6	83
05:00 AM	2	4	0	0	2	3	0	0	0	0	0	0	2	3	16	16	101
05:15 AM	0	7	2	1	2	0	0	0	0	0	0	0	2	4	18	18	104
05:30 AM	0	12	7	1	9	3	1	0	0	0	0	0	0	10	43	113	113
05:45 AM	0	3	5	0	8	2	0	0	0	0	0	0	1	5	24	24	105
06:00 AM	1	8	3	0	4	1	0	0	0	0	0	0	0	2	19	19	121
06:15 AM	3	5	7	0	3	0	0	0	0	0	0	0	0	9	27	27	163
06:30 AM	1	7	4	2	5	4	0	0	0	0	0	0	0	12	35	35	209
06:45 AM	3	9	11	0	1	4	1	1	0	0	0	0	0	10	40	40	252
07:00 AM	1	16	12	0	9	5	0	0	0	0	0	0	1	16	61	61	311
07:15 AM	0	21	12	1	7	6	1	1	1	3	0	0	2	19	73	73	326
07:30 AM	10	21	12	0	4	10	1	0	1	1	0	0	1	17	78	78	314
07:45 AM	13	20	25	0	4	4	1	1	0	0	0	0	0	31	99	99	330
08:00 AM	6	16	11	1	4	6	0	0	0	2	0	0	1	29	76	76	277
08:15 AM	3	14	12	2	4	4	0	0	2	2	0	0	0	18	61	61	247
08:30 AM	11	18	21	1	1	13	0	1	0	0	0	0	0	28	94	94	234
08:45 AM	0	11	10	0	3	4	0	2	0	1	0	0	0	15	46	46	181
09:00 AM	6	11	8	0	2	5	0	0	0	1	0	0	1	12	46	46	179



Date: 12/6/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
09:15 AM	3	14	9	1	2	7	0	0	0	0	0	0	0	0	12	48	183
09:30 AM	1	12	8	0	2	1	1	0	0	0	0	0	0	0	16	41	195
09:45 AM	1	12	12	1	4	1	1	1	0	0	0	0	1	10	44	210	
10:00 AM	3	11	5	1	2	4	2	2	0	0	0	0	1	19	50	224	
10:15 AM	3	15	14	2	5	3	0	1	0	0	0	0	0	17	60	236	
10:30 AM	9	14	9	1	2	5	1	1	0	0	0	0	2	12	56	245	
10:45 AM	5	12	9	1	4	6	1	2	1	0	0	0	0	17	58	254	
11:00 AM	7	11	9	1	4	8	2	0	0	0	0	0	2	18	62	264	
11:15 AM	2	20	15	0	7	3	1	1	1	0	0	0	1	18	69	269	
11:30 AM	5	18	11	0	4	8	0	0	0	0	0	0	0	19	65	271	
11:45 AM	6	17	14	0	6	2	0	3	0	0	0	0	0	20	68	274	
12:00 PM	6	20	6	0	5	5	1	0	1	1	0	0	0	22	67	283	
12:15 PM	7	15	11	0	2	5	2	3	1	0	0	0	0	25	71	278	
12:30 PM	6	14	16	0	4	7	1	0	0	1	0	0	1	18	68	284	
12:45 PM	11	19	9	0	7	8	1	1	0	0	0	0	1	20	77	282	
01:00 PM	3	17	8	0	4	8	2	1	1	0	0	0	3	15	62	281	
01:15 PM	8	24	12	0	4	6	0	1	1	0	0	0	1	19	77	295	
01:30 PM	3	19	10	1	3	8	0	2	0	0	0	0	0	20	66	302	
01:45 PM	5	19	18	0	4	9	0	3	1	0	0	0	0	17	76	326	
02:00 PM	6	14	16	0	3	3	1	0	1	0	0	0	0	32	76	330	
02:15 PM	8	19	16	0	6	10	0	2	2	0	0	0	0	21	84	335	
02:30 PM	8	20	13	2	11	11	0	0	1	0	0	0	1	23	90	344	
02:45 PM	5	19	14	2	3	7	0	1	1	0	0	0	2	27	80	378	
03:00 PM	5	22	14	1	3	4	0	1	1	2	1	0	1	27	81	419	
03:15 PM	5	22	22	0	9	8	3	0	2	0	0	0	2	20	93	435	
03:30 PM	8	35	18	1	12	16	0	1	0	3	0	0	1	29	124	441	
03:45 PM	12	29	25	0	11	11	1	2	1	0	0	0	1	28	121	423	
04:00 PM	2	30	19	0	5	11	2	2	0	0	0	0	0	26	97	403	
04:15 PM	7	28	22	0	9	5	2	0	0	0	0	0	1	25	99	406	
04:30 PM	8	27	19	0	11	4	4	2	1	1	0	0	0	29	106	398	
04:45 PM	5	24	18	0	8	6	1	0	1	1	0	0	3	34	101	371	
05:00 PM	9	28	16	0	10	5	0	1	0	0	0	0	1	30	100	330	
05:15 PM	9	25	19	0	3	5	2	3	0	0	0	0	0	25	91	289	
05:30 PM	7	26	14	1	8	7	0	3	0	0	0	0	1	12	79	257	
05:45 PM	6	17	12	0	2	1	2	1	0	0	0	0	1	18	60	231	
06:00 PM	2	13	11	0	10	5	0	0	0	0	0	0	1	17	59	221	
06:15 PM	4	13	13	0	6	3	0	1	0	0	0	0	0	19	59	196	

Date: 12/6/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total				
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown			
06:30 PM	7	9	7	0	2	3	0	1	0	0	1	0	0	0	0	0	23	53	168
06:45 PM	6	11	9	0	1	4	1	0	0	0	0	0	0	0	0	0	18	50	140
07:00 PM	6	8	4	0	3	2	0	0	0	0	0	0	0	0	0	0	11	34	115
07:15 PM	4	9	7	0	3	1	0	0	0	0	0	0	0	1	6	0	31	110	110
07:30 PM	1	9	6	0	1	4	0	0	0	0	0	0	0	0	4	0	25	25	99
07:45 PM	2	2	7	0	2	2	0	0	0	0	0	0	0	0	10	0	25	25	98
08:00 PM	2	8	5	0	1	4	0	0	0	0	0	0	0	0	9	0	29	29	97
08:15 PM	2	6	5	0	0	0	0	0	0	0	0	0	0	0	7	0	20	20	98
08:30 PM	3	8	3	0	1	2	0	0	0	0	0	0	0	0	7	0	24	24	94
08:45 PM	1	7	2	0	1	3	0	0	0	0	0	0	0	2	8	0	24	24	85
09:00 PM	3	10	8	0	1	4	0	0	0	0	0	0	0	0	4	0	30	30	78
09:15 PM	1	2	7	0	1	0	1	0	0	0	0	0	0	0	4	0	16	16	68
09:30 PM	0	4	6	0	1	1	0	0	0	0	0	0	0	1	2	0	15	15	62
09:45 PM	1	5	2	0	3	1	0	0	0	0	0	0	0	1	4	0	17	17	59
10:00 PM	2	6	5	0	0	1	0	0	0	0	0	0	0	0	6	0	20	20	50
10:15 PM	0	4	3	0	0	1	0	0	0	0	0	0	0	0	2	0	10	10	44
10:30 PM	0	4	3	0	0	4	0	0	0	0	0	0	0	1	0	0	12	12	43
10:45 PM	2	2	2	0	1	0	0	0	0	0	0	0	0	1	0	0	8	8	40
11:00 PM	1	4	4	0	1	3	0	0	0	0	0	0	0	0	1	0	14	14	42
11:15 PM	1	5	1	0	1	0	0	0	0	0	0	0	0	0	1	0	9	9	40
11:30 PM	1	3	0	0	1	0	0	0	0	0	0	0	0	0	4	0	9	9	40
11:45 PM	3	1	3	0	0	1	1	0	0	0	0	0	0	0	1	0	10	10	42

Date: 12/7/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	3	10	30
12:15 AM	3	4	1	0	0	0	1	0	0	0	0	0	0	0	1	10	21
12:30 AM	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	5	13
12:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	1	1	5	12
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
01:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	13
01:30 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4	14
01:45 AM	1	0	0	0	1	2	0	0	0	0	0	0	0	1	1	5	14
02:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	10
02:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	3	3	13
02:30 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	4	4	12
02:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	9
03:00 AM	1	0	2	0	0	1	0	0	0	0	0	0	0	1	1	5	13
03:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	17
03:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	21
03:45 AM	1	2	1	0	0	1	0	0	0	0	0	0	0	0	5	5	28
04:00 AM	2	0	2	0	1	0	1	0	0	0	0	0	0	3	9	28	
04:15 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	1	6	33	
04:30 AM	2	0	4	0	0	0	0	0	0	0	0	0	0	2	8	48	
04:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	3	5	74	
05:00 AM	1	3	4	0	1	0	0	0	0	0	0	0	0	5	14	100	
05:15 AM	1	7	4	1	5	1	0	0	0	0	0	0	0	2	21	107	
05:30 AM	2	6	7	0	6	4	1	0	1	0	0	0	0	7	34	118	
05:45 AM	2	6	9	0	7	2	1	1	1	0	0	0	0	3	31	111	
06:00 AM	3	6	2	0	3	3	0	0	0	0	0	0	0	4	21	116	
06:15 AM	2	3	11	1	4	4	0	0	0	0	0	0	1	6	32	148	
06:30 AM	0	5	8	0	5	1	0	0	0	0	0	0	1	7	27	175	
06:45 AM	3	4	12	0	3	1	0	0	0	0	0	0	0	13	36	225	
07:00 AM	3	11	12	1	6	6	0	0	0	0	0	0	0	14	53	280	
07:15 AM	7	16	9	0	5	7	1	1	1	0	0	0	0	13	59	303	
07:30 AM	7	16	23	1	6	8	2	1	1	0	0	0	0	13	77	319	
07:45 AM	6	21	18	0	10	6	1	1	3	0	0	0	0	25	91	343	
08:00 AM	5	12	22	2	9	7	1	0	1	0	0	0	0	17	76	309	
08:15 AM	9	17	11	0	6	13	1	0	0	0	0	0	0	18	75	265	
08:30 AM	8	20	22	1	6	8	0	4	2	0	0	0	0	30	101	236	
08:45 AM	3	8	10	1	9	4	0	1	0	0	0	0	1	20	57	191	
09:00 AM	3	4	7	0	4	3	0	0	0	0	0	0	0	11	32	185	

Date: 12/7/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Classification														15-min Total	60-min Total	
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Unknown			
09:15 AM	3	6	10	0	6	9	0	1	1	0	0	0	0	0	10	46	203
09:30 AM	3	11	12	0	4	8	0	4	1	0	0	0	0	0	13	56	207
09:45 AM	5	11	9	0	3	9	0	1	0	0	0	0	0	0	13	51	198
10:00 AM	2	13	7	1	3	4	1	1	1	0	0	0	1	16	50	206	
10:15 AM	4	13	13	0	5	5	1	1	1	0	0	0	0	7	50	214	
10:30 AM	4	6	9	0	6	5	1	1	1	0	0	0	0	14	47	222	
10:45 AM	4	16	12	1	5	6	1	0	0	0	0	0	0	14	59	229	
11:00 AM	4	13	10	0	5	7	0	1	3	0	0	0	0	15	58	221	
11:15 AM	4	15	10	0	5	6	0	1	1	0	0	0	0	16	58	228	
11:30 AM	7	18	8	2	2	6	1	0	1	0	0	0	0	9	54	234	
11:45 AM	3	4	7	2	5	9	1	1	2	0	0	0	0	17	51	254	
12:00 PM	5	15	14	1	5	8	0	3	1	0	0	0	0	13	65	264	
12:15 PM	2	17	14	0	8	6	1	1	2	0	0	0	0	13	64	275	
12:30 PM	10	12	13	1	5	11	0	2	1	0	0	0	1	18	74	284	
12:45 PM	7	8	17	0	9	7	0	1	1	0	0	0	0	11	61	278	
01:00 PM	6	15	16	0	12	5	1	1	3	0	0	0	0	17	76	289	
01:15 PM	8	7	16	1	8	13	0	3	0	0	0	0	2	15	73	292	
01:30 PM	4	9	15	1	11	8	3	1	1	1	0	0	1	12	68	300	
01:45 PM	2	11	20	2	9	5	0	2	4	0	0	0	1	16	72	300	
02:00 PM	5	11	24	1	12	4	0	4	0	1	0	0	2	15	79	322	
02:15 PM	5	8	26	0	10	7	1	1	1	0	0	0	2	20	81	341	
02:30 PM	9	12	13	0	9	8	0	1	0	0	0	0	0	16	68	355	
02:45 PM	10	17	24	2	8	5	0	1	2	1	0	0	0	24	94	383	
03:00 PM	9	20	25	1	9	7	1	1	1	1	0	0	3	20	98	396	
03:15 PM	8	13	32	0	11	8	0	1	1	1	0	0	0	20	95	399	
03:30 PM	7	17	22	0	13	7	2	3	0	1	0	0	0	24	96	404	
03:45 PM	11	14	30	2	12	7	2	4	0	1	0	0	0	24	107	389	
04:00 PM	7	14	32	0	10	8	1	1	0	0	0	0	0	28	101	364	
04:15 PM	8	12	36	1	12	5	2	1	2	0	0	0	1	20	100	350	
04:30 PM	4	18	25	0	11	8	0	2	2	0	0	0	1	10	81	334	
04:45 PM	6	12	29	0	7	5	1	3	0	0	0	0	0	19	82	342	
05:00 PM	8	21	23	0	4	5	0	2	2	0	1	0	0	21	87	331	
05:15 PM	6	14	30	0	12	10	0	1	1	0	0	0	0	9	84	302	
05:30 PM	7	12	36	1	6	8	0	0	0	0	0	0	0	19	89	261	
05:45 PM	3	9	21	0	10	5	0	0	1	0	0	0	0	22	71	208	
06:00 PM	5	4	17	1	9	1	0	0	0	1	0	0	1	19	58	181	
06:15 PM	3	5	17	0	5	4	0	0	0	1	0	0	0	7	43	155	

Date: 12/7/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
06:30 PM	3	1	14	0	5	5	0	1	0	0	0	0	0	0	7	36	144
06:45 PM	2	3	15	0	5	4	0	1	0	0	0	0	0	0	14	44	135
07:00 PM	3	3	9	2	2	3	1	0	0	0	0	0	0	0	9	32	131
07:15 PM	4	5	11	0	4	2	0	0	0	0	0	0	0	0	6	32	132
07:30 PM	2	5	6	0	3	5	0	0	0	0	0	0	1	5	27	130	
07:45 PM	4	1	13	0	6	6	2	0	0	0	0	0	0	8	40	128	
08:00 PM	7	1	6	1	4	1	1	0	0	0	0	0	0	12	33	112	
08:15 PM	2	2	10	0	6	4	0	0	0	0	0	0	0	6	30	101	
08:30 PM	5	2	7	0	1	3	0	0	0	0	0	0	0	7	25	104	
08:45 PM	2	2	13	0	2	0	0	1	1	0	0	0	1	2	24	92	
09:00 PM	2	0	10	0	4	2	0	0	0	0	0	0	0	4	22	79	
09:15 PM	4	2	15	0	4	2	0	0	0	1	0	0	1	4	33	74	
09:30 PM	1	0	8	0	2	2	0	0	0	0	0	0	0	0	13	50	
09:45 PM	1	1	4	0	2	1	0	0	0	0	0	0	0	2	11	46	
10:00 PM	4	0	2	0	2	3	1	0	0	0	1	0	2	2	17	41	
10:15 PM	1	0	4	0	2	0	0	0	0	0	0	0	0	2	9	38	
10:30 PM	1	2	3	0	0	0	0	0	0	0	0	0	0	3	9	38	
10:45 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	3	6	42	
11:00 PM	1	0	7	1	1	2	0	0	0	0	0	0	0	2	14	41	
11:15 PM	0	3	3	0	2	0	0	0	0	0	0	0	1	0	9	9	
11:30 PM	3	0	5	0	2	2	1	0	0	0	0	0	0	0	13	13	
11:45 PM	1	0	2	0	0	2	0	0	0	0	0	0	0	0	5	5	

Date: 12/8/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
12:00 AM	1	0	9	0	2	0	0	0	0	0	0	0	0	0	3	15	34
12:15 AM	1	0	4	0	0	1	0	0	0	0	0	0	0	0	4	10	24
12:30 AM	1	0	4	0	1	0	0	0	0	0	0	0	0	0	1	7	15
12:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	9
01:00 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5	10
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
01:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	12
01:45 AM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3	3	13
02:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	3	15
02:15 AM	1	0	1	1	0	0	0	0	1	0	0	0	0	0	5	5	15
02:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	13
02:45 AM	1	2	1	0	0	1	0	0	0	0	0	0	0	0	5	5	17
03:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	19
03:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	0	3	3	17
03:30 AM	1	0	1	1	1	0	0	0	0	0	0	0	0	2	6	21	21
03:45 AM	0	1	5	0	1	0	0	0	0	0	0	0	0	0	7	7	21
04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	21
04:15 AM	2	0	1	0	1	0	0	0	0	0	0	0	0	3	7	35	
04:30 AM	0	1	1	1	0	1	0	1	0	0	0	0	0	1	6	47	
04:45 AM	0	0	2	1	1	1	0	0	1	0	0	0	1	0	7	83	
05:00 AM	1	0	6	0	4	0	0	0	0	0	0	0	1	3	15	109	
05:15 AM	0	2	8	1	7	0	0	0	0	0	0	0	0	1	19	122	
05:30 AM	3	2	10	0	13	2	1	2	0	0	0	0	1	8	42	129	
05:45 AM	3	1	15	0	6	4	0	0	0	0	0	0	0	4	33	121	
06:00 AM	3	1	6	0	10	1	1	0	0	0	0	0	0	6	28	135	
06:15 AM	5	0	8	1	4	3	1	0	0	0	0	0	0	4	26	150	
06:30 AM	3	1	11	3	10	1	0	1	0	0	0	0	0	4	34	183	
06:45 AM	3	2	20	0	11	4	0	1	1	0	0	0	1	4	47	246	
07:00 AM	1	2	8	1	12	7	0	2	0	0	0	0	0	9	43	301	
07:15 AM	6	4	26	0	8	5	1	0	0	0	0	0	0	9	59	340	
07:30 AM	4	2	43	1	17	8	1	1	1	0	0	0	1	18	97	350	
07:45 AM	8	3	39	1	21	13	0	2	0	1	0	0	0	14	102	345	
08:00 AM	7	3	35	2	10	6	1	0	1	0	0	0	0	17	82	302	
08:15 AM	8	3	20	1	12	4	0	2	1	0	0	0	1	17	69	264	
08:30 AM	6	4	36	2	13	6	0	2	0	0	0	0	0	23	92	254	
08:45 AM	2	3	14	1	9	9	0	1	0	0	0	0	0	20	59	208	
09:00 AM	4	0	16	3	2	6	0	2	0	0	0	0	0	11	44	199	

Date: 12/8/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
09:15 AM	6	1	13	1	9	14	0	2	0	0	0	0	0	2	11	59	214
09:30 AM	3	1	15	1	7	6	0	1	0	1	0	0	0	0	11	46	204
09:45 AM	3	2	24	0	7	4	0	1	0	0	0	0	0	0	9	50	218
10:00 AM	3	1	13	1	13	3	0	0	0	0	0	0	0	0	25	59	224
10:15 AM	3	1	17	2	11	4	0	0	1	0	0	0	0	0	10	49	221
10:30 AM	7	0	18	1	7	10	0	2	0	1	0	0	0	0	14	60	226
10:45 AM	5	2	25	1	7	6	0	0	0	0	0	0	0	0	10	56	225
11:00 AM	4	3	23	1	8	4	0	2	1	0	0	0	0	1	9	56	219
11:15 AM	6	3	19	3	10	4	0	1	0	0	0	0	0	0	8	54	229
11:30 AM	5	2	20	1	12	7	0	1	1	0	1	0	0	0	10	59	245
11:45 AM	4	1	17	1	10	4	0	1	0	0	0	0	0	0	12	50	260
12:00 PM	8	0	24	0	6	5	1	3	1	0	0	0	0	1	17	66	291
12:15 PM	10	3	17	2	12	6	1	1	0	0	0	0	0	0	18	70	311
12:30 PM	4	3	29	0	11	7	1	3	1	1	0	0	1	1	13	74	316
12:45 PM	7	3	35	0	4	5	0	1	2	0	0	0	1	1	22	81	316
01:00 PM	3	4	35	1	11	12	0	2	0	0	0	0	0	1	17	86	304
01:15 PM	5	1	26	0	17	8	0	1	0	0	0	0	0	0	17	75	294
01:30 PM	9	1	24	0	11	6	1	2	1	1	0	0	0	0	18	74	297
01:45 PM	9	1	16	1	12	7	0	1	0	2	0	0	0	0	19	69	310
02:00 PM	1	5	28	2	14	3	0	0	3	1	0	0	0	0	19	76	328
02:15 PM	5	3	32	2	16	6	0	0	1	1	0	0	0	0	12	78	355
02:30 PM	6	3	31	4	12	11	1	0	0	0	0	0	0	1	18	87	358
02:45 PM	5	5	23	1	21	5	0	1	3	1	0	0	1	1	21	87	380
03:00 PM	2	0	44	1	26	8	1	1	0	0	0	0	0	0	20	103	401
03:15 PM	4	0	25	0	25	4	1	4	1	0	0	0	0	1	16	81	398
03:30 PM	2	3	32	4	28	14	1	0	0	0	0	0	1	24	109	409	
03:45 PM	4	1	35	0	31	10	0	3	0	1	0	0	0	23	108	396	
04:00 PM	5	0	21	3	27	12	0	4	1	0	0	0	0	27	100	372	
04:15 PM	7	0	18	0	31	5	2	3	1	0	0	0	0	25	92	386	
04:30 PM	6	2	28	0	28	9	1	3	2	1	0	0	0	16	96	382	
04:45 PM	5	0	31	0	23	6	0	0	0	0	0	0	0	19	84	356	
05:00 PM	2	2	37	0	37	9	0	2	1	0	0	0	0	24	114	343	
05:15 PM	4	1	33	1	17	6	2	3	1	1	0	0	0	19	88	298	
05:30 PM	2	0	22	0	20	11	0	0	0	1	0	0	1	13	70	274	
05:45 PM	2	0	30	1	18	3	0	3	2	0	0	0	0	12	71	264	
06:00 PM	3	0	23	0	18	11	0	1	0	0	0	0	1	12	69	233	
06:15 PM	3	0	17	1	14	9	0	1	0	0	0	0	0	19	64	202	

Date: 12/8/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
06:30 PM	3	2	15	1	21	4	0	1	1	1	0	0	0	0	12	60	171
06:45 PM	2	0	18	0	7	4	0	0	0	0	0	0	0	0	9	40	147
07:00 PM	3	0	14	0	10	0	0	0	0	0	0	0	0	0	11	38	145
07:15 PM	2	0	15	0	6	2	0	0	1	0	0	0	0	0	7	33	146
07:30 PM	1	0	11	0	11	3	0	0	0	0	0	0	0	0	10	36	158
07:45 PM	2	0	12	0	13	1	0	0	0	0	0	0	0	0	10	38	148
08:00 PM	2	1	12	0	7	6	0	1	0	0	0	0	0	0	10	39	142
08:15 PM	2	1	21	0	8	3	0	0	0	0	0	0	0	0	10	45	121
08:30 PM	1	0	7	1	8	2	0	0	0	0	0	0	0	0	7	26	94
08:45 PM	0	0	10	0	14	4	0	0	0	0	0	0	0	1	3	32	92
09:00 PM	3	1	7	0	2	2	0	0	0	0	0	0	0	0	3	18	73
09:15 PM	1	0	4	1	6	1	0	1	0	0	0	0	0	0	4	18	72
09:30 PM	2	0	5	0	7	2	0	1	0	0	0	0	0	0	7	24	69
09:45 PM	0	0	2	0	4	2	0	0	0	0	0	0	0	0	4	13	62
10:00 PM	3	0	9	0	3	0	0	0	0	0	1	0	0	0	1	17	62
10:15 PM	1	0	4	0	3	2	1	0	0	0	0	0	0	0	4	15	56
10:30 PM	0	0	4	0	5	1	0	0	0	0	0	0	0	1	6	17	47
10:45 PM	2	0	3	0	2	2	0	0	0	0	0	0	0	1	3	13	38
11:00 PM	0	0	2	0	4	3	0	0	0	0	0	0	0	0	2	11	31
11:15 PM	1	0	3	1	1	0	0	0	0	0	0	0	0	0	0	6	
11:30 PM	1	0	5	0	1	0	0	0	0	0	0	0	0	0	1	8	
11:45 PM	0	0	1	0	3	1	0	0	0	0	0	0	0	0	1	6	



Date: 12/6/2011  
 Direction: Southbound  
 Location: Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	17
12:15 AM	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2	5	19
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	19
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	5	19
01:00 AM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	5	15
01:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	2	5	13
01:30 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	1	4	10	10
01:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
02:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	11	11
02:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	11	11
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	19	19
03:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	17	17
03:30 AM	1	2	1	0	0	1	0	0	0	0	0	0	0	0	3	8	21
03:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	2	0	2	6	25
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	25
04:15 AM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	2	6	37
04:30 AM	2	5	0	0	0	1	0	0	0	0	0	0	0	4	12	47	47
04:45 AM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	2	6	60
05:00 AM	2	3	3	0	2	0	0	0	0	0	0	0	1	0	2	13	81
05:15 AM	1	5	2	0	0	1	0	0	0	0	0	0	0	0	7	16	91
05:30 AM	0	9	3	0	0	1	0	0	0	0	0	0	0	1	11	25	100
05:45 AM	3	11	3	0	2	1	0	0	0	0	0	0	0	0	6	27	114
06:00 AM	0	7	3	0	2	1	0	0	0	0	0	0	2	0	8	23	136
06:15 AM	3	7	1	0	0	0	0	0	0	0	0	0	2	12	25	152	152
06:30 AM	1	16	6	0	2	0	0	0	1	0	0	0	1	12	39	194	194
06:45 AM	3	13	5	0	2	2	0	0	0	1	0	0	1	22	49	238	238
07:00 AM	2	17	5	0	1	0	0	0	0	0	0	0	0	14	39	303	303
07:15 AM	3	23	4	0	1	5	0	0	0	0	0	0	2	29	67	325	325
07:30 AM	0	35	11	0	0	7	0	0	0	0	0	0	1	29	83	325	325
07:45 AM	2	34	16	0	4	0	0	0	0	0	0	0	8	50	114	327	327
08:00 AM	1	23	10	0	1	3	0	0	0	1	0	0	0	22	61	290	290
08:15 AM	2	21	14	0	2	2	1	0	0	0	0	0	1	24	67	271	271
08:30 AM	1	33	11	0	1	0	1	0	0	1	0	0	1	36	85	258	258
08:45 AM	2	21	14	1	2	0	0	0	0	1	0	0	2	34	77	225	225
09:00 AM	0	10	7	0	1	3	1	1	0	0	0	0	1	18	42	196	196

Date: 12/6/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total				
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown			
09:15 AM	3	17	7	0	1	5	0	0	0	0	0	0	0	0	0	0	18	54	220
09:30 AM	1	19	9	0	2	0	0	0	0	0	0	0	0	0	0	0	1	19	215
09:45 AM	2	18	5	0	4	1	0	0	0	0	0	0	0	0	0	0	18	48	221
10:00 AM	2	17	13	0	2	1	0	0	0	0	0	0	0	0	0	1	29	66	227
10:15 AM	0	12	14	0	1	1	0	0	1	1	0	0	0	0	0	0	19	49	218
10:30 AM	2	18	7	0	4	0	2	0	0	0	0	0	0	0	0	1	24	58	227
10:45 AM	3	16	10	0	1	3	0	2	0	0	0	0	0	0	0	19	54	228	
11:00 AM	2	18	10	0	3	3	0	1	0	0	0	0	0	0	0	18	57	231	
11:15 AM	2	20	10	0	2	1	0	1	0	1	0	0	0	0	0	21	58	234	
11:30 AM	4	14	7	0	5	3	0	1	0	0	0	0	0	0	1	24	59	225	
11:45 AM	1	18	11	0	7	2	0	0	0	1	0	0	0	0	1	16	57	233	
12:00 PM	3	20	8	0	6	0	0	0	0	1	0	0	0	0	3	19	60	249	
12:15 PM	2	22	9	0	3	0	0	0	0	0	0	0	0	0	1	12	49	240	
12:30 PM	6	19	11	0	4	3	0	0	0	0	0	0	0	0	0	24	67	239	
12:45 PM	3	26	14	0	0	2	0	0	0	0	0	0	0	0	0	28	73	244	
01:00 PM	2	19	7	0	2	6	0	0	0	0	0	0	0	0	2	13	51	247	
01:15 PM	0	14	8	0	1	3	0	0	0	0	0	0	0	0	1	21	48	271	
01:30 PM	3	22	12	1	5	5	1	0	0	0	0	0	0	0	2	21	72	296	
01:45 PM	5	24	17	0	2	1	0	0	0	0	0	0	0	0	1	26	76	292	
02:00 PM	4	25	16	0	2	3	1	0	0	0	0	0	0	0	4	20	75	271	
02:15 PM	2	23	6	0	3	5	1	0	0	0	0	0	0	0	3	29	73	261	
02:30 PM	5	16	11	0	5	2	2	0	0	0	0	0	0	0	0	26	68	243	
02:45 PM	1	16	6	0	1	2	0	0	1	0	0	0	0	0	1	27	55	251	
03:00 PM	2	20	8	0	4	2	0	0	1	0	0	0	0	0	1	26	65	314	
03:15 PM	4	16	9	0	5	4	0	0	1	1	0	0	0	0	1	13	55	345	
03:30 PM	3	26	10	0	4	1	0	0	1	1	0	0	0	0	0	30	76	354	
03:45 PM	0	31	21	0	8	4	0	0	1	0	0	0	0	0	3	46	118	359	
04:00 PM	6	30	11	0	7	4	1	1	0	0	0	0	0	0	0	36	96	313	
04:15 PM	3	19	13	0	3	4	0	0	0	0	0	0	0	0	1	21	64	282	
04:30 PM	4	23	11	0	3	2	0	0	0	0	0	0	0	0	1	35	81	287	
04:45 PM	5	20	9	1	3	0	0	0	0	0	0	0	0	0	0	34	72	270	
05:00 PM	4	23	7	1	3	1	0	0	0	0	0	0	0	0	2	24	65	243	
05:15 PM	7	18	12	0	3	2	0	0	0	0	0	0	0	0	0	27	69	222	
05:30 PM	3	18	5	0	4	1	0	0	0	0	0	0	0	0	0	33	64	189	
05:45 PM	1	11	8	0	3	2	0	0	0	0	0	0	0	0	0	19	45	170	
06:00 PM	2	8	8	1	1	1	0	0	0	0	0	0	0	0	1	22	44	166	
06:15 PM	2	8	3	0	5	0	0	0	0	0	0	0	0	0	0	18	36	145	

**Date:** 12/6/2011  
**Direction:** Southbound  
**Location:** Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
06:30 PM	3	9	6	0	3	0	0	0	0	0	0	0	0	0	24	45	128
06:45 PM	1	11	3	0	1	3	1	0	0	0	0	0	0	0	21	41	106
07:00 PM	3	5	4	0	1	1	0	0	0	0	0	0	0	0	9	23	100
07:15 PM	1	4	2	0	1	1	0	0	0	0	0	0	1	0	9	19	95
07:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	12	23	91	
07:45 PM	3	8	3	0	0	2	0	0	0	0	0	0	1	18	35	95	
08:00 PM	1	4	2	0	2	0	0	0	0	0	0	0	0	9	18	90	
08:15 PM	0	0	4	0	1	1	0	0	0	0	0	0	1	8	15	96	
08:30 PM	0	8	3	0	0	0	0	0	1	0	0	0	1	14	27	91	
08:45 PM	0	10	7	0	2	0	0	0	0	0	0	0	0	11	30	81	
09:00 PM	0	7	5	1	0	0	0	0	0	0	0	0	0	11	24	65	
09:15 PM	1	4	1	0	0	1	0	0	0	0	0	0	0	3	10	57	
09:30 PM	3	2	1	0	1	0	0	0	0	0	0	0	0	10	17	58	
09:45 PM	0	0	2	0	0	0	0	1	0	0	0	0	0	11	14	60	
10:00 PM	1	6	1	0	1	0	0	0	0	0	0	0	0	7	16	56	
10:15 PM	1	0	1	0	1	0	0	0	0	0	0	0	0	8	11	50	
10:30 PM	1	5	5	0	0	1	0	0	0	0	0	0	0	7	19	43	
10:45 PM	0	2	1	0	1	2	0	0	0	0	0	0	0	4	10	31	
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	6	10	26	
11:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	4		
11:30 PM	1	1	2	0	0	0	0	0	0	0	0	0	1	2	7		
11:45 PM	0	1	2	0	0	1	0	0	0	0	0	0	0	1	5		

**Date:** 12/7/2011  
**Direction:** Southbound  
**Location:** Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	23
12:15 AM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	2	5	25
12:30 AM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	4	7	23
12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	3	7	20
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	6	20
01:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	14
01:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4	13
01:45 AM	0	2	2	0	0	0	0	1	0	0	0	0	1	1	7	11	11
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	12	12
02:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
02:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	17
03:00 AM	1	0	1	0	0	1	0	0	0	0	0	0	1	2	6	23	23
03:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5	19	19
03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4	17	17
03:45 AM	1	1	2	0	0	1	0	0	0	0	0	0	1	2	8	20	20
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	23	23
04:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3	35	35
04:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	5	7	45	45
04:45 AM	1	4	2	0	0	0	0	0	0	0	0	0	1	3	11	64	64
05:00 AM	2	2	2	0	0	0	0	0	0	0	0	0	0	8	14	79	79
05:15 AM	0	3	5	0	0	0	0	0	0	0	0	0	0	5	13	85	85
05:30 AM	1	6	5	0	1	0	0	0	0	0	0	0	2	11	26	109	109
05:45 AM	1	6	6	0	0	1	0	0	0	0	0	0	0	12	26	119	119
06:00 AM	0	2	2	0	2	2	0	0	0	0	0	0	0	12	20	135	135
06:15 AM	3	4	8	0	3	0	0	0	0	0	0	0	1	18	37	155	155
06:30 AM	2	6	2	0	2	0	0	0	0	0	0	0	0	24	36	197	197
06:45 AM	1	7	5	0	3	1	0	0	1	0	0	0	1	23	42	206	206
07:00 AM	2	14	3	0	4	2	0	0	0	0	0	0	3	12	40	250	250
07:15 AM	7	25	5	0	7	2	0	0	0	0	0	0	2	31	79	262	262
07:30 AM	0	14	5	0	0	4	0	0	0	0	0	0	0	20	45	243	243
07:45 AM	0	21	18	0	3	3	0	0	0	0	0	0	1	40	86	282	282
08:00 AM	1	10	3	0	5	1	0	0	0	0	0	0	0	32	52	274	274
08:15 AM	0	21	11	0	4	2	0	0	0	0	0	0	0	22	60	268	268
08:30 AM	3	30	11	0	3	5	0	0	0	0	0	0	1	31	84	266	266
08:45 AM	2	20	11	1	8	3	0	0	0	1	0	0	0	32	78	236	236
09:00 AM	0	16	6	0	2	1	1	0	0	0	0	0	1	19	46	217	217

**Date:** 12/7/2011  
**Direction:** Southbound  
**Location:** Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
09:15 AM	6	16	5	1	6	3	0	0	0	0	0	0	0	0	19	58	221
09:30 AM	1	20	6	0	5	3	0	0	0	0	0	0	0	0	1	18	205
09:45 AM	2	15	10	1	3	2	0	0	0	0	0	0	0	0	26	59	193
10:00 AM	0	21	6	0	3	2	0	0	0	0	0	0	1	1	17	50	190
10:15 AM	0	12	8	0	2	5	1	0	1	0	0	0	0	0	13	42	210
10:30 AM	2	11	7	0	5	2	0	0	0	0	0	0	1	14	42	246	
10:45 AM	3	18	8	0	3	2	0	0	0	0	0	0	0	21	56	262	
11:00 AM	2	21	14	1	6	2	1	2	0	0	0	0	2	19	70	255	
11:15 AM	4	17	14	0	3	3	1	0	1	0	0	0	2	33	78	242	
11:30 AM	5	15	8	0	3	3	0	1	0	0	0	0	3	20	58	226	
11:45 AM	4	18	9	0	2	2	1	0	0	0	0	0	0	13	49	215	
12:00 PM	4	11	10	0	7	1	0	0	0	0	0	0	0	24	57	243	
12:15 PM	5	19	8	0	4	3	0	0	0	0	0	0	0	23	62	247	
12:30 PM	3	16	10	1	0	2	0	0	0	1	0	0	1	13	47	244	
12:45 PM	1	15	12	0	4	4	0	1	0	0	0	0	2	38	77	258	
01:00 PM	1	21	10	0	2	5	0	0	0	0	0	0	0	22	61	247	
01:15 PM	2	17	12	0	3	1	0	0	0	0	0	0	0	24	59	245	
01:30 PM	4	20	5	0	1	3	0	0	1	0	0	0	3	24	61	242	
01:45 PM	5	16	10	1	3	3	0	0	0	0	0	0	1	27	66	246	
02:00 PM	4	12	11	0	3	2	0	2	0	1	0	0	1	23	59	230	
02:15 PM	1	16	13	1	2	2	1	1	0	0	0	0	0	19	56	243	
02:30 PM	4	17	8	1	7	4	0	2	1	0	0	0	1	20	65	248	
02:45 PM	3	13	9	0	2	2	0	0	0	0	0	0	0	21	50	275	
03:00 PM	3	16	9	0	2	2	1	0	0	1	0	0	1	37	72	343	
03:15 PM	3	21	11	0	2	0	0	0	2	0	0	0	2	20	61	347	
03:30 PM	1	24	16	0	3	5	1	2	0	0	0	0	3	37	92	374	
03:45 PM	10	26	12	2	9	3	0	1	0	1	0	0	1	53	118	355	
04:00 PM	3	22	14	0	6	2	0	0	0	0	0	0	2	27	76	311	
04:15 PM	3	28	13	0	7	3	1	0	1	0	0	0	0	32	88	294	
04:30 PM	4	13	9	0	5	1	0	2	0	0	0	0	0	39	73	278	
04:45 PM	2	21	11	0	3	3	0	0	0	1	0	0	0	33	74	264	
05:00 PM	3	12	7	0	3	2	0	0	0	0	0	0	0	32	59	247	
05:15 PM	8	18	6	0	2	3	0	0	0	0	0	0	0	35	72	223	
05:30 PM	3	11	12	0	6	4	0	0	0	0	0	0	1	22	59	200	
05:45 PM	3	17	9	0	3	2	0	0	0	0	0	0	0	23	57	194	
06:00 PM	0	6	6	0	2	0	0	0	0	0	0	0	2	19	35	187	
06:15 PM	3	9	7	0	2	0	0	0	0	0	0	0	1	27	49	188	

Date: 12/7/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
06:30 PM	3	9	10	0	2	1	0	1	0	0	0	0	0	0	26	53	173
06:45 PM	4	12	3	0	1	0	0	0	0	0	0	0	0	1	29	50	149
07:00 PM	1	10	5	0	2	1	0	0	0	2	0	0	0	0	15	36	109
07:15 PM	2	6	4	0	0	3	1	0	0	0	0	0	1	17	34	90	
07:30 PM	1	5	4	1	1	0	0	0	0	0	0	0	0	17	29	74	
07:45 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5	10	74	
08:00 PM	1	1	4	0	1	0	0	0	0	0	0	0	0	10	17	79	
08:15 PM	1	4	3	0	2	1	0	0	0	0	0	0	0	7	18	75	
08:30 PM	2	3	4	0	3	1	0	0	0	0	0	0	0	16	29	71	
08:45 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	6	15	53	
09:00 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	9	13	53	
09:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	10	14	58	
09:30 PM	1	2	2	0	0	0	0	0	0	0	0	0	0	6	11	56	
09:45 PM	0	2	2	1	1	0	0	0	0	0	0	0	0	9	15	67	
10:00 PM	1	5	0	0	0	1	0	0	0	0	0	0	0	11	18	60	
10:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	8	12	52	
10:30 PM	3	2	4	0	1	1	1	0	0	0	0	0	1	9	22	45	
10:45 PM	2	1	1	0	0	0	0	0	0	0	0	0	0	4	8	26	
11:00 PM	1	3	1	0	1	0	0	0	0	0	0	0	0	4	10	21	
11:15 PM	0	0	3	0	0	0	0	0	0	0	1	0	0	1	5	5	
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	3	
11:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3	3	

Date: 12/8/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	19
12:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	6	21
12:30 AM	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	4	16
12:45 AM	1	1	1	0	0	1	0	0	0	0	0	0	0	4	8	14	
01:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3	12	
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	11	
01:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	10	
01:45 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	3	6	11	
02:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	8	
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
02:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3	14	
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	14	
03:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	1	3	15	
03:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	3	5	18	
03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	19	
03:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	4	20	
04:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6	23	
04:15 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	3	6	33	
04:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4	40	
04:45 AM	1	0	1	0	1	1	0	0	0	0	0	0	0	3	7	60	
05:00 AM	0	1	3	0	1	0	0	0	0	0	0	0	1	10	16	78	
05:15 AM	0	3	4	0	0	0	0	0	0	0	0	0	2	4	13	84	
05:30 AM	1	8	3	0	3	3	0	0	0	0	0	0	0	6	24	99	
05:45 AM	1	4	5	0	0	1	1	0	0	0	0	0	1	13	25	110	
06:00 AM	1	2	7	0	1	1	0	0	0	0	0	0	0	10	22	120	
06:15 AM	2	8	2	0	2	0	1	0	0	0	0	0	0	13	28	125	
06:30 AM	4	7	6	0	2	1	0	0	0	0	0	0	0	15	35	168	
06:45 AM	0	9	7	0	3	1	0	0	0	1	0	0	1	13	35	219	
07:00 AM	1	5	1	0	1	0	0	0	0	0	0	0	0	19	27	288	
07:15 AM	1	17	7	0	3	2	1	0	0	1	0	0	2	37	71	324	
07:30 AM	3	23	11	0	2	1	0	0	0	0	0	0	2	44	86	332	
07:45 AM	5	28	14	0	4	5	1	0	1	0	0	0	1	45	104	318	
08:00 AM	3	24	7	0	1	1	0	0	0	1	0	0	1	25	63	295	
08:15 AM	1	20	20	0	4	1	0	1	0	1	0	0	1	30	79	281	
08:30 AM	2	23	8	0	2	1	0	0	1	0	0	1	1	33	72	252	
08:45 AM	4	19	16	0	5	0	0	2	1	0	0	0	1	33	81	253	
09:00 AM	3	13	9	1	2	2	1	1	0	0	0	0	1	16	49	239	

Date: 12/8/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
09:15 AM	4	10	1	0	8	2	0	0	0	0	0	0	0	0	25	50	233
09:30 AM	3	20	7	0	2	1	2	0	0	0	1	0	0	0	37	73	234
09:45 AM	4	24	10	1	6	1	0	0	0	0	0	0	2	19	67	217	
10:00 AM	4	11	7	0	0	2	0	1	0	1	0	0	2	15	43	214	
10:15 AM	5	15	4	0	3	6	1	0	0	0	0	0	0	17	51	227	
10:30 AM	1	14	16	0	1	0	0	0	0	0	0	0	1	23	56	227	
10:45 AM	4	19	10	0	6	3	0	1	0	0	0	0	1	20	64	227	
11:00 AM	1	22	7	1	3	3	1	0	0	0	0	0	4	14	56	230	
11:15 AM	2	9	12	1	2	1	0	2	0	0	0	0	2	20	51	243	
11:30 AM	1	22	8	0	2	1	0	0	0	0	0	0	0	22	56	258	
11:45 AM	2	20	12	0	7	1	1	0	0	0	0	0	0	25	67	271	
12:00 PM	3	25	4	1	6	3	0	1	0	0	0	0	1	25	69	268	
12:15 PM	5	14	10	0	4	2	1	0	0	4	0	0	0	26	66	267	
12:30 PM	4	23	10	1	2	2	0	1	0	0	0	0	2	24	69	262	
12:45 PM	3	22	14	0	1	2	0	0	0	0	0	0	0	22	64	267	
01:00 PM	4	12	11	0	7	3	0	2	1	0	0	0	4	24	68	263	
01:15 PM	3	19	12	0	3	0	1	0	0	0	0	0	0	23	61	252	
01:30 PM	2	22	10	1	4	2	1	0	0	1	0	0	0	31	74	258	
01:45 PM	3	15	7	0	4	2	1	0	0	1	0	0	2	25	60	253	
02:00 PM	1	11	16	0	3	1	1	0	0	0	0	0	1	23	57	271	
02:15 PM	5	12	15	0	4	3	0	0	0	0	0	0	2	26	67	278	
02:30 PM	3	15	15	1	5	3	0	0	0	0	0	1	1	25	69	275	
02:45 PM	5	18	12	0	6	3	0	0	0	0	0	0	2	32	78	302	
03:00 PM	4	20	11	0	4	2	0	0	0	0	0	0	0	23	64	325	
03:15 PM	2	15	8	0	7	5	0	0	0	0	0	0	2	25	64	358	
03:30 PM	4	23	21	0	3	4	0	1	0	0	0	0	2	38	96	370	
03:45 PM	2	20	26	1	5	3	1	1	0	1	0	0	1	40	101	355	
04:00 PM	7	30	15	0	9	1	0	1	2	0	0	0	2	30	97	345	
04:15 PM	4	25	12	0	3	4	0	0	0	0	0	0	2	26	76	310	
04:30 PM	3	26	10	0	3	4	0	0	0	2	0	0	1	32	81	301	
04:45 PM	1	24	9	1	8	3	0	0	0	1	0	0	3	41	91	303	
05:00 PM	4	13	11	0	4	2	0	0	1	0	0	0	0	27	62	266	
05:15 PM	6	18	10	0	1	1	0	0	0	0	0	0	0	31	67	255	
05:30 PM	2	23	8	0	5	1	0	0	0	2	0	0	1	41	83	229	
05:45 PM	0	19	5	0	2	1	1	0	0	1	0	0	0	25	54	188	
06:00 PM	4	17	2	0	3	0	0	0	0	1	0	0	0	24	51	168	
06:15 PM	1	8	8	0	1	0	0	0	0	0	0	0	1	22	41	153	



Date: 12/8/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Classification													15-min Total	60-min Total		
	Class 1*	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13			Unknown	
06:30 PM	1	12	4	0	3	1	0	0	0	0	0	0	0	0	21	42	128
06:45 PM	2	7	5	0	1	1	0	0	0	0	0	0	0	1	17	34	104
07:00 PM	1	9	2	0	1	2	0	0	0	0	0	0	0	1	20	36	88
07:15 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8	16	89
07:30 PM	1	4	2	0	0	1	0	0	0	0	0	0	0	2	8	18	103
07:45 PM	2	4	1	0	3	1	0	0	0	0	0	0	0	0	7	18	106
08:00 PM	1	10	2	0	2	2	1	0	0	0	0	0	0	0	19	37	111
08:15 PM	1	7	5	0	0	1	0	0	0	0	0	0	0	0	16	30	91
08:30 PM	3	5	5	0	0	0	0	0	0	0	0	0	0	0	8	21	91
08:45 PM	0	5	3	0	1	2	0	0	0	0	0	0	0	0	12	23	85
09:00 PM	2	4	1	0	0	1	0	0	0	0	0	0	0	0	9	17	79
09:15 PM	1	6	3	0	1	0	1	0	0	0	0	0	0	0	18	30	78
09:30 PM	0	2	2	0	0	1	0	0	0	0	0	0	0	0	10	15	74
09:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13	17	75
10:00 PM	0	5	3	0	0	1	0	0	0	0	0	0	0	0	7	16	66
10:15 PM	2	3	3	0	0	0	0	0	0	0	0	0	0	0	18	26	60
10:30 PM	1	3	3	0	1	0	0	0	0	0	0	0	0	0	8	16	38
10:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	8	27
11:00 PM	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5	10	26
11:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4	16
11:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	5	3829
11:45 PM	2	1	1	0	0	0	0	0	0	0	0	0	0	0	3	7	3824

Date: 12/6/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
Starting:														
12:00 AM	0	0	0	1	1	2	5	1	0	0	0	0	0	0
12:15 AM	0	0	0	2	0	1	2	0	0	0	0	0	0	0
12:30 AM	0	0	1	0	0	1	2	1	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	0
01:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	1	3	2	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	4	3	1	1	1	0	0	0	0
03:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0
04:15 AM	0	0	0	2	0	1	2	2	2	0	0	0	0	0
04:30 AM	0	0	0	0	0	1	4	1	0	0	0	0	0	0
04:45 AM	0	0	0	0	1	1	2	2	0	0	0	0	0	0
05:00 AM	0	0	0	2	4	3	4	3	0	0	0	0	0	0
05:15 AM	0	0	0	2	1	3	8	1	3	0	0	0	0	0
05:30 AM	0	0	2	1	2	7	15	11	5	0	0	0	0	0
05:45 AM	0	0	0	1	1	9	5	4	4	0	0	0	0	0
06:00 AM	0	0	1	0	0	6	10	1	1	0	0	0	0	0
06:15 AM	0	0	0	1	3	4	14	3	1	1	0	0	0	0
06:30 AM	0	0	0	0	2	13	14	4	2	0	0	0	0	0
06:45 AM	0	0	0	2	5	13	12	5	3	0	0	0	0	0
07:00 AM	5	2	0	0	8	22	14	4	5	1	0	0	0	0
07:15 AM	0	0	0	3	7	23	28	10	2	0	0	0	0	0
07:30 AM	0	0	0	2	4	22	37	7	6	0	0	0	0	0
07:45 AM	0	0	1	1	8	37	46	6	0	0	0	0	0	0
08:00 AM	0	2	2	1	4	24	31	9	3	0	0	0	0	0

Date: 12/6/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
08:15 AM	0	0	0	1	12	16	22	6	4	0	0	0	0	0
08:30 AM	0	0	0	1	15	36	30	8	4	0	0	0	0	0
08:45 AM	1	2	0	0	5	18	15	4	0	1	0	0	0	0
09:00 AM	0	0	0	1	7	18	16	2	2	0	0	0	0	0
09:15 AM	1	0	2	1	7	18	10	8	1	0	0	0	0	0
09:30 AM	0	0	0	0	3	19	14	3	2	0	0	0	0	0
09:45 AM	0	0	0	1	5	17	13	4	2	2	0	0	0	0
10:00 AM	0	1	0	2	7	17	17	3	3	0	0	0	0	0
10:15 AM	0	0	0	4	7	26	17	5	1	0	0	0	0	0
10:30 AM	4	1	0	0	6	22	21	1	1	0	0	0	0	0
10:45 AM	0	2	0	4	6	17	27	1	1	0	0	0	0	0
11:00 AM	3	1	0	5	8	23	19	1	2	0	0	0	0	0
11:15 AM	0	1	0	1	8	25	27	4	3	0	0	0	0	0
11:30 AM	0	0	1	1	6	28	20	8	1	0	0	0	0	0
11:45 AM	1	1	1	2	14	20	23	3	3	0	0	0	0	0
12:00 PM	0	2	1	3	11	30	18	2	0	0	0	0	0	0
12:15 PM	1	0	1	7	14	27	19	1	1	0	0	0	0	0
12:30 PM	0	0	1	5	14	32	14	1	1	0	0	0	0	0
12:45 PM	0	1	1	5	14	25	24	6	1	0	0	0	0	0
01:00 PM	0	0	0	2	7	22	23	5	3	0	0	0	0	0
01:15 PM	0	0	0	5	16	25	24	6	1	0	0	0	0	0
01:30 PM	0	0	0	3	4	21	25	7	6	0	0	0	0	0
01:45 PM	0	1	0	0	13	32	20	7	2	1	0	0	0	0
02:00 PM	0	0	0	2	12	23	29	7	3	0	0	0	0	0
02:15 PM	0	1	0	2	14	28	34	3	2	0	0	0	0	0
02:30 PM	1	2	1	7	13	32	29	4	1	0	0	0	0	0
02:45 PM	0	0	1	2	6	24	39	4	4	0	0	0	0	0
03:00 PM	2	1	1	0	14	27	29	5	1	0	0	0	0	1
03:15 PM	0	1	1	3	9	24	45	7	3	0	0	0	0	0
03:30 PM	0	1	1	9	16	37	48	10	2	0	0	0	0	0
03:45 PM	0	0	0	6	13	39	50	11	2	0	0	0	0	0
04:00 PM	0	1	1	4	17	30	33	10	1	0	0	0	0	0
04:15 PM	1	0	3	5	7	29	47	6	1	0	0	0	0	0

Date: 12/6/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
04:30 PM	0	0	0	2	12	41	47	4	0	0	0	0	0	0
04:45 PM	1	0	0	4	12	31	43	9	1	0	0	0	0	0
05:00 PM	0	0	0	2	8	30	46	13	1	0	0	0	0	0
05:15 PM	0	1	0	7	10	34	32	6	1	0	0	0	0	0
05:30 PM	0	1	0	1	9	24	35	6	3	0	0	0	0	0
05:45 PM	0	0	0	3	9	15	26	5	1	1	0	0	0	0
06:00 PM	0	0	1	1	10	22	19	5	1	0	0	0	0	0
06:15 PM	0	0	0	4	6	18	24	5	2	0	0	0	0	0
06:30 PM	0	0	0	2	12	18	18	3	0	0	0	0	0	0
06:45 PM	0	1	0	2	9	14	22	2	0	0	0	0	0	0
07:00 PM	0	0	0	3	4	5	17	4	0	1	0	0	0	0
07:15 PM	0	0	1	0	1	6	13	6	4	0	0	0	0	0
07:30 PM	0	1	0	1	1	8	10	4	0	0	0	0	0	0
07:45 PM	0	0	0	0	5	10	4	4	2	0	0	0	0	0
08:00 PM	0	0	0	2	3	4	12	5	2	1	0	0	0	0
08:15 PM	0	0	0	1	3	2	8	4	2	0	0	0	0	0
08:30 PM	0	0	0	1	0	10	11	1	1	0	0	0	0	0
08:45 PM	0	0	0	1	1	8	11	2	1	0	0	0	0	0
09:00 PM	0	0	0	3	2	7	13	4	0	1	0	0	0	0
09:15 PM	0	0	0	1	0	3	6	4	2	0	0	0	0	0
09:30 PM	0	1	0	0	2	3	4	2	2	1	0	0	0	0
09:45 PM	0	0	0	0	2	5	8	1	1	0	0	0	0	0
10:00 PM	0	0	0	0	1	3	6	4	5	1	0	0	0	0
10:15 PM	0	0	0	1	1	3	2	2	1	0	0	0	0	0
10:30 PM	0	0	0	0	1	3	3	3	2	0	0	0	0	0
10:45 PM	0	0	0	0	1	1	4	2	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	4	6	3	1	0	0	0	0	0
11:15 PM	0	0	0	0	0	1	4	0	4	0	0	0	0	0
11:30 PM	0	0	0	1	0	3	5	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	1	1	8	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>21</b>	<b>29</b>	<b>26</b>	<b>158</b>	<b>507</b>	<b>1369</b>	<b>1582</b>	<b>358</b>	<b>146</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

Date: 12/7/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 AM	0	0	0	0	1	5	4	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	3	1	4	2	0	0	0	0	0	0
12:30 AM	0	0	0	1	0	0	2	1	1	0	0	0	0	0
12:45 AM	0	0	0	0	1	1	2	0	1	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	1	3	1	0	0	0	0	0	0
02:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	1	0	1	1	0	0	0	0	0
02:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03:00 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0
03:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	2	2	0	1	0	0	0	0	0
04:00 AM	0	0	0	0	2	2	3	1	0	0	1	0	0	0
04:15 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	0
04:30 AM	0	0	0	0	1	1	5	0	0	1	0	0	0	0
04:45 AM	0	0	0	0	2	0	2	1	0	0	0	0	0	0
05:00 AM	0	0	0	0	5	1	1	3	4	0	0	0	0	0
05:15 AM	0	0	0	0	1	2	14	3	1	0	0	0	0	0
05:30 AM	0	0	0	0	1	7	15	6	5	0	0	0	0	0
05:45 AM	0	0	0	0	0	7	11	8	5	0	0	0	0	0
06:00 AM	0	0	0	0	2	5	9	4	0	0	1	0	0	0
06:15 AM	1	0	0	0	2	6	14	7	2	0	0	0	0	0
06:30 AM	0	0	0	0	2	5	15	3	2	0	0	0	0	0
06:45 AM	0	0	0	1	2	11	13	6	2	1	0	0	0	0
07:00 AM	0	0	0	1	2	19	24	3	4	0	0	0	0	0
07:15 AM	0	0	0	2	2	15	24	12	4	0	0	0	0	0
07:30 AM	0	0	0	1	6	13	39	15	3	0	0	0	0	0
07:45 AM	0	0	0	2	3	25	38	17	6	0	0	0	0	0
08:00 AM	1	0	1	1	8	23	28	9	5	0	0	0	0	0

Date: 12/7/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
Starting:														
08:15 AM	0	1	0	1	13	27	19	12	2	0	0	0	0	0
08:30 AM	1	2	1	3	15	31	33	14	0	1	0	0	0	0
08:45 AM	0	1	0	0	8	20	20	8	0	0	0	0	0	0
09:00 AM	0	0	0	1	4	7	14	4	2	0	0	0	0	0
09:15 AM	0	0	0	3	5	12	18	4	4	0	0	0	0	0
09:30 AM	0	0	0	4	7	13	23	7	2	0	0	0	0	0
09:45 AM	0	0	0	0	11	27	9	2	2	0	0	0	0	0
10:00 AM	0	0	1	4	6	17	17	4	1	0	0	0	0	0
10:15 AM	0	0	0	3	1	21	20	3	1	1	0	0	0	0
10:30 AM	0	0	0	1	5	16	18	6	1	0	0	0	0	0
10:45 AM	0	1	1	0	7	19	24	5	2	0	0	0	0	0
11:00 AM	0	0	1	3	6	22	19	6	0	1	0	0	0	0
11:15 AM	1	0	0	0	8	21	21	5	2	0	0	0	0	0
11:30 AM	1	0	0	2	9	21	14	3	4	0	0	0	0	0
11:45 AM	1	0	0	0	5	25	16	3	1	0	0	0	0	0
12:00 PM	0	1	0	0	10	25	24	5	0	0	0	0	0	0
12:15 PM	0	0	1	4	6	21	21	8	3	0	0	0	0	0
12:30 PM	0	0	0	0	5	26	29	11	2	1	0	0	0	0
12:45 PM	1	1	1	2	4	22	25	4	1	0	0	0	0	0
01:00 PM	0	1	0	0	8	18	32	12	5	0	0	0	0	0
01:15 PM	0	0	0	3	7	20	23	14	5	1	0	0	0	0
01:30 PM	0	0	0	3	2	16	34	9	2	2	0	0	0	0
01:45 PM	0	0	2	1	8	18	26	11	5	1	0	0	0	0
02:00 PM	0	0	3	0	3	17	44	6	6	0	0	0	0	0
02:15 PM	0	0	1	3	5	27	30	10	4	1	0	0	0	0
02:30 PM	0	1	3	5	6	11	25	13	4	0	0	0	0	0
02:45 PM	0	0	2	2	7	26	36	12	9	0	0	0	0	0
03:00 PM	0	0	2	0	8	28	37	15	8	0	0	0	0	0
03:15 PM	4	1	2	1	6	22	41	12	6	0	0	0	0	0
03:30 PM	0	1	0	1	6	19	45	17	7	0	0	0	0	0
03:45 PM	1	1	1	3	7	30	44	14	5	1	0	0	0	0
04:00 PM	0	0	0	2	5	19	37	28	7	1	2	0	0	0
04:15 PM	0	0	2	1	5	23	34	23	12	0	0	0	0	0

Date: 12/7/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
04:30 PM	0	0	0	1	7	10	43	15	5	0	0	0	0	0
04:45 PM	1	0	0	1	4	14	36	18	8	0	0	0	0	0
05:00 PM	0	1	0	4	5	20	36	12	9	0	0	0	0	0
05:15 PM	0	0	0	2	7	16	33	17	8	1	0	0	0	0
05:30 PM	0	0	0	2	2	19	44	17	4	1	0	0	0	0
05:45 PM	0	0	0	0	7	13	34	9	7	1	0	0	0	0
06:00 PM	0	1	0	1	5	13	18	13	7	0	0	0	0	0
06:15 PM	0	0	0	0	2	8	18	9	5	1	0	0	0	0
06:30 PM	0	0	0	0	1	4	11	9	10	1	0	0	0	0
06:45 PM	1	0	0	1	2	7	14	9	7	3	0	0	0	0
07:00 PM	1	1	2	1	1	3	12	6	5	0	0	0	0	0
07:15 PM	0	0	0	0	1	2	18	5	5	0	1	0	0	0
07:30 PM	0	0	0	1	3	4	12	2	5	0	0	0	0	0
07:45 PM	0	0	0	1	0	9	9	8	10	1	2	0	0	0
08:00 PM	0	0	0	0	1	1	8	5	17	1	0	0	0	0
08:15 PM	0	0	0	0	1	2	8	8	9	1	1	0	0	0
08:30 PM	0	0	0	0	0	1	5	8	11	0	0	0	0	0
08:45 PM	0	0	0	0	2	3	9	4	2	3	0	1	0	0
09:00 PM	0	0	0	1	1	5	4	3	6	1	1	0	0	0
09:15 PM	0	0	0	1	3	5	10	5	8	1	0	0	0	0
09:30 PM	0	0	0	0	0	0	6	2	5	0	0	0	0	0
09:45 PM	0	0	0	0	0	1	3	2	5	0	0	0	0	0
10:00 PM	0	0	0	0	1	1	7	4	4	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	4	1	3	1	0	0	0	0
10:30 PM	0	1	0	0	0	0	2	3	3	0	0	0	0	0
10:45 PM	0	0	0	0	1	1	0	1	3	0	0	0	0	0
11:00 PM	0	0	0	0	0	2	2	6	4	0	0	0	0	0
11:15 PM	0	0	0	0	0	3	2	1	1	2	0	0	0	0
11:30 PM	0	0	0	1	1	1	5	3	2	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	1	3	1	0	0	0	0	0
<b>TOTAL:</b>	<b>15</b>	<b>16</b>	<b>27</b>	<b>84</b>	<b>322</b>	<b>1016</b>	<b>1571</b>	<b>625</b>	<b>342</b>	<b>33</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>

Date: 12/8/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 AM	0	0	0	0	0	0	4	9	2	0	0	0	0	0
12:15 AM	0	0	0	0	1	1	3	1	3	1	0	0	0	0
12:30 AM	0	0	0	0	0	0	1	1	5	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0
01:00 AM	1	0	0	0	0	0	1	1	2	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0
01:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	0
02:00 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	0
02:15 AM	0	0	0	0	1	0	1	2	1	0	0	0	0	0
02:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	2	0	3	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	2	1	0	0	0	0	0
03:15 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	3	1	1	1	0	0	0	0
03:45 AM	0	1	0	0	0	0	0	0	6	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	1	2	2	2	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	2	3	1	0	0	0	0
04:45 AM	0	0	0	0	0	0	2	2	2	0	1	0	0	0
05:00 AM	0	0	0	0	0	3	3	2	5	2	0	0	0	0
05:15 AM	0	0	0	0	0	1	6	3	5	3	1	0	0	0
05:30 AM	0	0	2	0	0	2	9	10	15	4	0	0	0	0
05:45 AM	0	0	0	2	2	2	6	3	12	4	2	0	0	0
06:00 AM	0	0	0	0	0	1	6	10	9	2	0	0	0	0
06:15 AM	0	1	0	0	0	2	9	5	7	2	0	0	0	0
06:30 AM	0	0	0	0	0	4	15	7	3	5	0	0	0	0
06:45 AM	1	0	1	2	0	1	13	11	14	3	1	0	0	0
07:00 AM	0	0	0	0	1	2	12	11	14	3	0	0	0	0
07:15 AM	0	0	0	0	6	4	14	10	20	4	1	0	0	0
07:30 AM	0	0	0	2	6	12	31	17	18	11	0	0	0	0
07:45 AM	0	0	1	0	1	12	34	28	23	2	0	0	0	1
08:00 AM	0	0	1	0	2	10	20	18	28	3	0	0	0	0



Date: 12/8/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
08:15 AM	0	0	0	0	3	10	20	14	20	2	0	0	0	0
08:30 AM	2	0	0	2	4	13	32	16	21	1	1	0	0	0
08:45 AM	0	1	0	0	2	9	23	13	8	3	0	0	0	0
09:00 AM	0	0	0	1	4	3	11	10	12	2	1	0	0	0
09:15 AM	1	0	0	1	1	10	19	13	10	4	0	0	0	0
09:30 AM	0	1	0	0	1	4	15	11	13	1	0	0	0	0
09:45 AM	0	0	0	1	1	9	12	14	10	1	2	0	0	0
10:00 AM	1	0	1	0	2	1	27	9	15	2	1	0	0	0
10:15 AM	0	0	0	0	3	5	14	15	9	1	2	0	0	0
10:30 AM	0	0	0	0	1	8	17	16	14	4	0	0	0	0
10:45 AM	1	1	1	2	2	11	16	11	9	2	0	0	0	0
11:00 AM	0	0	0	2	1	4	14	17	14	4	0	0	0	0
11:15 AM	0	0	0	1	3	10	11	12	12	5	0	0	0	0
11:30 AM	0	1	0	0	8	6	18	8	14	3	0	0	1	0
11:45 AM	0	1	0	2	1	7	18	8	11	1	1	0	0	0
12:00 PM	0	1	3	1	3	9	19	16	11	3	0	0	0	0
12:15 PM	0	2	2	0	1	11	23	13	14	4	0	0	0	0
12:30 PM	1	0	0	2	5	8	21	20	12	3	2	0	0	0
12:45 PM	0	0	0	0	4	8	32	25	9	3	0	0	0	0
01:00 PM	1	1	0	2	2	14	27	20	13	5	1	0	0	0
01:15 PM	0	0	1	0	0	8	27	20	15	4	0	0	0	0
01:30 PM	1	1	0	2	4	11	19	16	20	0	0	0	0	0
01:45 PM	0	2	1	0	6	5	26	10	16	3	0	0	0	0
02:00 PM	0	0	1	0	2	12	19	20	19	1	2	0	0	0
02:15 PM	0	1	0	0	2	7	22	20	21	4	1	0	0	0
02:30 PM	0	0	1	3	1	11	24	10	28	7	1	1	0	0
02:45 PM	1	0	2	0	3	7	23	30	14	7	0	0	0	0
03:00 PM	0	0	0	1	4	7	15	24	38	13	1	0	0	0
03:15 PM	0	0	0	0	4	6	14	14	35	5	3	0	0	0
03:30 PM	0	0	1	1	2	7	23	20	35	16	4	0	0	0
03:45 PM	0	1	0	0	1	10	13	27	40	12	2	0	1	1
04:00 PM	0	0	1	1	2	5	9	23	44	8	6	1	0	0
04:15 PM	0	0	0	1	2	5	16	13	30	17	4	3	1	0

Date: 12/8/2011

Direction: Northbound

Location: Front Street (165 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
04:30 PM	1	1	0	0	1	0	17	12	39	19	5	0	0	1
04:45 PM	0	0	1	0	1	10	12	12	33	11	3	0	0	1
05:00 PM	0	0	0	0	4	12	23	31	27	12	5	0	0	0
05:15 PM	0	0	0	1	0	6	18	26	23	12	2	0	0	0
05:30 PM	0	0	0	0	2	1	7	19	20	14	4	2	1	0
05:45 PM	0	0	0	0	1	5	14	7	27	13	3	1	0	0
06:00 PM	0	1	0	1	2	3	8	8	31	14	1	0	0	0
06:15 PM	0	0	0	1	0	1	7	21	24	7	3	0	0	0
06:30 PM	0	0	0	1	0	6	15	8	15	11	2	2	0	0
06:45 PM	0	0	0	0	1	1	2	7	18	7	3	1	0	0
07:00 PM	0	0	0	0	0	5	3	6	12	10	2	0	0	0
07:15 PM	0	0	0	1	0	2	6	4	13	6	1	0	0	0
07:30 PM	0	0	0	0	0	3	5	6	14	5	3	0	0	0
07:45 PM	0	0	0	0	1	2	11	5	12	2	5	0	0	0
08:00 PM	0	0	0	0	0	1	9	9	11	8	0	1	0	0
08:15 PM	0	0	0	0	1	5	6	9	15	6	1	2	0	0
08:30 PM	0	0	0	0	0	5	0	4	10	5	2	0	0	0
08:45 PM	0	0	0	0	0	1	7	5	11	5	2	1	0	0
09:00 PM	0	0	0	0	0	1	3	3	7	4	0	0	0	0
09:15 PM	0	0	0	1	0	0	0	2	11	4	0	0	0	0
09:30 PM	0	0	0	0	0	3	1	3	6	8	2	1	0	0
09:45 PM	0	0	0	0	0	1	3	3	2	4	0	0	0	0
10:00 PM	0	0	0	0	0	2	2	3	4	3	3	0	0	0
10:15 PM	0	0	0	0	0	0	2	2	5	4	2	0	0	0
10:30 PM	0	0	0	0	0	0	3	5	2	3	3	1	0	0
10:45 PM	0	0	0	0	0	0	1	4	5	2	1	0	0	0
11:00 PM	0	0	0	0	0	0	0	2	5	3	1	0	0	0
11:15 PM	0	0	0	0	0	0	1	1	2	1	1	0	0	0
11:30 PM	0	0	0	0	0	0	1	1	6	0	0	0	0	0
11:45 PM	0	0	0	0	0	1	0	0	2	1	1	1	0	0

TOTAL: 12 18 21 38 119 401 1025 918 1222 410 102 19 4 4

Date: 12/6/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
Starting:														
12:00 AM	0	0	0	1	0	1	1	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	4	0	1	0	0	0	0	0	0
12:30 AM	1	0	0	2	0	1	0	0	0	0	0	0	0	0
12:45 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	1	1	0	3	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	3	2	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	2	1	1	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	1	1	0	1	0	0	0	0	0	0
02:15 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0
02:30 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	3	3	2	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	3	2	1	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15 AM	0	1	0	0	0	2	3	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	1	8	3	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	4	1	1	0	0	0	0	0	0
05:00 AM	0	0	0	1	5	6	1	0	0	0	0	0	0	0
05:15 AM	1	1	0	0	4	3	6	1	0	0	0	0	0	0
05:30 AM	0	0	1	2	4	14	4	0	0	0	0	0	0	0
05:45 AM	1	0	0	1	5	10	8	2	0	0	0	0	0	0
06:00 AM	0	0	0	1	5	10	5	2	0	0	0	0	0	0
06:15 AM	0	1	0	2	8	11	2	1	0	0	0	0	0	0
06:30 AM	0	1	0	2	6	19	11	0	0	0	0	0	0	0
06:45 AM	2	0	0	1	13	23	9	0	1	0	0	0	0	0
07:00 AM	0	3	5	1	6	18	5	0	1	0	0	0	0	0
07:15 AM	3	4	0	0	9	38	12	1	0	0	0	0	0	0
07:30 AM	1	4	0	1	14	45	16	2	0	0	0	0	0	0
07:45 AM	1	9	2	7	19	52	21	1	1	1	0	0	0	0
08:00 AM	0	3	0	2	8	37	9	2	0	0	0	0	0	0

Date: 12/6/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
Starting:														
08:15 AM	2	5	2	3	10	29	14	1	1	0	0	0	0	0
08:30 AM	3	6	1	3	14	35	20	1	2	0	0	0	0	0
08:45 AM	1	4	3	1	14	35	15	4	0	0	0	0	0	0
09:00 AM	1	1	0	0	9	16	13	1	1	0	0	0	0	0
09:15 AM	2	4	2	0	17	20	8	1	0	0	0	0	0	0
09:30 AM	0	2	0	2	11	17	15	3	1	1	0	0	0	0
09:45 AM	0	3	0	1	4	16	21	1	2	0	0	0	0	0
10:00 AM	2	6	1	1	14	27	14	1	0	0	0	0	0	0
10:15 AM	0	2	1	1	11	19	11	3	1	0	0	0	0	0
10:30 AM	2	2	0	0	15	25	13	1	0	0	0	0	0	0
10:45 AM	3	1	1	0	11	24	11	3	0	0	0	0	0	0
11:00 AM	5	3	0	2	13	21	13	0	0	0	0	0	0	0
11:15 AM	2	4	0	1	10	26	11	3	1	0	0	0	0	0
11:30 AM	5	1	3	1	14	25	10	0	0	0	0	0	0	0
11:45 AM	0	3	0	2	7	26	17	1	1	0	0	0	0	0
12:00 PM	2	5	3	2	6	19	21	2	0	0	0	0	0	0
12:15 PM	0	3	0	3	7	18	12	6	0	0	0	0	0	0
12:30 PM	2	7	4	3	11	29	9	1	1	0	0	0	0	0
12:45 PM	6	6	6	1	18	22	14	0	0	0	0	0	0	0
01:00 PM	4	1	3	1	9	22	8	1	1	1	0	0	0	0
01:15 PM	0	2	2	4	8	19	12	1	0	0	0	0	0	0
01:30 PM	1	3	2	5	17	36	8	0	0	0	0	0	0	0
01:45 PM	0	4	0	9	11	24	25	3	0	0	0	0	0	0
02:00 PM	1	5	2	3	12	30	20	0	2	0	0	0	0	0
02:15 PM	0	6	3	6	16	21	17	3	1	0	0	0	0	0
02:30 PM	0	2	3	3	8	26	21	5	0	0	0	0	0	0
02:45 PM	6	1	1	3	10	19	13	2	0	0	0	0	0	0
03:00 PM	3	5	4	0	10	23	19	1	0	0	0	0	0	0
03:15 PM	0	3	2	0	8	18	20	4	0	0	0	0	0	0
03:30 PM	1	1	2	0	14	30	27	1	0	0	0	0	0	0
03:45 PM	5	7	4	1	28	41	27	4	1	0	0	0	0	0
04:00 PM	0	1	3	1	21	45	22	3	0	0	0	0	0	0
04:15 PM	1	1	1	0	9	27	20	4	1	0	0	0	0	0

Date: 12/6/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
04:30 PM	2	6	1	0	10	37	22	3	0	0	0	0	0	0
04:45 PM	0	7	2	2	10	31	20	0	0	0	0	0	0	0
05:00 PM	1	5	2	3	6	31	15	1	1	0	0	0	0	0
05:15 PM	0	2	0	7	12	28	18	2	0	0	0	0	0	0
05:30 PM	0	5	1	5	18	17	17	1	0	0	0	0	0	0
05:45 PM	0	1	1	3	5	20	15	0	0	0	0	0	0	0
06:00 PM	1	2	0	0	8	17	13	1	0	0	0	0	0	2
06:15 PM	0	4	0	0	10	11	10	1	0	0	0	0	0	0
06:30 PM	0	3	2	3	9	20	8	0	0	0	0	0	0	0
06:45 PM	0	3	0	3	7	17	9	2	0	0	0	0	0	0
07:00 PM	0	0	1	1	1	13	6	0	1	0	0	0	0	0
07:15 PM	0	3	1	0	7	3	4	1	0	0	0	0	0	0
07:30 PM	0	2	1	0	1	14	2	0	1	0	0	0	0	2
07:45 PM	0	6	1	0	2	18	7	1	0	0	0	0	0	0
08:00 PM	1	2	1	0	1	5	8	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	5	4	6	0	0	0	0	0	0	0
08:30 PM	1	2	0	2	8	10	3	0	1	0	0	0	0	0
08:45 PM	0	3	0	1	3	12	8	2	1	0	0	0	0	0
09:00 PM	0	1	0	0	3	10	10	0	0	0	0	0	0	0
09:15 PM	0	0	0	1	1	5	3	0	0	0	0	0	0	0
09:30 PM	0	1	1	1	3	6	3	2	0	0	0	0	0	0
09:45 PM	0	1	0	0	5	5	3	0	0	0	0	0	0	0
10:00 PM	0	1	0	0	3	8	4	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	5	5	1	0	0	0	0	0	0
10:30 PM	0	0	0	0	2	8	8	0	1	0	0	0	0	0
10:45 PM	0	0	0	1	1	2	5	1	0	0	0	0	0	0
11:00 PM	0	1	0	0	1	5	3	0	0	0	0	0	0	0
11:15 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	1	4	2	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	2	3	0	0	0	0	0	0	0	0
<b>TOTAL:</b>	<b>76</b>	<b>200</b>	<b>82</b>	<b>123</b>	<b>664</b>	<b>1526</b>	<b>886</b>	<b>101</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

Date: 12/7/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
Starting:														
12:00 AM	0	1	0	0	1	0	2	0	0	0	0	0	0	0
12:15 AM	0	1	0	0	1	1	2	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	1	4	2	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	1	4	1	0	0	0	0	0	0	0
01:00 AM	0	1	1	0	0	4	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	1	0	1	1	0	0	0	0	0	0
01:30 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0
01:45 AM	1	0	0	0	0	1	5	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0
03:00 AM	0	0	0	2	0	3	1	0	0	0	0	0	0	0
03:15 AM	0	0	1	0	0	2	2	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	4	2	2	0	0	0	0	0	0
04:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	2	3	2	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	4	5	0	1	1	0	0	0	0
05:00 AM	0	0	0	0	2	4	8	0	0	0	0	0	0	0
05:15 AM	0	2	1	0	2	6	2	0	0	0	0	0	0	0
05:30 AM	0	0	0	2	3	14	6	1	0	0	0	0	0	0
05:45 AM	1	2	0	0	1	5	16	1	0	0	0	0	0	0
06:00 AM	0	0	1	0	4	10	3	2	0	0	0	0	0	0
06:15 AM	0	2	0	1	6	16	9	2	1	0	0	0	0	0
06:30 AM	0	1	0	2	4	13	13	2	1	0	0	0	0	0
06:45 AM	0	3	0	1	5	15	15	2	1	0	0	0	0	0
07:00 AM	2	2	0	0	8	15	13	0	0	0	0	0	0	0
07:15 AM	0	7	0	0	8	32	27	4	0	1	0	0	0	0
07:30 AM	0	3	1	1	4	19	14	3	0	0	0	0	0	0
07:45 AM	0	9	1	3	11	25	29	6	2	0	0	0	0	0
08:00 AM	1	6	1	2	2	20	19	1	0	0	0	0	0	0

Date: 12/7/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
Starting:														
08:15 AM	1	4	1	0	6	19	18	6	4	1	0	0	0	0
08:30 AM	1	7	1	0	9	34	32	0	0	0	0	0	0	0
08:45 AM	1	1	1	1	10	27	30	5	2	0	0	0	0	0
09:00 AM	1	2	0	0	3	17	18	4	1	0	0	0	0	0
09:15 AM	2	1	0	3	7	25	14	5	1	0	0	0	0	0
09:30 AM	1	3	0	2	9	18	12	6	2	1	0	0	0	0
09:45 AM	2	6	2	3	7	18	15	6	0	0	0	0	0	0
10:00 AM	0	1	2	1	9	18	19	0	0	0	0	0	0	0
10:15 AM	1	1	1	0	9	18	11	1	0	0	0	0	0	0
10:30 AM	1	3	0	0	4	23	9	1	0	1	0	0	0	0
10:45 AM	3	4	1	1	6	22	15	3	1	0	0	0	0	0
11:00 AM	1	2	0	1	10	23	24	7	0	1	0	0	0	1
11:15 AM	2	3	0	1	10	36	23	2	1	0	0	0	0	0
11:30 AM	1	3	0	1	9	25	17	2	0	0	0	0	0	0
11:45 AM	3	1	2	1	7	21	12	2	0	0	0	0	0	0
12:00 PM	1	5	2	3	4	24	15	2	1	0	0	0	0	0
12:15 PM	0	6	2	4	8	18	20	4	0	0	0	0	0	0
12:30 PM	1	3	0	0	9	21	12	1	0	0	0	0	0	0
12:45 PM	0	6	2	5	10	33	20	1	0	0	0	0	0	0
01:00 PM	1	6	0	1	9	22	16	3	2	1	0	0	0	0
01:15 PM	1	4	0	2	11	24	15	2	0	0	0	0	0	0
01:30 PM	1	2	4	3	15	22	13	0	1	0	0	0	0	0
01:45 PM	2	2	1	4	5	30	19	3	0	0	0	0	0	0
02:00 PM	2	3	1	2	12	22	13	1	3	0	0	0	0	0
02:15 PM	3	3	1	2	12	20	10	2	3	0	0	0	0	0
02:30 PM	1	1	1	2	10	21	22	6	0	1	0	0	0	0
02:45 PM	2	3	2	3	10	19	6	5	0	0	0	0	0	0
03:00 PM	1	3	0	4	12	30	13	6	2	0	0	0	0	1
03:15 PM	2	3	1	2	14	16	21	0	2	0	0	0	0	0
03:30 PM	2	7	1	5	15	30	29	2	1	0	0	0	0	0
03:45 PM	5	12	6	5	25	38	24	1	2	0	0	0	0	0
04:00 PM	2	3	3	6	7	24	25	4	2	0	0	0	0	0
04:15 PM	5	4	2	3	9	37	22	4	2	0	0	0	0	0

Date: 12/7/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
04:30 PM	3	5	2	1	8	30	21	3	0	0	0	0	0	0
04:45 PM	1	1	0	1	11	37	20	2	1	0	0	0	0	0
05:00 PM	1	4	2	0	8	29	12	2	1	0	0	0	0	0
05:15 PM	2	5	1	2	9	32	18	3	0	0	0	0	0	0
05:30 PM	1	1	0	1	10	30	15	0	0	0	0	0	0	1
05:45 PM	0	2	1	2	5	22	21	4	0	0	0	0	0	0
06:00 PM	0	1	0	3	6	17	8	0	0	0	0	0	0	0
06:15 PM	2	0	2	2	8	24	9	1	0	0	0	0	0	1
06:30 PM	0	6	0	1	7	25	12	2	0	0	0	0	0	0
06:45 PM	0	3	1	2	7	28	8	1	0	0	0	0	0	0
07:00 PM	2	1	1	0	6	14	9	1	1	1	0	0	0	0
07:15 PM	1	7	1	0	6	10	8	1	0	0	0	0	0	0
07:30 PM	1	3	1	0	5	7	10	1	1	0	0	0	0	0
07:45 PM	0	0	0	2	1	5	2	0	0	0	0	0	0	0
08:00 PM	2	4	0	1	3	3	4	0	0	0	0	0	0	0
08:15 PM	0	5	1	0	3	4	4	0	1	0	0	0	0	0
08:30 PM	0	3	0	0	2	12	9	1	2	0	0	0	0	0
08:45 PM	0	1	0	0	2	6	5	1	0	0	0	0	0	0
09:00 PM	0	0	0	2	0	4	4	1	1	1	0	0	0	0
09:15 PM	0	1	0	0	2	6	5	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	2	4	2	1	2	0	0	0	0	0
09:45 PM	0	1	0	0	4	3	5	2	0	0	0	0	0	0
10:00 PM	0	2	1	0	2	6	7	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	1	11	0	0	0	0	0	0	0
10:30 PM	0	1	0	2	3	10	5	0	1	0	0	0	0	0
10:45 PM	0	2	0	1	0	1	4	0	0	0	0	0	0	0
11:00 PM	0	1	0	0	0	3	4	2	0	0	0	0	0	0
11:15 PM	0	0	1	0	1	2	1	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	1	1	1	0	0	0	0	0	0
<b>TOTAL:</b>	<b>74</b>	<b>219</b>	<b>62</b>	<b>108</b>	<b>502</b>	<b>1401</b>	<b>1037</b>	<b>158</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>



Date: 12/8/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15 AM	0	0	1	0	1	3	1	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	1	2	4	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	2	1	2	1	0	0	0	0	0	0
02:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	3	2	0	0	0	0	0	0	0
03:30 AM	0	1	0	0	1	0	1	0	0	0	0	0	0	0
03:45 AM	0	0	1	0	1	0	2	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	1	1	4	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	1	4	1	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	1	3	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	2	3	1	0	1	0	0	0	0	0
05:00 AM	0	0	0	0	1	7	8	0	0	0	0	0	0	0
05:15 AM	1	0	1	1	2	4	4	0	0	0	0	0	0	0
05:30 AM	0	0	0	1	2	12	9	0	0	0	0	0	0	0
05:45 AM	2	1	0	0	3	7	9	2	1	0	0	0	0	0
06:00 AM	0	2	0	0	4	6	8	2	0	0	0	0	0	0
06:15 AM	0	2	0	0	6	11	7	1	1	0	0	0	0	0
06:30 AM	0	1	1	0	2	15	13	2	1	0	0	0	0	0
06:45 AM	0	0	1	0	4	15	13	0	2	0	0	0	0	0
07:00 AM	0	1	2	2	2	10	9	1	0	0	0	0	0	0
07:15 AM	2	7	1	1	6	26	23	4	1	0	0	0	0	0
07:30 AM	1	2	2	0	6	28	37	9	1	0	0	0	0	0
07:45 AM	2	8	3	0	3	44	28	10	6	0	0	0	0	0
08:00 AM	0	6	0	0	8	29	17	2	1	0	0	0	0	0

Date: 12/8/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
Starting:														
08:15 AM	1	6	1	0	4	26	31	6	4	0	0	0	0	0
08:30 AM	1	5	1	0	9	29	22	4	1	0	0	0	0	0
08:45 AM	1	4	1	1	4	37	29	3	1	0	0	0	0	0
09:00 AM	2	0	1	3	7	20	14	2	0	0	0	0	0	0
09:15 AM	1	0	0	0	9	17	20	3	0	0	0	0	0	0
09:30 AM	1	2	0	0	11	22	30	6	1	0	0	0	0	0
09:45 AM	2	3	1	1	16	23	14	6	1	0	0	0	0	0
10:00 AM	0	2	1	0	6	20	11	2	1	0	0	0	0	0
10:15 AM	0	1	0	0	5	24	17	4	0	0	0	0	0	0
10:30 AM	0	1	1	2	13	22	15	1	1	0	0	0	0	0
10:45 AM	1	4	2	2	5	20	28	0	2	0	0	0	0	0
11:00 AM	1	2	0	1	6	21	21	3	1	0	0	0	0	0
11:15 AM	0	4	1	1	6	20	12	7	0	0	0	0	0	0
11:30 AM	0	3	3	2	4	20	22	1	1	0	0	0	0	0
11:45 AM	0	5	0	1	10	26	19	6	0	0	0	0	0	0
12:00 PM	2	4	2	3	13	19	22	4	0	0	0	0	0	0
12:15 PM	0	5	2	0	5	31	18	3	2	0	0	0	0	0
12:30 PM	3	5	3	4	10	24	18	2	0	0	0	0	0	0
12:45 PM	1	3	0	0	9	25	20	4	2	0	0	0	0	0
01:00 PM	4	4	1	1	6	38	11	2	1	0	0	0	0	0
01:15 PM	0	2	4	1	6	27	19	2	0	0	0	0	0	0
01:30 PM	1	2	2	2	11	33	20	2	1	0	0	0	0	0
01:45 PM	0	4	2	4	10	22	14	3	1	0	0	0	0	0
02:00 PM	2	0	0	1	5	26	18	2	2	1	0	0	0	0
02:15 PM	3	5	1	0	8	22	25	2	1	0	0	0	0	0
02:30 PM	1	2	2	1	8	23	26	6	0	0	0	0	0	0
02:45 PM	1	3	2	3	9	32	25	1	2	0	0	0	0	0
03:00 PM	0	2	0	1	10	25	22	4	0	0	0	0	0	0
03:15 PM	1	2	0	1	9	27	20	3	1	0	0	0	0	0
03:30 PM	0	4	3	2	11	31	40	5	0	0	0	0	0	0
03:45 PM	1	12	1	2	13	46	23	1	2	0	0	0	0	0
04:00 PM	4	4	5	2	16	40	20	4	2	0	0	0	0	0
04:15 PM	2	0	1	1	9	31	29	3	0	0	0	0	0	0

Date: 12/8/2011

Direction: Southbound

Location: Front Street (300 ft north of Laurel St)

Time Period Starting:	Vehicle Speed (mph)													
	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-9999
04:30 PM	2	4	1	1	10	28	28	7	0	0	0	0	0	0
04:45 PM	6	3	2	1	12	29	29	7	1	0	0	0	0	1
05:00 PM	1	3	1	4	8	25	18	2	0	0	0	0	0	0
05:15 PM	2	8	2	1	14	22	12	5	1	0	0	0	0	0
05:30 PM	1	4	1	1	16	37	20	2	1	0	0	0	0	0
05:45 PM	0	3	1	0	8	22	18	1	1	0	0	0	0	0
06:00 PM	1	1	0	3	9	21	14	2	0	0	0	0	0	0
06:15 PM	0	1	2	2	3	13	18	1	1	0	0	0	0	0
06:30 PM	1	3	0	0	8	19	9	2	0	0	0	0	0	0
06:45 PM	0	2	1	0	4	15	12	0	0	0	0	0	0	0
07:00 PM	0	2	0	0	3	16	14	1	0	0	0	0	0	0
07:15 PM	0	2	0	0	1	7	6	0	0	0	0	0	0	0
07:30 PM	0	2	2	0	3	9	2	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	2	10	6	0	0	0	0	0	0	0
08:00 PM	1	1	0	0	5	22	8	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	6	16	7	1	0	0	0	0	0	0
08:30 PM	0	0	2	0	6	7	5	1	0	0	0	0	0	0
08:45 PM	0	2	1	0	3	10	5	1	1	0	0	0	0	0
09:00 PM	1	3	0	0	1	7	2	3	0	0	0	0	0	0
09:15 PM	1	2	0	3	6	9	6	2	0	0	0	0	0	1
09:30 PM	0	2	0	0	3	6	3	1	0	0	0	0	0	0
09:45 PM	1	1	1	1	2	5	6	0	0	0	0	0	0	0
10:00 PM	0	3	0	0	0	5	6	1	1	0	0	0	0	0
10:15 PM	0	2	0	0	4	5	11	1	1	1	0	0	0	1
10:30 PM	0	0	1	0	0	6	9	0	0	0	0	0	0	0
10:45 PM	0	1	0	0	1	3	1	1	1	0	0	0	0	0
11:00 PM	0	1	0	0	1	3	5	0	0	0	0	0	0	0
11:15 PM	0	1	0	0	0	1	1	1	0	0	0	0	0	0
11:30 PM	0	1	0	0	0	3	0	1	0	0	0	0	0	0
11:45 PM	0	0	0	0	2	5	0	0	0	0	0	0	0	0

**TOTAL:** 63 196 75 66 485 1494 1191 187 55 2 0 0 0 3

CRASH_ID	SER_NO	INVTG_AG	CRASH_DT	CRASH_HR	ST_NM	ISECT_ST_N	RD_CHAR_C	RD_CHAR_S	CMPSS_DIR	IMPCT_LOC	ISECT_TYP	MEDN_TYP	TRAF_CNTL	WTHR_CON	RD_SURF_S	LGT_COND	CRASH_TYP	COLLIS_TYP	CRASH_SVR	VHCL_TYP	VHCL_MVM	VHCL_CMPS	VHCL_CMPS
1255619	01659	CITY	8/31/2007	7P	FRONT ST	HAZEL ST	1	INTER	CN	03	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	TURN	PDO	PSNGR CAR	TURN-L	NE	SE
1255619	01659	CITY	8/31/2007	7P	FRONT ST	HAZEL ST	1	INTER	CN	03	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	TURN	PDO	PSNGR CAR	STRGHT	NW	SE
1327589	00727	NO RPT	4/23/2009	3P	FRONT ST	LAUREL ST	1	INTER	CN	01	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	TURN	INJ	PSNGR CAR	TURN-L	NE	SE
1327589	00727	NO RPT	4/23/2009	3P	FRONT ST	LAUREL ST	1	INTER	CN	01	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	TURN	INJ	PSNGR CAR	STRGHT	SE	NW
1327590	00763	NO RPT	4/30/2009	8A	FRONT ST	LAUREL ST	1	INTER	CN	01	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	TURN	INJ	PSNGR CAR	STRGHT	SE	NW
1327590	00763	NO RPT	4/30/2009	8A	FRONT ST	LAUREL ST	1	INTER	CN	01	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	TURN	INJ	PSNGR CAR	STRGHT	SE	NW
1327590	00763	NO RPT	4/30/2009	8A	FRONT ST	LAUREL ST	1	INTER	CN	01	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	TURN	INJ	PSNGR CAR	TURN-L	NE	SE
1314982	00005	CITY	1/2/2009	4P	FRONT ST	MANZANITA	3	STRGHT	SE	05		NONE	L-TURN REF	CLD	DRY	DUSK	S-STRGHT	SS-O	PDO	PSNGR CAR	STRGHT	NW	SE
1314982	00005	CITY	1/2/2009	4P	FRONT ST	MANZANITA	3	STRGHT	SE	05		NONE	L-TURN REF	CLD	DRY	DUSK	S-STRGHT	SS-O	PDO	PSNGR CAR	STRGHT	NW	SE
1312462	02332	NO RPT	12/11/2008	12P	FRONT ST	MANZANITA	1	INTER	CN	01	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	ANGL	PDO	PSNGR CAR	STRGHT	SE	NW
1312462	02332	NO RPT	12/11/2008	12P	FRONT ST	MANZANITA	1	INTER	CN	01	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	ANGL	PDO	PSNGR CAR	STRGHT	NE	SW
1312568	02318	CITY	12/12/2008	4P	FRONT ST	MANZANITA	1	INTER	CN	01	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	TURN	INJ	PSNGR CAR	STRGHT	SE	NW
1312568	02318	CITY	12/12/2008	4P	FRONT ST	MANZANITA	1	INTER	CN	01	3-LEG		STOP SIGN	CLR	DRY	DAY	ANGL-OTH	TURN	INJ	PSNGR CAR	TURN-L	NE	SE
1234832	00652	NO RPT	3/26/2007	9A	FRONT ST	MAPLE ST	1	INTER	SE	06	3-LEG		OFCR/FLAG	CLR	DRY	DAY	S-1STOP	REAR	PDO	PSNGR CAR	STRGHT	SE	NW
1234832	00652	NO RPT	3/26/2007	9A	FRONT ST	MAPLE ST	1	INTER	SE	06	3-LEG		OFCR/FLAG	CLR	DRY	DAY	S-1STOP	REAR	PDO	PSNGR CAR	STOP	SE	NW
1350888	02230	NO RPT	11/10/2009	5P	FRONT ST	MAPLE ST	3	STRGHT	NW	04		NONE	STOP SIGN	CLR	DRY	DUSK	S-STRGHT	SS-O	PDO	PSNGR CAR	STRGHT	SE	NW
1350888	02230	NO RPT	11/10/2009	5P	FRONT ST	MAPLE ST	3	STRGHT	NW	04		NONE	STOP SIGN	CLR	DRY	DUSK	S-STRGHT	SS-O	PDO	PSNGR CAR	STRGHT	SE	NW
1374990	01014	NONE	6/9/2010	3P	FRONT ST	MAPLE ST	1	INTER	CN	02	3-LEG		UNKNOWN	CLR	DRY	DAY	S-1TURN	TURN	PDO	PSNGR CAR	STRGHT	SE	NW
1374990	01014	NONE	6/9/2010	3P	FRONT ST	MAPLE ST	1	INTER	CN	02	3-LEG		UNKNOWN	CLR	DRY	DAY	S-1TURN	TURN	PDO	PSNGR CAR	TURN-R	SE	NE