CITY OF BAY MINETTE Citywide Traffic Analysis





Final Report September 2018

Prepared by:



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Section 1 Introduction

This report summarizes the findings of a Citywide Traffic Study performed by Neel-Schaffer, Inc. as requested by the City of Bay Minette. The study focused on six major items. The major items included high crash intersections or roadway segments on non-state roadways, high traffic streets identified by the City on non-state roadways, four-way stop sign analysis at locations identified by the City, impacts of proposed sports complex and elementary school, developing a traffic calming policy, and provide a recommended functionally classified roadway network.

The purpose of this study is to examine the major items above and recommend improvements, if necessary, to mitigate traffic concerns as they relate to the locations.

Section 2 High Crash Locations

The City identified seven intersections/roadway segments that are not maintained by the State for crash analysis and road safety audits. The high crash locations include the intersection of Dobson Avenue and 7th Street, the intersection of South White Avenue and Brady Road, the intersection of Pine Street and 1st Street, the intersection of Pine Street and Railroad Street, the intersection of North White Avenue and 5th Street, a roadway segment of Williams Street near Taylor's Towing, and the roadway segment of Red Hill Road/Dobson Avenue through the curve.

A roadway safety audit was performed for each location. This process was started by requesting crash reports from ALDOT's CARE system. These reports were examined for type of crashes, severity, and contributing cause. Additional crash reports were provided by the City. Traffic Counts were also examined to determine the crash rate for each location. Finally, field visits were performed to determine if there were any physically barriers, roadway geometrics, or signage that might be contributing to the accidents.

The accident rate for each location that was identified was computed using information from the Institute of Transportation Engineers (ITE) <u>Traffic Engineering Handbook</u>, 5th Edition. The accident rate was calculated using the following equation:

Where rate = accidents per million vehicles entering the intersection annually (MEV) Where traffic entering = AADT (average annual daily traffic) x 365 days/year x years

2.1 Dobson Avenue and 7th Street

The CARE System identified three crashes at this location between 2014 – 2016. The crashes are summarized in the table below.

| Report # | Primary Contributing Circumstance | First Harmful Event | Crash Manner | Crash Severity | Lighting Conditions | Weather | Drugs or Alcohol Involved? | Maneuver |
|----------|---|--|-------------------------------------|----------------------------|----------------------------------|---------|----------------------------------|-------------------------------------|
| 5714845 | DUI | Crossed Centerline | Head-On (front to front only) | Unknown | Daylight | Clear | No | Turning Left |
| 6633808 | Made Improper Turn | Collision with Vehicle in Traffic | Angle Oncoming (frontal) | Property Damage Only | Daylight | Cloudy | No | Turning Left |
| 6747307 | Failed to Yield Right-of-Way from Stop Sign | Collision with Vehicle in Traffic | Side Impact (90 degrees) | Property Damage Only | Dark - Roadway Not Lighted | Rain | No | Movement Essentially Straight |

Of the three crashes, one was a DUI and the other two were an improper turn and failure to yield. Additional information regarding the crashes can be found in the Appendix. The crash rate for this location is as follows:

| Crash Rate | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| # of Crashes AADT Years of Data Crash Rate | | | | | | | | | |
| 3 2008 2 2.05 | | | | | | | | | |

A crash rate of 2.05 is below the average crash rate that was calculated for the seven locations.

This intersection is a 4-way stop located near a Walmart Supercenter and Quincy Compressor. There are approximately 8-foot unpaved shoulders beyond the pavement. The intersection has large radii for turning vehicles, and crosswalk and stop signs are placed away from the intersection. Due to the placement of stop signs, cars are stopping past the stop signs before looking both ways. Also, a large portion of vehicles were observed coming to a slow roll instead of making a complete stop. There is limited visibility when looking towards North Dobson Avenue from eastbound West 7th Street while stopped at the intersection due to large trees and brushes. Also, the existing striping is faded.





The recommendations for this intersection are to replacement existing signage and striping. When the intersection is restriped, the crosswalk should be moved forward closer to the intersection and stop bars should be added. Also, the new stop signs should be placed adjacent to the new stop bars. Vegetation should also be removed or thinned to improve intersection sight distance.

2.2 South White Avenue and Brady Road

The CARE System identified five crashes at this location between 2012 – 2016. The crashes are summarized in the table below.

| Report # | Primary Contributing Circumstance | First Harmful Event | Crash Manner | Crash Severity | Lighting Conditions | Weather | Drugs or Alcohol Involved? | Maneuver |
|----------|---|--|--|----------------------------|----------------------------------|---------|----------------------------------|-------------------------------------|
| 5745543 | DUI | Ran Off Road Straight | Single Vehicle Crash (all types) | Property Damage Only | Daylight | Rain | Yes - Alcohol | Movement Essentially Straight |
| 2700132 | Unseen Object/ Person/ Vehicle | Collision with Vehicle in (or from) Other Roadway | Angle (front to side) Same Direction | Property Damage Only | Daylight | Clear | No | Movement Essentially Straight |
| 3652556 | Ran Stop Sign | Evasive Action (Swerve/Brake) | Side Impact (angled) | Property Damage Only | Daylight | Clear | N/A | Unknown |
| 5644661 | Unseen Object/ Person/ Vehicle | Collision with Vehicle in Traffic | Side Impact (angled) | Property Damage Only | Dark - Roadway Not Lighted | Clear | No | Movement Essentially Straight |
| 6630555 | Failed to Yield Right-of-Way from Stop Sign | Collision with Vehicle in Traffic | Side Impact (90 degrees) | Property Damage Only | Dusk | Rain | No | Entering Main Road |

Of the five crashes, one was a DUI, two were unseen vehicles, one ran the stop sign, and one was failure to yield. Additional information regarding the crashes can be found in the Appendix. The crash rate for this location is as follows:

| Crash Rate | | | | | | | | | |
|--|------|---|------|--|--|--|--|--|--|
| # of Crashes AADT Years of Data Crash Rate | | | | | | | | | |
| 5 | 2738 | 5 | 1.81 | | | | | | |

A crash rate of 1.81 is below the average crash rate that was calculated for the seven locations.

The intersection at Brady Road and S White Avenue is a two-way stop-controlled intersection with Brady Road being free-flow. The roadways are an open ditch roadway with utilities and concrete pipe located within the clear zone of the roadway. There is a small vertical curve (hill) north of the intersection that can cause limited sight distance.







The recommendations for this location include updating the stop signs and replacing the street name signs with ones that are MUTCD (Manual on Uniform Traffic Control Devices) compliant. Also, the intersection needs to be restriped to help delineate the intersection.

2.3 Pine Street and 1st Street

The CARE System identified four crashes at this location between 2014 – 2016. The crashes are summarized in the table below.

| Report # | Primary Contributing Circumstance | First Harmful Event | Crash Manner | Crash Severity | Lighting Conditions | Weather | Drugs or Alcohol Involved? | Maneuver |
|----------|---|--|---|----------------------------|---|---------|----------------------------------|-------------------------------------|
| 6703598 | Failed to Yield Right-of-Way from Stop Sign | Collision with Vehicle in (or from) Other Roadway | Side Impact (90 degrees) | Property Damage Only | Daylight | Clear | No | Movement Essentially Straight |
| 5711681 | Over Correcting/ Over Steering | Collision with Utility Pole | Single Vehicle Crash (all types) | Property Damage Only | Daylight | Clear | No | Movement Essentially Straight |
| 4658857 | Unknown | Collision with Vehicle in Traffic | Side Impact (angled) | Property Damage Only | Daylight | Clear | No | Movement Essentially Straight |
| 6601338 | Failed to Yield Right-of-Way from Stop Sign | Collision with Vehicle in Traffic | Side Impact (angled) | Property Damage Only | Dark - Spot Illumination One Side of Roadway | Cloudy | No | Turning Right |

Of the four crashes, two were failure to yield the right-of-way, one was oversteering, and one was unknown. Additional information regarding the crashes can be found in the Appendix. The crash rate for this location is as follows:

| Crash Rate | | | | | | | | | | |
|--|---------------|--|--|--|--|--|--|--|--|--|
| # of Crashes AADT Years of Data Crash Rate | | | | | | | | | | |
| 4 | 4 1640 3 2.23 | | | | | | | | | |

A crash rate of 2.23 is below the average crash rate that was calculated for the seven locations.

The intersection at Pine Street and First Street is a two-way stop-controlled intersection with Pine Street being free-flow. There are vast amounts of on-street parking and appears to have remnants of on-street parking on the west side of Pine Street. The parking could severely limit the driver's ability to see on-coming traffic if the spaces nearest the intersection where utilized. The stop signs are mounted low and the striping is faded. Also, the sidewalks that approach the intersection are not ADA compliant due to missing handicap ramps and/or no truncated domes.







The recommendations for this location include installing new signs mounted at the proper height, restriping the roadways, add edge stripe at a minimum along the west side of Pine Street, and stripe out the first parking spots near the intersection to prevent parking adjacent to the intersection to help with intersection sight distance. Also, it is recommended that the intersection be brought up to ADA Standards by constructing ADA compliant handicap ramps.

2.4 Pine Street and Railroad Street

The CARE System identified two crashes at this location in 2013. The crashes are summarized in the table below.

| Report # | Primary Contributing Circumstance | First Harmful Event | Crash Manner | Crash Severity | Lighting Conditions | Weather | Drugs or Alcohol Involved? | Maneuver |
|----------|---|--|--------------------------------|----------------------------|------------------------|---------|----------------------------------|----------------------------------|
| 3648848 | Followed too Close | Collision with Vehicle in Traffic | Rear End (front to rear) | Property Damage Only | Daylight | Clear | No | Movement Essentially Straight |
| 3677736 | Misjudge Stopping Distance | Collision with Vehicle in Traffic | Rear End (front to rear) | Property Damage Only | Daylight | Clear | No | Movement Essentially Straight |

Both of the crashes were rear end crashes and were caused by following too closely and misjudging stopping distance. Additional information regarding the crashes can be found in the Appendix. The crash rate for this location is as follows:

| Crash Rate | | | | | | | | | |
|--|-----|---|-------|--|--|--|--|--|--|
| # of Crashes AADT Years of Data Crash Rate | | | | | | | | | |
| 2 | 368 | 1 | 14.89 | | | | | | |

A crash rate of 14.89 is well above the average crash rate that was calculated for the seven locations. This is primarily a function of the low traffic numbers and not an indication that this intersection is less safe than the others.

The intersection at W Railroad Street and S Pine Street is a two-way stop-controlled intersection with Pine Street being free-flow. There are no shoulders and utility poles are located in the clear zone. The existing striping is faded. The intersection is located directly next to a railroad crossing which may cause congestion when a train has the crossing blocked. In the northwest corner of the intersection, there is an open parking lot with no clearly defined driveways. The open parking lot may also be treated as a cut through when traffic is stopped for the passing train.





The recommendations for this location include replacing the signage and restriping the intersection. Also, if the property in the northwest corner is redeveloped, its driveways should be clearly defined and reduce the amount of open asphalt to the roadway.

2.5 North White Avenue and 5th Street

The CARE System identified one crash at this location in 2016. The crash are summarized in the table below.

| Report # | Primary Contributing Circumstance | First Harmful Event | Crash Manner | Crash Severity | Lighting Conditions | Weather | Drugs or Alcohol Involved? | Maneuver |
|----------|---|---|--------------------------------|--------------------|------------------------|---------|----------------------------------|-------------------------------------|
| 6603955 | Unseen Object/ Person/ Vehicle | Collision with Vehicle in Traffic | Side Impact (90 degrees) | Possible Injury | Daylight | Clear | No | Movement Essentially Straight |

This single crash was caused by a vehicle pulling out in front on another vehicle. The crash did include a possible injury and the driver was a teenager. Additional information regarding the crash can be count in the Appendix. The crash rate for this location is as follows:

| Crash Rate | | | | | | | | | |
|--|------|---|------|--|--|--|--|--|--|
| # of Crashes AADT Years of Data Crash Rate | | | | | | | | | |
| 1 | 1016 | 1 | 2.69 | | | | | | |

A crash rate of 2.69 is below the average crash rate that was calculated for the seven locations.

The intersection of 5th Street and North White Avenue is a two-way stop-controlled intersection with the minor road being 5th Street. The intersection is located in a school zone having a speed limit of 15 miles per hour. With the location of the school, congestion may occur at this intersection during school hours. The shoulders have a width of approximately 8 inches. The stop signs tend to be not visible at a distance due to the shade that the trees are casting at the intersection. The stop sign located westbound on 5th street was covered by a low hanging limb during the field visit. There is also parking on 5th street in close proximity to the intersection heading westbound.





The recommendations for this location including cutting the low hanging tree limb that is obstructing the view of the stop sign, upgrade the existing stop signs and street name signs, and restripe the intersection. The new school could also affect this intersection by lessening the traffic.

2.6 Williams Street

The CARE System did not identify any crashes for the segment of Williams Street between the railroad tracks to the south and Hoyle Avenue to the north. However, the Fire and Police Department reported one crash with injuries. Crash reports were not readily available to provide details of the crash. The crash rate for this location is as follows:

| Crash Rate | | | | | |
|--------------|------|---------------|------------|--|--|
| # of Crashes | AADT | Years of Data | Crash Rate | | |
| 1 | 960 | 1 | 2.85 | | |

A crash rate of 2.85 is below the average crash rate that was calculated for the seven locations.

The curve by Taylor's Towing does not have paved shoulders or striping. The curve provides for a sight distance issue in both directions due to bushes growing over a fence on the inside of the curve.





The recommendations for this location are to remove the overgrown vegetation from the inside of the curve, install advanced curve warning signs, and add striping to the segment of roadway.

2.7 Red Hill Road/Dobson Avenue

The CARE System did not identify any crashes for the segment of Red Hill Road/Dobson Avenue between Walmart to the south and the Middle School to the west. However, the Fire and Police Department reported one crash with no injuries. Crash reports were not readily available to provide details of the crash. The crash rate for this location is as follows:

| Crash Rate | | | | |
|--|------|---|------|--|
| # of Crashes AADT Years of Data Crash Rate | | | | |
| 1 | 4350 | 1 | 0.63 | |

A crash rate of 0.63 is below the average crash rate that was calculated for the seven locations.

The curve located on N Dobson Avenue has a speed limit of 20 miles per hour and limited unpaved shoulders. The chevrons located along the curve are not up to current standards. There are also tire tracks in the grass on the inside of the curve indicating the need for additional pavement. The slopes on the inside and outside of the curve are beyond the 4:1 slopes required for clear zone.





The recommendation for this location include installing new chevron signs mounted on adjustable brackets in accordance with the MUTCD. Also, striping should be refreshed, and additional asphalt installed on the inside of the curve. The City has a plan to extend Red Hill Road to Alabama Highway 59. Once the roadway is extended, the curve would be removed with Dobson Avenue intersecting Red Hill Road at a 90-degree intersection.

Section 3 High Traffic Streets

The City identified eleven (11) non-state roadways that they deemed to have the high traffic volumes in the City. These locations included West 7th Street, West 9th Street, West 4th Street, Daphne Road, Moran Street, East 5th Street, East 9th Street, East 12th Street, McMillian Avenue, Dobson Road, and West Banyan Street.

3.1 Existing Traffic Volumes

Turning movement counts and 24-hour tube counts were conducted throughout the identified streets. ALDOT traffic counts were also utilized to supplement those counts that were collected. The traffic counts are provided in the Appendix.

3.2 Basis of Analysis

From a performance perspective, the effective operation of a roadway is evaluated based on the delay, volumes, traffic composition and roadway geometrics. Typically, the methodology established by the <u>Highway Capacity Manual</u>, 2010 is utilized for this analysis. However, these locations are non-highway streets and void mostly of traffic signals. Therefore, the Florida Department of Transportation (FDOT) <u>Quality/Level of Service Handbook</u> Tables were utilized for this analysis. Levels-of-service is based on peak hour directional volume. The level-of-service, as outlined in the tables, is reported as a letter designation of LOS C, D, and E (C is the least amount of traffic and E is the capacity of the roadway). The volume range is as follows:

| City Roadways | | | | | | |
|---|-------------------|-------------------|-----------|-------------|-------|--|
| | | | Levels of | f Service** | | |
| Lanes | Median | В | С | D | E | |
| 1 | Undivided | * | 259 | 525 | 560 | |
| 2 | Divided | * | 511 | 1,141 | 1,190 | |
| 3 | Divided | * | 819 | 1,764 | 1,792 | |
| 4 | Divided | * | 1,127 | 2,373 | 2,394 | |
| * Cannot be achieved using table input value defaults | | | | | | |
| ** Volumes sho | own are direction | al peak hour volu | ımes | | | |

3.3 West 7th Street

West 7th Street is an east/west corridor that crosses several residential streets in the area and runs between Alabama State Highway 59 (McMeans Avenue) and Alabama State Highway 287 (Hand Avenue). There are no shoulders along West 7th Avenue and multiple stop signs located at the crossing of the residentials streets. West 7th Street is a two-lane road with faded striping along the entire segment. There are concrete drainage pipes along the segment to convey stormwater, as well as, shallow swales. West 7th Street is functionally classified as a collector.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | |
|-----------------------------|-----------|--------|------------------|--|
| Roadway | Peak Hour | Volume | Level-of-Service | |
| West 7 th Street | PM | 134 | С | |

The Traffic Counts indicate that West 7th Street is operating at acceptable level-of-service during the peak hours.

3.4 West 9th Street

West 9th Street is an east/west corridor that crosses several residential streets and runs between Alabama State Highway 59 (McMeans Avenue) and Alabama State Highway 287 (Hand Avenue). West 9th Street is a two-lane roadway with no shoulders and multiple stop signs located at the crossing of the residential streets. The speed limit is 35 miles per hour and present striping is faded. Drainage pipes exist along this segment to convey stormwater run-off.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | |
|-----------------|-----------|--------|------------------|--|
| Roadway | Peak Hour | Volume | Level-of-Service | |
| West 9th Street | PM | 150 | С | |

The Traffic Counts indicate that West 9th Street is operating at acceptable level-of-service during the peak hours.

3.5 West 4th Street

West 4th Street begins at George B. Halliday Park and continues east to Alabama State Highway 287 (Hand Avenue) as a two-way roadway. Once across Hand Avenue, West 4th Street becomes a one-way street westbound for one blocks before terminating at Blackburn Street. The roadway consists of two eleven-foot lanes with no shoulders. An open drainage system exists with pipe crossing under driveways and side streets. A sidewalk exists on the south side of the roadway between George B Halliday Park and the Bay Minette Kids Park. Multiple four-way stops exist along this corridor. The posted speed limit is 25 miles per hour and the existing striping is faded.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | |
|-----------------|-----------|--------|------------------|--|
| Roadway | Peak Hour | Volume | Level-of-Service | |
| West 4th Street | PM | 32 | С | |

The Traffic Counts indicate that West 4th Street is operating at acceptable level-of-service during the peak hours.

3.6 Daphne Road

Daphne Road runs north and south from U.S. Highway 31 to Clay Street and is functionally classified as a collector. This segment consists of little to no striping and has a speed limit of 25 miles per hour. There are many homes and businesses located on this two-lane road. There are grass ditches located alongside the road to convey stormwater drainage and there are no shoulders along the segment. Daphne Road has one stop-controlled intersection in this segment and it is located at the intersection with Dr. Martin Luther King Jr. Boulevard.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | |
|----------------|-----------|--------|------------------|--|
| Roadway | Peak Hour | Volume | Level-of-Service | |
| Daphne Road | PM | 229 | С | |

The Traffic Counts indicate that Daphne Road is operating at acceptable level-of-service during the peak hours.

3.7 Moran Street

Moran Street is two lanes and runs north and south between Dickman Road and Brady Road North. Moran Street has no paved shoulders and the striping is faded. The speed limit is 25 miles per hour and contains many residential houses. There are concrete pipes and shallow grass ditches to convey stormwater water run-off. Moran Street is a no passing zone containing double yellow lines throughout the entire segment and is functionally classified as a collector.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | |
|----------------|-----------|--------|------------------|--|
| Roadway | Peak Hour | Volume | Level-of-Service | |
| Moran Street | PM | 171 | С | |

The Traffic Counts indicate that Moran Street is operating at acceptable level-of-service during the peak hours.

3.8 East 5th Street

East 5th Street begins at McMillian Avenue to the west and continues east to the Cemetery. This roadway segment consists of two eleven-foot lanes, half-foot paved shoulders, and a sidewalk that runs on one side of the street between State Highway 287 (Hand Avenue) and North Hoyle Avenue. There are small swale ditches to convey stormwater. The posted speed limit is 25 miles per hour. East 5th Street is functionally classified as a collector. East 5th Street is also one of the primary routes for vehicles traveling to/from the Elementary School. It is anticipated that some traffic will move away from the roadway once the new Elementary School is built and open.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | |
|-----------------------------|-----------|--------|------------------|--|
| Roadway | Peak Hour | Volume | Level-of-Service | |
| East 5 th Street | AM | 201 | С | |

The Traffic Counts indicate that East 5th Street is operating at acceptable level-of-service during the peak hours.

3.9 East 9th Street

East 9th Street is a two-lane road and runs from North Hoyle Avenue to Marks Avenue. Bay Minette Elementary School is located on East 9th Street and in front of the school there is a posted speed limit of 15 miles per hour. There are both concrete drainage pipes and PVC drainage pipes along the road segment with shallow grass ditches. The shoulder width varies from approximately 6-inch shoulders along the road segment to 1-foot shoulders in front of the Elementary School. There are pedestrian crosswalks at East 9th Street and North White Avenue, as well as, East 9th Street and Blackburn Avenue. The posted speed limit is 25 miles per hour. It is anticipated that traffic will increase on East 9th Street once the new Elementary School is built and open.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | |
|-----------------|-----------|--------|------------------|--|
| Roadway | Peak Hour | Volume | Level-of-Service | |
| East 9th Street | AM | 170 | С | |

The Traffic Counts indicate that East 9th Street is operating at acceptable level-of-service during the peak hours.

3.10 East 12th Street

East 12th Street is a two-lane road and runs from North Hoyle Avenue to Marks Avenue. The Bay Minette Pool Complex is located on East 12th Street and Bradley Avenue. The remainder of the road segment contains residential housing. The speed limit is 20 miles per hour. This road segment is stop controlled at various intersections. There is drainage along the side of the street where some areas contain drainage pipes and shallow grass ditches and some areas contain shallow swales. East 12th Street is functionally classified as a collector.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | |
|------------------|-----------|--------|------------------|--|
| Roadway | Peak Hour | Volume | Level-of-Service | |
| East 12th Street | PM | 70 | С | |

The Traffic Counts indicate that East 12th Street is operating at acceptable level-of-service during the peak hours.

3.11 McMillian Avenue

McMillan Avenue runs from 1st Street to Hampton Road and is functionally classified as a collector. There is a small segment that goes past Hampton Road and turns into a dead end. McMillan Avenue is a two-lane street and has a speed limit of 15 miles per hour. There is designated parking on the side of the street from 1st Street to West 4th Street. The road contains some shallow swale ditches with drainage pipes to convey stormwater run-off. The shoulders vary from 0 - 1 foot along the road segment. North Baldwin Infirmary is located on McMillan Avenue near Hospital Street.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | |
|------------------|-----------|--------|------------------|--|
| Roadway | Peak Hour | Volume | Level-of-Service | |
| McMillian Avenue | PM | 96 | С | |

The Traffic Counts indicate that McMillian Avenue is operating at acceptable level-of-service during the peak hours.

3.12 Dobson Avenue

Dobson Avenue consist of the two named roadways, North Dobson Avenue and South Dobson Avenue.

South Dobson Avenue runs from D'Olive Street to Bibb Street. There is little to no striping along the road segment. There are also no shoulders. Ditches are present for the conveyance of drainage and stormwater run-off. The land use consists of mostly residential properties.

North Dobson Avenue is a two-lane road that crosses over many residential roads and runs from D'Olive Street to Red Hill Road. North Dobson Avenue becomes Red Hill Road east of Bay Minette Middle School. The shoulders along this road segment vary from 0 - 8 inches. North Dobson Avenue passes between Walmart Supercenter and Quincy Compressor. There are some grass ditches with concrete pipe located along the segment to convey drainage. The speed limit on North Dobson Avenue is 35 miles per hour. There is a curve between Walmart Supercenter and Bay Minette Middle school where the speed limit slows to 20 miles per hour.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | | | |
|----------------|-----------|--------|------------------|--|--|--|
| Roadway | Peak Hour | Volume | Level-of-Service | | | |
| Dobson Avenue | AM | 435 | D | | | |

The Traffic Counts indicate that Dobson Avenue is operating at acceptable level-of-service during the peak hours. Dobson Avenue is carrying a higher volume of traffic than the other roadways that were identified and is within 125 vehicles in an hour to reaching capacity. Capacity could be increased with the addition of turn lanes at key intersections such as with West 7th Street. In addition, traffic volumes are anticipated to decrease on North Dobson Avenue once Red Hill Road is extended to Alabama Highway 59.

3.13 West Banyan Street

West Banyan Street is a two-lane street that travels from Alabama Highway 59 to Daphne Road. West Banyan serves as a back entrance to Street's Seafood Restaurant. The prevailing adjacent land use is residential. The roadway consists of two-way traffic, no shoulders, no striping, and relatively deep ditches next to the paved lanes to convey stormwater. There is not a posted speed limit.

The results of the traffic counts are shown in the table below:

| Traffic Counts | | | | | | |
|--------------------|-----------|--------|------------------|--|--|--|
| Roadway | Peak Hour | Volume | Level-of-Service | | | |
| West Banyan Street | AM | 57 | С | | | |

The Traffic Counts indicate that West Banyan Street is operating at acceptable level-of-service during the peak hours.

3.14 Conclusions

The traffic counts and analysis indicated that the eleven chosen non-state roadways are operating at acceptable levels-of-service. Please note that traffic counts were taken during the week and while school is in session. Some roadway such as East 12th Street could have more traffic on it during the summer and West Banyan Street during the weekends. It was also noted that many of the intersections contain four-way stops that limit the progression of traffic.

Section 4 Multi-Way Stop Sign Analysis

The City identified 16 intersections that were either four-way stops or three-way stops to be evaluated for their appropriateness. These intersection included Almyra Street and Collier Avenue, Carroll Street and Bibb Street, West 3rd Street and Day Avenue, West 3rd Street and Hall Avenue, West 3rd Street and Hall Avenue, West 6th Street and Armstrong Avenue, West 6th Street and Moog Avenue, West 6th Street and McMillian Avenue, West 7th Street and Hall Avenue, West 7th Street and Moog Avenue, West 9th Street and McMillian Avenue, East 9th Street and Thomley Avenue, East 9th Street and Mixon Avenue, and East 12th Street and Thomley Avenue.

4.1 Multi-Way Stop Control Criteria

Multi-way stop control should be used at intersections where sight distance or crash history cannot be improved through other means. Multi-way stop control can also be used where intersecting roads have approximately equal traffic volumes. Multi-way stop control should not be used as a means of traffic calming. Figure 4.1 illustrates different criteria for installing multi-way stop control as identified by the MUTCD.

Figure 4.1
Criteria for Installing Multi-Way Stop Control

| ✓ Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal. |
|---|
| ✓ If a crash problem is present, as indicated by five or more reported crashes in a 12-month period, and susceptible to correction by a multi- way stop installation. |
| ✓ The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and; ✓ The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. |
| ✓ If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrant is 70 percent of the values shown for the "minimum traffic volume" warrant. |
| ✓ If there are four or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation, and the minimum vehicular volume warrant is 80 percent of the values shown for the "minimum traffic volume" warrant. |
| |

Source: FHWA, MUTCD

have three approaches stopping and one approach free violate the MUTCD.

With the absence of crash data, low speeds, and low traffic volumes, the sixteen intersections were evaluated on volume balance.

4.2 Multi-Way Stop Analysis

The high crash locations that were identified by the City did not exceed two crashes in any one year, therefore in is anticipated that the sixteen identified locations do not exceed four in one year. Also, with low speeds and relatively low volumes, the sixteen intersections were evaluated on volume balance. For purposes of this analysis, any ratio greater than 60:40 was considered to be imbalanced. The following table summarizes the results of the analysis.

Table 4. 1 – Multi-Way Stop Analysis

| 1.1 | Time Period | Travel D | Direction | Ball's | Dalama d 2 |
|-------------------------|-------------|----------|-----------|--------|------------|
| Intersection | | NB/SB | EB/WB | Ratio | Balanced ? |
| Almyra St / | AM Peak | 5 | 32 | 86:14 | No |
| Collier Ave | PM Peak | 7 | 22 | 76:23 | No |
| Carroll St / | AM Peak | 48 | 59 | 55:45 | Yes |
| Bibb St | PM Peak | 94 | 79 | 54:46 | Yes |
| W 3 rd St / | AM Peak | 28 | 65 | 70:30 | No |
| Day Ave | PM Peak | 32 | 110 | 77:23 | No |
| W 3 rd St / | AM Peak | 92 | 65 | 59:41 | Yes |
| Hall Ave | PM Peak | 124 | 110 | 53:47 | Yes |
| W 4 th St / | AM Peak | 14 | 23 | 62:38 | No |
| Day Ave | PM Peak | 15 | 30 | 67:33 | No |
| W 5 th St / | AM Peak | 59 | 122 | 67:33 | No |
| Hall Ave | PM Peak | 85 | 134 | 61:39 | No |
| W 6 th St / | AM Peak | 5 | 10 | 67:33 | No |
| Armstrong | PM Peak | 5 | 37 | 88:12 | No |
| W 6 th St / | AM Peak | 12 | 20 | 63:37 | No |
| Moog Ave | PM Peak | 20 | 35 | 64:36 | No |
| W 6 th St / | AM Peak | 74 | 20 | 79:21 | No |
| McMillian | PM Peak | 96 | 35 | 73:27 | No |
| W 7 th St / | AM Peak | 76 | 122 | 62:38 | No |
| Hall Ave | PM Peak | 92 | 134 | 59:41 | Yes |
| W 7 th St / | AM Peak | 12 | 115 | 90:10 | No |
| Moog Ave | PM Peak | 21 | 135 | 86:14 | No |
| W 9 th St / | AM Peak | 74 | 127 | 63:37 | No |
| McMillian | PM Peak | 96 | 150 | 60:40 | No |
| E 5 th St / | AM Peak | 12 | 201 | 94:6 | No |
| Bradley Ave | PM Peak | 16 | 104 | 86:14 | No |
| E 9 th St / | AM Peak | 7 | 16 | 69:31 | No |
| Thomley St | PM Peak | 12 | 16 | 57:43 | Yes |
| E 9 th St / | AM Peak | 49 | 16 | 75:25 | No |
| Mixon Ave | PM Peak | 52 | 16 | 76:24 | No |
| E 12 th St / | AM Peak | 5 | 70 | 93:7 | No |
| Thomley Ave | PM Peak | 9 | 70 | 88:12 | No |

The results of the analysis indicate that there are several intersections that the multi-way stops should be removed. The roadways were stop signs should be removed include Almyra Street at Collier Avenue, West 3rd Street at Day Avenue, West 4th Street at Day Avenue, Hall Avenue at West 5th Street, West 6th Street at Armstrong Avenue, West 6th Street at Moog Avenue, McMillian Avenue at West 6th Street, West 7th Street at Moog Avenue, McMillian Avenue at West 9th Street, East 5th Street at Bradley Avenue, Mixon Avenue at East 9th Street, and East 12th Street at Thomley Avenue.

Before the removal of any stop signs, the City should advertise in the paper, on its website, or local news that stops will be removed to warn the public. It is also recommended that the City take this removal in segments and remove the ones that have the greatest imbalance first.

Section 5 Proposed Development

5.1 Proposed Sports Complex

The City has plans to build a sports complex south of Baldwin County High School. The proposed complex will include four (4) softball fields and four (4) soccer fields. The City provided Figure 5.1 to illustrate the proposed site plan for this development.



Figure 5.1 – Sports Complex

The Sports Complex will have access to Red Hill Road just east of the Middle School.

The trip generation of the proposed Sports Complex was developed using the trip rates contained in the Institute of Transportation Engineers <u>Trip Generation Manual</u>, 10th Edition. There is not trip rates for a sports complex, however, a Soccer Complex does exist. The Soccer Complex would generate similar trips as a sports complex with softball and soccer fields. The trip generation calculations for the project site traffic are shown in Table 5.1

Table 5.1 – Trip Generation

| | | Daily | AM Peak Hour | | PM Peak Hour | | | |
|--|---------------------|-------|--------------|--------------|--------------|------------|----|-----|
| Land Use | Intensity | Trips | Total | In | Out | Total | In | Out |
| Soccer Complex | 8 Fields | 571 | 8 | 5 | 3 | 146 | 96 | 50 |
| Daily Traffic Generation Soccer Complex [ITE 488] = Average T = 71.33 * X AM Peak Hour Traffic Generation Soccer Complex [ITE 488] = Average T = 0.99 * X ; (61%in/39%out) PM Peak Hour Traffic Generation | | | | | | | | |
| S | Soccer Complex [ITE | 488] | = T = 13 | 3.92 (X) + 3 | 5.13; (66% | %in/34%out |) | |

T – Trips, X – Fields Source: ITE <u>Trip Generation</u>, 10th Edition.

The Trip Generation Manual estimates that the new Sports Complex will generate approximately 571 trips a day and 146 trips during the PM Peak Hour on Red Hill Road. With the current configuration of Red Hill Road curving south and changing names to Dobson Avenue, the new traffic would utilize Dobson Avenue and West 7th Street. Dobson Avenue would be anticipated to operate during the PM Peak hour similarly to the existing AM Peak hour with the additional traffic of the new Sports Complex.

The City would also like to extend Red Hill Road to Alabama Highway 59. This extension would provide relief to Dobson Avenue especially if the roadway is extended further to the east to tie to West 11th Street or West 12th Street. It would be anticipated that vehicles traveling from the east to the Middle School or the new Sports Complex would travel this new roadway. It is likely that traffic signal warrants would be met at this new intersection with Alabama Highway 59. In addition, the intersection would be approximately 1,600 feet north of the existing signalized intersection with West 7th Street and 2,700 feet south of the existing signalized intersection with Jaycee Road. These distances meet the requirements of 1,320 feet established in ALDOT's Access Management Guide.

5.2 New Elementary School

Baldwin County Schools has plans to build a new Elementary School in Bay Minette on the same property as the existing school. The City provided Figure 5.2 to illustrate the proposed site plan for this development.

PLAYGROUND **BUS QUEUING AREA BUS CIRCULATION BUS QUEUING AREA** TEACHER / VISITOR PARKING NEW CAFETERIA AUDITORIUM **MEDIA** 9th STREET CENTER **EXISTING** GYMNASIUM TO REMAIN CLASSROOMS SIMMONS FIELD CAR RIDER DROP OFF **EXISTING CLASSROOMS AND** AUDITORIUM TO REMAIN CAR RIDER CIRCULATION EXISTING PLAYGROUND

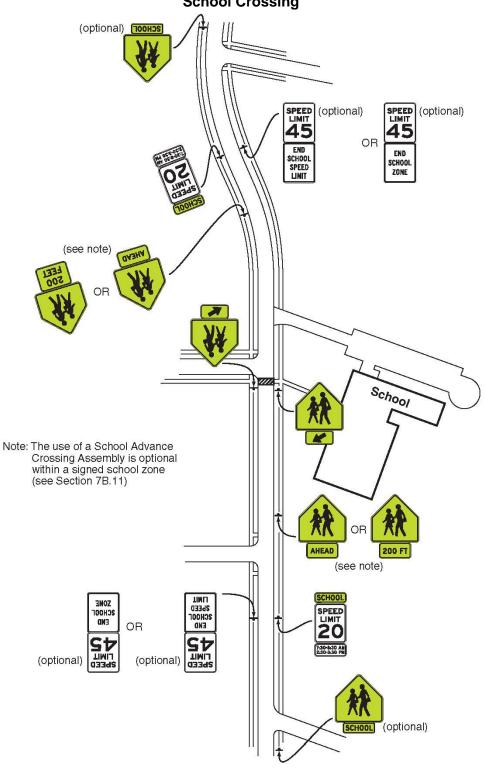
Figure 5.2 – Elementary School

The new schools access will be moved to East 9th Street. A trip generation was not completed for this site as the school enrollment should stay the same with only the access moving once the school is opened.

East 9th Street currently has the capacity to convey the expected traffic from the school being relocated. However, striping and signage upgrades are recommended for East 9th Street. There are currently two crosswalks in the vicinity of the school that need to be refreshed. The

existing school zone signage also needs to be replaced with new signs. A generic scheme is shown below in Figure 5.3 from the MUTCD.

Figure 5.3 – Example of Signing for a School Zone with a School Speed Limit and a School Crossing



For the City of Bay Minette with speed limit would be reduced from 25 miles per hour to 10 - 15 miles per hour. There are also flashing beacons that could be added and programed with the school calendar so that they are only flashing when school is in session.

Another option for the crosswalks is call in-street signage. These signs can be mounted on a plastic stand and be placed in the roadway while school is in session. These signs are illustrated below:



A question has been raised about the relocating the four-way stop from East 9th Street and Thomley Avenue to East 9th Street and McConnell Avenue. The multi-way stop at East 9th Street and Thomley Avenue is recommended for removal since traffic volumes show an imbalance with the volumes. There were no traffic counts taken on McConnell Avenue, however, it is believed that volumes would be higher due to McConnell Avenue being a longer roadway and serving a larger population. A multi-way stop sign should not be installed if the intent is for traffic calming only. It should only be installed if McConnell Avenue is suffering an undo traffic delay that installing a multi-way stop sign could resolve. The installation of new school zone signs and refreshing the crosswalk striping should mitigate some of the concern of the traffic speeds during school hours.

Section 6 Railroad Crossings

6.1 Humped Railroad Crossings

With the tragedy of the train and charter bus accident that happened in Biloxi, MS in 2017, the U.S. Department of Transportation has recently sent out a letter informing Cities about humped railroad crossings. Also, the National Transportation Safety Board recently released their findings of the accident in Biloxi that laid blame on the City of Biloxi and CSX Railroad. With these two items, the City of Bay Minette should review the letter from USDOT and plan accordingly. The USDOT letter is provided below.



Dear Ms. Hamilton:

Too often, trains strike motor vehicles stuck on highway-rail grade crossings. These incidents are frequently a result of trucks, buses, or even cars getting stuck on railroad tracks when trying to travel over highway-rail grade crossings with vertical profiles, commonly known as "humped crossings." In such instances, the size and/or slope of the hump is too large or too steep for the undercarriage of the vehicle to clear the crossing, resulting in the vehicle getting stuck and being unable to drive off the crossing before the arrival of a train. In March 2017, this happened in Biloxi, MS, when a train hit a charter bus that had become stuck on a crossing. Four people died in that accident—a tragedy that could have been avoided.

Tragedies like the one in Biloxi are the primary reason the Federal Railroad Administration (FRA) is disseminating to municipalities and railroads the attached enclosure on recommended design standards for humped crossings. The American Railway Engineering and Maintenance-of-Way Association and the American Association of State Highway and Transportation Officials have both adopted these design standards. FRA has reviewed these design standards and believes that applying them to new and existing highway-rail grade crossings will reduce the likelihood of motor vehicles becoming stuck on the railroad tracks at grade crossings and, in turn, reduce the number of motor vehicle collisions with trains, which will save lives.

The enclosure also includes a reminder to municipalities and railroads of the need to coordinate and notify each other before: (1) constructing a new highway-rail grade crossing; or (2) beginning work (such as track maintenance or repair, or highway or roadway surface repaving) that could result in a humped crossing. Clear communication among all affected parties before beginning work on highway-rail grade crossings (or before constructing a new highway-rail grade crossing) will help ensure the safety of both highway and rail traffic through the crossing.

2

By applying the design standards referenced in the enclosure and ensuring communication among all affected parties, we can help increase safety and save lives—the primary mission of FRA. If you have questions or concerns regarding the new standards, please contact Mr. Ron Ries, Staff Director of the Highway-Rail Crossing and Trespasser Programs Division, at (202) 493-6285 or Ronald.Ries@dot.gov.

Thank you for your attention and for helping FRA make our highway-rail grade crossings safer.

Sincerely,

Karl Alexy

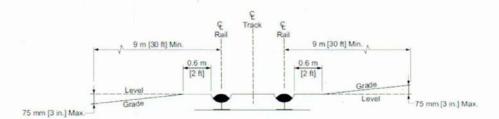
Deputy Associate Administrator for Railroad Safety

Enclosure

Minimizing "Humped Crossings"

Whenever your organization is constructing new highway-rail at-grade crossings, or enhancing existing locations, take care to minimize the effects of horizontal and vertical curves at a crossing. These occurences are commonly referred to as "humped crossings," and they can be extraordinarily dangerous. On March 7, 2017, a charter bus carrying senior citizens became stuck on a humped crossing in Biloxi, MS; minutes later, a CSX freight train hit the bus, killing 4 and wounding 40 more. Residents reported that other vehicles had also become stuck at the location while trying to go over the tracks.

We urge you to follow the design standard for humped crossings given in the American Railway Engineering and Maintenance-of-Way Association (AREMA) Manual for Railway Engineering. The Manual recommends that the crossing surface be in the same plane as the top of rails for a distance of 2 feet (0.6 meters) outside of the rails, and that the surface of the highway be not more than 3 inches (75 millimeters) higher or lower than the top of the nearest rail at a point 30 feet (7.5 meters) from the rail (see figure, below). The American Association of State Highway and Transportation Officials (AASHTO) has also adopted this standard.



The vehicles most at risk of getting stuck on humped crossings are buses, trucks, and trailers-- but even certain models of cars that are low to the ground relative to the distance between their axles are at risk. Similarly, a low vehicle's front or rear bumper overhang may strike or drag along the pavement surface in a sag vertical curve. Regardless of whether a crossing is lightly traveled by trains, and/or motor vehicles, please review all humped crossings your organization is responsible for. If a crossing does not meet the AREMA standard, we urge you to reconfigure it, either during routine maintenance or by reconstructing the highway/roadway approaches, so that it does.

If the crossing profile cannot be reconfigured or built to comply with the design standards described above, we suggest that you install a Low Ground Clearance Grade Crossing (W10-5) warning sign and a LOW GROUND CLEARANCE (W10-5P) supplemental plaque (see below for each) in each direction of travel, to warn drivers of long wheelbase vehicles or of vehicles that have a low ground clearance that they might get hung up if they use the crossing.

Maintaining humped crossings to these standards will significantly reduce the occurrences of low-clearance vehicles from getting stuck on the tracks, endangering occupants if a train comes when they are stuck.



FRA/FHWA Rev. June 2017

It is recommended that the City of Bay Minette review each of their railroad crossings to determine if "Low Ground Clearance" signs should be added to the crossings until a time that the approaches to the crossings can be repaired.

Section 7 Traffic Calming Policy

7.1 Introduction

The City of Bay Minette recognizes that the conditions of residential streets can greatly affect neighborhood livability and that properly placed and designed traffic calming measures are an effective tool for reducing vehicular speeds and discouraging cut-through traffic on residential streets. This policy will establish procedures for determining where traffic calming devices can be installed to help mitigate the negative impact of speeding and cut-through traffic on residential streets.

7.2 Purpose

To establish a traffic calming policy that outlines the necessary procedure for determining where traffic calming measures can be installed within the City of Bay Minette.

7.3 Definitions

- Arterials A major highway primarily for through traffic
- Collectors Routes which collect and distribute traffic between local roads or arterial roads and serve as a linkage between land access and mobility needs.
- Cut-Through Traffic Vehicles which neither has their origin or destination in the area.
- Enforcement Intensified enforcement of traffic regulations can calm traffic, generally, by reminding drivers of posted speed limits and by enforcing the observance of STOP signs and other traffic regulations.
- Traffic Calming Measures Traffic engineering measures that are intended to reduce vehicle speed and/or reduce cut-through traffic.
- Traffic Control Devices Traffic control devices, where warranted, can be used to regulate traffic patterns. Traffic control devices such as traffic signals and multi-way stop signs cannot be used strictly for traffic calming purposes.
- Speeding For purposes of this policy, speeding is defined as the condition that
 exists when the 85th percentile speed of traffic on a street exceeds the posted
 speed limit.

7.4 Policy

- 1) The installation of traffic calming measures shall be viewed as a last step in a comprehensive plan for reducing vehicle speed and for discouraging cut-through traffic movements in a residential area. Prior to the installation of traffic calming measures, the City shall review the feasibility of using less intrusive measures, such as installation of additional signs, traditional pavement striping and marking, intensified enforcement of traffic regulations, etc. If implemented, the City, in conjunction with residents, shall reevaluate the effectiveness of those measures six months after implementation. Based on this evaluation, a final decision will be made on the installation of traffic calming measures.
- 2) Traffic calming measures shall be installed or removed according to this policy and the specific design criteria outlined below. Requests for traffic calming measures shall be directed in writing to the Public Work Director for approval

- subject to the provision included herein. Private streets will not be considered for control under the guidelines of this policy.
- 3) Traffic calming measures may be installed in residential areas (local roads or streets) provided all of the following conditions are met. Roads and/or streets, which are classified or could be classified as COLLECOTR or ARTERIAL roads will not be considered for traffic calming under the guidelines of this policy.
- 4) Streets with a posted speed limit greater than 30 mph are not eligible for traffic calming measures under this program.
- 5) Emergency vehicle access must be preserved. Police, fire, and emergency service officials may disqualify a street from consideration based on emergency access concerns.
- 6) The CUT-THROUGH TRAFFIC or SPEEDING problem can be identified by the City through traffic counts, speed surveys, and projections of future traffic impact in accordance with long-range development plans for the area.
- 7) Traffic calming measures shall not be installed on any street with a current count of less than 500 vehicles per day. The City may remove traffic calming measures at any time in the future if the traffic count for the street exceeds 5,000 vehicles per day.
- 8) The City shall be responsible for engineering review and cost of installing approved, budgeted traffic calming measures. The City may establish an annual budget for the purpose of installing traffic calming measures. Once the annual budget has been fully encumbered for a given budget year, the following alternatives are left as options to the affected area residents who desire traffic calming measures.
 - a) Waiting list (first come, first serve) for the next budget year
 - b) Neighborhood Association/Private funding

7.5 Traffic Calming Request and Processing Procedure

The standard procedure for implementation of traffic calming measures consists of the following:

A. Step 1: Initiation

The traffic calming request and processing procedure outlined in this policy will begin with a neighborhood request. A minimum of five signatures from the owners of five separate properties in the neighborhood will be required to initiate a study.

B. Step 2: Petition

A petition form for obtaining neighborhood consensus will be issued by the City to the person initiating the request (contact person). The contact person will receive a map highlighting the area subject to petitioning as determined by the City.

The contact person is required to obtain signatures of at least 60 percent of all property owners in the affected area indicating favorable consideration of a traffic calming project before traffic calming measures can be considered for approval (the 60 percent affirmative vote applies to the total number of affected properties, not the number of votes returned). Each affected property owner shall be counted as one vote, regardless of the number of separate properties owned. In the case of multiple owners, only one

vote shall be counted for that property. Th contact person should list all vacant property within the affected area on the petition as vacant.

The contact person will have 90 days from the date of receipt to return completed petition forms. Petitions not received within the 90-day period will be deemed null and void, and no further action will be taken. Positive identification may be requested by the City to confirm signature and address of the petitioner. Signatures are final and may not be added or removed from a petition once the petition has been received by City Staff.

If a location fails to achieve the necessary petition majority within the signature period, the location shall not be reconsidered for a period of two years from the date the signature period expires.

Where applicable, the petition may be endorsed by an officially incorporated homeowners association for the subdivision or development.

C. Step 3: Traffic Engineering Study

The City may request assistance from a private consultant to conduct a traffic study of the area in question. The traffic study will usually include a 24-hour volume count and a 24-hour speed study. Other tasks may be included in the study as directed by the City.

D. Step 4: Engineering Analysis/Classification

The City will analyze traffic data, field information, and other available information pertaining to a particular area of concern in determining appropriate traffic calming measures for recommendation. When it is determined that there are other potentially impacted local roads or streets in the area, additional traffic studies on those other roads or streets may be conducted.

As a result of the traffic studies, road or street Class I or Class II criteria (and applicable measures) are determined as follows:

a) Class I: Non-qualifying Roadway

Volume – A weekday daily volume of less than 500 vehicles.

Remedial Action: None.

Speed – Measured 85th percentile speed less than 6 miles per hour above the posted speed.

Remedial Action: The City may request the Police Department increase enforcement on a random basis during the hours when the majority of the speeding violations seem to occur.

b) Class II: Qualifying Roadway

Volume – A weekday daily volume greater than 500 vehicles; and

Speed – Measured 85th percentile speed of 6 miles per hour or greater in excess of the posted speed.

Remedial Action: The City may request the Police Department increase enforcement on a random basis during the hours when the majority of the speeding violations seem to occur. Petition for traffic calming will be considered.

c) Other

The City may use other site-specific factors to determine whether a roadway should be considered for traffic calming. Volume requirement shall be reduced to 400 vehicles per day for neighborhoods with no sidewalks or within two miles of schools and or city parks.

If a road or street fails to meet the criteria of a Class II, Qualifying Roadway, said road or street shall not be reconsidered for traffic calming for a period of two years from the date of the traffic study conducted for the area of concern.

E. Step 5: Neighborhood Workshop

If the area of concern meets the minimum criteria outlined in this document, City staff will schedule a neighborhood "workshop" meeting with the affected residents to review the results of the preliminary studies and to receive comments on the preliminary/conceptual design of the proposed traffic calming plan.

F. Step 6: Recommendation to City Council

Upon receipt of a petition with the required minimum percentage of affirmative signatures together with supporting data from traffic analysis/study and neighborhood "workshop" meeting, the staff's recommendation will be presented to the City Council for consideration

G. Step 7: Project Design

Following approval, City staff will initiate the design and implementation process for the proposed traffic calming measures. The City staff may request assistance from a private engineering consultant firm in developing a design for the proposed traffic calming measures. Design will be based on best engineering practices, consistent with proven local and national standards.

H. Step 8: Installation of Traffic Calming Measures

Upon approval by the City Council and the confirmation of availability of funds, the installation of traffic calming measures will be scheduled. The contact person (as defined in step 2) will be notified with the proposed construction schedule.

CITYWIDE TRAFFIC STUDY

BAY MINETTE, AL

7.6 Removal of Traffic Calming Measures

A petition for removal of traffic calming measures may be accepted provided that all of the following conditions are met:

- Traffic calming measures must be in place for a minimum of two years.
- The owners of five separate properties in the neighborhood must sign a request for a removal petition.
- City staff recommendations must support the removal of traffic calming measures.
- The new petition must include the same affected area as the original, including any new development constructed within the affected area since the original petition was filed.
- Approval of 60 percent of the property owners in the original affected area is required for consideration by the City for removal of traffic calming measures.

If a location fails to achieve the necessary petition majority within the signature period, removal shall not be reconsidered for a period of two years form the date the signature period expires.

7.7 Application Forms

Traffic calming measures can be requested by individual citizens or by neighborhood associations. The person(s) making the request are responsible for circulating the petition form, obtaining signatures of the property owners within the petition area, and completing the application form.

CITYWIDE TRAFFIC STUDY

BAY MINETTE, AL

Section 8 Functional Classification Map

8.1 Functional Classification of Streets

Mobility and access are the main differences between the classification of streets. Arterials provide the highest mobility with the least amount of access to the adjacent land. Local roads provide the highest access to the adjacent land and the least mobility due to the slower speeds. Collectors are intended to provide a balance between mobility and access. The American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets, 6th Edition, states that 5% - 10% of the roadway network should be arterials, while 20% - 25% should be collectors and 65% - 75% should be local roads.

Alabama Department of Transportation's Planning Division has a functional classification map for the City of Bay Minette. One of the main importance of the functional classification map is that federal money can be utilized on functional classified roadway that are collectors or above. Figure 8.1 shows the current Functional Classification Map for the City of Bay Minette and recommended additions.

CITYWIDE TRAFFIC STUDY BAY MINETTE, AL

LEGEND PRINCIPAL ARTERIAL MINOR ARTERIAL MAJOR COLLECTOR -- FUTRE MAJOR COLLECTOR Newport Pkwy Brady Rd. Old Brady Rd Brady Road Ext

Figure 8.1 – Functional Classification Map for the City of Bay Minette

Three additions were made to the map and that was the inclusion of Future Major Collectors. The extension of Marks Avenue to East 12th Street would create a loop with ties to Arterials. The inclusion of West and East 9th Street could benefit the new Elementary School. Also, the inclusion of the Red Hill Road Extension to 11th Street would provide a collector road with a possible traffic signal at Alabama Highway 59 and access to the Middle School.

CITYWIDE TRAFFIC STUDY

BAY MINETTE, AL

Section 9 Conclusions

9.1 High Crash Locations

The City identified seven (7) intersections/roadway segments that are not maintained by the State for crash analysis and road safety audits. The calculated crash rates are shown in the table below.

| | | Crash Rate | | |
|------------------------|--------------|------------|---------------|------------|
| Location | # of Crashes | AADT | Years of Data | Crash Rate |
| Dobson/7 th | 3 | 2,008 | 2 | 2.05 |
| White/Brady | 5 | 2,738 | 5 | 1.81 |
| Pine/1st | 4 | 1,640 | 3 | 2.23 |
| Pine/Railroad | 2 | 368 | 1 | 14.89 |
| White/5 th | 1 | 1,016 | 1 | 2.69 |
| Williams | 1 | 960 | 1 | 2.85 |
| Red Hill-Dobson | 1 | 4,350 | 1 | 0.63 |

Pine Street and Railroad Street has the highest crash rate but that is mainly due to the low amount of traffic utilizing that intersection. During the road safety audits, mitigations included removing vegetation, improving sight distance, install additional signage, restripe the roadway, and update current signs. The main reason for replacing existing signs is the retroreflectiveness of the signs. An example is illustrated below.







Day

Night - Non-retroreflective

Night - Retroreflective

Sign retroreflectivemess is important because during daylight periods, the driver has many cues such as signs, pavement markings, guardrails, and objects along the road. At night, signs may be one of the few cues visible to drivers.

9.2 High Traffic Streets

The City identified eleven (11) non-state roadways that they deemed to have the highest traffic volumes in the City. Turning movement counts, 24-hour tube counts and ALDOT traffic counts were utilized to analyze the roadway segments. Each segment was examined using the FDOT <u>Quality/Level of Service Handbook</u>. The results are shown in the table below.

CITYWIDE TRAFFIC STUDY BAY MINETTE, AL

| | Traffic | Counts | |
|------------------------------|-----------|--------|------------------|
| Roadway | Peak Hour | Volume | Level-of-Service |
| West 7 th Street | PM | 134 | С |
| West 9th Street | PM | 150 | С |
| West 4th Street | PM | 32 | С |
| Daphne Road | PM | 229 | С |
| Moran Street | PM | 171 | С |
| East 5 th Street | AM | 201 | С |
| East 9th Street | AM | 170 | С |
| East 12 th Street | PM | 70 | С |
| McMillian Avenue | PM | 96 | С |
| Dobson Avenue | AM | 435 | D |
| West Banyan Street | AM | 57 | С |
| | | | |

Each roadway is operating at acceptable levels-of-service. Dobson Avenue is approaching capacity. However, the addition of turn lanes at intersections could increase the capacity of the roadway by approximately 20%.

9.3 Multi-Way Stop Sign Analysis

The City Identified sixteen (16) intersection that were multi-way stops to be evaluated for their appropriateness. The results of the analysis can be found below in the table.

| Intersection | Time Period | Travel D | irection | Ratio | Balanced ? |
|------------------------|-------------|----------|----------|-------|------------|
| intersection | Time Period | NB/SB | EB/WB | Katio | Balanceu : |
| Almyra St / | AM Peak | 5 | 32 | 86:14 | No |
| Collier Ave | PM Peak | 7 | 22 | 76:23 | No |
| Carroll St / | AM Peak | 48 | 59 | 55:45 | Yes |
| Bibb St | PM Peak | 94 | 79 | 54:46 | Yes |
| W 3 rd St / | AM Peak | 28 | 65 | 70:30 | No |
| Day Ave | PM Peak | 32 | 110 | 77:23 | No |
| W 3 rd St / | AM Peak | 92 | 65 | 59:41 | Yes |
| Hall Ave | PM Peak | 124 | 110 | 53:47 | Yes |
| W 4 th St / | AM Peak | 14 | 23 | 62:38 | No |
| Day Ave | PM Peak | 15 | 30 | 67:33 | No |
| W 5 th St / | AM Peak | 59 | 122 | 67:33 | No |
| Hall Ave | PM Peak | 85 | 134 | 61:39 | No |
| W 6 th St / | AM Peak | 5 | 10 | 67:33 | No |
| Armstrong | PM Peak | 5 | 37 | 88:12 | No |
| W 6 th St / | AM Peak | 12 | 20 | 63:37 | No |
| Moog Ave | PM Peak | 20 | 35 | 64:36 | No |

CITYWIDE TRAFFIC STUDY

BAY MINETTE, AL

| W 6 th St / | AM Peak | 74 | 20 | 79:21 | No |
|-------------------------|---------|----|-----|-------|-----|
| McMillian | PM Peak | 96 | 35 | 73:27 | No |
| W 7 th St / | AM Peak | 76 | 122 | 62:38 | No |
| Hall Ave | PM Peak | 92 | 134 | 59:41 | Yes |
| W 7 th St / | AM Peak | 12 | 115 | 90:10 | No |
| Moog Ave | PM Peak | 21 | 135 | 86:14 | No |
| W 9 th St / | AM Peak | 74 | 127 | 63:37 | No |
| McMillian | PM Peak | 96 | 150 | 60:40 | No |
| E 5 th St / | AM Peak | 12 | 201 | 94:6 | No |
| Bradley Ave | PM Peak | 16 | 104 | 86:14 | No |
| E 9 th St / | AM Peak | 7 | 16 | 69:31 | No |
| Thomley St | PM Peak | 12 | 16 | 57:43 | Yes |
| E 9 th St / | AM Peak | 49 | 16 | 75:25 | No |
| Mixon Ave | PM Peak | 52 | 16 | 76:24 | No |
| E 12 th St / | AM Peak | 5 | 70 | 93:7 | No |
| Thomley Ave | PM Peak | 9 | 70 | 88:12 | No |

The results of the analysis indicate that there are several intersections that the multi-way stops should be removed. The roadways were stop signs should be removed include Almyra Street at Collier Avenue, West 3rd Street at Day Avenue, West 4th Street at Day Avenue, Hall Avenue at West 5th Street, West 6th Street at Armstrong Avenue, West 6th Street at Moog Avenue, McMillian Avenue at West 6th Street, West 7th Street at Moog Avenue, McMillian Avenue at West 9th Street, East 5th Street at Bradley Avenue, Mixon Avenue at East 9th Street, and East 12th Street at Thomley Avenue.

9.4 Proposed Developments

The City identified two major developments that will change traffic patterns in the City. The developments included the new Sports Complex and the new Elementary School. The new Sports Complex is anticipated to add approximately 570 daily trips to the roadway. The plan to extend Red Hill Road to Alabama Highway 59 would provide relief to Dobson Avenue. Also, a possible future traffic signal would be appropriately spaced between existing traffic signals along Alabama Highway 59. This extension would benefit even more by extending it further to the east and tie to West 11th or West 12th Street. The new Elementary School is expected to shift traffic to East 9th Street. East 9th Street is recommended to be restriped and new school zone signs to be installed.

9.5 Railroad Crossings

A section was added to the report regarding railroad crossings and the guidance that USDOT recently sent out. The recommendation was that the City review each of their railroad crossings and install "Low Ground Clearance" Signs if warranted.

CITYWIDE TRAFFIC STUDY

BAY MINETTE, AL

9.6 Traffic Calming Policy

A traffic calming policy was included in Section 7 of the report. The policy outlined the process that could be followed if the City wanted to implement an official Traffic Calming Policy. Also included in the Appendix, are Standard Drawings of different types of traffic calming devices/measure that were produced by ALDOT.

9.7 Functional Classification Map

The existing ALDOT Functional Classification Map was reviewed and additions were proposed to the map. These additions include extending Mark Avenue to 12th Street, adding East and West 9th Street to the functional classification map, and adding the extension of Red Hill Road and West 11th Street.

CITYWIDE TRAFFIC STUDY BAY MINETTE, AL

Appendix

Existing Traffic Volumes
Crash Analysis Spreadsheets
FDOT's Quality/Level of Service Handbook Tables
Traffic Calming Devices/Measures Standard Drawings

CITYWIDE TRAFFIC STUDY BAY MINETTE, AL

Existing Traffic Volumes

Southern Traffic Services, Inc. 2911 Westfield Rd

2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

AL59 @ 14th St Bay Minette, Alabama File Name: 18045-1 AL59 @ 14th ST

Site Code : 18045-1 Start Date : 4/11/2018

| | | | | | G | roups P | rinted- A | utomob | iles - Tru | | | | | | | | |
|--------------------|----------------|--------------|---------------|------|----------------|---------------|----------------|--------|---------------|---------------|----------|------|--------|---------------|----------------|---------------|-------------|
| | | AL: South | | | | 14th Westb | | | | AL: Northb | | | | Tige Eastb | | | |
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 06:00 | 0 | 78 | 0 | 0 | 5 | 1 | 2 | 0 | 1 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 136 |
| 06:15 | 1 | 75 | 0 | 0 | 12 | 1 | 0 | 0 | 1 | 50 | 4 | 0 | 0 | 0 | 0 | 0 | 144 |
| 06:30 | 2 | 118 | 0 | 0 | 8 | 1 | 2 | 0 | 0 | 63 | 2 | 0 | 0 | 0 | 2 | 0 | 198 |
| 06:45 Total | 1 4 | 112 383 | 0 | 0 | 12 37 | 3 | <u>2</u> | 0 | <u>4</u> | 87 247 | 12 | 0 | 0 | 0 | 2 4 | 0 | 702 |
| | 4 | 303 | U | 0 | 31 | 3 | O | U | | 241 | 12 | 0 | U | U | 4 | U | , 702 |
| 07:00 07:15 | 5 9 | 83 124 | 0 2 | 0 | 7 7 | 1 2 | 4 12 | 0 | 6 23 | 106 168 | 9 7 | 0 | 0 0 | 0 | 2 18 | 0 | 223 372 |
| 07:30 | 18 | 184 | 4 | 0 | 5 | 2 | 15 | 0 | 16 | 227 | 10 | 0 | 3 | 1 | 31 | 0 | 516 |
| 07:45 | 9 | 135 | 2 | 0 | 9 | 1 | 8 | 0 | 0 | 123 | 18 | 0 | 1 | 1 | 21 | 0 | 328 |
| Total | 41 | 526 | 8 | 0 | 28 | 6 | 39 | 0 | 45 | 624 | 44 | 0 | 4 | 2 | 72 | 0 | 1439 |
| 08:00 | 7 | 83 | 0 | 0 | 5 | 0 | 4 | 0 | 1 | 77 | 8 | 0 | 0 | 1 | 3 | 0 | 189 |
| 08:15 | 1 | 76 | 0 | 0 | 5 | 0 | 2 | 0 | 1 | 114 | 8 | 0 | 0 | 0 | 1 | 0 | 208 |
| 08:30 | 2 | 85 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 87 | 8 | 0 | 0 | 0 | 6 | 0 | 196 |
| 08:45 Total | 3 13 | 108 352 | <u>0</u> 1 | 0 | 4 19 | 0 | 10 | 0 | <u>3</u> 5 | 97 375 | 7 31 | 0 | 0 | <u> </u> | 3 13 | 0 | 227 820 |
| 09:00 | 3 | 85 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 93 | 6 | 0 | 0 | 0 | 0 | 0 | 197 |
| 09:00 | ა 1 | 81 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 93 93 | 11 | 0 | 0 | 1 | 3 | 0 | 201 |
| 09:30 | 3 | 88 | 0 | 0 | 6 | 0 | 2 | 0 | 1 | 84 | 8 | 0 | 0 | Ó | 3 | 0 | 195 |
| 09:45 | 1 | 68 | Ö | ő | 9 | Ő | 1 | 0 | Ö | 104 | 6 | ő | Ő | 0 | 1 | Ő | 190 |
| Total | 8 | 322 | 0 | 0 | 30 | 0 | 9 | 0 | 1 | 374 | 31 | 0 | 0 | 1 | 7 | 0 | 783 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 14:00 | 4 | 104 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 121 | 14 | 0 | 0 | 1 | 2 | 0 | 252 |
| 14:15 | 0 | 93 | 1 | 0 | 9 | 0 | 2 | 0 | 2 | 103 | 6 | 0 | 1 | 1 | 1 | 0 | 219 |
| 14:30 | 3 | 118 | 1 | 0 | 10 | 0 | 1 | 0 | 2 | 96 | 10 | 0 | 0 | 1 | 4 | 0 | 246 |
| 14:45 Total | 3 10 | 119 434 | 3 5 | 0 | <u>5</u> 29 | <u>1</u> 1 | <u>2</u> | 0 | 8 12 | 92 412 | 13 43 | 0 | 0 1 | 0 3 | 9 | 0 | 248 965 |
| | | | | | - | | | | | | | - ' | | | | | |
| 15:00 | 8 | 146 | 4 | 0 | 8 | 2 | 7 | 0 | 11 | 123 | 9 | 0 | 0 | 1 | 16 | 0 | 335 |
| 15:15 15:30 | 13 2 | 227 127 | 3 2 | 0 | 5 9 | 0 0 | 4 7 | 0 | 5 3 | 126 144 | 11 24 | 0 | 2 1 | 2 0 | 43 15 | 0 | 441 334 |
| 15:45 | 6 | 134 | 0 | 0 | 13 | 1 | 4 | 0 | 2 | 133 | 14 | 0 | Ó | 2 | 4 | 0 | 313 |
| Total | 29 | 634 | 9 | 0 | 35 | 3 | 22 | 0 | 21 | 526 | 58 | 0 | 3 | 5 | 78 | 0 | 1423 |
| 16:00 | 2 | 130 | 0 | 0 | 7 | 0 | 3 | 0 | 3 | 116 | 11 | 0 | 0 | 0 | 5 | 0 | 277 |
| 16:15 | 3 | 117 | 0 | 0 | 6 | 0 | 3 | 0 | 4 | 132 | 22 | 0 | 0 | 0 | 0 | 0 | 287 |
| 16:30 | 4 | 159 | 0 | 0 | 8 | 0 | 9 | 0 | 2 | 144 | 16 | 0 | 0 | 0 | 4 | 0 | 346 |
| 16:45 Total | <u>3</u> 12 | 130 536 | 1 1 | 0 | 13 34 | 0 | <u>5</u> 20 | 0 | 2 11 | 147 539 | 14 63 | 0 | 0 | 0 | <u>3</u> 12 | <u>1</u> 1 | 319 1229 |
| | | | - | | | | | | | | | - ' | | | | | |
| 17:00 | 2 | 134 | 0 | 0 | 14 | 0 | 4 | 0 | 4 | 173 | 15 | 0 | 0 | 1 | 7 | 0 | 354 |
| 17:15 17:30 | 1 3 | 121 121 | 0 0 | 0 | 9 15 | 0 0 | 3 2 | 0 | 2 1 | 128 123 | 15 18 | 0 | 0 2 | 0 1 | 1 4 | 0 | 280 290 |
| 17:30 | 3 | 115 | 0 | 0 | 9 | 1 | 5 | 0 | 0 | 123 | 8 | 0 | 0 | 1 | 8 | 0 | 290 274 |
| Total | 9 | 491 | 0 | 0 | 47 | 1 | 14 | 0 | 7 | 548 | 56 | 0 | 2 | 3 | 20 | 0 | 1198 |
| Grand Total | 126 | 3678 | 24 | 0 | 259 | 14 | 126 | 0 | 108 | 3645 | 338 | 0 | 10 | 15 | 215 | 1 | 8559 |
| Apprch % | 3.3 | 96.1 | 0.6 | ő | 64.9 | 3.5 | 31.6 | ő | 2.6 | 89.1 | 8.3 | 0 | 4.1 | 6.2 | 89.2 | 0.4 | |
| Total % | 1.5 | 43 | 0.3 | 0 | 3 | 0.2 | 1.5 | 0 | 1.3 | 42.6 | 3.9 | 0 | 0.1 | 0.2 | 2.5 | 0 | |
| Automobiles | 120 | 3415 | 21 | 0 | 256 | 12 | 121 | 0 | 103 | 3339 | 334 | 0 | 10 | 15 | 211 | 1 | 7958 |
| % Automobiles | 95.2 | 92.8 | 87.5 | 0 | 98.8 | 85.7 | 96 | 0 | 95.4 | 91.6 | 98.8 | 0 | 100 | 100 | 98.1 | 100 | 93 |
| Trucks % Trucks | 1 0.8 | 230 6.3 | 0 | 0 | 1 0.4 | 0 | 1 0.8 | 0 | 0 | 260 7.1 | 1 0.3 | 0 | 0 0 | 0 0 | 0 | 0 | 494 5.8 |
| /o ITUUKS | 0.0 | 0.3 | U | U | 0.4 | U | 0.0 | U | ı U | 7.1 | 0.5 | U | U | U | U | U | 5.6 |

2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

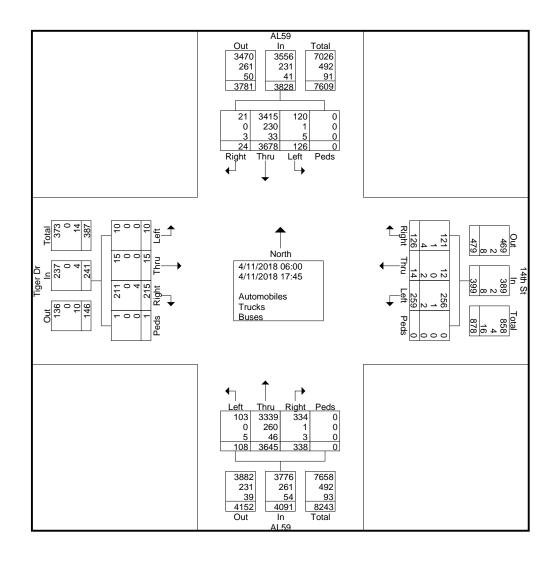
File Name: 18045-1 AL59 @ 14th ST

Site Code : 18045-1 Start Date : 4/11/2018

Page No : 2

Groups Printed- Automobiles - Trucks - Buses

| | | AL | .59 | | | 14th | n St | | | AL | 59 | | | Tige | er Dr | | |
|---------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|------|------------|
| | | South | bound | | | Westb | ound | | | North | oound | | | Eastb | ound | | |
| | Left | Thru | Right | Peds | Int. Total |
| Buses | 5 | 33 | 3 | 0 | 2 | 2 | 4 | 0 | 5 | 46 | 3 | 0 | 0 | 0 | 4 | 0 | 107 |
| % Buses | 4 | 0.9 | 12.5 | 0 | 0.8 | 14.3 | 3.2 | 0 | 4.6 | 1.3 | 0.9 | 0 | 0 | 0 | 1.9 | 0 | 1.3 |

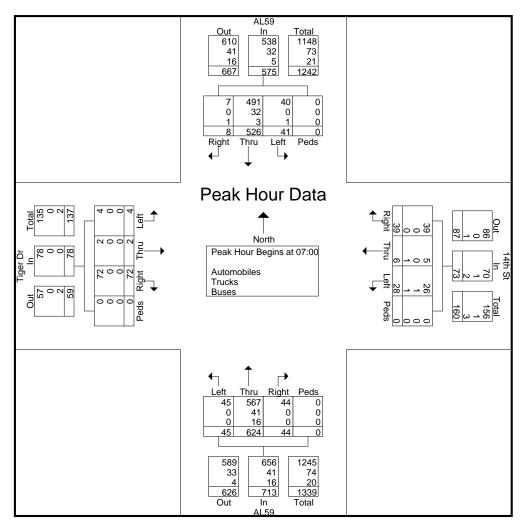


2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

File Name: 18045-1 AL59 @ 14th ST

Site Code : 18045-1 Start Date : 4/11/2018

| | | So | AL59 | | | | W | 14th S | | | | N | AL59 orthbo | | | | | Tiger [astbou | | | |
|---------------|----------|----------|----------|--------|------------|--------|------|--------|------|------------|------|------|----------------|------|------------|------|------|-------------------|------|------------|------------|
| Start Time | Left | Thr u | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Ar | nalysis | From (| 06:00 to | 11:30 | - Peak | 1 of 1 | | | | | | | | | | | | | | | |
| Peak Hour for | r Entire | Inters | ection I | Begins | at 07:00 |) | | | | | | | | | | | | | | | |
| 07:00 | 5 | 83 | 0 | 0 | 88 | 7 | 1 | 4 | 0 | 12 | 6 | 106 | 9 | 0 | 121 | 0 | 0 | 2 | 0 | 2 | 223 |
| 07:15 | 9 | 124 | 2 | 0 | 135 | 7 | 2 | 12 | 0 | 21 | 23 | 168 | 7 | 0 | 198 | 0 | 0 | 18 | 0 | 18 | 372 |
| 07:30 | 18 | 184 | 4 | 0 | 206 | 5 | 2 | 15 | 0 | 22 | 16 | 227 | 10 | 0 | 253 | 3 | 1 | 31 | 0 | 35 | 516 |
| 07:45 | 9 | 135 | 2 | 0 | 146 | 9 | 1_ | 8 | 0 | 18 | 0 | 123 | 18 | 0 | 141 | 1_ | 1_ | 21 | 0 | 23 | 328 |
| Total Volume | 41 | 526 | 8 | 0 | 575 | 28 | 6 | 39 | 0 | 73 | 45 | 624 | 44 | 0 | 713 | 4 | 2 | 72 | 0 | 78 | 1439 |
| % App. Total | 7.1 | 91.5 | 1.4 | 0 | | 38.4 | 8.2 | 53.4 | 0 | | 6.3 | 87.5 | 6.2 | 0 | | 5.1 | 2.6 | 92.3 | 0 | | |
| PHF | .569 | .715 | .500 | .000 | .698 | .778 | .750 | .650 | .000 | .830 | .489 | .687 | .611 | .000 | .705 | .333 | .500 | .581 | .000 | .557 | .697 |
| Automobiles | 40 | 491 | 7 | 0 | 538 | 26 | 5 | 39 | 0 | 70 | 45 | 567 | 44 | 0 | 656 | 4 | 2 | 72 | 0 | 78 | 1342 |
| % Automobiles | 97.6 | 93.3 | 87.5 | 0 | 93.6 | 92.9 | 83.3 | 100 | 0 | 95.9 | 100 | 90.9 | 100 | 0 | 92.0 | 100 | 100 | 100 | 0 | 100 | 93.3 |
| Trucks | 0 | 32 | 0 | 0 | 32 | 1 | 0 | 0 | 0 | 1 | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 74 |
| % Trucks | 0 | 6.1 | 0 | 0 | 5.6 | 3.6 | 0 | 0 | 0 | 1.4 | 0 | 6.6 | 0 | 0 | 5.8 | 0 | 0 | 0 | 0 | 0 | 5.1 |
| Buses | 1 | 3 | 1 | 0 | 5 | 1 | 1 | 0 | 0 | 2 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 23 |
| % Buses | 2.4 | 0.6 | 12.5 | 0 | 0.9 | 3.6 | 16.7 | 0 | 0 | 2.7 | 0 | 2.6 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 1.6 |

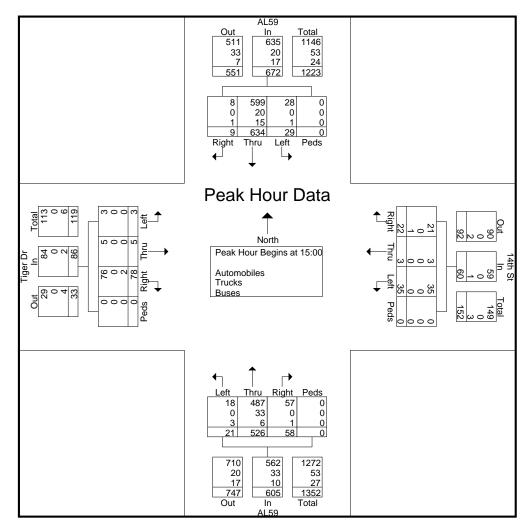


2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

File Name: 18045-1 AL59 @ 14th ST

Site Code : 18045-1 Start Date : 4/11/2018

| | | So | AL59 | | | | W | 14th S /estboเ | | | | N | AL59 orthbo | | | | | Tiger I | | | |
|---------------|----------|----------|----------|--------|------------|--------|------|-------------------|------|------------|------|------|----------------|------|------------|------|------|---------|------|------------|------------|
| Start Time | Left | Thr u | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Ar | nalysis | From 1 | 11:45 to | 16:45 | - Peak | 1 of 1 | | | | | | | | | | | | | | | |
| Peak Hour for | r Entire | Inters | ection I | Begins | at 15:00 |) | | | | | | | | | | | | | | | · |
| 15:00 | 8 | 146 | 4 | 0 | 158 | 8 | 2 | 7 | 0 | 17 | 11 | 123 | 9 | 0 | 143 | 0 | 1 | 16 | 0 | 17 | 335 |
| 15:15 | 13 | 227 | 3 | 0 | 243 | 5 | 0 | 4 | 0 | 9 | 5 | 126 | 11 | 0 | 142 | 2 | 2 | 43 | 0 | 47 | 441 |
| 15:30 | 2 | 127 | 2 | 0 | 131 | 9 | 0 | 7 | 0 | 16 | 3 | 144 | 24 | 0 | 171 | 1 | 0 | 15 | 0 | 16 | 334 |
| 15:45 | 6 | 134 | 0 | 0 | 140 | 13 | 1_ | 4 | 0 | 18 | 2 | 133 | 14 | 0_ | 149 | 0 | 2 | 4 | 0 | 6 | 313 |
| Total Volume | 29 | 634 | 9 | 0 | 672 | 35 | 3 | 22 | 0 | 60 | 21 | 526 | 58 | 0 | 605 | 3 | 5 | 78 | 0 | 86 | 1423 |
| % App. Total | 4.3 | 94.3 | 1.3 | 0 | | 58.3 | 5 | 36.7 | 0 | | 3.5 | 86.9 | 9.6 | 0 | | 3.5 | 5.8 | 90.7 | 0 | | |
| PHF | .558 | .698 | .563 | .000 | .691 | .673 | .375 | .786 | .000 | .833 | .477 | .913 | .604 | .000 | .885 | .375 | .625 | .453 | .000 | .457 | .807 |
| Automobiles | 28 | 599 | 8 | 0 | 635 | 35 | 3 | 21 | 0 | 59 | 18 | 487 | 57 | 0 | 562 | 3 | 5 | 76 | 0 | 84 | 1340 |
| % Automobiles | 96.6 | 94.5 | 88.9 | 0 | 94.5 | 100 | 100 | 95.5 | 0 | 98.3 | 85.7 | 92.6 | 98.3 | 0 | 92.9 | 100 | 100 | 97.4 | 0 | 97.7 | 94.2 |
| Trucks | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 53 |
| % Trucks | 0 | 3.2 | 0 | 0 | 3.0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.3 | 0 | 0 | 5.5 | 0 | 0 | 0 | 0 | 0 | 3.7 |
| Buses | 1 | 15 | 1 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 3 | 6 | 1 | 0 | 10 | 0 | 0 | 2 | 0 | 2 | 30 |
| % Buses | 3.4 | 2.4 | 11.1 | 0 | 2.5 | 0 | 0 | 4.5 | 0 | 1.7 | 14.3 | 1.1 | 1.7 | 0 | 1.7 | 0 | 0 | 2.6 | 0 | 2.3 | 2.1 |



Southern Traffic Services, Inc. 2911 Westfield Rd

2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

Pine St @ 1st St File Name: 18046-2 Pine St @ 1st ST

Bay Minette, Alabama Site Code : 18046-2 Start Date : 4/11/2018

| | | | | | G | roups P | rinted- A | utomob | iles - Tru | icks - Bu | ıses | | | | | | |
|---------------------|----------------|---------------|----------|-----------|----------------|---------------|-----------|-----------|------------|----------------|---------------|--------|--------|----------------|---------------|-----------|------------|
| | | Pine | | | | 1st | | | | Pine | | | | 1st | | | |
| Ctart Times | Left | South Thru | | Peds | Left | Westb Thru | | Peds | Left | Northb Thru | | Peds | Left | Eastb Thru | ound Right | Peds | Int. Total |
| Start Time 06:00 | 2 | 1111u 5 | Right 0 | Peus 0 | 1 | 111111 | Right 1 | Peas 0 | 2 | 11111 | Right 0 | Peus 0 | Leit | 0 | Right 1 | Peus 0 | 25 |
| 06:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 10 |
| 06:30 | 3 | 6 | 0 | ő | 0 | Ő | 0 | ő | 0 | 11 | 0 | ő | 0 | 2 | 1 | Ő | 23 |
| 06:45 | 5 | 20 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 45 |
| Total | 10 | 34 | 1 | 0 | 1 | 2 | 4 | 0 | 2 | 41 | 1 | 0 | 0 | 4 | 3 | 0 | 103 |
| 07:00 | 2 | 10 | 0 | 0 | 2 | 2 | 5 | 0 | 1 | 29 | 3 | 0 | 0 | 1 | 2 | 0 | 57 |
| 07:15 07:30 | 2 7 | 11 12 | 0 0 | 0 | 2 0 | 2 | 8 7 | 0 0 | 2 1 | 22 29 | 0 0 | 0 | 0 | 1 0 | 1 1 | 0 | 51 57 |
| 07:45 | 8 | 20 | 1 | 0 | 0 | 2 | 8 | 0 | 0 | 30 | 3 | 0 | 2 | 3 | 2 | 0 | 79 |
| Total | 19 | 53 | 1 | 0 | 4 | 6 | 28 | 0 | 4 | 110 | 6 | 0 | 2 | 5 | 6 | 0 | 244 |
| 08:00 | 8 | 10 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 18 | 1 | 0 | 0 | 6 | 0 | 0 | 49 |
| 08:15 | 4 | 14 | 0 | 0 | 4 | 0 | 2 | 0 | 1 | 21 | 1 | 0 | 0 | 5 | 2 | 0 | 54 |
| 08:30 | 8 | 12 | 0 | 0 | 2 | 1 | 5 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 3 | 0 | 52 |
| 08:45 Total | <u>4</u> 24 | 10 46 | 0 | 0 | <u>0</u> | <u>2</u> 4 | 11 23 | 0 | 1 2 | 18 76 | <u>0</u> 4 | 0 | 0 | 1 12 | <u>3</u> 8 | 0 | 50 205 |
| | | | | | - | | | | | | | | | | | | |
| 09:00 09:15 | 5 6 | 11 14 | 2 1 | 0 | 3 3 | 5 1 | 10 16 | 0 | 1 | 25 15 | 3 5 | 0 | 0 0 | 3 3 | 4 2 | 0 | 72 67 |
| 09:30 | 2 | 14 | 0 | 0 | 0 | 2 | 11 | 0 | 1 | 17 | 5 1 | 0 | 0 | 3 1 | 6 | 0 | 52 |
| 09:45 | 8 | 13 | 0 | 0 | 2 | 3 | 19 | 0 | 2 | 14 | 3 | 1 | 1 | 2 | 2 | 0 | 70 |
| Total | 21 | 49 | 3 | 0 | 8 | 11 | 56 | 0 | 5 | 71 | 12 | 1 | 1 | 9 | 14 | 0 | 261 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 14:00 | 3 | 11 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 18 | 4 | 0 | 0 | 2 | 2 | 0 | 53 |
| 14:15 | 7 | 12 | 1 | 0 | 4 | 1 | 7 | 0 | 1 | 24 | 1 | 0 | 0 | 2 | 4 | 0 | 64 |
| 14:30 | 3 | 20 | 0 | 0 | 1 | 1 | 8 | 2 | 1 | 23 | 3 | 0 | 0 | 7 | 5 | 1 | 75 |
| 14:45 | 7 | 22 | 1_ | 2 | 2 | 0 | 15 | 0 | 2 | 30 | 3 | 0 | 1_ | 3 | 3 | 2 | 93 |
| Total | 20 | 65 | 2 | 2 | 7 | 4 | 41 | 2 | 4 | 95 | 11 | 0 | 1 | 14 | 14 | 3 | 285 |
| 15:00 | 8 | 20 | 1 | 0 | 0 | 2 | 14 | 0 | 2 | 32 | 1 | 0 | 1 | 2 | 7 | 0 | 90 |
| 15:15 | 4 | 19 | 0 | 0 | 3 | 3 | 10 | 0 | 1 | 27 | 2 | 0 | 0 | 1 | 9 | 0 | 79 |
| 15:30 | 4 | 21 | 0 | 0 | 1 | 1 | 28 | 0 | 1 | 18 | 4 | 0 | 0 | 5 | 6 | 0 | 89 |
| 15:45 Total | 6 22 | 25 85 | <u> </u> | 0 | <u>8</u> 12 | <u> </u> | 23 75 | 0 | <u> </u> | 32 109 | 9 | 0 | 3 4 | <u>3</u> 11 | 1 23 | 0 | 103 361 |
| 16:00 | 3 | 24 | 0 | 0 | 5 | 3 | 12 | 0 | 2 | 20 | 1 | 0 | 1 | 3 | 4 | 0 | 78 |
| 16:15 | 10 | 21 | 0 | 0 | 0 | 1 | 20 | 0 | 1 | 16 | 2 | 0 | 1 | 2 | 3 | 0 | 77 |
| 16:30 | 4 | 16 | 0 | 0 | 2 | 2 | 18 | 0 | 2 | 30 | 0 | 0 | 0 | 2 | 4 | 0 | 80 |
| 16:45 | 3 | 22 | 11 | 0 | 1 | 3 | 18 | 0 | 0 | 24 | 1_ | 0 | 2 | 3 | 4 | 0 | 82 |
| Total | 20 | 83 | 1 | 0 | 8 | 9 | 68 | 0 | 5 | 90 | 4 | 0 | 4 | 10 | 15 | 0 | 317 |
| 17:00 | 5 | 19 | 3 | 0 | 2 | 1 | 18 | 0 | 1 | 30 | 0 | 0 | 0 | 3 | 7 | 0 | 89 |
| 17:15 | 3 | 24 | 0 | 0 | 1 | 2 | 12 | 0 | 3 | 14 | 1 | 0 | 0 | 1 | 2 | 0 | 63 |
| 17:30 | 1 | 18 | 0 | 0 | 1 | 0 | 6 | 0 | 3 | 22 | 0 | 0 | 0 | 0 | 2 | 0 | 53 |
| 17:45 Total | 4 13 | 20 81 | 0 3 | 0 | <u>0</u> 4 | 0 3 | 12 48 | 0 | 9 | 24 90 | 1 2 | 0 | 0 | 0 4 | 3 14 | 0 | 66 271 |
| Grand Total | 149 | 496 | 12 | 2 | 50 | 45 | 343 | 2 | 35 | 682 | 49 | 1 | 12 | 69 | 97 | 3 | 2047 |
| Apprch % | 22.6 | 75.3 | 1.8 | 0.3 | 11.4 | 10.2 | 78 | 0.5 | 4.6 | 88.9 | 6.4 | 0.1 | 6.6 | 38.1 | 53.6 | 1.7 | 2047 |
| Total % | 7.3 | 24.2 | 0.6 | 0.1 | 2.4 | 2.2 | 16.8 | 0.1 | 1.7 | 33.3 | 2.4 | 0.1 | 0.6 | 3.4 | 4.7 | 0.1 | |
| Automobiles | 148 | 484 | 12 | 2 | 49 | 43 | 333 | 2 | 35 | 668 | 47 | 1 | 12 | 67 | 95 | 3 | 2001 |
| % Automobiles | 99.3 | 97.6 | 100 | 100 | 98 | 95.6 | 97.1 | 100 | 100 | 97.9 | 95.9 | 100 | 100 | 97.1 | 97.9 | 100 | 97.8 |
| Trucks | 1 | 8 | 0 | 0 | 1 | 2 | 10 | 0 | 0 | 10 | 1 | 0 | 0 | 2 | 2 | 0 | 37 |
| % Trucks | 0.7 | 1.6 | 0 | 0 | 2 | 4.4 | 2.9 | 0 | 0 | 1.5 | 2 | 0 | 0 | 2.9 | 2.1 | 0 | 1.8 |

Southern Traffic Services, Inc. 2911 Westfield Rd

2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

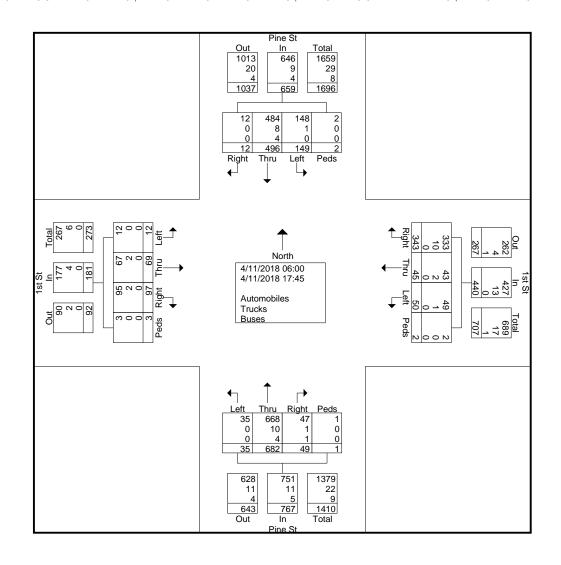
File Name: 18046-2 Pine St @ 1st ST

Site Code : 18046-2 Start Date : 4/11/2018

Page No : 2

Groups Printed- Automobiles - Trucks - Buses

| | | | | | | noups i | TITLE U- F | TUIUITIUD | 11100 - 111 | 10K3 - DI | 13C3 | | | | | | _ |
|-----------|------|-------|-------|------|------|---------|------------|-----------|-------------|-----------|-------|------|------|-------|-------|------|------------|
| | | Pine | e St | | | 1st | : St | | | Pine | e St | | | 1st | : St | | |
| | | South | bound | | | Westh | oound | | | North | oound | | | Eastb | ound | | |
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| Buses | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| % Buses | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 2 | 0 | 0 | 0 | 0 | 0 | 0.4 |

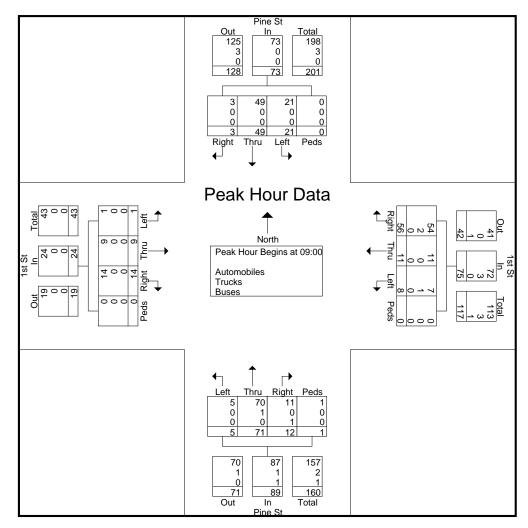


2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

File Name: 18046-2 Pine St @ 1st ST

Site Code : 18046-2 Start Date : 4/11/2018

| | | Sc | Pine S | | | | V | 1st St estbou | | | | N | Pine S | | | | E | 1st S | | | |
|---------------|----------|----------|----------|--------|------------|------|------|------------------|------|------------|------|------|--------|------|------------|------|------|-------|------|------------|------------|
| Start Time | Left | Thr u | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Ar | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for | r Entire | Inters | ection I | Begins | at 09:00 |) | | | | | | | | | | | | | | | |
| 09:00 | 5 | 11 | 2 | 0 | 18 | 3 | 5 | 10 | 0 | 18 | 1 | 25 | 3 | 0 | 29 | 0 | 3 | 4 | 0 | 7 | 72 |
| 09:15 | 6 | 14 | 1 | 0 | 21 | 3 | 1 | 16 | 0 | 20 | 1 | 15 | 5 | 0 | 21 | 0 | 3 | 2 | 0 | 5 | 67 |
| 09:30 | 2 | 11 | 0 | 0 | 13 | 0 | 2 | 11 | 0 | 13 | 1 | 17 | 1 | 0 | 19 | 0 | 1 | 6 | 0 | 7 | 52 |
| 09:45 | 8 | 13 | 0 | 0 | 21 | 2 | 3 | 19 | 0 | 24 | 2 | 14 | 3 | 1_ | 20 | 1_ | 2 | 2 | 0 | 5 | 70_ |
| Total Volume | 21 | 49 | 3 | 0 | 73 | 8 | 11 | 56 | 0 | 75 | 5 | 71 | 12 | 1 | 89 | 1 | 9 | 14 | 0 | 24 | 261 |
| % App. Total | 28.8 | 67.1 | 4.1 | 0 | | 10.7 | 14.7 | 74.7 | 0 | | 5.6 | 79.8 | 13.5 | 1.1 | | 4.2 | 37.5 | 58.3 | 0 | | |
| PHF | .656 | .875 | .375 | .000 | .869 | .667 | .550 | .737 | .000 | .781 | .625 | .710 | .600 | .250 | .767 | .250 | .750 | .583 | .000 | .857 | .906 |
| Automobiles | 21 | 49 | 3 | 0 | 73 | 7 | 11 | 54 | 0 | 72 | 5 | 70 | 11 | 1 | 87 | 1 | 9 | 14 | 0 | 24 | 256 |
| % Automobiles | 100 | 100 | 100 | 0 | 100 | 87.5 | 100 | 96.4 | 0 | 96.0 | 100 | 98.6 | 91.7 | 100 | 97.8 | 100 | 100 | 100 | 0 | 100 | 98.1 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 12.5 | 0 | 3.6 | 0 | 4.0 | 0 | 1.4 | 0 | 0 | 1.1 | 0 | 0 | 0 | 0 | 0 | 1.5 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.3 | 0 | 1.1 | 0 | 0 | 0 | 0 | 0 | 0.4 |



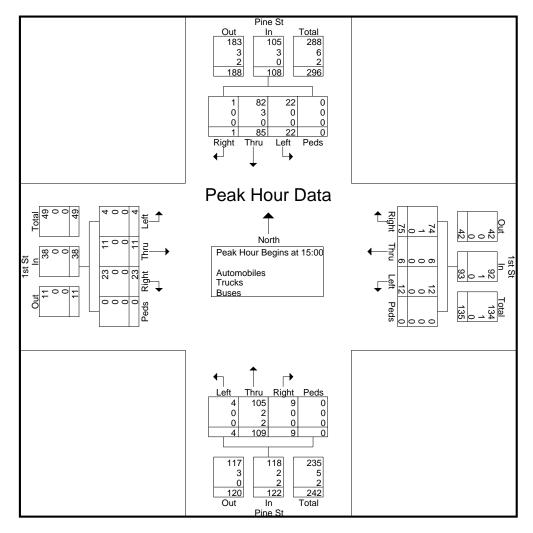
Southern Traffic Services, Inc. 2911 Westfield Rd

2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

File Name: 18046-2 Pine St @ 1st ST

Site Code : 18046-2 Start Date : 4/11/2018

| | | Sc | Pine S | | | | V | 1st St estbou | | | | | Pine S | | | | E | 1st S | | | |
|---------------|----------|----------|----------|--------|------------|--------|------|------------------|------|------------|------|------|--------|------|------------|------|------|-------|------|------------|------------|
| Start Time | Left | Thr u | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Ar | nalysis | From 1 | 1:45 to | 16:45 | - Peak | 1 of 1 | | | | | | | | | | | | | | | |
| Peak Hour fo | r Entire | Inters | ection I | Begins | at 15:00 |) | | | | | | | | | | | | | | | |
| 15:00 | 8 | 20 | 1 | 0 | 29 | 0 | 2 | 14 | 0 | 16 | 2 | 32 | 1 | 0 | 35 | 1 | 2 | 7 | 0 | 10 | 90 |
| 15:15 | 4 | 19 | 0 | 0 | 23 | 3 | 3 | 10 | 0 | 16 | 1 | 27 | 2 | 0 | 30 | 0 | 1 | 9 | 0 | 10 | 79 |
| 15:30 | 4 | 21 | 0 | 0 | 25 | 1 | 1 | 28 | 0 | 30 | 1 | 18 | 4 | 0 | 23 | 0 | 5 | 6 | 0 | 11 | 89 |
| 15:45 | 6 | 25 | 0 | 0 | 31 | 8 | 0 | 23_ | 0 | 31 | 0 | 32 | 2 | 0_ | 34 | 3 | 3 | 1_ | 0 | 7 | 103 |
| Total Volume | 22 | 85 | 1 | 0 | 108 | 12 | 6 | 75 | 0 | 93 | 4 | 109 | 9 | 0 | 122 | 4 | 11 | 23 | 0 | 38 | 361 |
| % App. Total | 20.4 | 78.7 | 0.9 | 0 | | 12.9 | 6.5 | 80.6 | 0 | | 3.3 | 89.3 | 7.4 | 0 | | 10.5 | 28.9 | 60.5 | 0 | | |
| PHF | .688 | .850 | .250 | .000 | .871 | .375 | .500 | .670 | .000 | .750 | .500 | .852 | .563 | .000 | .871 | .333 | .550 | .639 | .000 | .864 | .876 |
| Automobiles | 22 | 82 | 1 | 0 | 105 | 12 | 6 | 74 | 0 | 92 | 4 | 105 | 9 | 0 | 118 | 4 | 11 | 23 | 0 | 38 | 353 |
| % Automobiles | 100 | 96.5 | 100 | 0 | 97.2 | 100 | 100 | 98.7 | 0 | 98.9 | 100 | 96.3 | 100 | 0 | 96.7 | 100 | 100 | 100 | 0 | 100 | 97.8 |
| Trucks | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| % Trucks | 0 | 3.5 | 0 | 0 | 2.8 | 0 | 0 | 1.3 | 0 | 1.1 | 0 | 1.8 | 0 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 1.7 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0.6 |



Southern Traffic Services, Inc. 2911 Westfield Rd

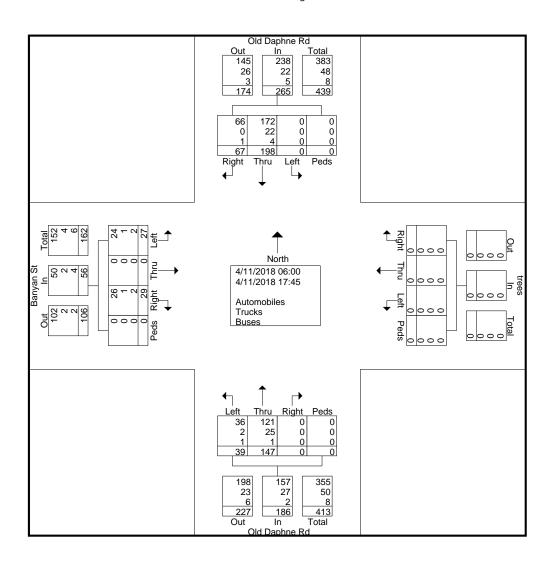
2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

Old Daphne Rd @ Banyan St Bay Minette, Alabama File Name : 18046-3 Old Daphne Rd @ Banyan St

Site Code : 18046-3 Start Date : 4/11/2018

| | (| Old Dap | hne Rd | | | tree | | | les - Tru | Old Dap | | | | Banya | an St | | |
|-----------------------|--------|----------|---------|------|--------|--------|--------|------|----------------|----------|--------|------|----------------|-------|-----------------|------|------------|
| | | South | | | | Westb | | | | Northb | | | | Eastb | | | |
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 06:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 17 |
| 06:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 14 |
| 06:30 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 3 | 0 | 1 | 0 | 26 |
| 06:45 | 0 | 20 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 0 | 0 | 5 | 0 | 2 | 0 | 56 |
| Total | 0 | 50 | 21 | 0 | 0 | 0 | 0 | 0 | 7 | 20 | 0 | 0 | 9 | 0 | 6 | 0 | 113 |
| 07:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 3 | 0 | 2 | 0 | 29 |
| 07:15 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 3 | 0 | 0 | 0 | 38 |
| 07:30 | 0 | 18 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 44 |
| 07:45 | 0 | 16 62 | 7 22 | 0 | 0 | 0 | 0 | 0 | <u>2</u> 10 | 7 39 | 0 | 0 | <u>2</u> 10 | 0 | <u>1</u> 3 | 0 | 35 146 |
| Total | U | 62 | 22 | 0 | U | U | U | 0 | 10 | 39 | U | 0 | 10 | U | 3 | 0 | 146 |
| 08:00 | 0 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 2 | 0 | 1 | 0 | 36 |
| 08:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 28 |
| 08:30 | 0 0 | 8 | 2 2 | 0 | 0 0 | 0 0 | 0 0 | 0 | 3 5 | 6 4 | 0 0 | 0 | 0 0 | 0 | 6 3 | 0 | 25 25 |
| 08:45 Total | 0 | 11 42 | 15 | 0 | 0 | 0 | 0 | 0 | <u>5</u> 14 | 30 | 0 | 0 | 2 | 0 | <u>s_</u> 11 | 0 | 114 |
| 09:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | _ 21 |
| 09:00 | 0 | 4 7 | 3 4 | 0 | 0 | 0 | 0 | 0 | 2 | 9 7 | 0 | 0 | 2 1 | 0 | 2 2 | 0 | 23 |
| 09:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 0 | 0 | 1 | 0 | 1 | 0 | 19 |
| 09:45 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | Ó | 0 | 2 | 0 | 34 |
| Total | 0 | 28 | 9 | 0 | 0 | 0 | 0 | 0 | 7 | 42 | 0 | 0 | 4 | 0 | 7 | 0 | 97 |
| *BREAK*** | | | | | | | | | | | | | | | | | |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 2 | 0 | ő | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 14:30 | 0 | 1 | 0 | ő | 0 | Ő | Ő | ő | 0 | 0 | 0 | ő | Ő | 0 | 0 | Ő | 1 |
| 14:45 | Ö | 0 | Ö | ő | Ö | Ö | Ö | ő | Ö | 1 | Ö | ő | Ö | Ö | Ö | Ö | 1 |
| Total | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| 15:15 | Ö | 2 | 0 | Ö | 0 | Ō | 0 | ō | 0 | 4 | Ö | 0 | 2 | Ö | 0 | 0 | 8 |
| 15:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 2 | 0 | 22 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 Total | 0 | <u>0</u> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | <u>2</u> | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Ü | ' | Ü | | J | Ū | Ü | | Ü | O | Ū | i. | Ū | J | Ü | Ü | |
| 17:00 **BREAK*** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 0 | 198 | 67 | 0 | 0 | 0 | 0 | 0 | 39 | 147 | 0 | 0 | 27 | 0 | 29 | 0 | 507 |
| Apprch % | 0 | 74.7 | 25.3 | 0 | 0 | 0 | 0 | 0 | 21 | 79 | 0 | 0 | 48.2 | 0 | 51.8 | 0 | |
| Total % | 0 | 39.1 | 13.2 | 0 | 0 | 0 | 0 | 0 | 7.7 | 29 | 0 | 0 | 5.3 | 0 | 5.7 | 0 | |
| Automobiles | 0 | 172 | 66 | 0 | 0 | 0 | 0 | 0 | 36 | 121 | 0 | 0 | 24 | 0 | 26 | 0 | 445 |
| % Automobiles | 0 | 86.9 | 98.5 | 0 | 0 | 0 | 0 | 0 | 92.3 | 82.3 | 0 | 0 | 88.9 | 0 | 89.7 | 0 | 87.8 |
| Trucks % Trucks | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 0 | 0 | 1 | 0 | 1 | 0 | 51 |
| | 0 | 11.1 | 0 | 0 | 0 | 0 | 0 | 0 | 5.1 | 17 | 0 | 0 | 3.7 | 0 | 3.4 | 0 | 10.1 |
| Buses | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 11 |

2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

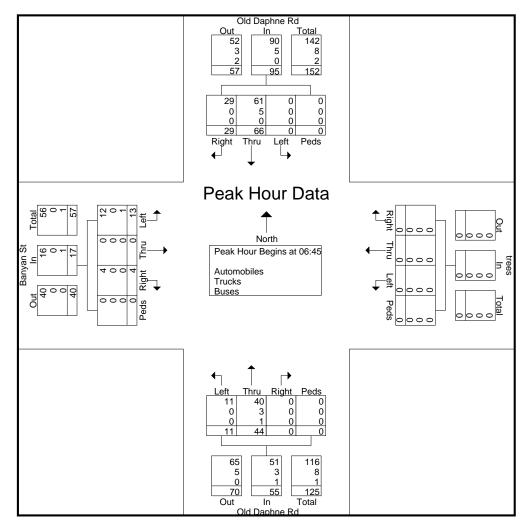


2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

File Name: 18046-3 Old Daphne Rd @ Banyan St

Site Code : 18046-3 Start Date : 4/11/2018

| | | | Daphr | | | | | trees | | | | | Daphr | | | | | Banyan | | | |
|---------------|--------|---------|---------------|------------|------------|--------|------|---------------|------------|------------|------|------|---------------|------------|------------|------|------|---------------|------------|------------|------------|
| | | S | <u>outhbo</u> | <u>und</u> | | | W | <u>estbou</u> | <u>ınd</u> | | | N | <u>orthbo</u> | <u>und</u> | | | E | <u>astbou</u> | <u>ınd</u> | | |
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Ar | alysis | From 0 | 6:00 to | 11:30 | - Peak | 1 of 1 | | | | | | | | | | | | | | | |
| Peak Hour for | Entire | Interse | ection I | Begins | at 06:45 | 5 | | | | | | | | | | | | | | | |
| 06:45 | 0 | 20 | 14 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 0 | 0 | 15 | 5 | 0 | 2 | 0 | 7 | 56 |
| 07:00 | 0 | 12 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 3 | 0 | 2 | 0 | 5 | 29 |
| 07:15 | 0 | 16 | 4 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 3 | 0 | 0 | 0 | 3 | 38 |
| 07:30 | 0 | 18 | 8 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 2 | 44 |
| Total Volume | 0 | 66 | 29 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 11 | 44 | 0 | 0 | 55 | 13 | 0 | 4 | 0 | 17 | 167 |
| % App. Total | 0 | 69.5 | 30.5 | 0 | | 0 | 0 | 0 | 0 | | 20 | 80 | 0 | 0 | | 76.5 | 0 | 23.5 | 0 | | |
| PHF | .000 | .825 | .518 | .000 | .699 | .000 | .000 | .000 | .000 | .000 | .688 | .846 | .000 | .000 | .859 | .650 | .000 | .500 | .000 | .607 | .746 |
| Automobiles | 0 | 61 | 29 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 11 | 40 | 0 | 0 | 51 | 12 | 0 | 4 | 0 | 16 | 157 |
| % Automobiles | 0 | 92.4 | 100 | 0 | 94.7 | 0 | 0 | 0 | 0 | 0 | 100 | 90.9 | 0 | 0 | 92.7 | 92.3 | 0 | 100 | 0 | 94.1 | 94.0 |
| Trucks | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| % Trucks | 0 | 7.6 | 0 | 0 | 5.3 | 0 | 0 | 0 | 0 | 0 | 0 | 6.8 | 0 | 0 | 5.5 | 0 | 0 | 0 | 0 | 0 | 4.8 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.3 | 0 | 0 | 1.8 | 7.7 | 0 | 0 | 0 | 5.9 | 1.2 |

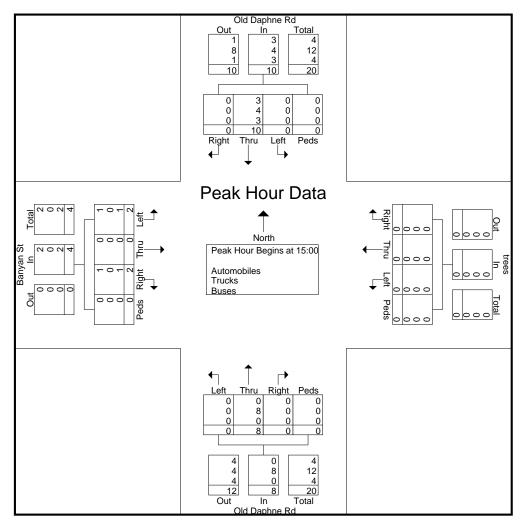


2911 Westfield Rd Gulf Breeze, FL 32563 Traffic is our only business!!!

File Name: 18046-3 Old Daphne Rd @ Banyan St

Site Code : 18046-3 Start Date : 4/11/2018

| | | | Daphr | | | | ١٨ | trees /estbou | | | | | Daphr | | | | | Banyan Bastbou | | | |
|---------------|----------|----------|----------|--------|------------|------|------|------------------|------|------------|------|------|-------|------|------------|------|------|-------------------|------|------------|------------|
| Start Time | Left | Thr u | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | | Right | | App. Total | Left | | Right | | App. Total | Int. Total |
| Peak Hour Ar | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for | r Entire | Inters | ection I | Begins | at 15:00 |) | | | | | | | | | | | | | | | i |
| 15:00 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 7 |
| 15:15 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 8 |
| 15:30 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 2 | 0 | 2 | 0 | 4 | 22 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 50 | 0 | 50 | 0 | | |
| PHF | .000 | .833 | .000 | .000 | .833 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .250 | .000 | .250 | .000 | .500 | .688 |
| Automobiles | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 5 |
| % Automobiles | 0 | 30.0 | 0 | 0 | 30.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50.0 | 0 | 50.0 | 0 | 50.0 | 22.7 |
| Trucks | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 |
| % Trucks | 0 | 40.0 | 0 | 0 | 40.0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 54.5 |
| Buses | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 5 |
| % Buses | 0 | 30.0 | 0 | 0 | 30.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50.0 | 0 | 50.0 | 0 | 50.0 | 22.7 |



Datasets

Site:

Input A: Unused or unknown - Excluded from totals

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\229.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 83

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 83

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 0 | 0 | 0 | 0 | 1 | 1 | 2 | 8 | 1 | 3 | 3 | 8 | 9 | 5 | 9 | 11 | 5 | 3 | 9 | 1 | 2 | 0 | 2 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 3 | 3 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 5 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 3 | 1 | 2 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 3 | 3 | 0 | 2 | 3 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | - | - | - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\229.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 125

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 125

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 | 2 | 4 | 24 | 8 | 6 | 6 | 8 | 9 | 6 | 7 | 8 | 13 | 11 | 6 | 6 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 2 | 7 | 2 | 0 | 3 | 2 | 2 | 6 | 2 | 1 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 3 | 0 | 0 | 4 | 0 | 0 | 2 | 4 | 3 | 3 | 2 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 1 | 2 | 3 | 0 | 3 | 3 | 1 | 3 | 3 | 0 | -1 | 2 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 1 | 1 | 1 | 0 | 3 | 3 | 1 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0000 | 0 / 0 0 | 0800 | 0900 | 1000 | TIUU | 1200 | 1300 | 1400 | 1200 | T000 | 1/00 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\216.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 83

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 83

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 2 | 3 | 2 | 6 | 11 | 7 | 10 | 10 | 4 | 3 | 8 | 1 | 1 | 1 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 3 | 1 | 3 | 5 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 3 | 3 | 2 | 1 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 1 | 2 | 3 | 2 | 4 | 3 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | _ | _ | - | _ | _ | _ | - | _ | _ | _ | - | - | - | - | - | - | _ | - | _ | - |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\216.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 107

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 107

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 | 2 | 3 | 23 | 4 | 6 | 2 | 7 | 9 | 4 | 6 | 8 | 10 | 6 | 8 | 7 | 0 | 1 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 5 | 2 | 0 | 1 | 3 | 2 | 4 | 3 | 2 | 0 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 1 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 1 | 4 | 0 | 1 | 4 | 3 | 0 | 4 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | _ | _ | - | _ | _ | _ | - | - | - | _ | - | - | - | - | - | - | _ | - | _ | - |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\206.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 1394

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 1394

| 0.0 | 000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | 4 | 1 | 6 | 6 | 21 | 20 | 39 | 200 | 56 | 66 | 75 | 95 | 103 | 76 | 78 | 98 | 123 | 114 | 79 | 50 | 31 | 19 | 15 | 19 |
| | 1 | 1 | 1 | 2 | 0 | 5 | 5 | 32 | 17 | 20 | 29 | 14 | 26 | 16 | 17 | 26 | 29 | 33 | 27 | 11 | 11 | 3 | 5 | 3 |
| | 3 | 0 | 1 | 1 | 3 | 3 | 5 | 65 | 10 | 10 | 15 | 19 | 26 | 18 | 23 | 34 | 26 | 33 | 17 | 20 | 4 | 7 | 3 | 4 |
| | 0 | 0 | 1 | 3 | 3 | 6 | 7 | 71 | 13 | 15 | 18 | 26 | 28 | 18 | 21 | 25 | 29 | 26 | 19 | 7 | 7 | 4 | 4 | 6 |
| | 0 | 0 | 3 | 0 | 15 | 6 | 22 | 32 | 16 | 21 | 13 | 36 | 23 | 24 | 17 | 13 | 39 | 22 | 16 | 12 | 9 | 5 | 3 | 6 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | _ | _ | _ | - | - | _ | _ | - | - | - | - | - | - | - | - | - | - | - |
| - | _ | _ | _ | - | _ | - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\206.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 1436

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 1436

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 8 | 3 | 7 | 4 | 7 | 9 | 41 | 124 | 53 | 62 | 66 | 90 | 103 | 79 | 93 | 175 | 145 | 182 | 62 | 43 | 30 | 23 | 17 | 10 |
| 1 | . 2 | 2 | 1 | 2 | 0 | 4 | 21 | 12 | 19 | 17 | 15 | 31 | 24 | 24 | 32 | 49 | 62 | 17 | 16 | 6 | 7 | 3 | 3 |
| 2 | 1 | 2 | 1 | 1 | 0 | 8 | 22 | 10 | 13 | 20 | 32 | 20 | 14 | 23 | 62 | 28 | 38 | 17 | 14 | 12 | 5 | 3 | 3 |
| 5 | 0 | 2 | 2 | 3 | 3 | 11 | 42 | 16 | 18 | 15 | 20 | 24 | 16 | 17 | 45 | 29 | 42 | 16 | 3 | 6 | 7 | 5 | 0 |
| C | 0 | 1 | 0 | 1 | 6 | 18 | 39 | 15 | 12 | 14 | 23 | 28 | 25 | 29 | 36 | 39 | 40 | 12 | 10 | 6 | 4 | 6 | 4 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0.700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\1174.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 424

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 424

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 1 | 0 | 2 | 0 | 2 | 13 | 25 | 21 | 27 | 20 | 25 | 39 | 33 | 34 | 40 | 39 | 36 | 23 | 12 | 18 | 3 | 3 | 6 |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 9 | 5 | 3 | 4 | 10 | 11 | 7 | 8 | 9 | 9 | 7 | 4 | 5 | 1 | 2 | 2 |
| 1 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 4 | 5 | 4 | 9 | 4 | 9 | 10 | 10 | 9 | 12 | 4 | 3 | 5 | 2 | 0 | 0 |
| 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 | 3 | 8 | 8 | 6 | 15 | 9 | 7 | 11 | 12 | 6 | 7 | 5 | 3 | 0 | 1 | 2 |
| 1 | 1 | 0 | 0 | 0 | 1 | 10 | 8 | 5 | 9 | 5 | 6 | 10 | 4 | 10 | 11 | 9 | 9 | 5 | 0 | 5 | 0 | 0 | 2 |

| 000 | 0 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|-----|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\1174.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 532

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 532

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 2 | 0 | 2 | 6 | 5 | 12 | 31 | 24 | 36 | 30 | 47 | 42 | 30 | 51 | 56 | 52 | 50 | 19 | 15 | 12 | 3 | 2 | 3 |
| 0 | 1 | 0 | 1 | 0 | 1 | 1 | 3 | 2 | 11 | 8 | 10 | 18 | 5 | 19 | 15 | 15 | 15 | 8 | 7 | 1 | 1 | 0 | 0 |
| 0 | 0 | 0 | 1 | 2 | 0 | 6 | 10 | 6 | 10 | 6 | 9 | 10 | 11 | 8 | 15 | 12 | 8 | 1 | 2 | 4 | 1 | 0 | 0 |
| 2 | 0 | 0 | 0 | 3 | 3 | 2 | 8 | 4 | 6 | 9 | 14 | 8 | 9 | 10 | 10 | 14 | 16 | 6 | 4 | 4 | 0 | 1 | 1 |
| 0 | 1 | 0 | 0 | 1 | 1 | 3 | 10 | 12 | 9 | 7 | 14 | 6 | 5 | 14 | 16 | 11 | 11 | 4 | 2 | 3 | 1 | 1 | 2 |

| 000 | 0 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|-----|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\240.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 764

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 764

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 2 | 0 | 1 | 0 | 3 | 9 | 57 | 26 | 32 | 49 | 55 | 66 | 59 | 60 | 80 | 67 | 72 | 52 | 26 | 29 | 8 | 5 | 4 |
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 11 | 4 | 11 | 10 | 20 | 16 | 10 | 13 | 16 | 19 | 19 | 10 | 9 | 1 | 1 | 1 |
| 1 | 1 | 0 | 0 | 0 | 1 | 3 | 28 | 1 | 7 | 13 | 10 | 18 | 18 | 16 | 33 | 11 | 15 | 8 | 8 | 1 | 3 | 1 | 3 |
| 0 | 0 | 0 | 1 | 0 | 1 | 2 | 13 | 5 | 11 | 13 | 16 | 19 | 16 | 17 | 15 | 19 | 16 | 15 | 5 | 9 | 1 | 1 | 0 |
| 0 | 1 | 0 | 0 | 0 | 1 | 3 | 6 | 9 | 10 | 12 | 19 | 9 | 9 | 17 | 19 | 21 | 22 | 10 | 3 | 10 | 3 | 2 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0.700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\240.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 648

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 648

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 1 | 0 | 1 | 5 | 9 | 14 | 70 | 23 | 36 | 35 | 44 | 49 | 36 | 42 | 70 | 61 | 61 | 36 | 30 | 17 | 5 | 2 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 3 | 8 | 12 | 11 | 16 | 10 | 11 | 21 | 14 | 22 | 11 | 9 | 6 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 0 | 4 | 5 | 17 | 5 | 13 | 8 | 6 | 14 | 15 | 7 | 15 | 16 | 12 | 5 | 11 | 1 | 2 | 0 | 0 |
| 1 | 0 | 0 | 0 | 3 | 1 | 2 | 25 | 5 | 9 | 8 | 14 | 14 | 5 | 10 | 11 | 15 | 12 | 9 | 6 | 3 | 3 | 1 | 0 |
| 0 | 1 | 0 | 0 | 2 | 4 | 3 | 16 | 10 | 6 | 7 | 13 | 5 | 6 | 14 | 23 | 16 | 15 | 11 | 4 | 7 | 0 | 1 | 0 |

| 0000 | OTOO | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | T000 | TIUU | 1200 | 1300 | 1400 | T200 | T000 | 1/00 | T800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | - | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | - | _ | _ | _ | _ | - | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\1185.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 72

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 72

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 2 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 3 | 7 | 2 | 5 | 5 | 5 | 6 | 7 | 10 | 3 | 1 | 2 | 2 | 0 | 0 | |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 2 | 4 | 0 | 1 | 1 | 1 | 1 | 3 | 4 | 1 | 0 | 2 | 1 | 0 | 0 | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | _ | - | _ | _ | _ | - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - |
| - | _ | _ | _ | - | _ | - | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\1185.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 82

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 82

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 0 | 0 | 1 | 0 | 1 | 1 | 6 | 5 | 4 | 2 | 8 | 5 | 11 | 7 | 9 | 4 | 10 | 3 | 2 | 1 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 3 | 0 | 3 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 2 | 1 | 4 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 2 | 2 | 3 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 3 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | - | - | - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2421.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 679

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 679

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 2 | 0 | 0 | 2 | 5 | 8 | 72 | 30 | 27 | 32 | 42 | 58 | 57 | 44 | 56 | 53 | 70 | 42 | 30 | 26 | 10 | 5 | 6 |
| 1 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 12 | 6 | 4 | 5 | 8 | 21 | 12 | 12 | 16 | 19 | 18 | 10 | 7 | 2 | 0 | 2 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 5 | 9 | 9 | 14 | 10 | 14 | 12 | 7 | 19 | 13 | 8 | 5 | 4 | 4 | 2 |
| 1 | 1 | 0 | 0 | 1 | 2 | 2 | 36 | 8 | 7 | 5 | 14 | 23 | 16 | 11 | 21 | 12 | 14 | 4 | 6 | 7 | 3 | 1 | 1 |
| 0 | 0 | 0 | 0 | 1 | 1 | 6 | 17 | 7 | 9 | 14 | 14 | 13 | 10 | 7 | 11 | 18 | 18 | 7 | 6 | 7 | 1 | 0 | 1 |

Thursday, November 30, 2017, 15 minute intervals. Daily Total: 0 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100

| 0000 | OTOO | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | 1000 | TIUU | 1200 | 1300 | 1400 | 1500 | T000 | 1/00 | T800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | |
| _ | _ | _ | _ | _ | _ | _ | | | | | _ | | | | | | | | | | | _ | | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | | _ | | | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| - | _ | _ | _ | _ | _ | _ | - | - | - | - | _ | - | - | - | - | - | - | - | - | - | - | _ | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2421.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 506

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 506

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 1 | 0 | 1 | 2 | 4 | 9 | 50 | 15 | 23 | 35 | 44 | 42 | 31 | 34 | 64 | 51 | 43 | 22 | 15 | 6 | 7 | 7 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 5 | 6 | 14 | 15 | 7 | 12 | 34 | 15 | 16 | 6 | 6 | 3 | 3 | 2 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 19 | 6 | 4 | 10 | 5 | 8 | 7 | 5 | 12 | 6 | 12 | 6 | 2 | 2 | 2 | 2 | 0 |
| 0 | 0 | 0 | 1 | 1 | 1 | 2 | 16 | 3 | 5 | 8 | 10 | 8 | 6 | 4 | 8 | 12 | 9 | 4 | 5 | 0 | 0 | 2 | 0 |
| 0 | 1 | 0 | 0 | 1 | 2 | 5 | 9 | 4 | 9 | 11 | 15 | 11 | 11 | 13 | 10 | 18 | 6 | 6 | 2 | 1 | 2 | 1 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | |
| | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2361.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 154

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 154

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 4 | 0 | 0 | 0 | 1 | 2 | 3 | 7 | 2 | 8 | 12 | 13 | 15 | 12 | 7 | 14 | 11 | 11 | 11 | 11 | 5 | 2 | 2 | 1 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 4 | 3 | 3 | 3 | 2 | 0 | 2 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 5 | 7 | 4 | 2 | 2 | 2 | 3 | 1 | 2 | 2 | 1 | 1 | 0 | 0 |
| 2 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 3 | 2 | 4 | 6 | 3 | 7 | 4 | 4 | 3 | 2 | 0 | 1 | 0 | 1 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 4 | 1 | 0 | 3 | 0 | 3 | 3 | 4 | 2 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | _ | - | _ | _ | _ | - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - |
| - | _ | _ | _ | - | _ | - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2361.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 115

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 115

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 0 | 1 | 0 | 0 | 2 | 1 | 10 | 4 | 7 | 8 | 6 | 11 | 7 | 5 | 15 | 5 | 11 | 6 | 2 | 9 | 0 | 2 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 5 | 3 | 0 | 4 | 1 | 4 | 3 | 0 | 1 | 0 | 2 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 3 | 1 | 4 | 1 | 1 | 2 | 4 | 0 | 2 | 2 | 1 | 3 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 2 | 0 | 4 | 0 | 1 | 4 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 1 | 3 | 2 | 3 | 1 | 3 | 1 | 1 | 3 | 0 | 0 | 2 |

| 0000 | OTOO | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | T000 | TIUU | 1200 | 1300 | 1400 | T200 | T000 | 1/00 | T800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | - | _ | - | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | - | _ | _ | _ | _ | - | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\230.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 147

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 147

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 1 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 11 | 8 | 21 | 21 | 16 | 6 | 8 | 14 | 10 | 4 | 3 | 4 | 2 | 3 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 4 | 4 | 6 | 2 | 2 | 3 | 4 | 1 | 1 | 1 | 1 | 1 | 1 |
| 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 6 | 4 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 2 | 1 | 1 | 0 |
| 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 2 | 4 | 7 | 4 | 0 | 3 | 6 | 4 | 2 | 1 | 1 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 7 | 6 | 4 | 3 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 1 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | _ | _ | - | _ | _ | _ | - | - | - | _ | - | - | - | - | - | - | _ | - | _ | - |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\230.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 93

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 93

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 3 | 2 | 11 | 8 | 11 | 2 | 10 | 10 | 9 | 7 | 3 | 6 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 2 | 5 | 0 | 2 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 5 | 2 | 1 | 1 | 4 | 3 | 2 | 3 | 1 | 1 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 2 | 5 | 2 | 0 | 2 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 3 | 4 | 4 | 0 | 2 | 0 | 4 | 2 | 0 | 3 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | - | - | - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\236.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 86

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 86

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 1 | 0 | 1 | 1 | 0 | 3 | 7 | 4 | 5 | 1 | 6 | 9 | 5 | 7 | 9 | 7 | 8 | 6 | 3 | 0 | 1 | 0 | 2 |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | 0 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 3 | 0 | 1 | 4 | 1 | 2 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 3 | 1 | 2 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 |

| 0000 | OTOO | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | T000 | TIUU | 1200 | 1300 | 1400 | T200 | T000 | 1/00 | T800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | - | _ | - | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | - | _ | _ | _ | _ | - | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\236.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 58

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 58

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 0 | 0 | 0 | 0 | 3 | 7 | 5 | 1 | 2 | 1 | 1 | 6 | 4 | 5 | 6 | 6 | 5 | 3 | 2 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | - | - | - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2399.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 545

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 545

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 4 | 4 | 2 | 1 | 1 | 7 | 14 | 35 | 22 | 25 | 34 | 36 | 75 | 33 | 38 | 48 | 46 | 45 | 29 | 19 | 12 | 5 | 6 | 4 | |
| 1 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 6 | 2 | 4 | 7 | 16 | 11 | 11 | 12 | 16 | 11 | 6 | 8 | 5 | 1 | 2 | 0 | |
| 1 | 2 | 2 | 1 | 0 | 1 | 1 | 5 | 7 | 5 | 4 | 5 | 19 | 9 | 4 | 11 | 7 | 11 | 7 | 5 | 3 | 2 | 1 | 1 | |
| 1 | 2 | 0 | 0 | 1 | 2 | 4 | 8 | 2 | 7 | 11 | 10 | 19 | 9 | 10 | 12 | 16 | 14 | 9 | 2 | 3 | 0 | 1 | 1 | |
| 1 | 0 | 0 | 0 | 0 | 3 | 8 | 15 | 7 | 11 | 15 | 14 | 21 | 4 | 13 | 13 | 7 | 9 | 7 | 4 | 1 | 2 | 2 | 2 | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | |
| | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2399.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 350

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 350

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 4 | 0 | 0 | 3 | 6 | 2 | 24 | 9 | 16 | 22 | 29 | 27 | 25 | 27 | 35 | 33 | 31 | 23 | 18 | 5 | 4 | 3 | 2 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 5 | 5 | 5 | 7 | 9 | 9 | 7 | 5 | 12 | 3 | 6 | 0 | 3 | 1 | 0 |
| 0 | 2 | 0 | 0 | 0 | 3 | 0 | 9 | 3 | 4 | 4 | 8 | 11 | 6 | 6 | 10 | 9 | 7 | 3 | 3 | 1 | 1 | 1 | 0 |
| 0 | 1 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 4 | 5 | 11 | 1 | 7 | 7 | 8 | 14 | 3 | 12 | 4 | 2 | 0 | 1 | 2 |
| 2 | 0 | 0 | 0 | 3 | 1 | 2 | 7 | 0 | 3 | 8 | 5 | 8 | 3 | 5 | 10 | 5 | 9 | 5 | 5 | 2 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | |
| - | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2356.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 144

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 144

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 1 | 2 | 0 | 1 | 1 | 0 | 4 | 10 | 4 | 9 | 8 | 7 | 10 | 6 | 10 | 16 | 18 | 16 | 4 | 1 | 3 | 5 | 2 | 6 | |
| 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 1 | 3 | 3 | 1 | 0 | 4 | 4 | 1 | 1 | 0 | 1 | 0 | 2 | |
| 1 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 3 | 1 | 2 | 3 | 3 | 4 | 5 | 3 | 5 | 1 | 0 | 0 | 1 | 2 | 1 | |
| 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 1 | 4 | 2 | 2 | 1 | 0 | 3 | 5 | 6 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 3 | 0 | 2 | 6 | 5 | 5 | 1 | 0 | 2 | 2 | 0 | 2 | |

| 0000 | OTOO | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | T000 | TIUU | 1200 | 1300 | 1400 | T200 | T000 | 1/00 | T800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | - | _ | - | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2356.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 129

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 129

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 3 | 2 | 0 | 0 | 0 | 4 | 8 | 18 | 4 | 5 | 6 | 7 | 14 | 7 | 9 | 9 | 10 | 9 | 5 | 2 | 2 | 2 | 1 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 1 | 0 | 3 | 2 | 3 | 2 | 4 | 1 | 2 | 1 | 2 | 1 | 0 | 0 |
| 3 | 2 | 0 | 0 | 0 | 2 | 2 | 4 | 2 | 2 | 1 | 0 | 5 | 1 | 1 | 3 | 2 | 4 | 1 | 0 | 0 | 1 | 1 | 1 |
| 0 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 0 | 1 | 2 | 1 | 2 | 1 | 2 | 3 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 2 | 6 | 4 | 3 | 3 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | - | - | - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2398.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 161

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 161

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 5 | 13 | 5 | 11 | 18 | 16 | 13 | 23 | 8 | 11 | 4 | 5 | 3 | 2 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 3 | 7 | 2 | 2 | 5 | 2 | 3 | 2 | 1 | 1 | 2 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | -1 | 0 | 4 | 4 | 2 | 7 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 5 | 3 | 3 | 1 | 8 | 2 | 5 | 2 | 4 | 0 | 3 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 3 | 3 | 2 | 5 | 6 | 2 | 7 | 6 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | 1000 | TIUU | 1200 | 1300 | 1400 | T200 | T000 | 1/00 | T800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | | | | | | | | | | | | | | | | | | | | | | | | |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2398.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 229

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 229

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 0 | 0 | 0 | 1 | 2 | 6 | 39 | 11 | 12 | 8 | 13 | 16 | 19 | 22 | 17 | 22 | 19 | 8 | 6 | 2 | 2 | 1 | 1 |
| 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 2 | 2 | 2 | 5 | 5 | 6 | 3 | 2 | 5 | 4 | 2 | 2 | 0 | 1 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 1 | 2 | 14 | 3 | 1 | 3 | 1 | 3 | 6 | 5 | 5 | 5 | 7 | 2 | 0 | 2 | 1 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 3 | 4 | 1 | 3 | 3 | 5 | 4 | 5 | 8 | 6 | 2 | 1 | 0 | 0 | 1 | 1 |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 3 | 5 | 2 | 4 | 5 | 2 | 10 | 5 | 4 | 2 | 2 | 3 | 0 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0.700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2407.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 781

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 781

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 5 | 6 | 4 | 0 | 9 | 11 | 20 | 79 | 46 | 29 | 47 | 33 | 82 | 66 | 59 | 60 | 54 | 56 | 36 | 35 | 14 | 20 | 7 | 3 |
| 2 | 0 | 0 | 0 | 1 | 1 | 4 | 10 | 18 | 4 | 12 | 4 | 20 | 20 | 21 | 10 | 8 | 9 | 10 | 12 | 1 | 6 | 3 | 1 |
| 2 | 0 | 0 | 0 | 4 | 1 | 1 | 15 | 10 | 8 | 8 | 12 | 22 | 15 | 10 | 16 | 13 | 16 | 12 | 7 | 5 | 5 | 0 | 2 |
| 0 | 5 | 2 | 0 | 2 | 4 | 7 | 18 | 9 | 6 | 15 | 8 | 19 | 14 | 12 | 15 | 21 | 14 | 7 | 10 | 4 | 5 | 4 | 0 |
| 1 | 1 | 2 | 0 | 2 | 5 | 8 | 36 | 9 | 11 | 12 | 9 | 21 | 17 | 16 | 19 | 12 | 17 | 7 | 6 | 4 | 4 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | |
| | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |

Datasets

Site:

Input A: Input B: Added to totals Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2407.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 330

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 330

| | | .,, | | , | , | . • | | | | ~, . | | | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
| 0 | 2 | 0 | 2 | 3 | 11 | 12 | 23 | 22 | 19 | 24 | 23 | 23 | 16 | 24 | 23 | 33 | 29 | 12 | 11 | 5 | 6 | 5 | 2 |
| 0 | 0 | 0 | 0 | 0 | 5 | 1 | 3 | 9 | 1 | 3 | 6 | 8 | 3 | 7 | 10 | 4 | 7 | 7 | 5 | 1 | 4 | 1 | 1 |
| 0 | 0 | 0 | 0 | 2 | 1 | 2 | 5 | 7 | 8 | 6 | 3 | 8 | 3 | 8 | 5 | 6 | 12 | 3 | 2 | 3 | 1 | 3 | 0 |
| 0 | 2 | 0 | 1 | 1 | 2 | 0 | 4 | 2 | 6 | 7 | 4 | 4 | 7 | 3 | 4 | 18 | 4 | 0 | 2 | 1 | 0 | 1 | 1 |
| 0 | 0 | 0 | 1 | 0 | 3 | 9 | 11 | 4 | 4 | 8 | 10 | 3 | 3 | 6 | 4 | 5 | 6 | 2 | 2 | 0 | 1 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | |
| _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | _ | - | - | - | _ | - | _ | _ | _ | - | - | - | _ | _ | - | - | - | - | - | - |
| - | - | - | - | _ | - | - | - | _ | - | _ | _ | _ | - | - | - | _ | _ | - | - | - | - | - | - |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2400.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 629

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 629

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 1 | 2 | 0 | 2 | 5 | 18 | 152 | 22 | 28 | 24 | 40 | 30 | 44 | 52 | 58 | 47 | 37 | 25 | 12 | 10 | 7 | 6 | 5 |
| 0 | 0 | 0 | 0 | 1 | 0 | 2 | 13 | 9 | 7 | 6 | 10 | 4 | 12 | 8 | 28 | 10 | 9 | 6 | 6 | 3 | 3 | 1 | 1 |
| 1 | 0 | 1 | 0 | 0 | 2 | 5 | 36 | 4 | 3 | 4 | 7 | 8 | 10 | 10 | 8 | 9 | 10 | 7 | 2 | 0 | 2 | 5 | 1 |
| 1 | 1 | 0 | 0 | 0 | 0 | 4 | 60 | 3 | 6 | 6 | 12 | 9 | 12 | 16 | 9 | 19 | 12 | 6 | 4 | 0 | 1 | 0 | 1 |
| 0 | 0 | 1 | 0 | 1 | 3 | 7 | 43 | 6 | 12 | 8 | 11 | 9 | 10 | 18 | 13 | 9 | 6 | 6 | 0 | 7 | 1 | 0 | 2 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | - | - | - | - | - | _ | - | - | _ | _ | _ | - | _ | - | - | _ | _ | _ | - | - | - | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | | | | | | | | | | | | | | | | | | | | | | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2400.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 395

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 395

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 1 | 1 | 3 | 5 | 22 | 49 | 14 | 21 | 14 | 24 | 25 | 30 | 42 | 46 | 37 | 33 | 12 | 4 | 6 | 2 | 0 | 4 |
| 0 | 0 | 0 | 1 | 0 | 0 | 5 | 9 | 2 | 4 | 3 | 3 | 7 | 5 | 5 | 16 | 10 | 13 | 4 | 3 | 2 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 1 | 1 | 4 | 18 | 4 | 7 | 3 | 7 | 6 | 3 | 7 | 6 | 8 | 8 | 3 | 0 | 2 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 1 | 1 | 6 | 12 | 3 | 6 | 3 | 6 | 6 | 16 | 7 | 13 | 12 | 7 | 3 | 1 | 1 | 0 | 0 | 1 |
| 0 | 0 | 1 | 0 | 1 | 3 | 7 | 10 | 5 | 4 | 5 | 8 | 6 | 6 | 23 | 11 | 7 | 5 | 2 | 0 | 1 | 1 | 0 | 2 |

| 0000 | OTOO | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | T000 | TIUU | 1200 | 1300 | 1400 | T200 | T000 | 1/00 | T800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | - | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\1163.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 331

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 331

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 0 | 0 | 1 | 2 | 2 | 14 | 6 | 17 | 13 | 9 | 25 | 17 | 28 | 13 | 27 | 39 | 34 | 28 | 17 | 17 | 14 | 5 | 1 |
| 2 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 2 | 3 | 5 | 7 | 3 | 2 | 4 | 9 | 11 | 7 | 6 | 3 | 4 | 1 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 5 | 2 | 3 | 2 | 4 | 5 | 6 | 8 | 8 | 6 | 5 | 4 | 6 | 2 | 0 |
| 0 | 0 | 0 | 1 | 1 | 1 | 2 | 4 | 3 | 3 | 3 | 5 | 4 | 13 | 6 | 7 | 10 | 4 | 6 | 4 | 6 | 2 | 2 | 0 |
| 0 | 0 | 0 | 0 | 1 | 0 | 10 | 1 | 5 | 3 | 1 | 12 | 4 | 8 | 0 | 10 | 12 | 11 | 9 | 2 | 4 | 2 | 0 | 0 |

| 0000 | OTOO | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | T000 | TIUU | 1200 | 1300 | 1400 | T200 | T000 | 1/00 | T800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | - | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\1163.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 356

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 356

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 1 | 1 | 1 | 7 | 6 | 17 | 45 | 28 | 24 | 16 | 18 | 18 | 16 | 19 | 26 | 30 | 31 | 20 | 7 | 9 | 9 | 5 | 2 |
| 0 | 1 | 0 | 0 | 1 | 1 | 2 | 6 | 10 | 5 | 4 | 5 | 2 | 3 | 7 | 10 | 4 | 11 | 5 | 4 | 2 | 0 | 3 | 1 |
| 0 | 0 | 0 | 0 | 1 | 2 | 6 | 12 | 5 | 8 | 6 | 2 | 6 | 4 | 5 | 3 | 5 | 8 | 4 | 2 | 2 | 2 | 0 | 0 |
| 0 | 0 | 0 | 1 | 1 | 0 | 7 | 21 | 9 | 6 | 2 | 7 | 2 | 2 | 5 | 6 | 12 | 8 | 4 | 0 | 1 | 1 | 1 | 1 |
| 0 | 0 | 1 | 0 | 4 | 3 | 2 | 6 | 4 | 5 | 4 | 4 | 8 | 7 | 2 | 7 | 9 | 4 | 7 | 1 | 4 | 6 | 1 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | |
| _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | _ | - | - | - | _ | - | _ | _ | _ | - | - | - | _ | _ | - | - | - | - | - | - |
| - | - | - | - | _ | - | - | - | _ | - | _ | _ | _ | - | - | - | _ | _ | - | - | - | - | - | - |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2406.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 74

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 74

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 4 | 1 | 2 | 6 | 4 | 4 | 5 | 10 | 7 | 10 | 6 | 1 | 3 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 2 | 0 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 2 | 3 | 0 | 1 | 2 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2406.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 56

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 56

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 1 | 2 | 1 | 3 | 9 | 1 | 3 | 2 | 3 | 2 | 6 | 4 | 3 | 4 | 5 | 6 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2426.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 186

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 186

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 1 | 0 | 0 | 0 | 2 | 5 | 14 | 7 | 13 | 22 | 22 | 13 | 16 | 13 | 14 | 11 | 13 | 4 | 4 | 3 | 3 | 3 | 2 |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 7 | 4 | 2 | 9 | 2 | 4 | 2 | 3 | 3 | 0 | 1 | 0 | 2 | 2 |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 3 | 8 | 5 | 5 | 2 | 4 | 2 | 4 | 3 | 1 | 3 | 0 | 2 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 4 | 4 | 4 | 3 | 2 | 2 | 4 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 4 | 3 | 9 | 3 | 3 | 5 | 4 | 0 | 5 | 0 | 1 | 1 | 1 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2426.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 182

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 182

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 3 | 1 | 0 | 1 | 0 | 2 | 9 | 11 | 19 | 8 | 11 | 21 | 8 | 17 | 17 | 10 | 16 | 10 | 2 | 5 | 7 | 2 | 0 | 2 |
| 2 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 9 | 1 | 2 | 5 | 1 | 5 | 5 | 3 | 6 | 3 | 0 | 3 | 1 | 1 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 2 | 5 | 4 | 1 | 6 | 4 | 0 | 6 | 3 | 1 | 0 | 4 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 7 | 3 | 3 | 6 | 4 | 5 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 1 | 0 | 0 | 1 | 0 | 0 | 6 | 1 | 2 | 2 | 1 | 6 | 2 | 1 | 3 | 6 | 2 | 3 | 1 | 2 | 2 | 0 | 0 | 1 |

| Thu | rsday, | Nove | mber | 30, 20 | 017, 1 | 5 minı | ute int | terval | s. Dai | ly Tot | al: 0 | | | | | | | | | | | | |
|------|--------|------|------|--------|--------|--------|---------|--------|--------|--------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
| | | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\p1968.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 499

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 499

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 3 | 1 | 1 | 3 | 0 | 1 | 19 | 32 | 9 | 22 | 19 | 37 | 29 | 33 | 27 | 58 | 36 | 49 | 38 | 25 | 23 | 18 | 6 | 10 | |
| 1 | 1 | 0 | 1 | 0 | 0 | 3 | 10 | 3 | 3 | 3 | 3 | 7 | 13 | 7 | 7 | 10 | 13 | 7 | 5 | 2 | 4 | 1 | 2 | |
| 1 | 0 | 0 | 1 | 0 | 0 | 1 | 8 | 1 | 6 | 5 | 15 | 7 | 9 | 9 | 15 | 6 | 16 | 12 | 10 | 9 | 3 | 1 | 4 | |
| 0 | 0 | 1 | 1 | 0 | 1 | 4 | 8 | 3 | 8 | 4 | 8 | 9 | 5 | 6 | 24 | 8 | 10 | 9 | 7 | 7 | 6 | 2 | 2 | |
| 1 | 0 | 0 | 0 | 0 | 0 | 11 | 6 | 2 | 5 | 7 | 11 | 6 | 6 | 5 | 12 | 12 | 1.0 | 1.0 | 3 | 5 | 5 | 2 | 2. | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | |
| - | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |

Datasets

Site:

Unused or unknown - Excluded from totals Input A:

Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\p1968.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 445

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 445

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 0 | 0 | 4 | 6 | 10 | 21 | 30 | 21 | 26 | 18 | 31 | 38 | 22 | 25 | 38 | 31 | 38 | 38 | 15 | 10 | 7 | 8 | 6 |
| 1 | 0 | 0 | 2 | 1 | 1 | 2 | 10 | 4 | 6 | 1 | 8 | 12 | 5 | 10 | 6 | 3 | 11 | 13 | 2 | 4 | 0 | 2 | 0 |
| 0 | 0 | 0 | 0 | 1 | 2 | 5 | 8 | 7 | 6 | 5 | 8 | 8 | 2 | 6 | 15 | 9 | 10 | 8 | 4 | 0 | 2 | 2 | 3 |
| 1 | 0 | 0 | 0 | 1 | 1 | 7 | 7 | 5 | 6 | 2 | 5 | 10 | 10 | 5 | 7 | 11 | 7 | 9 | 4 | 2 | 4 | 4 | 1 |
| 0 | 0 | 0 | 2 | 3 | 6 | 7 | 5 | 5 | 8 | 10 | 10 | 8 | 5 | 4 | 10 | 8 | 10 | 8 | 5 | 4 | 1 | 0 | 2 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0000 | 0 / 0 0 | 0800 | 0900 | 1000 | TIUU | 1200 | 1300 | 1400 | 1200 | T000 | 1/00 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\205.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 128

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 128

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | 1 | 6 | 9 | 6 | 10 | 7 | 4 | 11 | 19 | 5 | 12 | 5 | 7 | 2 | 4 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 2 | 0 | 4 | 3 | 0 | 0 | 8 | 2 | 3 | 2 | 3 | 0 | 0 | 1 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 1 | 1 | 2 | 0 | 4 | 5 | 0 | 4 | 0 | 0 | 1 | 1 | 2 |
| 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 3 | 3 | 5 | 0 | 2 | 0 | 4 | 1 | 1 | 1 |
| 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 3 | 4 | 1 | 1 | 1 | 4 | 1 | 3 | 3 | 3 | 0 | 0 | 2 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | _ | _ | - | _ | _ | _ | - | _ | _ | _ | - | - | - | - | - | - | _ | - | _ | - |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2425.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 611

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 611

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 3 | 3 | 1 | 9 | 9 | 26 | 49 | 47 | 21 | 26 | 37 | 34 | 48 | 39 | 44 | 43 | 48 | 39 | 35 | 17 | 8 | 10 | 7 | 8 |
| 0 | 2 | 0 | 1 | 1 | 2 | 8 | 6 | 6 | 7 | 7 | 10 | 5 | 8 | 11 | 12 | 14 | 8 | 8 | 6 | 1 | 4 | 1 | 4 |
| 3 | 0 | 1 | 0 | 1 | 8 | 11 | 12 | 7 | 5 | 12 | 5 | 17 | 12 | 12 | 11 | 11 | 11 | 8 | 6 | 3 | 0 | 2 | 1 |
| 0 | 1 | 0 | 1 | 1 | 7 | 12 | 9 | 4 | 5 | 8 | 9 | 8 | 8 | 9 | 16 | 13 | 13 | 7 | 2 | 2 | 1 | 3 | 1 |
| 0 | 0 | 0 | 7 | 6 | 9 | 18 | 20 | 4 | 9 | 10 | 10 | 18 | 11 | 12 | 4 | 10 | 7 | 12 | 3 | 2 | 5 | 1 | 2 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | _ | _ | - | _ | _ | _ | - | - | - | _ | - | - | - | - | - | - | _ | - | _ | - |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2340.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 415

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 415

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 3 | 3 | 0 | 3 | 2 | 9 | 27 | 27 | 17 | 20 | 24 | 29 | 23 | 26 | 29 | 41 | 43 | 34 | 8 | 18 | 8 | 11 | 8 |
| 1 | 0 | 0 | 0 | 1 | 1 | 2 | 7 | 9 | 4 | 10 | 8 | 8 | 7 | 9 | 7 | 9 | 7 | 14 | 3 | 5 | 4 | 2 | 3 |
| 1 | 1 | 1 | 0 | 0 | 1 | 1 | 9 | 7 | 5 | 1 | 6 | 4 | 5 | 9 | 9 | 14 | 9 | 8 | 2 | 3 | 1 | 3 | 1 |
| 0 | 0 | 1 | 0 | 2 | 0 | 3 | 6 | 5 | 2 | 6 | 7 | 5 | 8 | 8 | 11 | 8 | 16 | 8 | 2 | 6 | 1 | 3 | 2 |
| 0 | 2 | 1 | 0 | 0 | 0 | 3 | 5 | 6 | 6 | 3 | 3 | 12 | 3 | 0 | 2 | 10 | 11 | 4 | 1 | 4 | 2 | 3 | 2 |

| 000 | 0 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|-----|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2340.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 459

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 459

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 8 | 5 | 7 | 1 | 3 | 7 | 9 | 21 | 9 | 10 | 18 | 15 | 24 | 31 | 37 | 52 | 38 | 42 | 30 | 37 | 25 | 10 | 7 | 13 |
| 4 | 3 | 4 | 0 | 1 | 2 | 4 | 5 | 4 | 3 | 2 | 2 | 6 | 10 | 9 | 15 | 13 | 17 | 11 | 6 | 3 | 3 | 3 | 3 |
| 3 | 1 | 1 | 0 | 0 | 1 | 0 | 6 | 1 | 3 | 4 | 3 | 6 | 8 | 13 | 12 | 11 | 11 | 8 | 9 | 7 | 4 | 1 | 4 |
| 1 | 0 | 1 | 0 | 1 | 2 | 3 | 6 | 3 | 3 | 8 | 4 | 6 | 2 | 6 | 13 | 11 | 6 | 9 | 17 | 8 | 1 | 2 | 5 |
| 0 | 1 | 1 | 1 | 1 | 2 | 2 | 4 | 1 | 1 | 4 | 6 | 6 | 11 | 9 | 12 | 3 | 8 | 2 | 5 | 7 | 2 | 1 | 1 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\210.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 376

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 376

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 6 | 3 | 6 | 1 | 0 | 1 | 8 | 26 | 13 | 21 | 17 | 11 | 32 | 23 | 34 | 34 | 30 | 34 | 23 | 17 | 14 | 7 | 7 | 8 |
| 1 | 3 | 3 | 0 | 0 | 1 | 1 | 7 | 7 | 6 | 3 | 4 | 7 | 5 | 8 | 10 | 7 | 11 | 9 | 5 | 4 | 2 | 2 | 1 |
| 4 | 0 | 2 | 1 | 0 | 0 | 0 | 8 | 3 | 8 | 4 | 1 | 10 | 2 | 8 | 6 | 6 | 8 | 6 | 3 | 3 | 1 | 1 | 3 |
| 0 | 0 | 1 | 0 | 0 | 0 | 3 | 4 | 2 | 5 | 7 | 4 | 9 | 6 | 7 | 10 | 9 | 8 | 6 | 5 | 3 | 2 | 2 | 2 |
| 1 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 1 | 2 | 3 | 2 | 6 | 10 | 11 | 8 | 8 | 7 | 2 | 4 | 4 | 2 | 2. | 2. |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

File: G:\DATA\2017\Private\17079\picos ready\210.csv

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Scheme: Count events divided by 2

In profile: Events = 460

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 460

| · · · · | loguu | · y , | V CIIID | J. – J, | , | | mate | | uio. D | uny i | otui. | 700 | | | | | | | | | | | |
|---------|-------|--------------|---------|----------------|------|------|------|------|--------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
| 4 | 9 | 6 | 0 | 6 | 6 | 15 | 33 | 21 | 18 | 21 | 24 | 36 | 26 | 31 | 36 | 36 | 45 | 33 | 14 | 7 | 10 | 13 | 10 |
| 3 | 1 | 2 | 0 | 1 | 1 | 4 | 5 | 6 | 4 | 8 | 8 | 8 | 5 | 10 | 12 | 10 | 13 | 10 | 6 | 1 | 0 | 2 | 5 |
| 1 | 2 | 1 | 0 | 0 | 2 | 1 | 9 | 5 | 3 | 3 | 4 | 5 | 5 | 8 | 10 | 8 | 10 | 9 | 0 | 3 | 5 | 1 | 2 |
| 0 | 1 | 1 | 0 | 4 | 2 | 4 | 9 | 4 | 4 | 7 | 3 | 11 | 9 | 9 | 7 | 10 | 11 | 7 | 5 | 1 | 2 | 4 | 1 |
| 0 | 5 | 2 | 0 | 1 | 1 | 6 | 10 | 6 | 7 | 3 | 9 | 12 | 7 | 4 | 7 | 8 | 11 | 7 | 3 | 2 | 3 | 6 | 2 |

| (| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

G:\DATA\2017\Private\17079\picos ready\2420.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 1057

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 1057

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 6 | 1 | 4 | 0 | 2 | 8 | 23 | 252 | 38 | 41 | 46 | 60 | 48 | 52 | 68 | 117 | 89 | 92 | 46 | 18 | 17 | 12 | 10 | 7 |
| 3 | 0 | 1 | 0 | 0 | 1 | 0 | 29 | 9 | 11 | 15 | 14 | 8 | 11 | 16 | 51 | 12 | 29 | 19 | 2 | 5 | 4 | 4 | 1 |
| 1 | 0 | 1 | 0 | 0 | 1 | 3 | 87 | 7 | 9 | 8 | 12 | 10 | 12 | 6 | 31 | 18 | 25 | 11 | 7 | 2 | 5 | 1 | 0 |
| 1 | 1 | 0 | 0 | 0 | 3 | 5 | 116 | 10 | 12 | 16 | 15 | 18 | 16 | 18 | 26 | 29 | 20 | 9 | 4 | 3 | 2 | 4 | 5 |
| 1 | 0 | 2 | 0 | 2 | 3 | 15 | 20 | 12 | 9 | 7 | 19 | 12 | 13 | 28 | 9 | 30 | 18 | 7 | 5 | 7 | 1 | 1 | 1 |

| 000 | 0 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|-----|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Added to totals Input B: Subtracted from totals

G:\DATA\2017\Private\17079\picos ready\2420.csv File:

Profile Filter time: 12:00 AM Wednesday, November 29, 2017 => 12:00 AM Thursday, November 30, 2017

Count events divided by 2 Scheme:

In profile: Events = 951

Wednesday, November 29, 2017, 15 minute intervals. Daily Total: 951

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 7 | 1 | 4 | 0 | 6 | 15 | 32 | 183 | 39 | 31 | 59 | 42 | 33 | 49 | 44 | 153 | 71 | 118 | 32 | 11 | 8 | 4 | 4 | 5 |
| 0 | 0 | 0 | 0 | 2 | 1 | 5 | 11 | 13 | 12 | 21 | 11 | 10 | 12 | 13 | 56 | 17 | 24 | 18 | 2 | 3 | 2 | 1 | 1 |
| 2 | 0 | 2 | 0 | 1 | 2 | 5 | 49 | 6 | 4 | 12 | 14 | 13 | 11 | 5 | 64 | 13 | 23 | 6 | 5 | 1 | 2 | 1 | 2 |
| 5 | 0 | 2 | 0 | 1 | 8 | 10 | 82 | 8 | 7 | 10 | 3 | 6 | 11 | 13 | 18 | 17 | 30 | 4 | 2 | 2 | 0 | 1 | 2 |
| 0 | 1 | 0 | 0 | 2 | 4 | 12 | 41 | 12 | 8 | 16 | 14 | 4 | 15 | 13 | 15 | 24 | 41 | 4 | 2 | 2 | 0 | 1 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | - | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Added to totals

Input A: Input B: Unused or unknown - Excluded from totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P1704.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 59

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 59

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 1 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 3 | 4 | 5 | 0 | 5 | 5 | 0 | 9 | 6 | 6 | 1 | 1 | 1 | 3 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 2 | 0 | 2 | 1 | 0 | 5 | 2 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | - | _ | - | _ | - | _ | - | _ | _ | - | _ | - | _ | - | _ | _ | _ | - | _ | _ | |
| _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | _ | _ | _ | _ | _ | - | - | - | - | - | _ | _ | - | - | _ | - | - | - |
| - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

File: G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P2057.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 12

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 12

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | - | _ | - | _ | - | _ | - | _ | _ | - | _ | - | _ | - | _ | _ | _ | - | _ | _ | |
| _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | _ | _ | _ | _ | _ | - | - | - | - | - | _ | _ | - | - | _ | - | - | - |
| - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Input B: Added to totals Subtracted from totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P2057.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 14

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 14

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | - | _ | - | _ | - | _ | - | _ | _ | - | _ | - | _ | - | _ | _ | _ | - | _ | _ | |
| _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | _ | _ | _ | _ | _ | - | - | - | - | - | _ | _ | - | - | _ | - | - | - |
| - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2379.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

Events = 629 In profile:

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 629

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 0 | 0 | 0 | 0 | 8 | 18 | 149 | 21 | 17 | 21 | 26 | 47 | 32 | 71 | 52 | 46 | 32 | 34 | 28 | 11 | 9 | 4 | 1 |
| 1 | 0 | 0 | 0 | 0 | 2 | 0 | 16 | 7 | 1 | 7 | 6 | 16 | 9 | 13 | 21 | 9 | 9 | 10 | 7 | 3 | 2 | 1 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 8 | 34 | 5 | 7 | 4 | 5 | 10 | 4 | 11 | 7 | 14 | 5 | 11 | 7 | 3 | 5 | 2 | 1 |
| 0 | 0 | 0 | 0 | 0 | 2 | 5 | 51 | 4 | 3 | 4 | 7 | 7 | 6 | 26 | 13 | 12 | 6 | 6 | 9 | 3 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 4 | 5 | 48 | 5 | 6 | 6 | 8 | 14 | 13 | 21 | 11 | 11 | 12 | 7 | 5 | 2 | 1 | 1 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | - | _ | - | _ | - | _ | - | _ | _ | - | _ | - | _ | - | _ | _ | _ | - | _ | _ | |
| _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | _ | _ | _ | _ | _ | - | _ | - | - | - | _ | _ | - | - | _ | - | - | - |
| - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Input B: Added to totals Subtracted from totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2379.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 469

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 469

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 0 | 4 | 1 | 2 | 6 | 13 | 58 | 20 | 22 | 28 | 34 | 30 | 32 | 43 | 49 | 37 | 41 | 23 | 13 | 8 | 2 | 1 | 1 |
| 0 | 0 | 0 | 0 | 1 | 1 | 4 | 13 | 1 | 5 | 8 | 12 | 5 | 8 | 6 | 16 | 3 | 7 | 8 | 1 | 1 | 2 | 0 | 0 |
| 0 | 0 | 3 | 0 | 0 | 1 | 5 | 21 | 6 | 4 | 10 | 9 | 9 | 10 | 5 | 16 | 15 | 10 | 9 | 6 | 2 | 0 | 0 | 1 |
| 0 | 0 | 1 | 0 | 0 | 1 | 2 | 16 | 5 | 8 | 5 | 6 | 5 | 5 | 6 | 9 | 10 | 13 | 3 | 3 | 2 | 0 | 0 | 0 |
| 1 | 0 | 0 | 1 | 1 | 3 | 2 | 8 | 8 | 5 | 5 | 7 | 11 | 9 | 26 | 8 | 9 | 11 | 3 | 3 | 3 | 0 | 1 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | - | - | - | _ | - | _ | - | _ | _ | - | _ | - | _ | - | _ | _ | _ | - | _ | _ | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | _ | _ | _ | _ | _ | - | _ | - | - | - | _ | _ | - | - | _ | - | - | - |
| - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: File: Added to totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P1702.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 177

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 177

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 0 | 0 | 0 | 0 | 0 | 1 | 3 | 10 | 5 | 4 | 7 | 27 | 15 | 9 | 9 | 17 | 18 | 13 | 14 | 11 | 7 | 5 | 2 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 4 | 3 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 1 | 2 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 20 | 2 | 0 | 3 | 5 | 7 | 3 | 3 | 3 | 2 | 1 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 3 | 4 | 3 | 1 | 3 | 3 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 6 | 3 | 3 | 6 | 5 | 3 | 5 | 4 | 2 | 2 | 2 | 0 | |

| 0000 0 | JIUU | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | T000 | 1/00 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|--------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| - | - | - | - | - | - | - | - | - | - | - | - | _ | - | - | _ | _ | - | - | - | - | _ | - | - |
| | | | | _ | | _ | | | _ | _ | | _ | | | _ | _ | | | | _ | _ | | _ |
| | | | | _ | _ | _ | | | | _ | _ | _ | _ | _ | | | | | _ | _ | | _ | |
| - | - | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | - | - | _ | _ | _ | _ | _ |
| - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | _ | - | - | _ | _ | - | - | - | _ | _ | - | - |

Datasets

Site:

Input A: Input B: Added to totals Subtracted from totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P1702.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 123

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 123

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 1 | 0 | 1 | 4 | 4 | 19 | 8 | 2 | 8 | 9 | 5 | 10 | 9 | 4 | 9 | 13 | 9 | 4 | 1 | 1 | 1 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 1 | 1 | 3 | 4 | 2 | 4 | 4 | 2 | 1 | 1 | 1 | 0 | 1 |
| 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 2 | 1 | 1 | 2 | 0 | 1 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 1 | 0 | 2 | 2 | 1 | 3 | 2 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 1 | 2 | 1 | 6 | 4 | 0 | 2 | 5 | 2 | 2 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| _ | - | _ | - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

File: G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2424.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

Events = 565 In profile:

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 565

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 1 | 0 | 0 | 1 | 2 | 15 | 71 | 8 | 16 | 17 | 31 | 26 | 37 | 64 | 63 | 49 | 60 | 36 | 29 | 22 | 7 | 4 | 4 |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 1 | 3 | 2 | 9 | 5 | 11 | 7 | 12 | 13 | 14 | 10 | 8 | 6 | 4 | 0 | 0 |
| 2 | 1 | 0 | 0 | 0 | 1 | 2 | 31 | 0 | 7 | 8 | 6 | 9 | 6 | 18 | 22 | 8 | 11 | 10 | 11 | 9 | 3 | 4 | 1 |
| 0 | 0 | 0 | 0 | 1 | 1 | 4 | 19 | 5 | 4 | 3 | 9 | 6 | 7 | 27 | 17 | 12 | 17 | 12 | 3 | 3 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11 | 2 | 2 | 4 | 7 | 6 | 13 | 12 | 12 | 16 | 18 | 4 | 7 | 4 | 0 | 0 | 3 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |

Datasets

Site:

Input A: Input B: Added to totals Subtracted from totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2424.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 688

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 688

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 1 | 1 | 1 | 0 | 11 | 33 | 170 | 17 | 15 | 22 | 25 | 22 | 19 | 87 | 112 | 45 | 38 | 26 | 27 | 5 | 7 | 2 | 1 |
| 0 | 1 | 0 | 0 | 0 | 0 | 5 | 14 | 2 | 6 | 9 | 6 | 4 | 5 | 7 | 66 | 12 | 9 | 8 | 6 | 1 | 3 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 5 | 7 | 35 | 6 | 3 | 3 | 5 | 8 | 5 | 1 | 19 | 10 | 14 | 5 | 8 | 1 | 4 | 1 | 0 |
| 0 | 0 | 1 | 0 | 0 | 4 | 7 | 87 | 8 | 3 | 5 | 6 | 5 | 2 | 32 | 16 | 11 | 9 | 6 | 5 | 1 | 0 | 0 | 0 |
| 1 | 0 | 0 | 1 | 0 | 2 | 14 | 34 | 1 | 3 | 5 | 8 | 5 | 7 | 47 | 11 | 12 | 6 | 7 | 8 | 2 | 0 | 0 | 1 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| - | - | - | - | _ | - | - | _ | - | - | - | - | - | - | - | - | - | _ | - | - | - | - | - | - |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: File: Added to totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P1703.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

Events = 1000 In profile:

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 1000

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 2 | 2 | 2 | 8 | 20 | 31 | 70 | 61 | 65 | 42 | 52 | 80 | 74 | 77 | 78 | 75 | 90 | 45 | 59 | 24 | 28 | 6 | 8 |
| 1 | 0 | 1 | 0 | 2 | 3 | 6 | 12 | 14 | 15 | 8 | 14 | 19 | 19 | 21 | 14 | 14 | 24 | 15 | 17 | 5 | 13 | 1 | 1 |
| 0 | 2 | 0 | 0 | 0 | 2 | 9 | 23 | 24 | 15 | 13 | 10 | 22 | 19 | 11 | 18 | 16 | 24 | 10 | 20 | 9 | 7 | 4 | 2 |
| 0 | 0 | 1 | 2 | 2 | 5 | 8 | 19 | 8 | 19 | 13 | 18 | 16 | 16 | 25 | 23 | 24 | 18 | 13 | 12 | 7 | 3 | 1 | 2 |
| 0 | 0 | 0 | 0 | 4 | 10 | 8 | 16 | 15 | 16 | 8 | 10 | 23 | 20 | 20 | 23 | 21 | 24 | 7 | 10 | 3 | 5 | 0 | 3 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0.700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| - | - | _ | _ | - | - | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | - | - | _ | - | _ |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | | _ | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| | | | | | | | | | | | | | | | | | | | | | | | |

Datasets

Site:

Input A: Input B: File: Added to totals Subtracted from totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P1703.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 369

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 369

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 1 | 1 | 0 | 0 | 5 | 21 | 24 | 22 | 20 | 23 | 39 | 33 | 16 | 35 | 36 | 31 | 19 | 14 | 14 | 6 | 2 | 6 | 1 |
| 0 | 1 | 0 | 0 | 0 | 2 | 2 | 9 | 7 | 5 | 4 | 6 | 10 | 3 | 7 | 9 | 9 | 6 | 3 | 6 | 0 | 1 | 2 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 6 | 6 | 11 | 10 | 4 | 8 | 10 | 8 | 0 | 4 | 4 | 1 | 1 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 9 | 4 | 5 | 3 | 3 | 10 | 6 | 4 | 9 | 7 | 7 | 3 | 4 | 3 | 3 | 0 | 2 | 0 |
| 0 | 0 | 1 | 0 | 0 | 2 | 8 | 6 | 5 | 6 | 10 | 12 | 7 | 5 | 11 | 10 | 7 | 10 | 3 | 1 | 2 | 0 | 1 | 0 |

| 0000 0 | JIUU | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | T000 | 1/00 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|--------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| - | - | - | - | - | - | - | - | - | - | - | - | _ | - | - | _ | _ | - | - | - | - | _ | - | - |
| | | | | _ | | _ | | | _ | _ | | _ | | | _ | _ | | | | _ | _ | | _ |
| | | | | _ | _ | _ | | | | _ | _ | _ | _ | _ | | | | | _ | _ | | _ | |
| - | - | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | _ | _ | _ | _ |
| - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | _ | - | - | _ | _ | - | - | - | _ | _ | - | - |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2064.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018

Count events divided by 2 Scheme:

Events = 485 In profile:

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 485

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 0 | 1 | 1 | 1 | 4 | 16 | 37 | 17 | 30 | 18 | 37 | 50 | 37 | 44 | 40 | 29 | 51 | 21 | 22 | 12 | 9 | 5 | 2 |
| 0 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 6 | 3 | 4 | 11 | 13 | 13 | 10 | 11 | 3 | 17 | 8 | 4 | 1 | 4 | 2 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 5 | 9 | 7 | 5 | 13 | 11 | 4 | 8 | 7 | 9 | 4 | 9 | 3 | 3 | 2 | 0 |
| 0 | 0 | 1 | 1 | 0 | 0 | 3 | 9 | 2 | 10 | 3 | 11 | 9 | 7 | 17 | 12 | 11 | 12 | 6 | 5 | 6 | 1 | 1 | 1 |
| 0 | 0 | 0 | 0 | 0 | 3 | 7 | 9 | 4 | 8 | 4 | 10 | 15 | 6 | 13 | 9 | 8 | 13 | 3 | 4 | 2 | 1 | 0 | 1 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | - | _ | - | _ | - | _ | - | _ | _ | - | _ | - | _ | - | _ | _ | _ | - | _ | _ | |
| _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | _ | _ | _ | _ | _ | - | _ | - | - | - | _ | _ | - | - | _ | - | - | - |
| - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Input A: Input B: Added to totals Subtracted from totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2064.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018

Scheme: Count events divided by 2

In profile: Events = 327

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 327

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 | 1 | 1 | 0 | 0 | 7 | 13 | 22 | 15 | 11 | 20 | 26 | 30 | 14 | 24 | 33 | 34 | 28 | 14 | 15 | 8 | 4 | 4 | 2 |
| 0 | 1 | 0 | 0 | 0 | 2 | 2 | 7 | 3 | 3 | 2 | 2 | 7 | 2 | 6 | 8 | 7 | 6 | 6 | 6 | 0 | 2 | 1 | 1 |
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 2 | 7 | 9 | 9 | 6 | 7 | 8 | 9 | 7 | 2 | 4 | 1 | 2 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 4 | 3 | 4 | 7 | 8 | 3 | 3 | 6 | 11 | 7 | 4 | 3 | 6 | 0 | 1 | 0 |
| 0 | 0 | 1 | 0 | 0 | 3 | 5 | 6 | 2 | 3 | 7 | 8 | 6 | 3 | 8 | 11 | 7 | 8 | 2 | 2 | 1 | 0 | 1 | 1 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| - | - | _ | _ | - | _ | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | - | - | _ | - | - | - | - | - | - | _ | _ | _ |
| _ | _ | _ | _ | - | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Added to totals

Input A: Input B: Unused or unknown - Excluded from totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2422.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018

Scheme: Count events divided by 2

Events = 298 In profile:

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 298

| 000 | 0 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|-----|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | 4 0 | 2 | 1 | 1 | 4 | 11 | 28 | 15 | 15 | 21 | 11 | 18 | 20 | 23 | 19 | 22 | 26 | 19 | 11 | 16 | 4 | 3 | 4 |
| | 4 0 | 1 | 0 | 1 | 0 | 0 | 7 | 6 | 4 | 4 | 1 | 5 | 4 | 2 | 6 | 2 | 11 | 5 | 1 | 3 | 2 | 0 | 0 |
| | 0 0 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 1 | 5 | 3 | 3 | 8 | 4 | 2 | 7 | 5 | 5 | 3 | 2 | 1 | 0 | 2 |
| | 0 0 | 0 | 0 | 0 | 3 | 3 | 9 | 6 | 1 | 10 | 2 | 9 | 6 | 8 | 4 | 6 | 7 | 5 | 3 | 6 | 1 | 1 | 0 |
| | 0 0 | 1 | 1 | 0 | 0 | 7 | 7 | 0 | 9 | 2 | 5 | 1 | 2 | 9 | 7 | 7 | 3 | 4 | 4 | 5 | 0 | 2 | 2 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | - | - | - | - | - | - | _ | - | - | _ | - | _ | _ | _ | - | - | - | - | - | - | |
| _ | _ | _ | - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | - | _ | - | - | _ |
| - | - | - | - | - | - | - | - | - | - | _ | _ | _ | _ | _ | - | _ | - | - | - | _ | - | - | - |
| - | _ | _ | - | _ | _ | _ | _ | - | _ | - | - | - | _ | - | _ | - | _ | - | - | _ | - | - | - |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: File: Added to totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2422.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 241

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 241

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 3 | 0 | 1 | 1 | 2 | 3 | 5 | 15 | 11 | 18 | 16 | 8 | 16 | 16 | 17 | 20 | 17 | 24 | 18 | 9 | 13 | 4 | 2 | 2 |
| 3 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 3 | 6 | 2 | 5 | 2 | 0 | 5 | 2 | 9 | 7 | 0 | 1 | 2 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 3 | 1 | 1 | 6 | 4 | 2 | 6 | 7 | 4 | 3 | 2 | 1 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 6 | 2 | 7 | 2 | 9 | 5 | 7 | 3 | 5 | 4 | 3 | 3 | 5 | 1 | 0 | 0 |
| 0 | 0 | 1 | 1 | 0 | 0 | 4 | 3 | 0 | 12 | 0 | 3 | 1 | 3 | 6 | 10 | 4 | 4 | 4 | 3 | 5 | 0 | 2 | 1 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Added to totals

Input A: Input B: Unused or unknown - Excluded from totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2347.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 110

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 110

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 0 | 0 | 1 | 0 | 0 | 5 | 5 | 2 | 4 | 3 | 2 | 8 | 6 | 10 | 13 | 12 | 10 | 12 | 5 | 7 | 4 | 1 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 4 | 2 | 1 | 3 | 6 | 3 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 2 | 3 | 1 | 6 | 7 | 3 | 4 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | |
| 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | _ | - | - | _ | _ | - | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | - | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | - | - |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: File: Added to totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2347.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 89

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 89

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 3 | 8 | 13 | 4 | 7 | 7 | 5 | 7 | 2 | 3 | 4 | 5 | 11 | 5 | 2 | 2 | 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 2 | 2 | 2 | 1 | 1 | 0 | 1 | 6 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 | 1 | 6 | 3 | 0 | 4 | 3 | 1 | 3 | 0 | 1 | 4 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | _ | - | - | - | - | - | - | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | - | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ | _ | - | - | - |
| - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | - | - |

Datasets

Site:

Input A: Input B: File: Added to totals Subtracted from totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P2056.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 321

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 321

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 4 | 1 | 0 | 1 | 0 | 3 | 16 | 23 | 16 | 12 | 16 | 13 | 18 | 18 | 22 | 26 | 27 | 28 | 28 | 18 | 16 | 8 | 3 | 4 |
| 1 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 1 | 7 | 3 | 4 | 5 | 3 | 7 | 6 | 9 | 8 | 0 | 2 | 4 | 2 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 5 | 3 | 3 | 3 | 3 | 4 | 6 | 5 | 5 | 5 | 7 | 8 | 5 | 2 | 0 | 1 |
| 3 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 8 | 0 | 5 | 1 | 9 | 7 | 8 | 4 | 7 | 10 | 4 | 5 | 6 | 2 | 1 | 0 |
| 0 | 1 | 0 | 1 | 0 | 0 | 9 | 7 | 2 | 8 | 1 | 6 | 2 | 2 | 5 | 10 | 9 | 4 | 9 | 5 | 3 | 0 | 0 | 2 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | - | - | - | _ | - | _ | - | _ | _ | - | _ | - | _ | - | _ | _ | _ | - | _ | _ | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | _ | _ | _ | _ | _ | - | _ | - | - | - | _ | _ | - | - | _ | - | - | - |
| - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

File: G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P2056.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

Events = 205 In profile:

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 205

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 5 | 0 | 4 | 1 | 0 | 3 | 6 | 26 | 11 | 11 | 9 | 7 | 16 | 10 | 14 | 12 | 14 | 24 | 12 | 7 | 9 | 0 | 3 | 1 |
| 0 | 0 | 3 | 0 | 0 | 0 | 0 | 10 | 4 | 4 | 2 | 0 | 3 | 5 | 2 | 5 | 5 | 8 | 1 | 1 | 2 | 0 | 1 | 0 |
| 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 1 | 2 | 2 | 2 | 4 | 2 | 2 | 1 | 3 | 4 | 8 | 5 | 0 | 0 | 0 | 1 |
| 5 | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 4 | 2 | 3 | 2 | 3 | 2 | 3 | 4 | 3 | 11 | 1 | 1 | 3 | 0 | 2 | 0 |
| 0 | 0 | 0 | 1 | 0 | 0 | 4 | 4 | 2 | 3 | 2 | 3 | 6 | 1 | 7 | 2 | 3 | 1 | 2 | 0 | 4 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | _ | - | - | _ | _ | - | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | - | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | - | - |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: File: Added to totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P2395.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 28

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 28

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 4 | 4 | 4 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| 0000 0 | JIUU | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | T000 | 1/00 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|--------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| - | - | - | - | - | - | - | - | - | - | - | - | _ | - | - | _ | _ | - | - | - | - | _ | - | - |
| | | | | _ | | _ | | | _ | _ | | _ | | | _ | _ | | | | _ | _ | | _ |
| | | | | _ | _ | _ | | | | _ | _ | _ | _ | _ | | | | | _ | _ | | _ | |
| - | - | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | _ | _ | _ | _ |
| - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | _ | - | - | _ | _ | - | - | - | _ | _ | - | _ |

Datasets

Site:

Input A: Input B: Added to totals Subtracted from totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P2395.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 33

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 33

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 6 | 3 | 7 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 3 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | _ | _ | _ | _ | - | - | _ | _ | _ | - | - | - | _ | - | _ | - | _ | - | - | - | _ | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: Added to totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2340.csv File:

Profile Filter time: 11:00 AM Wednesday, April 11, 2018 => 11:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 24

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 17

| 0 | 000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 4 | 0 | 1 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | |
| | _ | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | |
| | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | |
| | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | _ | - | - | _ | _ | - | - | _ | - | - | - |
| 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ |

Datasets

Site:

Input A: Input B: Added to totals Subtracted from totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2340.csv File:

Profile Filter time: 11:00 AM Wednesday, April 11, 2018 => 11:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 39

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 29

| 0.0 | 000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| | - | - | - | - | - | - | - | - | - | - | - | 0 | 1 | 1 | 2 | 7 | 8 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | |
| | _ | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |
| | _ | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | |
| | _ | - | - | - | - | - | - | - | - | - | - | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | _ | _ | - | - | _ | _ | _ | - | - | - | - | - |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | _ | _ | _ | _ | - | _ | _ | _ | _ | - | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: File: Added to totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2147.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

Events = 103 In profile:

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 103

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 0 | 2 | 0 | 0 | 0 | 0 | 1 | 10 | 6 | 4 | 7 | 8 | 7 | 7 | 5 | 13 | 8 | 5 | 9 | 7 | 4 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 6 | 0 | 2 | 0 | 0 | 0 | |
| 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 7 | 3 | 4 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 3 | 5 | 2 | 5 | 2 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | _ | - | - | _ | _ | - | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | - | |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | - | - |

Datasets

Site:

Input A: Input B: File: Added to totals Subtracted from totals

G:\DATA\2018\Private\18046- Bay Minette additional\ready\P2147.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 140

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 140

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 2 | -1 | 0 | 0 | 0 | 2 | 0 | 6 | 3 | 10 | 2 | 9 | 10 | 9 | 13 | 9 | 22 | 22 | 11 | 4 | 3 | 4 | 0 | 0 | |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 6 | 0 | 2 | 6 | 4 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 4 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 7 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | |
| 0 | -1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | -2 | 5 | 4 | 0 | 4 | 4 | 10 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 0 | 0 | 5 | 4 | 3 | 8 | 0 | 4 | 2 | 0 | 0 | 0 | |

| 0000 0 | JIUU | 0200 | 0300 | 0400 | 0500 | 0600 | 0 / 0 0 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | T000 | 1/00 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|--------|------|------|------|------|------|------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| - | - | - | - | - | - | - | - | - | - | - | - | _ | - | - | _ | _ | - | - | - | - | _ | - | - |
| | | | | _ | | _ | | | _ | _ | | _ | | | _ | _ | | | | _ | _ | | |
| | | | | _ | _ | _ | | | | _ | _ | _ | _ | _ | | | | | _ | _ | | _ | |
| - | - | - | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | - | - | _ | _ | _ | _ | _ |
| - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | _ | - | - | _ | _ | - | - | - | _ | _ | - | _ |

Datasets

Site:

Added to totals

Input A: Input B: Unused or unknown - Excluded from totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P2388.csv File:

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

Events = 106 In profile:

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 106

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 0 | 2 | 0 | 0 | 0 | 0 | 1 | 8 | 5 | 4 | 9 | 8 | 7 | 8 | 5 | 13 | 10 | 7 | 12 | 5 | 2 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 3 | 4 | 2 | 3 | 3 | 3 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 3 | 6 | 2 | 4 | 3 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| _ | - | _ | - | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Datasets

Site:

Unused or unknown - Excluded from totals

Input A: Input B: File: Added to totals

G:\DATA\2018\Private\18046- Bay Minette additional\test\ready\P2388.csv

Profile Filter time: 12:00 AM Wednesday, April 11, 2018 => 12:00 AM Thursday, April 12, 2018 Count events divided by 2

Scheme:

In profile: Events = 142

Wednesday, April 11, 2018, 15 minute intervals. Daily Total: 142

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 5 | 7 | 12 | 4 | 16 | 9 | 13 | 5 | 24 | 25 | 8 | 4 | 0 | 2 | |
| 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 7 | 5 | 0 | 0 | 3 | 5 | 3 | 0 | 0 | 2 | |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 4 | 4 | 0 | 8 | 0 | 3 | 2 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 6 | 2 | 6 | 0 | 2 | 3 | 8 | 11 | 2 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 7 | 2 | 5 | 9 | 0 | 2 | 0 | 0 | |

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | - | - | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

CITYWIDE TRAFFIC STUDY BAY MINETTE, AL

Crash Analysis Spreadsheets

Brady St./White Ave.

| Report # | Year | Month | Day of Month | Day of the Week | Time of Day | Highway Classifications | Highway Side | Primary Contributing Circumstance | Primary Contributing Unit | First Harmful Event | Location | Type of Roadway Junction/ Feature | Crash Manner | Crash Severity | MP Route | Lighting Conditions | Weather | # Injured | Driver Age | Drugs or Alcohol Involved? | Maneuver |
|----------|------|----------|--------------|-----------------|-----------------------|----------------------------|-----------------|---|---------------------------------|--|------------------------------|---|---|----------------------------|-------------|----------------------------------|---------|----------------|---------------|----------------------------------|-------------------------------------|
| 5745543 | 2015 | December | 23 | Wednesday | 8:00 AM to 8:59 AM | Municipal | Eastbound | DUI | Unit 1 | Ran Off Road Straight | On Roadway | T-Intersection | Single Vehicle Crash (all types) | Property Damage Only | N/A | Daylight | Rain | No Injuries | 50 | Yes - Alcohol | Movement Essentially Straight |
| 2700132 | 2012 | November | 10 | Saturday | 2:00 PM to 2:59 PM | Municipal | Westbound | Unseen Object/ Person/ Vehicle | Unit 1 | Collision with Vehicle in (or from) Other Roadway | At Intersection no Crosswalk | Four-Way Intersection | Angle (front to side) Same Direction | Property Damage Only | N/A | Daylight | Clear | No Injuries | 62 | No | Movement Essentially Straight |
| 3652556 | 2013 | June | 16 | Sunday | 9:00 AM to 9:59 AM | County | Westbound | Ran Stop Sign | Unit 1 | Evasive Action (Swerve/Brake) | On Roadway | At Intersection, Intersection Related | Side Impact (angled) | Property Damage Only | N/A | Daylight | Clear | No Injuries | Unknown | N/A | Unknown |
| 5644661 | 2015 | April | 26 | Sunday | 2:00 AM to 2:59 AM | Municipal | Westbound | Unseen Object/ Person/ Vehicle | Unit 1 | Collision with Vehicle in Traffic | On Roadway | Four-Way Intersection | Side Impact (angled) | Property Damage Only | N/A | Dark - Roadway Not Lighted | Clear | No Injuries | 16 | No | Movement Essentially Straight |
| 6630555 | 2016 | March | 11 | Friday | 6:00 PM to 6:59 PM | County | Eastbound | Failed to Yield Right-of-Way from Stop Sign | Unit 1 | Collision with Vehicle in Traffic | On Roadway | Other Intersection | Side Impact (90 degrees) | Property Damage Only | N/A | Dusk | Rain | No Injuries | 25 | No | Entering Main Road |

Dobson Ave./7th St.

| Report # | Year | Month | Day of Month | Day of the Week | Time of Day | Highway Classifications | | Primary Contributing Circumstance | _ | First Harmful Event | Location | Type of Roadway Junction/ Feature | Crash Manner | Crash Severity | MP Route | Lighting Conditions | Weather | # Injured | Age | Drugs or Alcohol Involved? | ivianeuver |
|----------|------|----------|-----------------|--------------------|----------------------------|----------------------------|-------------------|---|--------|---|---------------|--|-------------------------------------|----------------------------|-------------|----------------------------------|---------|----------------|-----|----------------------------------|-------------------------------------|
| 5714845 | 2015 | October | 15 | Thursday | 5:00 PM to 5:59 PM | County | Eastbound | DUI | Unit 1 | Crossed Centerline | On Roadway | No Special Feature | Head-On (front to front only) | Unknown | N/A | Daylight | Clear | No Injuries | 67 | No | Turning Left |
| 6633808 | 2016 | March | 23 | Wednesday | 11:00 AM to 11:59 AM | Municipal | Not Applicable | Made Improper Turn | Unit 1 | Collision with Vehicle in Traffic | On Roadway | No Special Feature | Angle Oncoming (frontal) | Property Damage Only | N/A | Daylight | Cloudy | No Injuries | 76 | No | Turning Left |
| 6747307 | 2016 | December | 13 | Tuesday | 5:00 PM to 5:59 PM | Municipal | | Failed to Yield Right-of-Way from Stop Sign | Unit 1 | Collision with Vehicle in Traffic | On Roadway | | Side Impact (90 degrees) | I I)amage | N/A | Dark - Roadway Not Lighted | Rain | No Injuries | 42 | No | Movement Essentially Straight |

Pine St./1st Sreet

| Report # | Year | Month | Day of Month | Day of the Week | Time of Day | Highway Classifications | Highway Side | Primary Contributing Circumstance | Primary Contributing Unit | First Harmful Event | Location | Type of Roadway Junction/ Feature | Crash Manner | Crash Severity | MP Route | Lighting Conditions | Weather | # Injured | Driver Age | Drugs or Alcohol Involved? | Maneuver |
|----------|------|---------|-----------------|--------------------|----------------------------|----------------------------|--------------|---|---------------------------------|--|---------------|--|--|----------------------------|----------|---|---------|----------------|---------------|----------------------------------|-------------------------------------|
| 6703598 | 2016 | August | 31 | Wednesday | 6:00 PM to 6:59 PM | Municipal | Northbound | Failed to Yield Right-of-Way from Stop Sign | Unit 1 | Collision with Vehicle in (or from) Other Roadway | On Roadway | No Special Feature | Side Impact (90 degrees) | Property Damage Only | N/A | Daylight | Clear | No Injuries | 20 | No | Movement Essentially Straight |
| 5711681 | 2015 | October | 13 | Tuesday | 3:00 PM to 3:59 PM | Municipal | Northbound | Over Correcting/ Over Steering | Unit 1 | Collision with Utility Pole | Roadside | No Special Feature | Single Vehicle Crash (all types) | Property Damage Only | N/A | Daylight | Clear | No Injuries | 67 | No | Movement Essentially Straight |
| 4658857 | 2014 | June | 18 | Wednesday | 11:00 AM to 11:59 AM | Municipal | Northbound | Unknown | Unit 1 | Collision with Vehicle in Traffic | On Roadway | Four-Way Intersection | Side Impact (angled) | Property Damage Only | N/A | Daylight | Clear | No Injuries | 22 | No | Movement Essentially Straight |
| 6601338 | 2016 | January | 5 | Tuesday | 6:00 PM to 6:59 PM | Municipal | Southbound | Failed to Yield Right-of-Way from Stop Sign | Unit 1 | Collision with Vehicle in Traffic | On Roadway | No Special Feature | Side Impact (angled) | Property Damage Only | N/A | Dark - Spot Illumination One Side of Roadway | Cloudy | No Injuries | 16 | No | Turning Right |

Pine St./Railroad St.

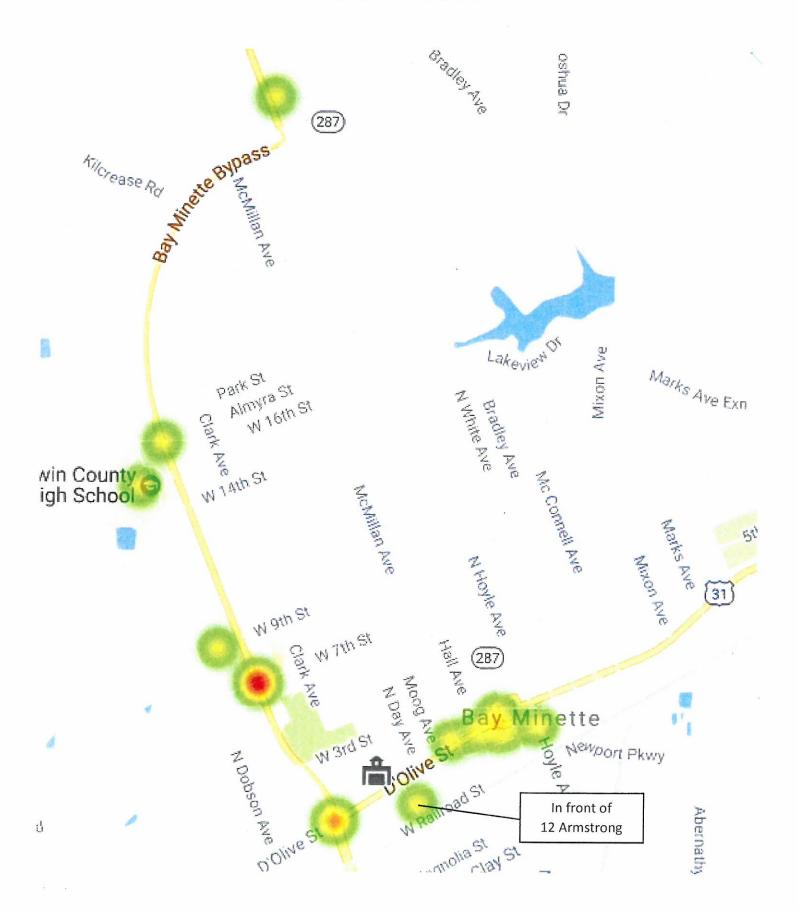
| Report # | Year | Month | Day of Month | Day of the Week | Time of Day | Highway Classifications | | Primary Contributing Circumstance | Primary Contributing Unit | First Harmful Event | Location | Type of Roadway Junction/ Feature | Crash Manner | Crash Severity | MP Route | Lighting Condition s | Weather | # Injured | Driver | Drugs or Alcohol Involved? | Maneuver |
|----------|------|--------|-----------------|--------------------|--------------------------|----------------------------|------------|---|---------------------------------|---|---------------|--|--------------------------------|----------------------------|-------------|----------------------------|---------|----------------|--------|----------------------------------|-------------------------------------|
| 3648848 | 2013 | June | 4 | Tuesday | 6:00 PM to 6:59 PM | Municipal | Northbound | Followed too Close | Unit 1 | Collision with Vehicle in Traffic | On Roadway | Four-Way Intersection | Rear End (front to rear) | Property Damage Only | N/A | Daylight | Clear | No Injuries | 29 | No | Movement Essentially Straight |
| 3677736 | 2013 | August | 15 | Thursday | 3:00 PM to 3:59 PM | State | Southbound | Misjudge Stopping Distance | Unit 1 | Collision with Vehicle in Traffic | On Roadway | No Special Feature | | Property Damage Only | | Daylight | Clear | No Injuries | 49 | No | Movement Essentially Straight |

White Ave./5th St.

| Report # | Year | INOnth | Day of Month | I the | Time of Day | Highway Classifications | Highway Side | Primary Contributing Circumstance | Primary Contributing Unit | First Harmful Event | Location | Type of Roadway Junction/ Feature | Crash Manner | Crash Severity | MP Route | Lighting Conditions | Weather | # Injured | Ι Δσρ | Alcohol | Maneuver |
|----------|------|---------|-----------------|---------|--------------------------|----------------------------|--------------|---|---------------------------------|--|---------------|--|-----------------------------------|--------------------|-------------|------------------------|---------|-----------|-------|---------|-------------------------------------|
| 6603955 | 2016 | January | 12 | Tuesday | 7:00 AM to 7:59 AM | Municipal | Northbound | Unseen Object/ Person/ Vehicle | Unit 1 | Collision with Vehicle in Traffic | On Roadway | On Segment but Intersection Related | Side Impact (90 degrees) | Possible Injury | N/A | Daylight | Clear | 1 Injury | 17 | No | Movement Essentially Straight |

BAY MINETTE FIRE DEPARTMENT

MVA's with No Injuries North of Railroad Tracks 01/01/2016-12/13/2016



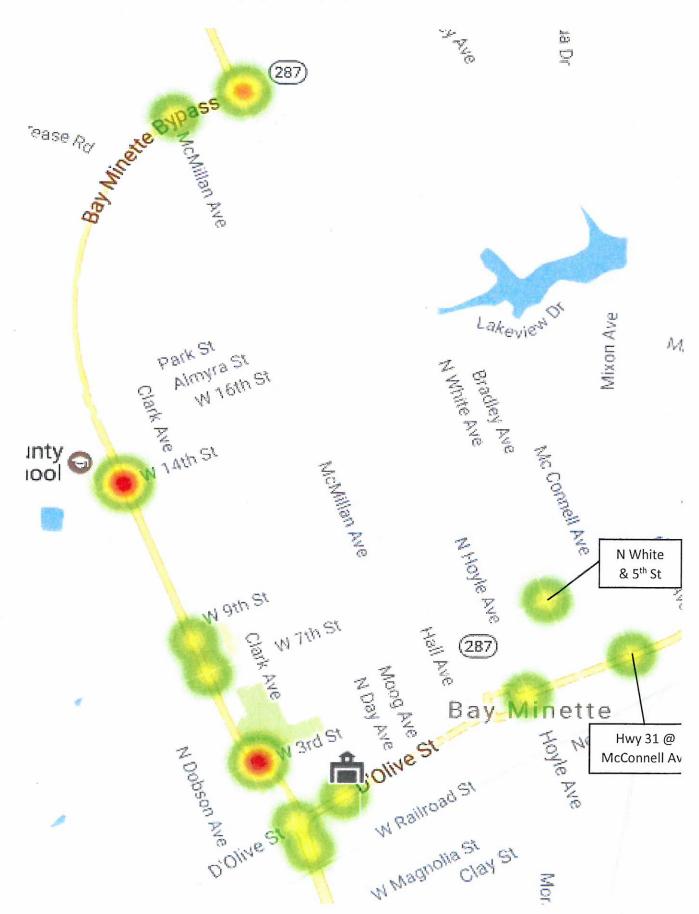
MUA with no injuries North of Railroad tracks

| < Back | | 1 | | Nex |
|--|--|--|----------|--------------------|
| 2016-1826 | 12/14/2016 12:48:45 Station: 1 Disp. #: 929171 | 324 - Motor vehicle accident with no injuries. D'Olive ST Bay Minette AL 36507 MCMEANS AVE | Reviewed | Daleta [Unlock] |
| 2016-1574 | 10/25/2016 10:30:42 Station: 70 Disp. #: 913459 | 324 - Motor vehicle accident with no injuries. @W PINE ST Bay Minette AL 36507 DOLIVE ST | Reviewed | Delete [Unlock] |
| 2016-1450 | | 324 - Motor vehicle accident with no injuries. 2508 HAND AVE BAY MINETTE AL 36507 | Reviewed | Daleta [Unlock] |
| 2016-1190 08/24/2016 06:51:03 Station: 70 Disp. #: 890534 | | 324 - Motor vehicle accident with no injuries. @N HOYLE AVE BAY MINETTE AL 36507 E 1ST ST | Reviewed | Dalete [Unlock] |
| 2016-1023 07/25/2016 15:24:00 Station: 70 Disp. #: 878197 | | 324 - Motor vehicle accident with no injuries. 701 MCMEANS AVE Bay Minette AL 36507 | Raviewed | Delete [Unlock] |
| 2016-1007 | 07/22/2016 11:44:21 Station: 70 Disp. #: 876792 | 324 - Motor vehicle accident with no injuries. Highway 31 North HWY Bay Minette AL 36507 Front of Norris Funeral Home | Reviewed | Delete [Unlock] |
| 2016-1000 | 07/20/2016 16:44:22 Station: 70 Disp. #: 876064 | 324 - Motor vehicle accident with no injuries. @HOYLE AVE Bay Minette AL 36507 U S HWY 31 | Reviewed | Delete [Unlock] |
| 2016-845 | 06/21/2016 14:31:30 Station: 1 Disp. #: 862090 | 324 - Motor vehicle accident with no injuries. 412 S COURTHOUSE SQ Bay Minette AL 36507 | Reviewed | Delete [Unlock] |
| 2016-609 | 05/04/2016 17:41:52 Station: 1 Disp. #: 841736 | 324 - Motor vehicle accident with no injuries. MCMEANS AVE Bay Minette AL 36507 W 7TH ST | Raviewed | Delete [Unlock] |
| 2016-601 | 05/03/2016 13:32:25 Station: 1 Disp. #: 841312 | 324 - Motor vehicle accident with no injuries. 12 ARMSTRONG AVE BAY MINETTE AL 36507 | Reviewed | Delete [Unlock] |
| 2016-495 | 04/10/2016 10:27:20 Station: 1 Disp. #: 833033 | 324 - Motor vehicle accident with no injuries. 59 Bay Minette AL 36507 MCMILLAN | Reviewed | Delete [Unlock] |
| 2016-388 | 03/18/2016 14:17:03 Station: 70 Disp. #: 824066 | 324 - Motor vehicle accident with no injuries. 1 TIGER DR Bay Minette AL 36507 | Reviewed | Daleta [Unlock] |
| 2016-367 | 03/15/2016 08:38:31 Station: 70 Disp. #: 822711 | 324 - Motor vehicle accident with no injuries. COURTHOUSE SQ Bay Minette AL 36507 31 N | Reviewed | Dalaca [Unlock] |
| 2016-335 | 03/08/2016 14:56:02 Station: 70 Disp. #: 820012 | 324 - Motor vehicle accident with no injuries. 300 D'OLIVE ST Bay Minette AL 36507 | Reviewed | Daleta [Unlock] |
| 2016-331 | 03/07/2016 15:09:43 | 324 - Motor vehicle accident with no injuries. 31 HWY S | Reviewed | |

| < Back | | 1 | | Next |
|----------|--|--|----------|--------------------|
| 2016-106 | 01/22/2016 13:28:53 Station: 1 Disp. #: 804428 | 324 - Motor vehicle accident with no injuries. 701 MCMEANS AVE Bay Minette AL 36507 | Reviewed | Delete [Unlock] |
| 2016-135 | 01/27/2016 15:15:31 Station: 70 Disp. #: 806002 | 324 - Motor vehicle accident with no injuries. @JAYCEE RD Bay Minette AL 36507 MCMEANS AV | Reviewed | Delete [Unlock] |
| | Station: 70 Disp. #: 819660 | BAY MINETTE AL 36507 northbound side of overpass | | Delete [Unlock] |

BAY MINETTE FIRE DEPARTMENT

MVA's with Injuries North of Railroad Tracks 01/01/2016-12/13/2016



Page 1 of 2

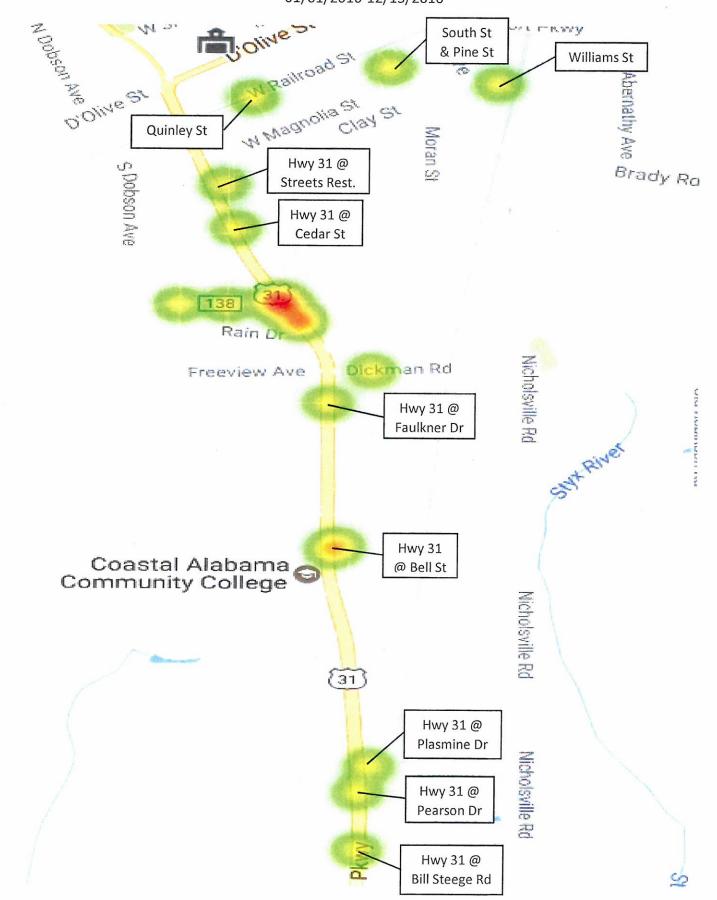
MUA with injuries North of Reilroad tracks

| < Back | *************************************** | [1] | The area areas and a second | Next |
|--|--|---|-----------------------------|--------------------|
| 2016-1829 | 12/14/2016 17:00:29 Station: 1 Disp. #: 929245 | 322 - Motor vehicle accident with injuries 806 Mc Means AVE Bay Minette AL 36507 | Reviewed | Daleta [Unlock] |
| 2016-1814 | 12/12/2016 11:29:06 Station: 70 Disp. #: 928464 | 322 - Motor vehicle accident with injuries 804 S 31 Bay Minette AL 36507 ABC STORE | Raviewed | Dalete [Unlock] |
| 2016-1550 | 10/20/2016 17:10:49 Station: 70 Disp. #: 911903 | 322 - Motor vehicle accident with injuries @MCMEANS AVE Bay Minette AL 36507 O'Rilleys Auto Parts | Raviewed | Dolets [Unlock] |
| 2016-1521 10/17/2016 09:43:18 Station: 70 Disp. #: 910736 | | 322 - Motor vehicle accident with injuries 47980 State Hwy 59 BAY MINETTE AL 36507 | Reviewed | Delete [Unlock] |
| 2016-1420 | 10/01/2016 11:55:40 Station: 70 Disp. #: 905048 | 322 - Motor vehicle accident with injuries MCMEANS AVE BAY MINETTE AL 36507 W 3RD ST | Reviewed | Daleta [Unlock] |
| 2016-1365 | 09/24/2016 06:27:36 Station: 70 Disp. #: 902455 | 322 - Motor vehicle accident with injuries @MCMILLAN AVE Bay Minette AL 36507 STATE HWY 59 | Reviewed | Dalete [Unlock] |
| 2016-1194 | 08/25/2016 11:32:04 Station: 1 Disp. #: 890931 | 322 - Motor vehicle accident with injuries 608 D'Olive ST Bay Minette AL 36507 | Reviewed | Daleta [Unlock] |
| 2016-995 | 07/20/2016 07:43:27 Station: 1 Disp. #: 875855 | 322 - Motor vehicle accident with injuries McMeans AVE Bay Minette AL 36507 at Hand Ave | Reviewed | Caleta [Unlock] |
| 2016-885 | 06/28/2016 09:28:21 Station: 70 Disp. #: 865161 | 322 - Motor vehicle accident with injuries 47525 State Hwy 59 Bay Minette AL 36507 | Reviewed | Delete [Unlock] |
| 2016-682 | 05/19/2016 20:19:56 Station: 70 Disp. #: 847695 | 322 - Motor vehicle accident with injuries @MCMEANS AVE Bay Minette AL 36507 W 3RD ST | Reviewed | Daleta [Unlock] |
| 2016-663 | 05/16/2016 12:04:27 Station: 1 Disp. #: 846244 | 322 - Motor vehicle accident with injuries 31 on the Over Pass HWY S Bay Minette AL 36507 North Bound Side | Reviewed | Delete [Unlock] |
| 2016-638 | 05/10/2016 17:49:21 Station: 70 Disp. #: 843752 | 322 - Motor vehicle accident with injuries @MCMEANS AVE Bay Minette AL 36507 W 3RD ST | Reviewed | Dalata [Unlock] |
| 2016-568 | 04/26/2016 17:07:09 Station: 70 Disp. #: 838711 | 322 - Motor vehicle accident with injuries McMeans AVE Bay Minette AL 36507 in front of BCHS | Reviewed | Daleta [Unlock] |
| 2016-465 | 04/02/2016 14:38:54 Station: 70 Disp. #: 829914 | 322 - Motor vehicle accident with injuries @MCMEANS AVE Bay Minette AL 36507 W 7TH ST | Reviewed | Dalata [Unlock] |
| 2016-432 | 03/25/2016 13:18:34 | 322 - Motor vehicle accident with injuries 201 E 2ND ST | Reviewed | |

| | Station: 1 Disp. #: 826727 | Bay Minette AL 36507 | | Delete [Unlock] |
|----------|--|---|----------|--------------------|
| 2016-336 | 03/08/2016 - 16:23:52 Station: 1 Disp. #: 820064 | 322 - Motor vehicle accident with injuries 2nd ST Bay Minette AL 36507 MCCONNELL AV | Reviewed | Daleta [Unlock] |
| 2016-256 | 02/23/2016 - 12:45:15 Station: 70 Disp. #: 814810 | 322 - Motor vehicle accident with injuries @MCMEANS AVE Bay Minette AL 36507 S U S HWY 31 | Raviewed | Delete [Unlock] |
| 2016-249 | 02/22/2016 - 08:57:25 Station: 1 Disp. #: 814407 | 322 - Motor vehicle accident with injuries 287 HWY Bay Minette AL 36507 Hwy 59 | Raviewed | Dalata [Unlock] |
| 2016-153 | 01/31/2016 15:54:42 Station: 70 Disp. #: 807221 | 322 - Motor vehicle accident with injuries MCMEANS AVE Bay Minette AL 36507 D'Olive Street | Reviewed | Daleta [Unlock] |
| 2016-44 | 01/12/2016 07:08:53 Station: 70 Disp. #: 801247 | 322 - Motor vehicle accident with injuries @N WHITE AVE Bay Minette AL 36507 E 5TH ST | Raviewed | Delete [Unlock] |
| < Back | The state of the s | 1 | * | Next |

BAY MINETTE FIRE DEPARTMENT

MVA's with Injuries South of Railroad Tracks 01/01/2016-12/13/2016



01/16-12/16

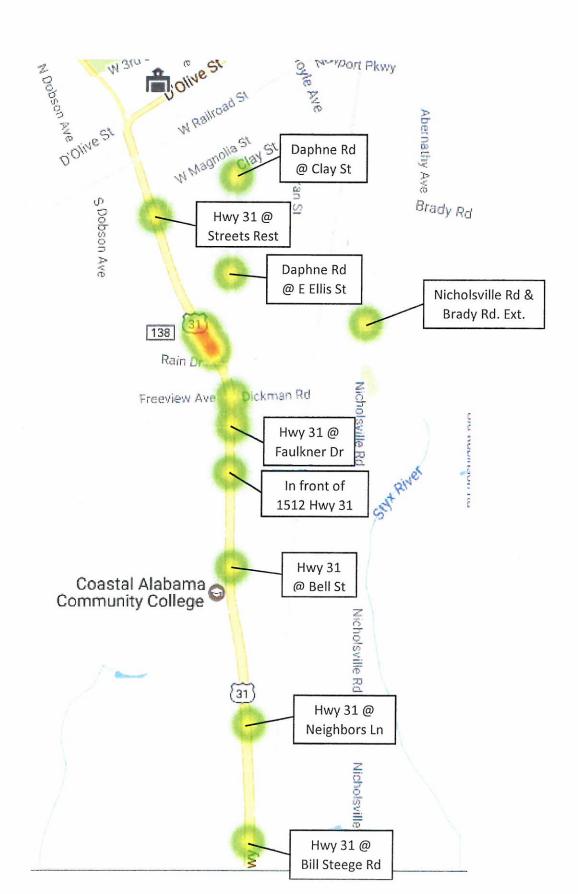
MUA with injuries South of Railroad tracks

| < Back | | [1] | | Nex |
|-----------|--|---|----------|---------------------|
| 2016-1888 | 12/28/2016 - 18:56:52 Station: 70 Disp. #: 933939 | 322 - Motor vehicle accident with injuries 305 WILLIAMS ST Bay Minette AL 36507 | Reviewed | Dalete [Unlock] |
| 2016-1784 | 12/05/2016 17:26:43 Station: 1 Disp. #: 926509 | 322 - Motor vehicle accident with injuries 31 HWY Bay Minette AL 36507 @ BILL STEEGE RD | Reviewed | Daleta [Unlock] |
| 2016-1670 | 11/11/2016 19:00:08 Station: 1 Disp. #: 918979 | 322 - Motor vehicle accident with injuries 2427 31 HWY S Bay Minette AL 36507 | Reviewed | Dalete [Unlock] |
| 2016-1640 | 11/05/2016 21:11:23 Station: 1 Disp. #: 917252 | 322 - Motor vehicle accident with injuries Dr Martin Luther King Jr BLVD BAY MINETTE AL 36507 Hwy 31 S | Raviewed | Delete [Unlock] |
| 2016-1621 | 11/02/2016 09:35:48 Station: 1 Disp. #: 916041 | 322 - Motor vehicle accident with injuries 712 S U S HWY # 31 BAY MINETTE AL 36507 | Reviewed | Dalete [Unlock] |
| 2016-1562 | 10/23/2016 08:37:14 Station: 70 Disp. #: 912787 | 322 - Motor vehicle accident with injuries 304 SOUTH ST Bay Minette AL 36507 | Reviewed | Dalete [Unlock] |
| 2016-1348 | 09/20/2016 19:09:29 Station: 70 Disp. #: 901161 | 322 - Motor vehicle accident with injuries US HYW 31 HWY Bay Minette AL 36507 SWEAT TIRES | Reviewed | Delete [Unlock] |
| 2016-1266 | 09/07/2016 07:08:30 Station: 1 Disp. #: 895935 | 322 - Motor vehicle accident with injuries 100 DICKMAN RD Bay Minette AL 36507 GRACELAND TRAILER PARK | Reviewed | Delete [Unlock] |
| 2016-1097 | 08/07/2016 15:40:41 Station: 1 Disp. #: 884010 | 322 - Motor vehicle accident with injuries 1903 31 HWY S Bay Minette AL 36507 Bell St | Reviewed | De lete [Unlock] |
| 2016-893 | 06/29/2016 05:24:32 Station: 70 Disp. #: 865557 | 322 - Motor vehicle accident with injuries US Hwy 31 Bay Minette AL 36507 DR MARTIN LUTHER KING JR BLVD | Reviewed | Delete [Unlock] |
| 2016-854 | 06/23/2016 02:19:41 Station: 70 Disp. #: 862699 | 322 - Motor vehicle accident with injuries 31 HWY BAY MINETTE AL 36507 BABCOCK FURNITURE | Reviewed | Daleta [Unlock] |
| 2016-755 | 06/03/2016 21:44:32 Station: 1 Disp. #: 854690 | 322 - Motor vehicle accident with injuries 251 S U S HWY # 31 Bay Minette AL 36507 | Reviewed | Delata [Unlock] |
| 2016-670 | 05/17/2016 11:46:57 Station: 70 Disp. #: 846658 | 322 - Motor vehicle accident with injuries 31 HWY S BAY MINETTE AL 36507 | Reviewed | Delete [Unlock] |
| 2016-662 | 05/16/2016 11:14:56 Station: 1 Disp. #: 846225 | 322 - Motor vehicle accident with injuries Faulkner DR Bay Minette AL 36507 S US 31 Hwy | Reviewed | Dalata [Unlock] |
| 2016-639 | 05/10/2016 19:07:54 | 322 - Motor vehicle accident with injuries Dr Martin Luther King Jr BLVD | Raviewed | |

| | Station: 1 Disp. #: 843789 | Bay Minette AL 36507 Carroll St | | De lete [Unlock] |
|----------|---|--|----------|---------------------|
| 2016-604 | 05/04/2016 - 01:55:55 Station: 1 Disp. #: 841533 | 322 - Motor vehicle accident with injuries 31 HWY Bay Minette AL 36507 OLD DAPHNE RD | Reviewed | Deleta [Unlock] |
| 2016-481 | 04/06/2016 - 15:56:22 Station: 1 Disp. #: 831547 | 322 - Motor vehicle accident with injuries Bell ST Bay Minette AL 36507 Highway 31 South | Raviewed | Dalata [Unlock] |
| 2016-437 | 03/26/2016 11:15:56 Station: 1 Disp. #: 827078 | 322 - Motor vehicle accident with injuries 709 W RAILROAD ST Bay Minette AL 36507 | Reviewed | Delete [Unlock] |
| 2016-98 | 01/21/2016 14:22:43 Station: 70 Disp. #: 804111 | 322 - Motor vehicle accident with injuries 31 HWY S Bay Minette AL 36507 KAISER DR. | Reviewed | Daleta [Unlock] |
| 2016-73 | 01/16/2016 14:49:04 Station: 1 Disp. #: 802642 | 322 - Motor vehicle accident with injuries Martin Luther King Jr BLVD Bay Minette AL 36507 Grove St | Reviewed | Deleta [Unlock] |
| 2016-59 | 01/14/2016 - 18:26:07 Station: 1 Disp. #: 802067 | 322 - Motor vehicle accident with injuries 31 HWY Bay Minette AL 36507 MLK BLVD | Reviewed | Daleta [Unlock] |
| < Back | | 1 | | Next |

BAY MINETTE FIRE DEPARTMENT

MVA's with No Injuries South of Railroad Tracks 01/01/2016-12/13/2016



MUA with no injuries South of Railroad tracks

| < Back | | 1 | | Nex |
|-----------|--|---|----------|--------------------|
| 2016-1851 | 12/19/2016 19:11:13 Station: 70 Disp. #: 930887 | 324 - Motor vehicle accident with no injuries. DAPHNE RD Bay Minette AL 36507 ELLIS ST | Reviewed | Delete [Unlock |
| 2016-1833 | 12/16/2016 13:02:29 Station: 70 Disp. #: 929712 | 324 - Motor vehicle accident with no injuries. South US Highway 31 Bay Minette AL 36507 In Front of the Jep Pep | Reviewed | Doleta [Unlock] |
| 2016-1803 | 12/10/2016 07:42:10 Station: 70 Disp. #: 927723 | 324 - Motor vehicle accident with no injuries. US highway 31 south Bay Minette AL 36507 | Raviewad | Delete [Unlock] |
| 2016-1761 | 12/01/2016 06:18:01 Station: 70 Disp. #: 925075 | 324 - Motor vehicle accident with no injuries. S Hoyle AVE Bay Minette AL 36507 And Willams St | Reviewed | Delete [Unlock] |
| 2016-1539 | 10/19/2016 17:44:18 Station: 1 Disp. #: 911570 | 324 - Motor vehicle accident with no injuries. 1903 HWY 31 S HWY S BAY MINETTE AL 36507 | Reviewed | Delete [Unlock] |
| 2016-1499 | 10/12/2016 16:08:36 Station: 1 Disp. #: 909054 | 324 - Motor vehicle accident with no injuries. HWY 31 HWY S BAY MINETTE AL 36507 @ SOUTH ENTRANCE TO IP | Reviewed | Colete [Unlock] |
| 2016-1294 | 09/11/2016 14:30:29 Station: 70 Disp. #: 897653 | 324 - Motor vehicle accident with no injuries. RAILROAD TRACKS Bay Minette AL 36507 N DOBSON AVE | Reviewed | Delete [Unlock] |
| 2016-1212 | 08/28/2016 04:39:12 Station: 70 Disp. #: 892064 | 324 - Motor vehicle accident with no injuries. 2650 S U S HWY # 31 Bay Minette AL 36507 | Raviewed | Delete [Unlock] |
| 2016-1189 | 08/23/2016 23:29:09 Station: 1 Disp. #: 890498 | 324 - Motor vehicle accident with no injuries. US Hwy. 31 South HWY Bay Minette AL 36507 Chuck Stevens Parkway | Reviewed | Delete [Unlock] |
| 2016-1170 | 08/19/2016 14:27:29 Station: 1 Disp. #: 888701 | 324 - Motor vehicle accident with no injuries. 251 31 HWY S Bay Minette AL 36507 | Raviewed | Dolete [Unlock] |
| 2016-805 | 06/13/2016 11:11:06 Station: 70 Disp. #: 858589 | 324 - Motor vehicle accident with no injuries. Hwy 31 South Bay Minette AL 36507 Martin Luther King BLVD | Reviewed | Deleta [Unlock] |
| 2016-760 | 06/04/2016 15:57:43 Station: 70 Disp. #: 854983 | 324 - Motor vehicle accident with no injuries. 31 HWY S BAY MINETTE AL 36507 | Raviewed | Daleta [Unlock] |
| 2016-644 | 05/11/2016 23:21:16 Station: 70 Disp. #: 844339 | 324 - Motor vehicle accident with no injuries. 813 S WHITE AVE BAY MINETTE AL 36507 | Reviewed | Delete [Unlock] |
| 2016-538 | 04/20/2016 19:58:46 Station: 70 Disp. #: 836545 | 324 - Motor vehicle accident with no injuries. Hwy 31 South HWY Bay Minette AL 36507 In front of standare furnture | Reviewed | Daleta [Unlock] |
| 2016-518 | 04/14/2016 20:13:58 | 324 - Motor vehicle accident with no injuries. @DICKMAN RD | Reviewed | |

| | Station: 70 Disp. #: 834475 | Bay Minette AL 36507 S U S HWY 31 | | Dalate [Unlock] |
|----------|--|--|----------|--------------------|
| 2016-270 | 02/25/2016 15:40:53 Station: 70 Disp. #: 815525 | 324 - Motor vehicle accident with no injuries. 507 DAPHNE RD Bay Minette AL 36507 | Reviewed | Dolete [Unlock] |
| 2016-100 | 01/21/2016 17:58:15 Station: 70 Disp. #: 804208 | 324 - Motor vehicle accident with no injuries. HWY 31 south LN Bay Minette AL 36507 Just south of bay fire | Raviewed | Daleta [Unlock] |
| < Back | | [1] | | Next > |

Accident Locations December 1, 2016-May 31, 2017

| LOCATION | CROSS STREET/STREET | TOTAL ACCIDENTS |
|-------------------|----------------------------------|-----------------|
| D'Olive Street | Highway 31/McMeans Avenue | 17 |
| Highway 31S | Dr. MLK (Hurricane Rd) | 10 |
| McMeans Ave | 7th Street | 8 |
| Hand Avenue | Hwy 59/McMeans/287 (Rabun Road) | 4 |
| McMeans Ave | 3rd Street | 6 |
| Highway 31S | Magnolia Street | 2 |
| Highway 31S | Dickman Road | 3 |
| Highway 31S | Daphne Road | 3 |
| Highway 31S | Rain Drive | 2 |
| McMeans Ave | McMillan Avenue | 2 |
| Highway 31S | E Banyan Street | 2 |
| Highway 31S | College Drive/Faulkner Dr/Bouler | 4 |
| Highway 31S | Ellis Avenue | 1 |
| Highway 31S | Old Daphne Road | 1 |
| Highway 31S | Bill Steege Road | 1 |
| McMeans Ave | 9th Street & McMeans &Jaycee Rd | 3 |
| Dobson Avenue | D'Olive Street | 1 |
| Dobson Avenue | 7th Street | 3 |
| Dobson Avenue | 13th Street (curve by Walmart) | 1 |
| D'Olive Street | Pine Street/Hall Avenue | 2 |
| D'Olive Street | McMillan Avenue | 1 |
| Courthouse Square | (Hoyle Ave & Second Street) | 5 |
| Hand Avenue | East 12th Street | 2 |
| Hand Avenue | Petty Lane | . 1 |
| Hand Avenue | 14th Street | 1 |
| Hand Avenue | 5th Street | 1 |
| Highway 31N | Blackburn Avenue | 1 |
| Highway 31N | Mixon Avenue | 1 |
| Hoyle Ave | Brady Road | 1 |
| Hoyle Ave | Williams Street | 1 |
| Dobson Avenue | Hardy Circle | 1 |
| Dickman Road | Railroad Tracks/Turner Street | 1 |
| McMillan Avenue | Almyra Street | 1 |
| Hall Avenue | 6th Street | 1 |
| McMeans Ave | 5th Street | 1 |
| D'Olive Street | West 1st Street | 1 |
| N. White Avenue | 3rd Street | 1 |
| Dr. MLK Blvd | Boykin Street | 1 |
| 13th Street | Private Drive | . 1 |
| 3rd Street | Chamber Drive | 1 |
| | TOTAL ACCIDENTS | 101 |

Accident Search Results

Bay Minette Police Department

Search Criteria:

- Date Of Accident (General) Between '12/01/2016' And '05/31/2017'

| Accident Number: | Acc. Date: On Street, Road, Or Highway: | Intersecting/Reference Street: | Units: | Units: Investigating Officer: |
|------------------|---|---------------------------------|--------|------------------------------------|
| 16-12-02 | 12/04/2016 Highway31 North | Blackburn Avenue | 2 | 5259 - Officer Troy J. Kelly |
| 16-12-03 | 12/05/2016 BRADY RD | BRADY RD | 2 | 8709 - Officer Marcus D. Sledge |
| 16-12-04 | 12/05/2016 Us Highway 31 South | D'Olive Street | 2 | 7770 - Sgt. Renee Peebles |
| 16-12-05 | 12/05/2016 US Hwy 31 South | Old Daphne Rd | 3 | 7902 - Officer Jason Price |
| 16-12-06 | 12/06/2016 McMeans Avenue | 7th Street | 2 | 6055 - Cpl. Jamie O. McClung |
| 16-12-07 | 12/09/2016 US Highway 31 South | Dr.MLK Jr BLVD | 2 | 695 - Officer Jesse B. Baggett |
| 16-12-08 | 12/12/2016 Highway 31 South | Ellis Street | 2 | 5720 - Officer Andrew C. Lyle |
| 16-12-09 | 12/13/2016 North Dobson | West 7th Street | 2 | 8301 - Officer Rodrick I. Robinson |
| 16-12-10 | 12/14/2016 U.S. Highway 31 South | D'Olive Street | 2 | 8709 - Officer Marcus D. Sledge |
| 16-12-11 | 12/14/2016 McMeans Ave | W. 7th Street | 2 | 7902 - Officer Jason Price |
| 16-12-12 | 12/14/2016 US Highway 31 South | D'Olive Street | 2 | 1553 - Sgt. Richard W. Davis, Jr |
| 16-12-13 | 12/16/2016 Highway 31 South | North College Drive | 2 | 5720 - Officer Andrew C. Lyle |
| 16-12-14 | 12/22/2016 McMeans Avenue | 3rd Street | 2 | 5720 - Officer Andrew C. Lyle |
| 16-12-15 | 12/25/2016 McMeans Ave | West 7th Street | 2 | 9170 - Sgt. Rufus Thompson |
| 16-12-16 | 12/28/2016 Williams Street | Hoyle Avenue | 2 | 3694 - Cpl. Richard B. Herring |
| 16-12-17 | 12/31/2016 Highway 31 South | Dickman Road | 2 | 3645 - Sgt. Jonathan Hall |
| 17-01-01 | 01/03/2017 McMeans Avenue | D'Olive Street | 2 | 3694 - Cpl. Richard B. Herring |
| 17-01-02 | 01/05/2017 West 7th Street | . North Dobson | 2 | 8834 - Cpl. Jimmy D. Stracener |
| 17-01-03 | 01/12/2017 3rd Street | McMeans Avenue | 2 | 3694 - Cpl. Richard B. Herring |
| 17-01-04 | 01/13/2017 Highway 31 South | Dr. Martin Luther King Jr Blvd. | သ | 5720 - Officer Andrew C. Lyle |
| 17-01-05 | 01/14/2017 Hardy Circle | Hardy Circle | 2 | 2158 - Officer Ethan Elmore |

| Accident Number: | Acc. Date: | On Street, Road, Or Highway: | Intersecting/Reference Street: | Units: | Investigating Officer: |
|------------------|------------|------------------------------|--------------------------------|--------|------------------------------------|
| 17-01-06 | 01/17/2017 | US Highway 31 South | US Hwy 31 South/DR MLK BLVD | 2 | 1553 - Sgt. Richard W. Davis, Jr |
| 17-01-07 | 01/17/2017 | State Hwy 59 | Banyan Street | 2 | 1553 - Sgt. Richard W. Davis, Jr |
| 17-01-08 | 01/17/2017 | D'Olive Street | Pine Street | 2 | 8709 - Officer Marcus D. Sledge |
| 17-01-09 | 01/17/2017 | Hwy 31 | Bouler St | 2 | 7770 - Sgt. Renee Peebles |
| 17-01-10 | 01/18/2017 | 7th Street | North Dobson Avenue | 2 | 5720 - Officer Andrew C. Lyle |
| 17-01-11 | 01/19/2017 | D'Olive Street | D'Olive Street | 2 | 2158 - Officer Ethan Elmore |
| 17-01-12 | 01/19/2017 | McMeans Avenue | Highway 287 | 2 | 5720 - Officer Andrew C. Lyle |
| 17-01-13 | 01/19/2017 | D'Olive Street | Highway 31 South | 2 | 5720 - Officer Andrew C. Lyle |
| 17-01-14 | 01/20/2017 | Dobson Ave | W. Thirteenth St | 2 | 7902 - Officer Jason Price |
| 17-01-15 | 01/23/2017 | North Dobson Avenue | D'Olive Street | 2 | 5720 - Officer Andrew C. Lyle |
| 17-01-16 | 01/24/2017 | D'Olive Street | McMeans Avenue | 2 | 8301 - Officer Rodrick I. Robinson |
| 17-01-17 | 01/27/2017 | Highway 31 South | Martin Luther King Jr. Blvd. | 2 | 8834 - Cpl. Jimmy D. Stracener |
| 17-01-18 | 01/30/2017 | US Highway 31 South | West Hurricane Road | 2 | 3694 - Cpl. Richard B. Herring |
| 17-01-19 | 01/31/2017 | D'Olive Street | McMeans Avenue | 2 | 7902 - Officer Jason Price |
| 17-02-02 | 02/01/2017 | Old Daphne Road | Old Daphne Road | 2 | 390 - Officer Andrew Augustine |
| 17-02-03 | 02/02/2017 | US Highway 31 South | Martin Luther King Boulevard | 2 | 8301 - Officer Rodrick I. Robinson |
| 17-02-04 | 02/06/2017 | Highway 31 South | Dickman Road | 2 | 5720 - Officer Andrew C. Lyle |
| 17-02-05 | 02/07/2017 | D'Olive Street | McMeans Avenue | 2 | 5259 - Officer Troy J. Kelly |
| 17-02-06 | 02/10/2017 | West 3rd Street | McMeans Avenue | 2 | 5720 - Officer Andrew C. Lyle |
| 17-02-07 | 02/17/2017 | D'Olive Street | McMeans Ave | 2 | 8709 - Officer Marcus D. Sledge |
| 17-02-08 | 02/18/2017 | D'Olive Street | McMeans Avenue | 2 | 1553 - Sgt. Richard W. Davis, Jr |
| 17-02-09 | 02/21/2017 | Highway 31 South | Daphne Road | 2 | 5259 - Officer Troy J. Kelly |
| 17-02-10 | 02/22/2017 | Hand Ave | E 12 th Street | 2 | 7770 - Sgt. Renee Peebles |
| 17-02-11 | 02/23/2017 | Dickman Road | Railroad Track | 2 | 8709 - Officer Marcus D. Sledge |
| 17-02-12 | 02/23/2017 | McMeans Ave | W 9th Street | 2 | 7770 - Sgt. Renee Peebles |
| 17-02-13 | 02/24/2017 | US Highway 31 South | Old Daphne Road | 2 | 8301 - Officer Rodrick I. Robinson |
| 17-03-02 | 03/01/2017 | Highway 31 South | Banyan Street | 2 | 5720 - Officer Andrew C. Lyle |

| Accident Number: | Acc. Date: | On Street, Road, Or Highway: | Intersecting/Reference Street: | Units: | Investigating Officer: |
|------------------|------------|------------------------------|---------------------------------|----------|------------------------------------|
| 17-03-03 | 03/06/2017 | West Almyra | West Almyra | . 2 | 390 - Officer Andrew Augustine |
| 17-03-04 | 03/06/2017 | Hand Avenue | Hand Avenue | 2 | 2158 - Officer Ethan Elmore |
| 17-03-05 | 03/07/2017 | Highway 31 North | Mixon Avenue | <u> </u> | 5259 - Officer Troy J. Kelly |
| 17-03-06 | 03/08/2017 | D'Olive Street | Hall Avenue | 2 | 1553 - Sgt. Richard W. Davis, Jr |
| 17-03-07 | 03/08/2017 | Hwy 31 South | Dickman Road | 2 | 8709 - Officer Marcus D. Sledge |
| 17-03-08 | 03/10/2017 | McMeans Ave | McMillian Ave | 2 | 3645 - Sgt. Jonathan Hall |
| 17-03-09 | 03/15/2017 | Highway 31 South | D'Olive Street | 2 | 390 - Officer Andrew Augustine |
| 17-03-10 | 03/17/2017 | US Highway 31 South | D'Olive Street | 2 | 3694 - Cpl. Richard B. Herring |
| 17-03-11 | 03/18/2017 | Hwy 31 South | Faulkner Drive | 2 | 9170 - Sgt. Rufus Thompson |
| 17-03-12 | 03/19/2017 | McMeans Avenue | 7th Street | 2 | 8709 - Officer Marcus D. Sledge |
| 17-03-13 | 03/21/2017 | Hand Avenue | West 14th Street | 2 | 8301 - Officer Rodrick I. Robinson |
| 17-03-14 | 03/23/2017 | Highway 31 South | Dr. Martin Luther King Jr. Dvd. | 2 | 8834 - Cpl. Jimmy D. Stracener |
| 17-03-15 | 03/23/2017 | Court House Square | East 2nd Street | 2 | 1553 - Sgt. Richard W. Davis, Jr |
| 17-03-16 | 03/24/2017 | McMeans Avenue | West 3rd Street | 2 | 8301 - Officer Rodrick I. Robinson |
| 17-03-17 | 03/27/2017 | State Highway 59 | 7th Street | 2 | 1553 - Sgt. Richard W. Davis, Jr |
| 17-03-18 | 03/31/2017 | Highway 59 | D'Olive Street | 2 | 1553 - Sgt. Richard W. Davis, Jr |
| 17-04-02 | 04/04/2017 | McMeans Avenue | D'Olive Street | 2 | 2158 - Officer Ethan Elmore |
| 17-04-03 | 04/06/2017 | Highway 31 North | North Hoyle Avenue | 2 | 6055 - Cpl. Jamie O. McClung |
| 17-04-04 | 04/07/2017 | Magnolia Street | Highway 31 South | 2 | 5720 - Officer Andrew C. Lyle |
| 17-04-05 | 04/11/2017 | McMeans Ave | Jaycee Rd | 2 | 7902 - Officer Jason Price |
| 17-04-06 | 04/17/2017 | McMeans Avenue | West 7th Street | 2 | 8301 - Officer Rodrick I. Robinson |
| 17-04-07 | 04/18/2017 | Courthouse Square | Hand Avenue | 2 | 5720 - Officer Andrew C. Lyle |
| 17-04-08 | 04/18/2017 | Jaycee Road | McMeans Avenue | 2 | 5259 - Officer Troy J. Kelly |
| 17-04-09 | 04/19/2017 | Hall Avenue | 6th Street | 2 | 8709 - Officer Marcus D. Sledge |
| 17-04-10 | 04/20/2017 | Hand Avenue | 5th Street | 1 | 1553 - Sgt. Richard W. Davis, Jr |
| 17-04-11 | 04/20/2017 | HWY 31 SOUTH | D'OLIVE ST | 2 | 8709 - Officer Marcus D. Sledge |
| 17-04-12 | 04/20/2017 | Hwy 59 | w 5th Street | 2 | 7770 - Sgt. Renee Peebles |

| Accident Number: | Acc. Date: | On Street, Road, Or Highway: | Intersecting/Reference Street: | Units: | Investigating Officer: |
|------------------|------------|-------------------------------|--------------------------------|--------|--------------------------------------|
| 17-04-13 | 04/21/2017 | McMeans Avenue | West 7th Street | .5 | |
| 17-04-14 | 04/25/2017 | Highway 31 South | Rain Drive | 2 | 8709 - Officer Marcus D. Sledge |
| 17-04-15 | 04/25/2017 | 7th Street | McMeans Avenue | 2 | 6055 - Cpl. Jamie O. McClung |
| 17-05-01 | 05/02/2017 | West 1st Street | West 1st Street | 2 | 390 - Officer Andrew Augustine |
| 17-05-02 | 05/02/2017 | Hand Avenue | Hand Avenue | 2 | 2158 - Officer Ethan Elmore |
| 17-05-03 | 05/04/2017 | Hwy 59 South | Hwy 287 | ω | 9170 - Sgt. Rufus Thompson |
| 17-05-04 | 05/05/2017 | Hand Ave | Petty Lane | 2 | 390 - Officer Andrew Augustine |
| 17-05-05 | 05/08/2017 | D'Olive Street | McMillan Avenue | | 3694 - Cpl. Richard B. Herring |
| 17-05-06 | 05/10/2017 | State Hwy 59 | 3th Street | 2 | 7770 - Sgt. Renee Peebles |
| 17-05-07 | 05/10/2017 | State Hwy 31 | MIK Jr Blvd | . 2 | 7770 - Sgt. Renee Peebles |
| 17-05-08 | 05/12/2017 | US Highway 31 South | D'Olive Street | ယ | 3694 - Cpl. Richard B. Herring |
| 17-05-09 | 05/15/2017 | West Magnolia St | Hwy 31 South | 2 | 7770 - Sgt. Renee Peebles |
| 17-05-10 | 05/16/2017 | North White Avenue | 3rd Street | 2 | 7770 - Sgt. Renee Peebles |
| 17-05-11 | 05/16/2017 | Hwy 31 | Bill Steege RD | | 7770 - Sgt. Renee Peebles |
| 17-05-12 | 05/19/2017 | Highway 287 | Highway 59 | 2 | 8708 - Officer Ronald W. Saladin, Jr |
| 17-05-13 | 05/19/2017 | Hwy 31 | MLK Jr. Blvd | 2 | 7770 - Sgt. Renee Peebles |
| 17-05-14 | 05/20/2017 | Hwy 31 | MLK Jr Blvd | ω | 7770 - Sgt. Renee Peebles |
| 17-05-15 | 05/20/2017 | US Highway 31 South | Rain Drive | 2 | 1553 - Sgt. Richard W. Davis, Jr |
| 17-05-16 | 05/21/2017 | Chamber Drive | Chambers Drive | 2 | 2158 - Officer Ethan Elmore |
| 17-05-17 | 05/22/2017 | McMeans Ave | D'Olive St | 3 | 7902 - Officer Jason Price |
| 17-05-18 | 05/23/2017 | McMillian Ave | McMeans Ave | 2 | 7902 - Officer Jason Price |
| 17-05-19 | 05/23/2017 | Dr Martin Luther King Jr Blvd | Boykin Street | 3 | 8709 - Officer Marcus D. Sledge |
| 17-05-20 | 05/25/2017 | Highway 31 North | N Hoyle Avenue | 2 | 8708 - Officer Ronald W. Saladin, Jr |
| 17-05-21 | 05/25/2017 | Highway 31 South | Faulkner Drive | 2 | 390 - Officer Andrew Augustine |
| 17-05-22 | 05/25/2017 | West 13th Street | Private Drive | _ | 5720 - Officer Andrew C. Lyle |
| 17-05-23 | 05/27/2017 | McMeans Ave | W. 3rd Street | 2 | 7902 - Officer Jason Price |
| | | | | | |

Units: Investigating Officer:

Total Matches Found: 101

CITYWIDE TRAFFIC STUDY BAY MINETTE, AL FDOT's Quality/Level of Service Handbook Tables

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

TABLE 1

| ' | ., ., | | | | 0.5 | amzcu | , 11 Cu3 | | | | 12/10/12 | |
|--|---|-------------------|------------------|----------------|----------------|---|---|--------------------------------------|-------------------------------------|------------------|------------------|--|
| | INTERF | RUPTED F | LOW FACI | LITIES | | | UNINTER | RRUPTED F | LOW FAC | CILITIES | 12/18/12 | |
| | STATE S | | ZED ART | ERIALS | , | | | FREEW | VAYS | | | |
| | Class I (40 1 | mnh or hig | her nosted s | eneed limit | .) | | | Core Urb | anized | | | |
| Lanes | Median | B | C | D | E | Lanes | В | Core or b | amzeu | D | Е | |
| 2 | Undivided | * | 16,800 | 17,700 | ** | 4 | 47,400 | 64,000 | 0 77 | ,900 | 84,600 | |
| 4 | Divided | * | 37,900 | 39,800 | ** | 6 | 69,900 | 95,200 | 0 116 | ,600 | 130,600 | |
| 6 | Divided | * | 58,400 | 59,900 | ** | 8 | 92,500 | 126,400 | | ,300 | 176,600 | |
| 8 | Divided | * | 78,800 | 80,100 | ** | 10 | 115,100 | 159,700 | | ,500 | 222,700 | |
| | Class II (35 | mph or slo | wer posted | speed limi | t) | 12 | 162,400 | 216,700 | 0 256 | ,600 | 268,900 | |
| Lanes | Median | В | C | D | E | | | Urban | ized | | | |
| 2 | Undivided | * | 7,300 | 14,800 | 15,600 | Lanes | В | C | | D | E | |
| 4 | Divided | * | 14,500 | 32,400 | 33,800 | 4 | 45,800 | 61,500 | | ,400 | 79,900 | |
| 6 | Divided | * | 23,300 | 50,000 | 50,900 | 6 | 68,100 | 93,000 | | ,800 | 123,300 | |
| 8 | Divided | * | 32,000 | 67,300 | 68,100 | 8 | 91,500 | 123,500 | | ,700 | 166,800 | |
| | | | | | | 10 | 114,800 | 156,000 |) 187 | ,100 | 210,300 | |
| | Non-State S | ignalized l | Roadway <i>A</i> | Adiustmen | ıts | | F | reeway Ad | instments | | | |
| | (Alte | er correspondi | ing state volur | nes | | | Auxiliary Lan | | justinenus | Ramp | | |
| | NI C | by the indicat | ted percent.) | 1.00/ | | Pres | ent in Both Dir | | | Metering | | |
| | Non-State | Signalized 1 | Koadways | - 10% | | | + 20,000 | | | + 5% | | |
| | Median | | ane Adjus | | | т | JNINTERR | HPTED E | T.OW H | (CHW A | VS | |
| | M. P. | Exclusive | | | ljustment | Lanes | Median | B | C | D D | E | |
| Lanes 2 | Median Divided | Left Lanes Yes | s Right L No | | Factors +5% | 2 | Undivided | 8,600 | 17,000 | 24,200 | | |
| 2 | Undivided | No | No | | -20% | 4 | Divided | 36,700 | 51,800 | 65,600 | 72,600 | |
| Multi | Undivided | Yes | No |) | -5% | 6 | Divided | 55,000 | 77,700 | 98,300 | 108,800 | |
| Multi | Undivided | No | No | | -25% | | | | | | | |
| _ | _ | _ | Yes | S | + 5% | _ | Uninterrupt | | | | | |
| | One- | Way Facil | ity Adjustı | ment | | Lanes | Median | Exclusive 1 | | - | ent factors | |
| | Multiply | the correspon | nding two-dir | ectional | | 2 Multi | Divided Undivided | Ye: Ye: | | | -5% 5% | |
| | V | olumes in thi | s table by 0.6 | 5 | | Multi | Undivided | No | | | 25% | |
| | | | | | | - Traiti | Charraca | 110 | <u></u> | | 25 70 | |
| BICYCLE MODE ² (Multiply materized vahiole volumes shown below by number of | | | | | | ¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table | | | | | | |
| | (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service | | | | | | does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for | | | | | |
| | , | volun | nes.) | , | | more spe | ons. The computer a scific planning appli | models from white cations. The table | ch this table is le and deriving | computer me | odels should | |
| | Paved | | | | | | ed for corridor or in | | | | | |
| Shou | lder/Bicycle | | | | | | sit Capacity and Qu | | | way Capacii | y ivianuai and | |
| | e Coverage | В | C | D | E | ² Level o | f service for the bic | vcle and pedestr | ian modes in th | nis table is ba | sed on number | |
| | 0-49% | * | 2,900 | 7,600 | 19,700 | | ized vehicles, not no | | | | | |
| | 50-84% | 2,100 | 6,700 | 19,700 | >19,700 | ³ Buses p | er hour shown are on | ly for the peak ho | ur in the single of | direction of the | e higher traffic | |
| 0 | 35-100% | 9,300 | | >19,700 | | flow. | | | | | | |
| | | | AN MODE | | | * Canno | t be achieved using | table input value | e defaults. | | | |
| | Iultiply motorized ectional roadway | | | | | ** Not a | pplicable for that le | vel of service let | ter grade. For t | he automobi | le mode. | |
| uire | Caonai 10duwdy | volun | | y maamuuni S | CIVICE | volumes | greater than level o | f service D beco | me F because i | intersection c | apacities have | |
| Cidom | alk Cavaraca | D | C | D | Е | | ched. For the bicycl le because there is a | | | | | |
| | alk Coverage 0-49% | B * | C * | D 2,800 | 9,500 | value det | | | | | | |
| | 0-49% 50-84% | * | 1,600 | 2,800 8,700 | 15,800 | | | | | | | |
| | 35-100% | 3,800 | 10,700 | 17,400 | >19,700 | | | | | | | |
| | 2 100/0 | 2,000 | 10,700 | 17,100 | . 12,700 | | | | | | | |

Source: Florida Department of Transportation

BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)

В

> 5

> 4

 \mathbf{C}

 ≥ 4

 ≥ 3

D

 ≥ 3

 ≥ 2

E

 ≥ 2

 ≥ 1

Sidewalk Coverage

0-84%

85-100%

Systems Planning Office

 $\underline{www.dot.state.fl.us/planning/systems/sm/los/default.shtm}$

TABLE 1 (continued)

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

| | TI | 44.4 | Elass East | 1:4: | | Inte | errupted l | Flow Facili | ties | |
|--|----------|------------------|------------|--------|--------|---------|------------|-------------|-----------|------------|
| INPUT VALUE | Unin | terrupted | Flow Facil | ities | | State A | rterials | | Cla | ass I |
| ASSUMPTIONS | Freeways | Core Freeways | High | ways | Cla | nss I | Cla | ass II | Bicycle | Pedestrian |
| ROADWAY CHARACTERISTICS | | | | | | | | | | |
| Area type (u,lu) | lu | lu | u | u | u | u | u | u | u | u |
| Number of through lanes (both dir.) | 4-10 | 4-12 | 2 | 4-6 | 2 | 4-8 | 2 | 4-8 | 4 | 4 |
| Posted speed (mph) | 70 | 65 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 70 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary Lanes (n,y) | n | n | | | | | | | | |
| Median (n, nr, r) | | | n | r | n | r | n | r | r | r |
| Terrain (l,r) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| % no passing zone | | | 80 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | | [n] | у | у | у | у | у | у | у |
| Exclusive right turn lanes (n, y) | | | | | n | n | n | n | n | n |
| Facility length (mi) | 4 | 4 | 5 | 5 | 2 | 2 | 1.9 | 1.8 | 2 | 2 |
| Number of basic segments | 4 | 4 | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.085 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.547 | 0.547 | 0.550 | 0.550 | 0.550 | 0.560 | 0.565 | 0.560 | 0.565 | 0.565 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | 1.000 | 1.000 | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 4.0 | 4.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.5 | 2.0 |
| Local adjustment factor | 0.91 | 0.91 | 0.97 | 0.98 | 1.0 | 1.0 | 1.0 | 1.0 | 2.3 | 2.0 |
| % left turns | 0.91 | 0.91 | 0.97 | 0.96 | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| | | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | | _ |
| Number of signals | | | | | 4 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | | 3 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | | С | С | С | С | С | С |
| Cycle length (C) | | | | | 120 | 150 | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) | | | | | 0.44 | 0.45 | 0.44 | 0.44 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERIST | ICS | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | | | |
| Sidewalk (n, y) | | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation(a, t, w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |
| | | LEVEL | OF SERV | CE THR | ESHOLD | S | | | | |
| | Freeways | | ways | IIII | | rials | | Bicycle | Ped | Bus |
| T 3 .6 | | Two-Lane | | Cla | ıss I | 1 | ss II | - | | |
| Level of | Density | %ffs | Density | | ts | | ts | Score | Score | Buses/hr. |
| Service | / 17 | | - | | | | | < 2.75 | × 2.75 | |
| В | ≤ 17 | > 83.3 | ≤ 17 | | mph | | mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 |
| С | ≤ 24 | > 75.0 | ≤ 24 | | mph | | mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 |
| D | ≤31 | > 66.7 | ≤31 | > 18 | mph | > 13 | mph | ≤ 4.25 | ≤ 4.25 | < 3 |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 | mph | > 10 | mph | ≤ 5.00 | ≤ 5.00 | < 2 |

[%] ffs = Percent free flow speed ats = Average travel speed

Generalized **Annual Average Daily** Volumes for Florida's

TABLE 2

Transitioning Areas and

| Areas Over 5,00 | 0 Not In Urbanized Areas ¹ |
|--|---|
| INTERRUPTED FLOW FACILITIES | UNINTERRUPTED FLOW FACILITIES |
| STATE SIGNALIZED ARTERIALS | FREEWAYS |
| Class I (40 mph or higher posted speed limit) Lanes Median B C D E 2 Undivided * 14,400 16,200 ** 4 Divided * 34,000 35,500 ** 6 Divided * 52,100 53,500 ** | Lanes B C D E 4 44,100 57,600 68,900 71,700 6 65,100 85,600 102,200 111,000 8 85,100 113,700 135,200 150,000 10 106,200 141,700 168,800 189,000 |
| Class II (35 mph or slower posted speed limit) Lanes Median B C D E | Freeway Adjustments Auxiliary Lanes Ramp Present in Both Directions Metering + 20,000 + 5% |
| Median & Turn Lane Adjustments Exclusive Exclusive Adjustment Lanes Median Left Lanes Right Lanes Factors 2 Divided Yes No +5% 2 Undivided No No -20% Multi Undivided Yes No -5% Multi Undivided No No -25% Yes +5% One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6 | UNINTERRUPTED FLOW HIGHWAYS Lanes Median B C D E 2 Undivided 9,200 17,300 24,400 33,300 4 Divided 35,300 49,600 62,900 69,600 6 Divided 52,800 74,500 94,300 104,500 Uninterrupted Flow Highway Adjustments Lanes Median Exclusive left lanes Adjustment factors 2 Divided Yes +5% Multi Undivided Yes -5% Multi Undivided No -25% |
| ### Company of the column of t | 1 Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. 2 Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility. 3 Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow. * Cannot be achieved using table input value defaults. ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. |

Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm

| Sidewalk Coverage | В | C | D | E |
|-------------------|-----|----------|----------|----------|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

BUS MODE (Scheduled Fixed Route)³

TABLE 2 (continued)

Generalized **Annual Average Daily** Volumes for Florida's **Transitioning** and

Areas Over 5,000 Not In Urbanized Areas

| | Unintown | Uninterrupted Flow Facilities | | | | Interrupted Flow Facilities | | | | | | | |
|--|-----------|-------------------------------|------------|---------|-------|-----------------------------|----------|---------|-----------|------------|--|--|--|
| INPUT VALUE | Uninterru | iptea Fiow | Facilities | | St | tate A | rterials | | Class I | | | | |
| ASSUMPTIONS | Freeways | High | ıways | Cla | ass I | | Cla | ss II | Bicycle | Pedestriar | | | |
| ROADWAY CHARACTERISTICS | | | , | | | | | | | | | | |
| Area type (t,uo) | t | t | t | t | t | | t | t | t | t | | | |
| Number of through lanes (both dir.) | 4-10 | 2 | 4-6 | 2 | 4- | 6 | 2 | 4-6 | 4 | 4 | | | |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | | 30 | 30 | 45 | 45 | | | |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | | 35 | 35 | 50 | 50 | | | |
| Auxiliary lanes (n,y) | n | n | n | | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | у | , | n | у | r | r | | | |
| Terrain (l,r) | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | | | |
| % no passing zone | | 60 | | | | | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | у | у | У | , | у | у | y | y | | | |
| Exclusive right turn lanes (n, y) | | | | n | n | 1 | n | n | n | n | | | |
| Facility length (mi) | 8 | 5 | 5 | 1.8 | 2 | : | 2 | 2 | 2 | 2 | | | |
| Number of basic segments | 4 | | | | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.0 | 90 | 0.090 | 0.090 | 0.090 | 0.090 | | | |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.5 | 70 | 0.570 | 0.565 | 0.570 | 0.570 | | | |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.0 | 00 | 1.000 | 1.000 | 1.000 | 1.000 | | | |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,100 | 1,950 | 1,9 | 50 | 1,950 | 1,950 | 1,950 | 1,950 | | | |
| Heavy vehicle percent | 9.0 | 4.0 | 4.0 | 2.0 | 3.0 | 0 | 2.0 | 3.0 | 3.0 | 3.0 | | | |
| Local adjustment factor | 0.85 | 0.97 | 0.95 | | | | | | | | | | |
| % left turns | | | | 12 | 12 | 2 | 12 | 12 | 12 | 12 | | | |
| % right turns | | | | 12 | 12 | 2 | 12 | 12 | 12 | 12 | | | |
| CONTROL CHARACTERISTICS | | | | | | | | | | | | | |
| Number of signals | | | | 5 | 4 | | 10 | 10 | 4 | 6 | | | |
| Arrival type (1-6) | | | | 4 | 3 | ; | 4 | 4 | 4 | 4 | | | |
| Signal type (a, c, p) | | | | c | С | | С | с | С | С | | | |
| Cycle length (C) | | | | 120 | 15 | 0 | 120 | 150 | 120 | 120 | | | |
| Effective green ratio (g/C) | | | | 0.44 | 0.4 | 15 | 0.44 | 0.45 | 0.44 | 0.44 | | | |
| MULTIMODAL CHARACTERISTICS | | I. | l . | L | | | I. | | Ш | I. | | | |
| Paved shoulder/bicycle lane (n, y) | , | | | | | | | | n, 50%, y | n | | | |
| Outside lane width (n, t, w) | | | | | | | | | t | t | | | |
| Pavement condition (d, t, u) | | | | | | | | | t | | | | |
| On-street parking (n, y) | | | | | | | | | n | n | | | |
| Sidewalk (n, y) | | | | | | | | | 11 | n, 50%, y | | | |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | t | | | |
| Sidewalk protective barrier (n, y) | | | | | | | | | | | | | |
| Sidewaik protective partief (II, y) | | | | | | | | | | n | | | |
| | | | RVICE T | HRESHOI | | | | D: : | | . | | | |
| Level of | Freeways | | iways | a. | Arte | | ~ ** | Bicycle | Ped | Bus | | | |
| Service | Density | Two-Lane | Multilane | Class | I | (| Class II | Score | Score | Buses/hr. | | | |
| | | %ffs | Density | ats | | ats | | | | | | | |
| В | ≤ 17 | > 83.3 | ≤ 17 | > 31 m | _ | h > 22 mph | | ≤ 2.75 | ≤ 2.75 | ≤ 6 | | | |
| С | ≤ 24 | > 75.0 | ≤ 24 | > 23 m | ph | > | 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 | | | |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 m | ph | h > 13 mph | | ≤ 4.25 | ≤ 4.25 | < 3 | | | |
| Е | ≤ 39 | > 58.3 | ≤ 35 | > 15 m | ph | > 10 mph | | _ | < 5.00 | < 2 | | | |

[%] ffs = Percent free flow speed ats = Average travel speed

TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and

Developed Areas Less Than 5,000 Population¹

12/18/12

| | IIVIENN | JP IED FI | LOVV FACI | LITTES | | | | | | | | |
|----------------------------|-----------|-----------|-----------|--------|----|--|--|--|--|--|--|--|
| STATE SIGNALIZED ARTERIALS | | | | | | | | | | | | |
| Lanes | Median | В | C | D | E | | | | | | | |
| 2 | Undivided | * | 12,900 | 14,200 | ** | | | | | | | |
| 4 | Divided | * | 29,300 | 30,400 | ** | | | | | | | |
| 6 | Divided | * | 45,200 | 45,800 | ** | | | | | | | |

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

| | | Exclusive | Exclusive | Adjustment |
|-------|-----------|------------|-------------|------------|
| Lanes | Median | Left Lanes | Right Lanes | Factors |
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| _ | _ | _ | Yes | + 5% |

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE²

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved

| Shoulder/Bicycle | | | | | | | | | | | | |
|------------------|-------|--------|---------|---------|--|--|--|--|--|--|--|--|
| Lane Coverage | В | C | D | E | | | | | | | | |
| 0-49% | * | 1,300 | 2,000 | 3,200 | | | | | | | | |
| 50-84% | 1,000 | 2,100 | 3,200 | 10,600 | | | | | | | | |
| 85-100% | 2,600 | 3,900 | 18,500 | >18,500 | | | | | | | | |
| Developed Areas | | | | | | | | | | | | |
| Paved | _ | | | | | | | | | | | |
| Shoulder/Bicycle | | | | | | | | | | | | |
| Lane Coverage | В | C | D | Е | | | | | | | | |
| 0-49% | * | 2,300 | 4,900 | 15,600 | | | | | | | | |
| 50-84% | 1,700 | 4,500 | 13,300 | 18,500 | | | | | | | | |
| 85-100% | 5,900 | 18,500 | >18,500 | ** | | | | | | | | |
| | | | | | | | | | | | | |

PEDESTRIAN MODE²

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | В | C | D | E |
|-------------------|-------|--------|--------|---------|
| 0-49% | * | * | 2,700 | 9,200 |
| 50-84% | * | 1,500 | 8,400 | 14,900 |
| 85-100% | 3,600 | 10,200 | 16,700 | >19,200 |

| FREEWAYS | | | | | | | | | | | | |
|----------|--------|--------|---------|---------|--|--|--|--|--|--|--|--|
| Lanes | В | C | D | E | | | | | | | | |
| 4 | 28,800 | 43,000 | 52,300 | 60,000 | | | | | | | | |
| 6 | 43,000 | 64,000 | 78,300 | 92,500 | | | | | | | | |
| 8 | 57,500 | 85,400 | 104,400 | 123,500 | | | | | | | | |

UNINTERRUPTED FLOW FACILITIES

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

UNINTERRUPTED FLOW HIGHWAYS

| Rural Undeveloped | | | | | | | | | | | | | |
|-------------------|-----------------|--------|--------|--------|--------|--|--|--|--|--|--|--|--|
| Lanes | Median | В | Ċ | D | E | | | | | | | | |
| 2 | Undivided | 4,700 | 8,400 | 14,300 | 28,600 | | | | | | | | |
| 4 | Divided | 25,700 | 40,300 | 51,000 | 57,900 | | | | | | | | |
| 6 | Divided | 38,800 | 60,400 | 76,700 | 86,800 | | | | | | | | |
| | Developed Areas | | | | | | | | | | | | |
| Lanes | Median | В | C | D | E | | | | | | | | |
| 2 | Undivided | 8,700 | 16,400 | 23,100 | 31,500 | | | | | | | | |
| 4 | Divided | 25,900 | 40,700 | 52,400 | 59,600 | | | | | | | | |
| 6 | Divided | 38,800 | 61,000 | 78,400 | 89,500 | | | | | | | | |

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|-------|-----------|----------------------|--------------------|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

¹Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

Source:

Florida Department of Transportation Systems Planning Office

www.dot.state.fl.us/planning/systems/sm/los/default.shtm

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

^{*} Cannot be achieved using table input value defaults.

^{**} Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 3 (continued)

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and

Developed Areas Less Than 5,000 Population

12/18/12

| INPUT VALUE | | Uninterru | Interrup | rupted Flow Facilities | | | | | | |
|-------------------------------------|---------------|------------|----------|------------------------|---|-------|-------|------------------|--------------|------------|
| ASSUMPTIONS | Freeways | | High | ways | | Arte | rials | Bic | ycle | Pedestrian |
| ROADWAY CHARACTERISTICS | <u></u> | | | | | | | | | |
| Area type (ru, rd) | rural | ru | ru | rd | rd | rd | rd | ru | rd | rd |
| Number of through lanes (both dir.) | 4-8 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 | 2 |
| Posted speed (mph) | 70 | 55 | 65 | 50 | 55 | 45 | 45 | 55 | 45 | 45 |
| Free flow speed (mph) | 75 | 60 | 70 | 55 | 60 | 50 | 50 | 60 | 50 | 50 |
| Auxiliary lanes (n,y) | n | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | r | r | n |
| Terrain (l,r) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| % no passing zone | | 20 | | 60 | | | | | | |
| Exclusive left turn lanes (n, y) | | [n] | у | [n] | у | у | у | у | у | у |
| Exclusive right turn lanes (n, y) | | | | | | n | n | n | n | n |
| Facility length (mi) | 14 | 10 | 10 | 5 | 5 | 1.9 | 2.2 | 4 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.105 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.550 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,300 | 1,700 | 2,200 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 12.0 | 5.0 | 12.0 | 4.0 | 4.0 | 3.0 | 3.0 | 6.0 | 3.5 | 3.0 |
| Local adjustment factor | 0.84 | 0.88 | 0.73 | 0.97 | 0.82 | | | | | |
| % left turns | | | | | | 12 | 12 | | 12 | 12 |
| % right turns | | | | | | 12 | 12 | | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | | |
| Number of signals | | | | | | 5 | 6 | 2 | 4 | 4 |
| Arrival type (1-6) | | | | | | 3 | 3 | 3 | 3 | 3 |
| Signal type (a, c, p) | | | | | | c | c | a | a | a |
| Cycle length (C) | | | | | | 90 | 90 | 60 | 90 | 90 |
| Effective green ratio (g/C) | | | | | | 0.44 | 0.44 | 0.37 | 0.44 | 0.44 |
| | TT 00 | | | | | 0.11 | 0.11 | 0.57 | 0.11 | 0.11 |
| MULTIMODAL CHARACTERIS | ITCS | | | | | | | 700 / | 500/ | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n,50%,y | n,50%,y | |
| Outside lane width (n, t, w) | | | | | | | | t | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | t | |
| Sidewalk (n, y) | | | | | | | | | | n,50%,y |
| Sidewalk/roadway separation(a, t,w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |
| | | LEVEI | OF SER | VICE THE | RESHOLD | S | | | | |
| Level of | Free | wavs | | | | High | | | | |
| Service | 1100 | , ays | Two-L | ane ru | Two-L | | Multi | lane ru | | lane rd |
| | Den | | %tsf | ats | %1 | | | nsity | | nsity |
| В | ≤ 1 | | ≤ 50 | <u>< 55</u> | > 83 | | | 14 | | 14 |
| С | ≤ 2 | | ≤ 65 | <u>< 50</u> | > 7: | | ≤ 2 | | | 22 |
| D | <u>≤ 2</u> | | ≤ 80 | <u>< 45</u> | > 60 | | | 29 | | 29 |
| Е | ≤ 3 | 6 | > 80 | <u><</u> 40 | > 58 | 3.3 | ≤: | 34 | _ ≤ | 34 |
| T1 . 6 | | A ==4 | la | | n· | ala | | n | odoctwi | |
| Level of | 1.4 | Arterial | | | Bic | | | P | edestrian | |
| Service | Ma | jor City/C | | | Sco | | | | Score < 2.75 | |
| В | | > 31 mp | | | | ≤2.75 | | ≤ 2.75 | | |
| С | | > 23 mp | | ≤3.50 ≤4.25 | | | | ≤ 3.50 < 4.25 | | |
| D | | > 18 mp | | | ≤ 4.25 | | | ≤ 4.25 | | |
| E | a — Damaant s | > 15 mp | | A 4 | ≤ 5.00 ≤ 5.00 verage travel speed ru = Rural undeveloped rd = Rural developed | | | | | |

%tsf = Percent time spent following %ffs = Percent of free flow speed at s = Average travel speed ru = Rural undeveloped rd = Rural developed

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**¹

TABLE 4

| | | | | | | | | | | | 12/18/12 |
|------------|----------------------|-------------------------------------|-------------------|----------------|--------------|------------|--|-----------------------------|--------------------|--------------------|----------------|
| | INTER | RUPTED FL | OW FACI | LITIES | | | UNINTER | RUPTED F | LOW FAC | CILITIES | |
| | STATE S | IGNALIZ | ED ART | ERIALS | | | | FREEW | AYS | | |
| | Class I (40 | | 1 | 11: :0 | | Lanes | В | C | | D | E |
| Lamas | Median |) mph or high B | er postea sp C | D D | Е | 4 | 4,120 | 5,540 | | ,700 | 7,190 |
| Lanes | | В * | 1,510 | _ | E ** | 6 | 6,130 | 8,370 | | ,060 | 11,100 |
| 2 4 | Undivided Divided | * | , | 1,600 | ** | 8 | 8,230 | 11,100 | | ,390 | 15,010 |
| | Divided | * | 3,420 | 3,580 | ** | 10 | 10,330 | 14,040 | | ,840 | 18,930 |
| 6 8 | Divided Divided | * | 5,250 7,090 | 5,390 7,210 | ** | 12 | 14,450 | 18,880 | 22, | ,030 | 22,860 |
| o | | | , | | | | 173 | | 4 | | |
| | | 5 mph or slow | - | - | | | Auxiliary Lane | reeway Adj | ustments | Ramp | |
| Lanes | Median | B * | C | D | E | Pres | sent in Both Dire | | | Metering | |
| 2 | Undivided | | 660 | 1,330 | 1,410 | 1100 | + 1,800 | ctions | | + 5% | |
| 4 | Divided | * | 1,310 | 2,920 | 3,040 | | 1,000 | | | 1 370 | |
| 6 | Divided | * | 2,090 | 4,500 | 4,590 | | | | | | |
| 8 | Divided | ক | 2,880 | 6,060 | 6,130 | | | | | | |
| | Non-State S | | | | ıts | | | | | | |
| | | er corresponding by the indicate | | nes | | | | | | | |
| | | Signalized R | | - 10% | | | | | | | |
| | Median | & Turn La | ne Adius | tments | | | | | | | |
| | Wedian | Exclusive | Exclus | | ljustment | | UNINTERR | | | | |
| Lanes | Median | Left Lanes | Right L | | Factors | Lanes | | В | C | D | E |
| 2 | Divided | Yes | No | | +5% | 2 | Undivided | 770 | 1,530 | 2,170 | 2,990 |
| 2 | Undivided | No | No | | -20% | 4 | Divided | 3,300 | 4,660 | 5,900 | 6,530 |
| Multi | Undivided | Yes | No | | -5% | 6 | Divided | 4,950 | 6,990 | 8,840 | 9,790 |
| Multi – | Undivided – | No _ | No Yes | | -25% + 5% | | * 7 • | | | • | |
| | | | 103 | | 1 370 | Lanes | Uninterrupt Median | ed Flow Hig Exclusive le | | | nt factors |
| | | Way Facilit | | | | 2 | Divided | Yes | | | 5% |
| | | the correspond | | | | Multi | Undivided | Yes | | -5 | |
| | Ve | olumes in this | table by 0.6 | | | Multi | Undivided | No | | -25 | |
| | | | | | | 1 | | | | | |
| (M) | ltiply motorized | BICYCLE | | lovy by mymi | ham of | | shown are presented he automobile/truck | | | | |
| | ctional roadway | | | | | constitut | te a standard and sho | uld be used only | for general pl | anning applica | tions. The |
| an e | eronar roud may | volume | • | | .01 / 100 | | er models from which g applications. The ta | | | | |
| Paved 9 | Shoulder/Bic | vele | | | | corridor | or intersection desig | n, where more re | fined techniqu | ues exist. Calc | ulations are |
| | ne Coverage | В | C | D | E | | n planning applicatio y and Quality of Serv | | y Capacity M | anual and the | Fransit |
| <u> </u> | 0-49% | * | 260 | 680 | 1,770 | | | | | | |
| | 50-84% | 190 | 600 | 1,770 | >1,770 | | of service for the bicy | | | | |
| | 85-100% | 830 | 1,770 | >1,770 | ** | Of Illotor | nzed venicles, not no | illiber of bicyclist | s of pedestria | iis usiiig tiie ia | CIIIty. |
| | | | | | | - | per hour shown are onl | ly for the peak hou | r in the single of | direction of the | higher traffic |
| | | DESTRIA | | | | flow. | | | | | |
| | ultiply motorized | | | | | * Canno | ot be achieved using | table input value | defaults. | | |
| dire | ctional roadway | lanes to determ | | maximum s | ervice | ** Not a | applicable for that lev | vel of service lette | er grade. For t | he automobile | mode, |
| C: .1 | malle Carrer | | , | Ъ | 17 | volumes | greater than level of | f service D becom | ne F because i | ntersection cap | pacities have |
| Side | walk Coverag | ge B * | C * | D 250 | E | | ched. For the bicycle because there is n | | | | |
| | 0-49% | * | | 250 | 850 | value de | | | tii | and an ang | put |
| | 50-84% | | 150 | 780 | 1,420 | | | | | | |
| | 85-100% | 340 | 960 | 1,560 | >1,770 | | | | | | |

BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)

 \mathbf{C}

 ≥ 4

 ≥ 3

D

 ≥ 3

 ≥ 2

E

 ≥ 2

≥ 1

В

> 5

> 4

Sidewalk Coverage

0-84%

85-100%

Source: Florida Department of Transportation Systems Planning Office

 $\underline{www.dot.state.fl.us/planning/systems/sm/los/default.shtm}$

TABLE 4 (continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**

| | Uninterru | Interrupted Flow Facilities | | | | | | | | |
|--|-----------|-----------------------------|-----------|-----------------|---------|--------|------|---------|-----------|------------|
| INPUT VALUE ASSUMPTIONS | Ommerre | ipieu r iow | racinues | State Arterials | | | | | Cla | ss I |
| ASSUMF HONS | Freeways | High | nways | Cla | ass I | | Cla | iss II | Bicycle | Pedestrian |
| ROADWAY CHARACTERISTICS | 1 | 1 | | | | | | 1 | T | |
| Area type (lu, u) | lu | u | u | u | u | | u | u | u | u |
| Number of through lanes (both dir.) | 4-12 | 2 | 4-6 | 2 | 4-8 | | 2 | 4-8 | 4 | 4 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | | 35 | 35 | 50 | 50 |
| Auxiliary lanes (n,y) | n | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | | n | r | r | r |
| Terrain (l,r) | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 |
| % no passing zone | | 80 | | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | y | y | у | | y | у | y | у |
| Exclusive right turn lanes (n, y) | | | | n | n | | n | n | n | n |
| Facility length (mi) | 4 | 5 | 5 | 2 | 2 | | 1.9 | 1.8 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.09 | 0 0 | .090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.547 | 0.550 | 0.550 | 0.550 | 0.56 | | .565 | 0.560 | 0.565 | 0.565 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.00 | | .000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | 1.000 | 1,700 | 2,100 | 1,950 | 1,95 | | ,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 4.0 | 2.0 | 2.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 2.5 | 2.0 |
| Local adjustment factor | 0.91 | 0.97 | 0.98 | 1.0 | 1.0 | | 1.0 | 1.0 | 2.3 | 2.0 |
| % left turns | 0.91 | 0.57 | 0.96 | 12 | 12 | | 12 | 12 | 12 | 12 |
| | | | | | | | | | | 12 |
| % right turns | | | | 12 | 12 | | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | 1 | | | | | | | | |
| Number of signals | | | | 4 | 4 | | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | 3 | 3 | | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | c | c | | c | С | c | С |
| Cycle length (C) | | | | 120 | 150 |)] | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.45 | 5 (|).44 | 0.44 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERISTIC | S | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | | n | n |
| Sidewalk (n, y) | | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |
| bidewark protective barrier (ii, y) | | | | | | | | | | - 11 |
| | | | ERVICE T | HRESHO | | lala | | Diamala | Dod | Dura |
| | Freeways | | nways | C1 | Arteri | Class | | Bicycle | Ped | Bus |
| Level of | Density | Two-Lane | Multilane | | Class I | | П | Score | Score | Buses/hr. |
| Service | | %ffs | Density | ats | | ats | | | | |
| В | ≤ 17 | > 83.3 | ≤ 17 | > 31 m | ph | > 22 n | nph | ≤ 2.75 | ≤ 2.75 | ≤6 |
| С | ≤ 24 | > 75.0 | ≤ 24 | > 23 m | ph | > 17 n | nph | ≤ 3.50 | ≤ 3.50 | ≤ 4 |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 m | ph | > 13 n | ıph | ≤ 4.25 | ≤ 4.25 | < 3 |
| | | 1 | | | | | | | 1 | |

[%] ffs = Percent free flow speed ats = Average travel speed

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning** and

| ٦ | TABLE 5 | | | | | sitionii | | | | | | |
|------------|---|---|------------------------------|---------------------------------|----------------------|---|--|---|---|--|--|--|
| | | | Aı | reas Ov | er 5,000 | Not Ir | ո Urbanize | ed Areas | 5 1 | | 12/18/12 | |
| | INTER | RUPTED FLO | OW FACII | LITIES | | UNINTERRUPTED FLOW FACILITIES | | | | | | |
| | STATE S | IGNALIZ | ED ART | ERIALS | | FREEWAYS | | | | | | |
| | | | | | | Lanes | В | C | | D | E | |
| Lanes | Class I (40 Median | mph or highe | er posted sp C | beed limit) D | Е | 4 | 3,970 | 5,190 | | ,200 | 6,460 | |
| 2 | Undivided | B * | 1,300 | 1,460 | E ** | 6 | 5,860 | 7,710 | | ,190 | 9,990 | |
| 4 | Divided | * | 3,060 | 3,200 | ** | 8 | 7,660 | 10,230 | | ,170 | 13,500 | |
| 6 | Divided | * | 4,690 | 4,820 | ** | 10 | 9,550 | 12,750 |) 15 | ,190 | 17,010 | |
| | Close II (24 | 5 mph or slow | var nostad s | naad limit) | | | F | reeway Ad | iustments | • | | |
| Lanes | Median | B | C C | D | Е | | Auxiliary Lane | | justinents | Ramp | | |
| 2 | Undivided | * | 580 | 1,200 | 1,280 | Pres | ent in Both Dire | | | Metering | | |
| 4 | Divided | * | 890 | 2,590 | 2,850 | | + 1,800 | | | + 5% | | |
| 6 | Divided | * | 1,440 | 4,040 | 4,280 | | | | | | | |
| | | ignalized Regression corresponding by the indicated Signalized Regression | g state volum d percent.) | djustmen ies - 10% | ts | | | | | | | |
| | Median | & Turn La | | | 1 | ι | JNINTERR | UPTED F | LOW H | IGHWAY | YS | |
| Lanes | Median | Exclusive Left Lanes | Exclus Right La | | ljustment Factors | Lanes | Median | В | C | D | Е | |
| 2 | Divided | Yes | No | unes i | +5% | 2 | Undivided | 820 | 1,550 | 2,190 | 2,990 | |
| 2 | Undivided | No | No | | -20% | 4 | Divided | 3,170 | 4,460 | 5,660 | 6,260 | |
| Multi | Undivided | Yes | No | | -5% | 6 | Divided | 4,750 | 6,700 | 8,480 | 9,400 | |
| Multi – | Undivided – | No – | No Yes | | -25% + 5% | | Unintownunt | od Flow U | ahway A | diustmont | G. | |
| | | | | | | Uninterrupted Flow Highway Adjustments Lanes Median Exclusive left lanes Adjustment factor | | | | | | |
| | One- | Way Facility | y Adjustn | nent | | 2 | Divided | Ye | | +5 | | |
| | | the correspond | | | | Multi | Undivided | Ye | S | -5 | % | |
| | Ve | olumes in this | table by 0.6 | | | Multi | Undivided | No |) | -25 | 5% | |
| | | | | | | | | | | | | |
| | BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | shown are presented e automobile/truck e a standard and sho models from which applications. The ta | modes unless sp uld be used only this table is de ble and deriving | ecifically state for general prived should be g computer mo | ed. This table do lanning applica e used for more dels should not | pes not tions. The specific be used for | |
| Paved | Shoulder/Bic | ycle | | | | | or intersection desig planning applicatio | | | | | |
| La | ne Coverage | В | C | D | Е | | and Quality of Serv | | | | | |
| | 0-49% | * | 140 | 550 | 1,760 | ² Level o | f service for the bic | cle and pedestr | ian modes in the | his table is base | ed on number | |
| | 50-84% | 170 | 500 | 1,650 | >1,760 | | zed vehicles, not nu | | | | | |
| | 85-100% | 670 | 1,760 | >1,760 | ** | _ | er hour shown are onl | y for the peak ho | ur in the single | direction of the l | nigher traffic | |
| | PE | DESTRIA | N MODI | E^2 | | flow. | | | | | | |

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | В | C | D | E |
|-------------------|-----|-----|-------|--------|
| 0-49% | * | * | 250 | 850 |
| 50-84% | * | 150 | 780 | 1,410 |
| 85-100% | 340 | 950 | 1.540 | >1.760 |

BUS MODE (Scheduled Fixed Route)³

(Buses in peak hour in peak direction)

| Sidewalk Coverage | В | C | D | E |
|-------------------|-----|----------|----------|----------|
| 0-84% | > 5 | ≥ 4 | \geq 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

Source:

Florida Department of Transportation

Systems Planning Office

 $\underline{www.dot.state.fl.us/planning/systems/sm/los/default.shtm}$

^{*} Cannot be achieved using table input value defaults.

^{**} Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 5 (continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning Areas** and

Areas Over 5,000 Not In Urbanized Areas

| | Uninterr | Uninterrupted Flow Facilities | | | Interrupted Flow Facilities | | | | | | |
|--|----------|-------------------------------|-----------|-------------|-----------------------------|--------|---------------|---------|-----------|-----------|--|
| INPUT VALUE ASSUMPTIONS | Uninterr | nterrupted Flow Facilities | | | Sta | ate Aı | rterials | | Cla | iss I | |
| ASSUMI HONS | Freeways | Freeways Highways | | Class I Cla | | | ss II Bicycle | | Pedestria | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | | |
| Area type (t,uo) | t | t | t | t | t | | t | t | t | t | |
| Number of through lanes (both dir.) | 4-10 | 2 | 4-6 | 2 | 4-6 | 5 | 2 | 4-6 | 4 | 4 | |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | | 30 | 30 | 45 | 45 | |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | | 35 | 35 | 50 | 50 | |
| Auxiliary lanes (n,y) | n | n | n | | | | | | | | |
| Median (n, nr, r) | | n | r | n | у | | n | у | r | r | |
| Terrain (l,r) | 1 | 1 | l | 1 | 1 | | 1 | 1 | 1 | 1 | |
| % no passing zone | | 60 | | | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | у | у | у | | y | у | y | У | |
| Exclusive right turn lanes (n, y) | | | | n | n | | n | n | n | n | |
| Facility length (mi) | 8 | 5 | 5 | 1.8 | 2 | | 2 | 2 | 2 | 2 | |
| Number of basic segments | 4 | | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.09 | 0 | 0.090 | 0.090 | 0.090 | 0.090 | |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.57 | 0' | 0.570 | 0.565 | 0.570 | 0.570 | |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.00 | 00 | 1.000 | 1.000 | 1.000 | 1.000 | |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,100 | 1,950 | 1,95 | 0 | 1,950 | 1,950 | 1,950 | 1,950 | |
| Heavy vehicle percent | 9.0 | 4.0 | 4.0 | 2.0 | 3.0 |) | 2.0 | 3.0 | 3.0 | 3.0 | |
| Local adjustment factor | 0.85 | 0.97 | 0.95 | | | | | | | | |
| % left turns | | | | 12 | 12 | | 12 | 12 | 12 | 12 | |
| % right turns | | | | 12 | 12 | | 12 | 12 | 12 | 12 | |
| CONTROL CHARACTERISTICS | | | | | | | | | | | |
| Number of signals | | | | 5 | 4 | | 10 | 10 | 4 | 6 | |
| Arrival type (1-6) | | | | 4 | 3 | | 4 | 4 | 4 | 4 | |
| Signal type (a, c, p) | | | | С | c | | c | С | С | С | |
| Cycle length (C) | | | | 120 | 150 |) | 120 | 150 | 120 | 120 | |
| Effective green ratio (g/C) | | | | 0.44 | 0.43 | 5 | 0.44 | 0.45 | 0.44 | 0.44 | |
| MULTIMODAL CHARACTERISTIC | 2 | | ' | | | | | | | ' | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | n, 50%, y | n | |
| Outside lane width (n, t, w) | | | | | | | | | t | t | |
| Pavement condition (d, t, u) | | | | | | | | | t | | |
| On-street parking (n, y) | | | | | | | | | n | n | |
| Sidewalk (n, y) | | | | | | | | | 11 | n, 50%, | |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | t | |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n | |
| Sidewark protective barrier (ii, y) | | | | | | | | | | 11 | |
| | | | ERVICE TI | HRESHOI | | | | | T | | |
| Level of | Freeways | | ıways | | Arter | | | Bicycle | Ped | Bus | |
| Service | Density | Two-Lane | Multilane | Class | I | C | Class II | Score | Score | Buses/hr. | |
| | , | %ffs | Density | ats | | | ats | | | | |
| В | ≤ 17 | > 83.3 | ≤ 17 | > 31 m | ph | > 2 | 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 | |
| С | ≤ 24 | > 75.0 | ≤ 24 | > 23 m | ph | >] | 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 | |
| D | ≤ 31 | > 66.7 | ≤31 | > 18 m | ph | >] | 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 | |
| Е | ≤ 39 | > 58.3 | ≤ 35 | > 15 m | ph | > 1 | 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 | |

[%] ffs = Percent free flow speed ats = Average travel speed

TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Theor 5,000 Benediction**¹

Developed Areas Less Than 5,000 Population¹

12/18/12

| INTERRU | JP IED FI | LOW FACIL | .IIIES | |
|-----------|---|--|---|--|
| STATE SIG | GNALIZ | ZED ARTI | ERIALS | |
| Median | В | C | D | E |
| Undivided | * | 1,220 | 1,350 | ** |
| Divided | * | 2,790 | 2,890 | ** |
| Divided | * | 4,300 | 4,350 | ** |
| | STATE SIOMedian Undivided Divided | STATE SIGNALIZ Median B Undivided * Divided * | STATE SIGNALIZED ARTI Median B C Undivided * 1,220 Divided * 2,790 | Undivided * 1,220 1,350 Divided * 2,790 2,890 |

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

| | | Exclusive | Exclusive | Adjustment |
|-------|-----------|------------|-------------|------------|
| Lanes | Median | Left Lanes | Right Lanes | Factors |
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| _ | _ | _ | Yes | + 5% |

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE²

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

| Paved Shoulder/Bicycle | | | | |
|------------------------|---------|-------|-------|--------|
| Lane Coverage | В | C | D | E |
| 0-49% | * | 120 | 190 | 300 |
| 50-84% | 100 | 200 | 310 | >1,010 |
| 85-100% | 250 | 370 | 1,760 | >1,760 |
| | veloped | Areas | | |
| Paved Shoulder/Bicycle | | | | |

D

1.270

>1,760

460

220

Ε

1,480

>1,760

| 50 0170 | 1,0 | .50 | |
|---------|-----|-------|--|
| 85-100% | 560 | 1,760 | |

Lane Coverage

0-49%

50-84%

PEDESTRIAN MODE²
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service

170

| Sidewalk Coverage | В | C | D | E |
|-------------------|-----|-----|-------|--------|
| 0-49% | * | * | 220 | 840 |
| 50-84% | * | 120 | 780 | 1,390 |
| 85-100% | 320 | 940 | 1 560 | >1.820 |

| | | FREEWAY | 7S | |
|-------|-------|---------|--------|--------|
| Lanes | В | C | D | E |
| 4 | 3,020 | 4,510 | 5,490 | 6,300 |
| 6 | 4,510 | 6,720 | 8,220 | 9,720 |
| 8 | 6,040 | 8,970 | 10,960 | 12,970 |

UNINTERRUPTED FLOW FACILITIES

Freeway Adjustments

Auxiliary Lanes
Present in Both Directions
+ 1,800

UNINTERRUPTED FLOW HIGHWAYS

| |] | Rural Und | leveloped | | |
|-------|-----------|-----------|-----------|-------|-------|
| Lanes | Median | В | Ĉ | D | E |
| 2 | Undivided | 440 | 790 | 1,350 | 2,710 |
| 4 | Divided | 2,440 | 3,820 | 4,840 | 5,500 |
| 6 | Divided | 3,680 | 5,730 | 7,280 | 8,240 |
| | | Develope | d Areas | | |
| Lanes | Median | В | C | D | E |
| 2 | Undivided | 820 | 1,550 | 2,190 | 2,990 |
| 4 | Divided | 2,460 | 3,860 | 4,970 | 5,660 |
| 6 | Divided | 3,680 | 5,790 | 7,440 | 8,500 |

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|-------|-----------|----------------------|--------------------|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

¹Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

Source:

Florida Department of Transportation

Systems Planning Office

www.dot.state.fl.us/planning/systems/sm/los/default.shtm

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

^{*} Cannot be achieved using table input value defaults.

^{**} Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 6 (continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and

Developed Areas Less Than 5,000 Population

12/18/12

| INPUT VALUE | Uninterrupted Flow Facilities | | | | | Interrupted Flow Facilities | | | | |
|--|-------------------------------|------------|------------------|---------------|---------------------|-----------------------------|-----------|----------|-------------------------|----------|
| ASSUMPTIONS | ASSUMPTIONS Freeways Highways | | Arterials | | Bicycle | | Pedestria | | | |
| ROADWAY CHARACTERISTICS | S | | | | | | | | | |
| Area type (ru, rd) | rural | ru | ru | rd | rd | rd | rd | ru | rd | rd |
| Number of through lanes (both dir.) | 4-8 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 | 2 |
| Posted speed (mph) | 70 | 55 | 65 | 50 | 55 | 45 | 45 | 55 | 45 | 45 |
| Free flow speed (mph) | 75 | 60 | 70 | 55 | 60 | 50 | 50 | 60 | 50 | 50 |
| Auxiliary lanes (n,y) | n | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | r | r | n |
| Terrain (l,r) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| % no passing zone | | 20 | | 60 | | | | | | |
| Exclusive left turn lanes (n, y) | | [n] | у | [n] | у | у | у | у | у | у |
| Exclusive right turn lanes (n, y) | | | | | | n | n | n | n | n |
| Facility length (mi) | 14 | 10 | 10 | 5 | 5 | 1.9 | 2.2 | 4 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | • | | | | | |
| Planning analysis hour factor (K) | 0.105 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.550 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | 1.000 | 1,700 | 2,300 | 1,700 | 2,200 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 12.0 | 5.0 | 12.0 | 4.0 | 4.0 | 3.0 | 3.0 | 6.0 | 3.5 | 3.0 |
| Local adjustment factor | 0.84 | 0.88 | 0.73 | 0.97 | 0.82 | 3.0 | 3.0 | 0.0 | 3.3 | 3.0 |
| % left turns | 0.0. | 0.00 | 0.75 | 0.57 | 0.02 | 12 | 12 | | 12 | 12 |
| % right turns | | | | | | 12 | 12 | | 12 | 12 |
| | <u> </u> | | | | | 12 | 12 | | 12 | 12 |
| CONTROL CHARACTERISTICS Number of signals | | | | | | 5 | 6 | 2 | 4 | 4 |
| Arrival type (1-6) | | | | | | 3 | 3 | 3 | 3 | 3 |
| Signal type (a, c, p) | | | | | | | c | | | |
| Cycle length (C) | | | | | | 90 | 90 | 60 | 90 | 90 |
| Effective green ratio (g/C) | | | | | | 0.44 | 0.44 | 0.37 | 0.44 | 0.44 |
| | | | | | | 0.44 | 0.44 | 0.37 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERIS | TICS | | | | | | | 500/ | 500/ | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n,50%,y | n,50%,y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t | t |
| Pavement condition (d, t, w) | | | | | | | | t | t | 500/ |
| Sidewalk (n, y) | | | | | | | | | | n,50%,y |
| Sidewalk/roadway separation(a, t,w) | | | | | | | | | | τ |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |
| | | LEVEI | OF SER | VICE THE | RESHOLD | | | | | |
| Level of | Freev | vays | Two-L | | Two-L | High | • | lane ru | Multi | lane rd |
| Service | Dens | ity | %tsf | ane ru ats | 1 WO-L | | | nsity | | nsity |
| В | ≤ 1 | • | ≤ 50 | | | | | 14 | | 14 |
| С | ≤ 1 ≤ 2 | | ≤ 50 ≤ 65 | | <55 > 83 | | | 22 | | 22 |
| | | | | | < 50 > 75 < 45 > 66 | | | | | |
| D | ≤ 2 ≤ 3 | | ≤ 80 > 80 | < 45 < 40 | > 50 > 50 | | | 29 34 | | 29 34 |
| L | | | × 00 | <u>\</u> TU | / 30 | J.J | | J 1 | | J 1 |
| Level of | | Arterial | s | | Bic | vcle | | P | edestrian | |
| Service | Ma | jor City/C | | | Sco | | | | Score | |
| В | 1714 | > 31 mp | | | <u>≤2</u> | | | | ≤ 2.75 | |
| C | | > 23 mp | | | <u> </u> | | | | <u>− 2.73</u> ≤ 3.50 | |
| D | | > 28 mp | | | <u> </u> | | | | ≤ 4.25 | |
| E E | | > 16 mp | | | <u> </u> | | | | ≤ 5.00 | |

 $\% tsf = Percent \ time \ spent \ following \quad \% ffs = Percent \ of \ free \ flow \ speed \quad ats = Average \ travel \ speed \quad ru = Rural \ undeveloped \quad rd = Rural \ developed$

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**¹

| | INTERR | UPTED FLO | OW FACII | LITIES | | | UNINTER | RRUPTED | FLOW FA | | 12/18/12 |
|--|---|--|---|--|--|--|---|--|---|--|--|
| | STATE SI | GNALIZI | ED ART | ERIALS | | | | FREEV | VAYS | | |
| Lanes 1 2 3 4 | Class I (40 Median Undivided Divided Divided Divided | mph or highe B * * * | r posted sp C 830 1,910 2,940 3,970 | D 880 2,000 3,020 4,040 | E ** ** ** | Lanes 2 3 4 5 6 | B 2,260 3,360 4,500 5,660 7,900 | C 3,02 4,58 6,08 7,68 10,32 | 0 5 0 7 0 9 | D 8,660 5,500 7,320 9,220 2,060 | E 3,940 6,080 8,220 10,360 12,500 |
| Lanes 1 2 3 4 | ` b | * * * * | C 370 730 1,170 1,610 padway A s state volum percent.) | D 750 1,630 2,520 3,390 | E 800 1,700 2,560 3,420 ts | | Auxiliary Lane + 1,000 | reeway Ad | ljustments | Ramp Metering + 5% | |
| Lanes 1 1 Multi Multi – | Median Divided Undivided Undivided Undivided — One-V | & Turn La Exclusive Left Lanes Yes No Yes No - Way Facility the correspondence in this t | Exclus Right L No No No No Ves Adjustn adding direct | nent tional | ljustment Factors +5% -20% -5% -25% + 5% | Lanes 1 2 3 Lanes 1 Multi Multi | JNINTERR Median Undivided Divided Divided Uninterrupt Median Divided Undivided Undivided | B 420 1,810 2,720 | C 840 2,560 3,840 ighway A left lanes | D 1,190 3,240 4,860 | E 1,640 3,590 5,380 s ent factors |
| Paved S La (Mo directions) | shoulder/Bicy ne Coverage 0-49% 50-84% 85-100% PEI ultiply motorized ctional roadway lewalk Coverage 0-49% 50-84% 85-100% | cle B * 110 470 DESTRIA vehicle volume anes to determ volume B * 200 | c shown be ine two-way s.) C 150 340 1,000 N MODI es shown be ine two-way s.) C * 80 540 | D 390 1,000 >1,000 E ² low by numb maximum s D 140 440 880 | E 1,000 >1,000 *** per of ervice E 480 800 >1,000 | are for the constitute computer planning corridor based on Capacity 2 Level of motori 3 Buses per flow. * Canno ** Not approximately the computer search and the constitution of the c | shown are presented e automobile/truck e a standard and shor models from which applications. The teor intersection design planning application and Quality of Service for the bic ized vehicles, not must be achieved using plicable for that legreater than level or the bic yelle because there is results. | modes unless spuld be used onl in this table is de table and derivin in, where more ins of the Highwice Manual. The product of the peak has table input value well of service le f service D becce mode, the leve | pecifically state y for general p rived should b g computer me refined technic vay Capacity M rian modes in t ists or pedestri our in the single the defaults. tter grade. For ome F because el of service let | ed. This table do lanning applic a be used for more doels should not ques exist. Calcu fanual and the Table is base ans using the fa direction of the latter automobile intersection capter grade (included) | pes not tions. The especific be used for allations are Fransit ed on number cility. In this per traffic ed, and the control of the control o |
| | BUS MOD (Buses) walk Coverage 0-84% 85-100% | in peak hour is | | | E ≥2 ≥1 | Systems | Department of Trans Planning Office state.fl.us/planning | | s/default.shtm | | |

TABLE 7 (continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**

| | | | | 1 | | | | | | 12/10/12 | |
|---|--------------|------------|--------------|---|-------|----------|----------|------------------|------------------|------------|--|
| INDIVE NATIO | Uninterri | ipted Flow | Facilities | Interrupted Flow Facilities State Arterials Class I | | | | | | | |
| INPUT VALUE ASSUMPTIONS | | | 1 40111010 | | St | ate A | rterials | Ci | | ass I | |
| | Freeways | High | iways | Cla | ass I | | Cla | ss II | Bicycle | Pedestria | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | | |
| Area type (lu, u) | lu | u | u | u | u | | u | u | u | u | |
| Number of through lanes (both dir.) | 4-12 | 2 | 4-6 | 2 | 4-8 | | 2 | 4-8 | 4 | 4 | |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | | 30 | 30 | 45 | 45 | |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | | 35 | 35 | 50 | 50 | |
| Auxiliary lanes (n,y) | n | | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | | n | r | r | r | |
| Terrain (l,r) | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | |
| % no passing zone | - | 80 | - | - | - | | | - | - | - | |
| Exclusive left turn lane impact (n, y) | | [n] | у | у | у | | у | y | y | у | |
| Exclusive right turn lanes (n, y) | | [] | , | n | n | | n | n | n | n | |
| Facility length (mi) | 4 | 5 | 5 | 2 | 2 | | 1.9 | 1.8 | 2 | 2 | |
| Number of basic segments | 4 | | | | | | 1., | 1.0 | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.09 | 90 | 0.090 | 0.090 | 0.090 | 0.090 | |
| Directional distribution factor (D) | 0.547 | 0.550 | 0.550 | 0.550 | 0.50 | | 0.565 | 0.560 | 0.565 | 0.565 | |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.00 | | 1.000 | 1.000 | 1.000 | 1.000 | |
| Base saturation flow rate (pcphpl) | 1.000 | 1,700 | 2,100 | 1,950 | 1,95 | | 1,950 | 1,950 | 1,950 | 1,950 | |
| Heavy vehicle percent | 4.0 | 2.0 | 2.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 2.5 | 2.0 | |
| Local adjustment factor | 0.91 | 0.97 | 0.98 | 1.0 | 1.0 | , | 1.0 | 1.0 | 2.3 | 2.0 | |
| % left turns | 0.91 | 0.97 | 0.96 | 12 | 12 |) | 12 | 12 | 12 | 12 | |
| % right turns | | | | 12 | 12 | | 12 | 12 | 12 | 12 | |
| | | | | 12 | 12 | • | 12 | 12 | 12 | 12 | |
| CONTROL CHARACTERISTICS | | | | | | 1 | | 10 | | | |
| Number of signals | | | | 4 | 4 | | 10 | 10 | 4 | 6 | |
| Arrival type (1-6) | | | | 3 | 3 | | 4 | 4 | 4 | 4 | |
| Signal type (a, c, p) | | | | С | С | | c | С | С | С | |
| Cycle length (C) | | | | 120 | 150 | | 120 | 120 | 120 | 120 | |
| Effective green ratio (g/C) | | | | 0.44 | 0.4 | 5 | 0.44 | 0.44 | 0.44 | 0.44 | |
| MULTIMODAL CHARACTERISTIC | CS | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | n, 50%, y | n | |
| Outside lane width (n, t, w) | | | | | | | | | t | t | |
| Pavement condition (d, t, w) | | | | | | | | | t | | |
| On-street parking (n, y) | | | | | | | | | n | n | |
| Sidewalk (n, y) | | | | | | | | | | n, 50%, y | |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | t | |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n | |
| | LE | VEL OF SI | ERVICE T | HRESHO | LDS | | | | | | |
| | Freeways | | iways | | Arter | ials | | Bicycle | Ped | Bus | |
| Level of | - · | Two-Lane | Multilane | Class | I | (| Class II | | _ | | |
| Service | Density | %ffs | Density | ats | | | ats | Score | Score | Buses/hr. | |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 m | nh | > 22 mph | | ≤ 2.75 | ≤ 2.75 | ≤ 6 | |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 m | - | | 17 mph | ≤ 3.50 | ≤ 3.50 | <u>−</u> 4 | |
| D | ≤ 24 ≤ 31 | > 66.7 | ≤ 24 ≤ 31 | > 23 m | _ | | 13 mph | ≤ 3.30 ≤ 4.25 | ≤ 3.30 ≤ 4.25 | < 3 | |
| E | | | | | _ | | | | | < 2 | |
| E 0/ ffs = Paraent free flow speed ets = Average | ≤ 39 | > 58.3 | ≤ 35 | > 15 m | hii | > | 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 | |

[%] ffs = Percent free flow speed ats = Average travel speed

$\label{eq:Generalized} \textbf{Generalized} \ \textbf{Peak Hour Directional} \ \ \textbf{Volumes for Florida's}$

TABLE 8

Transitioning and

Areas Over 5,000 Not In Urbanized Areas¹

| | | | | i cas o | 101 3,00 |) | i Oi bailize | ca / ti ca. | | | 12/18/12 |
|-------------|--|---|---|-------------------------------|----------------------------|---|--|--|--|--|---|
| | INTERF | RUPTED FL | OW FACI | LITIES | | | UNINTER | RRUPTED | FLOW FA | CILITIES | |
| | STATE S | IGNALIZ | ED ART | ERIALS | 3 | | | FREEV | VAYS | | |
| Lanes 1 2 3 | Class I (40 Median Undivided Divided Divided | mph or high B * * | er posted s C 710 1,740 2,670 | peed limit) D 800 1,820 2,740 | E ** ** ** | Lanes 2 3 4 5 | B 2,200 3,260 4,260 5,300 | C 2,88 4,28 5,68 7,08 | 0 5 0 6 | D 3,440 5,100 5,760 3,440 | E 3,580 5,540 7,500 9,440 |
| | Class II (35 | mnh or slov | ver nosted s | eneed limit) | | | F | reeway Ad | instment | S | |
| Lanes 1 2 3 | Median Undivided Divided Divided | B * * | C 330 500 810 | D 680 1,460 2,280 | E 720 1,600 2,420 | | Auxiliary Lane + 1,000 | reeway Au | justinena | Ramp Metering + 5% | |
| | | ignalized R or corresponding by the indicate Signalized R | ng state volumed percent.) | | nts | | | | | | |
| | Median | & Turn La | | | | T | JNINTERR | HPTED I | T.OW H | IGHWAY | 7 S |
| Lamas | Madian | Exclusive | Exclus | sive A | djustment | Lanes | Median | B | C | D | E |
| Lanes 1 | Median Divided | Left Lanes Yes | Right L No | | Factors +5% | 1 | Undivided | 450 | 850 | 1,200 | 1,640 |
| 2 | Undivided | No | No | | -20% | 2 | Divided | 1,740 | 2,450 | 3,110 | 3,440 |
| Multi | Undivided | Yes | No |) | -5% | 3 | Divided | 2,610 | 3,680 | 4,660 | 5,170 |
| Multi | Undivided | No | No | | -25% | | | | | | |
| _ | _ | _ | Yes | | + 5% | Lanes | Uninterrupt Median | ted Flow H Exclusive | | djustments. Adjustmen | |
| | | Way Facili | | | | 1 | Divided | Ye | es | +59 | % |
| | | y the corresp plumes in this | | | | Multi | Undivided | Ye | | -59 | |
| | | Junes in this | table by 1.2 | | | Multi | Undivided | No | 0 | -25 | % |
| Shou Lan | Paved alder/Bicycle to Coverage 0-49% 50-84% 85-100% | | nes shown be nine two-way | elow by num | | are for the constitute computer planning corridor based on Capacity 2 Level of motor | shown are presented as automobile/truck as a standard and shor models from whice applications. The troor intersection design planning application and Quality of Service for the bice ized vehicles, not mer hour shown are on | modes unless spould be used only he his table is de able and deriving, modern more in so of the Highwice Manual. yele and pedestrumber of bicyclications and pedestrumber of bicyclication. | pecifically state y for general p prived should b g computer me refined technic ay Capacity M | ed. This table do planning applicate used for more dolels should not ques exist. Calcu Manual and the T this table is base ans using the fac | es not ions. The specific be used for lations are ransit d on number ility. |
| | PE | DESTRIA | N MOD | \mathbb{E}^2 | | * Canno | t be achieved using | table input valu | e defaults | | |
| | ultiply motorized ectional roadway | l vehicle volui | nes shown be nine two-way | elow by num | | ** Not a | pplicable for that le greater than level o ched. For the bicycle | vel of service le f service D beco | tter grade. For ome F because | intersection cap | acities have |
| Sidew | valk Coverage | е В | C | D | Е | | le because there is 1 | | | | |
| | 0-49% | * | * | 140 | 480 | value del | auits. | | | | |
| | 50-84% | * | 80 | 440 | 800 | | | | | | |
| 8 | 85-100% | 200 | 540 | 880 | >1,000 | | | | | | |
| | BUS MOD (Buses | E (Sched) s in peak hour | | | 3 | | | | | | |
| Sidew | valk Coverage | е В | C | D | Е | Source: | Damandan (- CT) | montatio | | | |
| | 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 | Systems | Department of Trans Planning Office | | | | |
| | 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 | www.do | t.state.fl.us/planning | z/systems/sm/los | s/default.shtm | | |

TABLE 8 (continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and

Areas Over 5,000 Not In Urbanized Areas

| | | | | | | Int | errupted F | low Facili | ties | |
|--|---------------------|------------|------------------|---------|-------|-------|--------------|-------------|-----------|--------------|
| INPUT VALUE | Uninterru | ipted Flow | Facilities | | St | | rterials | | ass I | |
| ASSUMPTIONS | Freeways | High | ıways | Cla | ıss I | | Cla | ss II | Bicycle | Pedestrian |
| ROADWAY CHARACTERISTICS | | | | | | | | | 1 | |
| Area type (t,uo) | t | t | t | t | t | | t | t | t | t |
| Number of through lanes (both dir.) | 4-10 | 2 | 4-6 | 2 | 4- | | 2 | 4-6 | 4 | 4 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | | 35 | 35 | 50 | 50 |
| Auxiliary lanes (n,y) | n | n | n | | | | | | | |
| Median (n, nr, r) | | n | r | n | у | , | n | у | r | r |
| Terrain (l,r) | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 1 |
| % no passing zone | | 60 | | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | y | y | у | , | у | y | у | у |
| Exclusive right turn lanes (n, y) | | | , | n | n | | n | n | n | n |
| Facility length (mi) | 8 | 5 | 5 | 1.8 | 2 | | 2 | 2 | 2 | 2 |
| Number of basic segments | 4 | | - | | | | | _ | | _ |
| | | | | | | | | | | |
| TRAFFIC CHARACTERISTICS Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.0 | 00 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.090 | 0.550 | 0.550 | 0.550 | 0.5 | | 0.570 | | 0.570 | 0.570 |
| ` · · | | 1.000 | | | | | | 0.565 | | |
| Peak hour factor (PHF) Base saturation flow rate (pcphpl) | 1.000 | | 1.000 | 1.000 | 1.0 | | 1.000 | 1.000 | 1.000 | 1.000 |
| | 0.0 | 1,700 | 2,100 | 1,950 | 1,9 | | 1,950 | 1,950 | 1,950 | 1,950 3.0 |
| Heavy vehicle percent | 9.0 | 4.0 | 4.0 | 2.0 | 3.0 | U | 2.0 | 3.0 | 3.0 | 3.0 |
| Local adjustment factor | 0.85 | 0.97 | 0.95 | 10 | 1.0 | | 10 | 10 | 10 | 10 |
| % left turns | | | | 12 | 12 | | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 2 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | | |
| Number of signals | | | | 5 | 4 | | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | 4 | 3 | | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | c | С | | с | С | c | c |
| Cycle length (C) | | | | 120 | 15 | 0 | 120 | 150 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.4 | 15 | 0.44 | 0.45 | 0.44 | 0.44 |
| CONTROL CHARACTERISTICS | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | | t | ı |
| | | | | | | | | | | |
| On-street parking (n, y) | | | | | | | | | n | n 500/ ** |
| Sidewalk (n, y) | | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |
| | LEV | EL OF SE | RVICE TI | HRESHOI | LDS | | | | | |
| | Freeways | High | ıways | | Arte | rials | . | Bicycle | Ped | Bus |
| Level of Service | D | Two-Lane | Multilane | Class | I | (| Class II | C- | C- | D // |
| Set vice | Density | %ffs | Density | ats | | | ats | Score Score | | Buses/hr. |
| В | ≤ 17 | > 83.3 | ≤ 17 | > 31 m | ph | | | ≤ 2.75 | ≤ 2.75 | ≤ 6 |
| C | <u>− 17</u> ≤ 24 | > 75.0 | <u>−</u> 17 ≤ 24 | > 23 m | _ | | 17 mph | ≤ 3.50 | ≤ 3.50 | |
| D | | | ≤ 24 ≤ 31 | | _ | | | | | < 3 |
| | ≤31 | > 66.7 | | > 18 m | • | | 13 mph | ≤ 4.25 | ≤ 4.25 | |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 m | pn | > | 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 |

[%] ffs = Percent free flow speed ats = Average travel speed

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's Rural Undeveloped Areas and

Developed Areas Less Than 5,000 Population¹

12/18/12

| | INTERRU | JPTED FI | OW FACIL | ITIES | |
|-------|-----------|----------|----------|--------|----|
| | STATE SIG | SNALIZ | ZED ART | ERIALS | |
| Lanes | Median | В | C | D | E |
| 1 | Undivided | * | 670 | 740 | ** |
| 2 | Divided | * | 1,530 | 1,580 | ** |
| 3 | Divided | * | 2,360 | 2,400 | ** |

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

| | | Exclusive | Exclusive | Adjustment |
|-------|-----------|------------|-------------|------------|
| Lanes | Median | Left Lanes | Right Lanes | Factors |
| 1 | Divided | Yes | No | +5% |
| 1 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| _ | _ | _ | Yes | + 5% |

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE²

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

| Paved Shoulder/Bicycle | | | | |
|------------------------|-----------|-------|-------|--------|
| Lane Coverage | В | C | D | E |
| 0-49% | * | 70 | 110 | 170 |
| 50-84% | 60 | 120 | 180 | 580 |
| 85-100% | 140 | 210 | 1,000 | >1,000 |
| Dev | veloped . | Areas | | |
| Paved Shoulder/Bicycle | | | | |
| Lane Coverage | В | C | D | E |

120

240

260

720

840

1.000

100 85-100% 320 1,000 >1,000 PEDESTRIAN MODE²

0-49%

50-84%

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service

| Sidewalk Coverage | В | C | D | E |
|-------------------|-----|-----|-----|--------|
| 0-49% | * | * | 120 | 460 |
| 50-84% | * | 80 | 430 | 770 |
| 85-100% | 180 | 520 | 860 | >1,000 |

| | | FREEWAY | S | |
|-------|-------|---------|-------|-------|
| Lanes | В | C | D | E |
| 2 | 1,680 | 2,500 | 3,040 | 3,500 |
| 3 | 2,500 | 3,720 | 4,560 | 5,400 |
| 4 | 3,360 | 4,980 | 6,080 | 7,200 |

UNINTERRUPTED FLOW FACILITIES

Freeway Adjustments

Auxiliary Lanes Present in Both Directions +1,000

UNINTERRUPTED FLOW HIGHWAYS

| |] | Rural Und | leveloped | | |
|-------|-----------|-----------|-----------|-------|-------|
| Lanes | Median | В | C | D | E |
| 1 | Undivided | 240 | 430 | 740 | 1,490 |
| 2 | Divided | 1,340 | 2,100 | 2,660 | 3,020 |
| 3 | Divided | 2,020 | 3,150 | 4,000 | 4,530 |
| | | Develope | ed Areas | | |
| Lanes | Median | В | C | D | E |
| 1 | Undivided | 450 | 850 | 1,200 | 1,640 |
| 2 | Divided | 1,350 | 2,120 | 2,730 | 3,110 |
| 3 | Divided | 2,020 | 3,180 | 4,090 | 4,670 |

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|-------|-----------|----------------------|--------------------|
| 1 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

¹Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

Source:

Florida Department of Transportation Systems Planning Office

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

^{*} Cannot be achieved using table input value defaults.

^{**} Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 9 (continued)

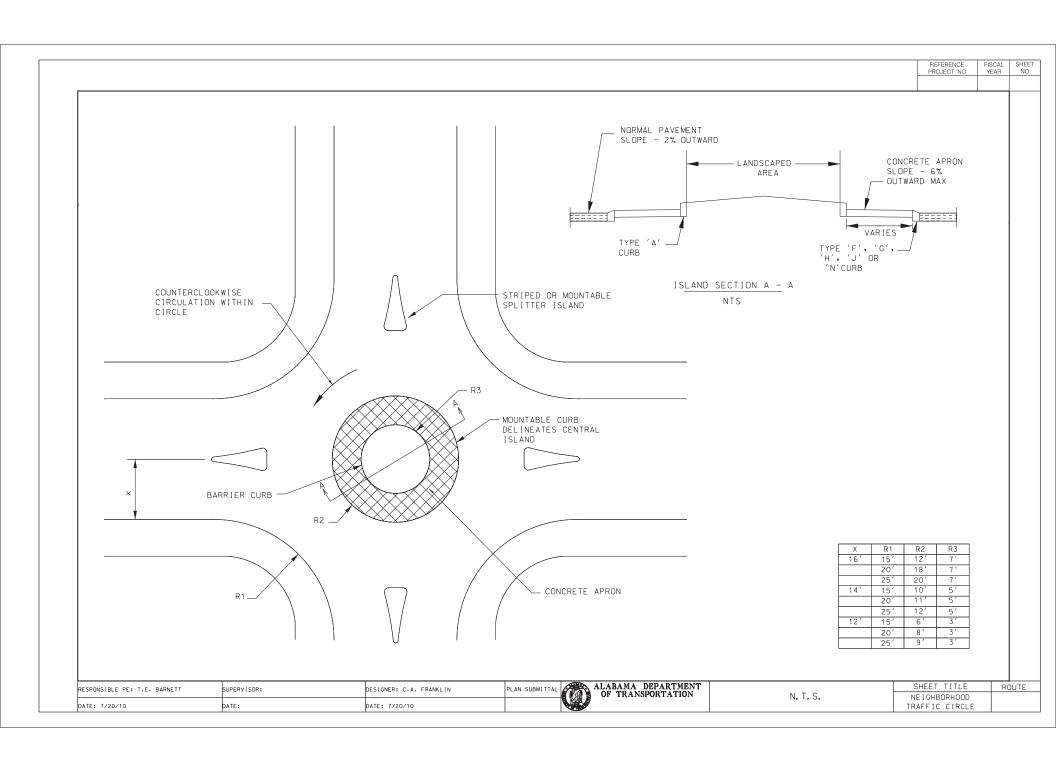
Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and

Developed Areas Less Than 5,000 Population

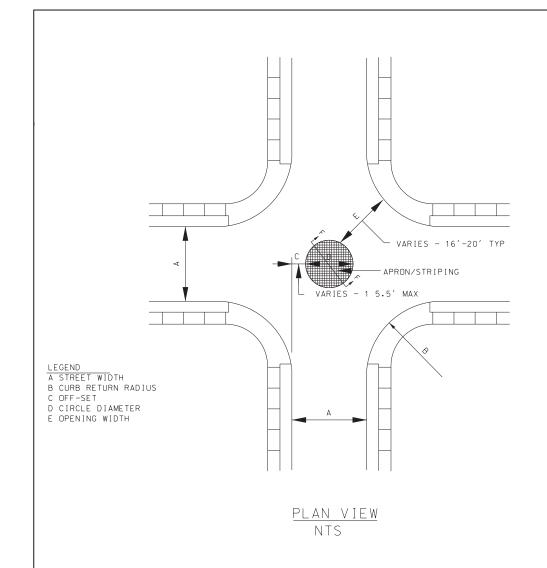
| INPUT VALUE | | Uninterru | pted Flow | Facilities | | | Interrup | oted Flow I | Facilities | | |
|-------------------------------------|--------------|----------------------|-----------|----------------|------------------|--------|------------|------------------|------------|-----------|--|
| ASSUMPTIONS | Freeways | | High | ways | | Artei | ials | Bicy | ycle | Pedestria | |
| ROADWAY CHARACTERISTICS | S | | | | | | | | | | |
| Area type (ru, rd) | rural | ru | ru | rd | rd | rd | rd | ru | rd | rd | |
| Number of through lanes (both dir.) | 4-8 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 | 2 | |
| Posted speed (mph) | 70 | 55 | 65 | 50 | 55 | 45 | 45 | 55 | 45 | 45 | |
| Free flow speed (mph) | 75 | 60 | 70 | 55 | 60 | 50 | 50 | 60 | 50 | 50 | |
| Auxiliary lanes (n,y) | n | | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | r | r | n | |
| Terrain (l,r) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| % no passing zone | | 20 | | 60 | | | | | | | |
| Exclusive left turn lanes (n, y) | | [n] | у | [n] | у | y | у | у | у | у | |
| Exclusive right turn lanes (n, y) | | | | | · | n | n | n | n | n | |
| Facility length (mi) | 14 | 10 | 10 | 5 | 5 | 1.9 | 2.2 | 4 | 2 | 2 | |
| Number of basic segments | 4 | | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | 1 | | 1 | | <u>'</u> | l. I | | 1 | | | |
| Planning analysis hour factor (K) | 0.105 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.550 | |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | |
| Base saturation flow rate (pcphpl) | 1.000 | 1,700 | 2,300 | 1,700 | 2,200 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | |
| Heavy vehicle percent | 12.0 | 5.0 | 12.0 | 4.0 | 4.0 | 3.0 | 3.0 | 6.0 | 3.5 | 3.0 | |
| Local adjustment factor | 0.84 | 0.88 | 0.73 | 0.97 | 0.82 | 5.0 | 5.0 | 0.0 | 0.0 | 5.0 | |
| % left turns | 0.0. | 0.00 | 0.72 | 0.57 | 0.02 | 12 | 12 | | 12 | 12 | |
| % right turns | | | | | | 12 | 12 | | 12 | 12 | |
| | | | | | | 12 | 12 | | | 12 | |
| CONTROL CHARACTERISTICS | | | | | | - | | 2 | | | |
| Number of signals | | | | | | 5 | 6 | 2 | 4 | 4 | |
| Arrival type (1-6) | | | | | | 3 | 3 | 3 | 3 | 3 | |
| Signal type (a, c, p) | | | | | | c | c | a | a | a | |
| Cycle length (C) | | | | | | 90 | 90 | 60 | 90 | 90 | |
| Effective green ratio (g/C) | | | | | | 0.44 | 0.44 | 0.37 | 0.44 | 0.44 | |
| MULTIMODAL CHARACTERIS | TICS | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n,50%,y | n,50%,y | n | |
| Outside lane width (n, t, w) | | | | | | | | t | t | t | |
| Pavement condition (d, t, u) | | | | | | | | t | t | | |
| Sidewalk (n, y) | | | | | | | | | | n,50%, | |
| Sidewalk/roadway separation(a, t,w) | | | | | | | | | | t | |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n | |
| | | LEVEI | L OF SERV | VICE THE | RESHOLE | os | | | | | |
| | _ | | JOI BER | VICE III | Lonoll | High | ways | | | | |
| Level of | Freev | ways | Two-L | ane ru | Two-L | | | lane ru | Multi | lane rd | |
| Service | Dens | sity | %tsf | ats | %1 | ffs | | nsity | Dei | nsity | |
| В | ≤ 1 | 4 | ≤ 50 | < 55 | > 8. | 3.3 | <u> </u> | 14 | <u> </u> | 14 | |
| С | ≤ 2 | .2 | ≤ 65 | <u><</u> 50 | > 7: | 5.0 | <u>≤</u> : | | <u> </u> | 22 | |
| D | ≤ 22 ≤ 29 | | ≤ 80 | < 45 | > 60 | | ≤: | | | 29 | |
| Е | ≤ 3 | | > 80 | <u>< 40</u> | > 58 | | | | | 34 | |
| | | | | | | | | | | | |
| Level of | | Arterial | | | Bic | ycle | | Pe | edestrian | | |
| Service | M | ajor City/Co | | | | ore | | | Score | | |
| В | | > 31 mp | | | | ≤ 2.75 | | | ≤ 2.75 | | |
| С | | > 23 mp | | | | .50 | | | ≤ 3.50 | | |
| D | | > 18 mp | h | | ≤ 4 | .25 | | | ≤ 4.25 | | |
| Е | | > 18 mph > 15 mph | | | ≤ 4.25 ≤ 5.00 | | | ≤ 4.23 ≤ 5.00 | | | |

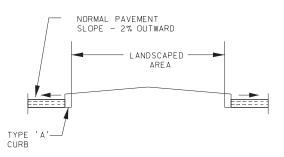
CITYWIDE TRAFFIC STUDY BAY MINETTE, AL

Traffic Calming Devices/Measures Standard Drawings



REFERENCE FISCAL SHEET PROJECT NO YEAR NO





ISLAND SECTION F - F

| // . // | "5" | // 0 // | // 5 // | #F# |
|------------------------|------------------------------|-------------------------------------|-------------------------------------|-----------------------------------|
| STREET WIDTH (FEET) | "B" CURB RADIUS (FEET) | "C" OFFSET DISTANCE (FEET) | "D" CIRCLE DIAMETER (FEET) | "E" OPENING WIDTH (FEET) |
| 22 | < 14 | | ECONSTRUCT CURB | S |
| | 15 | 5.5 | 11 | 16 |
| | 20 | 4.5 | 13 | 18 |
| | 25 | 4.0 | 15 | 19 |
| 24 | < 12 | R | ECONSTRUCT CURB | S |
| | 15 | 5.0 | 14 | 17 |
| | 20 | 4.5 | 15 | 18 |
| | 25 | 3.5 | 17 | 20 |
| 30 | 10 | 5.5 | 19 | 16 |
| | 15 | 5.0 | 20 | 17 |
| | 20 | 4.0 | 22 | 19 |
| | 25 | 3.0 | 24 | 20 |
| 32 | 10 | 5.5 | 21 | 16 |
| | 15 | 4.5 | 23 | 18 |
| | 20 | 4.0 | 24 | 19 |
| | 25 | 2.5 | 27 | 20 |

THE OPTIMAL RELATIONSHIP BETWEEN OFFSET DISTANCE AND OPENING WIDTH IS:

| 5.5 | FEET | MAX | 16 | FEET | MIN | |
|-----|------|-----|----|------|-----|--|
| | 5 | | | 17 | | |
| 4.5 | | | 18 | | | |
| | 4 | | | 19 | | |
| 3.5 | OR L | ESS | | 20 | | |

| RESPONSIBLE PE: T.E. BARNETT | SUPERVISOR: | DESIGNER: C.A. FRANKLIN | PLAN SUBMITTAL |
|------------------------------|-------------|-------------------------|----------------|
| DATE: 7/20/10 | DATE: | DATE: 7/20/10 | |



| | C | SHEET TIT | ΓLE |
|------|------|-----------|--------|
| , S. | MINI | TRAFFIC | CIRCLE |

ROUTE

N. T. S

| REFERENCE | FISCAL | SHEET |
|------------|--------|-------|
| PROJECT NO | YEAR | NO |
| | | |

| | | | T | |
|---------------------|--------------------|--------------------|--------------------|-----------------|
| "A" STREET WIDTH | "B" CURB_RADIUS | "C" OFFSET | "D" CIRCLE | "E" OPENING |
| (FEET) | (FEET) | DISTANCE (FFFT) | DIAMETER (FFFT) | WIDTH (FFFT) |
| 22 | P214 | | RECONSTRUCT CURBS | |
| | 15 | 5. 5 | 11 | 16 |
| | 20 | 4.5 | 13 | 18 |
| | 25 | 4.0 | 15 | 19 |
| 24 | P212 | | RECONSTRUCT CURBS | |
| | 15 | 5,0 | 14 | 17 |
| | 20 | 4.5 | 15 | 18 |
| | 25 | 3.5 | 17 | 20 |
| 30 | 10 | 5.5 | 19 | 16 |
| | 15 | 5.0 | 20 | 17 |
| | 20 | 4.0 | 22 | 19 |
| | 25 | 3.0 | 24 | 20 |
| 32 | 10 | 5.5 | 21 | 16 |
| | 15 | 4.5 | 23 | 18 |
| | 20 | 4.0 | 24 | 19 |
| | 25 | 2.5 | 27 | 20 |

THE OPTIMAL RELATIONSHIP BETWEEN OFFSET DISTANCE AND OPENING WIDTH IS:

| 5.5 FFFT MAX | 16 FFFT MIN. |
|--------------|--------------|
| 5 | 17 |
| 4.5 | 18 |
| 4 | 19 |
| 3.5 OR LESS | 20 |

| RESPONSIBLE PE: T.E. BARNETT | SUPERVISOR: | DESIGNER: C.A. FRANKLIN | ALABAMA DEPARTMENT OF TRANSPORTATION | N. T. S. | SHEET TITLE CENTER ISLAND | ROUTE |
|------------------------------|-------------|-------------------------|--------------------------------------|----------|---|-------|
| DATE: 7/20/10 | DATE: | DATE: 7/20/10 | | , | CENTER ISLAND DIMENSIONS FOR MINITRAFFIC CIRCLE | |

