FUNCTIONAL DESIGN REPORT

Bicycle and Pedestrian Improvements Along Beach Road

Tisbury, Massachusetts

MassDOT Project Number: 68386

Prepared for:

Massachusetts Department of Transportation
Ten Park Plaza
Boston, Massachusetts

December 3, 2015

GPI Greenman-Pedersen, Inc.
181 Ballardvale Street, Suite 202, Wilmington MA 01887 Tel: (978) 570-2999 Fax: (978) 658-3044
An Equal Opportunity Employer

Table of Contents

INTRODUCTION

This Functional Design Report (FDR) presents and summarizes the functional design of Beach Road corridor from the termination of the existing Shared Use Path to the Five Corners intersection (Beach Road/Lagoon Pond Road/Water Street/Beach Street and Beach Street Ext.) in Tisbury, Massachusetts (Dukes County). The project limits along the corridor extend approximately 2,600 feet (0.49 miles) along Beach Road.

The location of the project with respect to the local roadway system is depicted graphically on **Figure 1**. Beach Road is federally functionally classified as an 'Urban Principal Arterial' within the project limits. Beach Road is part of the state highway system, under Massachusetts Department of Transportation (MassDOT) jurisdiction. Preparation of this report and associated contract documents are built upon the result of the need to provide pedestrian and bicycle accommodations along the corridor within the project limits based on MassDOT findings.

The work under this engineering contract will be performed in three stages, as follows:

1. Functional Design Report and 25% Development;
2. Final Design
   75% Submission including Response to Comments;
   100% Submission including Response to Comments;
3. Final Contract Documents (PS&E) and Construction Services.

The 25% submission phase represents the recommended cross sections, horizontal and vertical alignments, pavement structures, and geometric improvements. The proposed design concept is described in this report. The proposed conceptual improvements have been prepared on base plans at a scale appropriate for 25% submission according to the *Massachusetts Highway Department Project Development and Design Guide*.

Insert Figure 1
PROJECT LOCATION MAP

The final design phase will consist of the preparation of 1"=20' scale plans, suitable for use as construction documents. The construction documents will be prepared based on the concept reviewed at the 25% design stage and will include temporary traffic control plans. The final design stage will include the preparation of the necessary details, special provisions, and estimates to be submitted at the 75%, 100%, and PS&E Submissions.

Within this report is a description of existing conditions including current geometrics, traffic volumes, and crash history. In addition, this report includes an estimate of projected future (design year) traffic volumes as well as an evaluation of traffic flow during construction of the pedestrian and bicycle improvements project. Recommendations for any geometric and/or traffic control improvements are described in this report and presented in the 25% Design Submission.

This section of Beach Road serves as the major access route between Tisbury and Oak Bluffs for all modes of transportation. Due to the high levels of mixed use congestion within the project area during peak months, the deterioration of the sidewalks and lack of bike lanes along Beach Road, installing pedestrian and bicycle accommodations will improve safety for motorists, pedestrians, and bicyclists. Review of the design will be coordinated between the Town of Tisbury, the MassDOT Traffic Design and Operations Office in Boston, the MassDOT District 5 Projects Engineer, and the Martha's Vineyard Commission.

EXISTING CONDITIONS

The study area for this report includes 2,600 feet (0.49 mi) of roadway along Beach Road. Within the study area, Beach Road generally runs in an east/west direction. This report evaluates the impacts of the proposed bicycle and pedestrian improvements along the Beach Road corridors during the construction phases. Details of the proposed bicycle and pedestrian improvements project are described in the *Proposed Roadway Improvements* section of this report.

GEOMETRICS AND TRAFFIC CONTROL

General

The project consists of establishing a consistent roadway cross section width through reconstruction, rehabilitation of existing drainage facilities, installation of new sidewalks, shoulders and granite curbing along both sides of Beach Road, and installation of ADA compliant wheelchair ramps, signing and pavement markings. Survey and field inventories for the project area were conducted in conjunction with the preparation of the 25% Design Submission. The survey was verified by site visits in October of 2013. A description of the existing roadway characteristics follows. This information was considered when determining the characteristics of the proposed improvements.

Beach Road

Beach Road within the study area is a two-lane roadway maintaining one travel lane each in the general eastbound and westbound directions. The roadway currently provides ±12-foot wide travel lanes with 3-foot wide shoulders. Solid white edge lines and solid double yellow center lines clearly define the travel ways. The edge of pavement is generally defined by vertical granite and concrete curbing. A bituminous sidewalk of varying width exists along portions of project corridor; along the entire south side of Beach Road and along the north side of Beach Road west of the Shell Gas Station. Beach Road primarily serves as a connection from the Vineyard Haven section of Tisbury to the west to Oak Bluffs to the east across the entrance of Lagoon Pond. The section of Beach Road within the project limits is a varied mix of retail, commercial and industrial uses. There are active boat yards, piers, motels, gas stations, restaurants, fuel storage tanks, pharmacies and hardware stores. Following is an aerial photo of the Beach Road corridor.

Pavement Conditions

Pavement cracking is visible along Beach Road within the project's limits, although the overall pavement condition is fair along sections of roadways. Roadway striping through the corridor is in poor condition and undefined along segments of roadway. The existing bituminous sidewalks within the project's limits are cracking and uneven.

Vehicle Speeds

The posted speed within the project limits varies between 20 miles per hour (mph) to 40 mph dependent upon roadway alignment and surrounding land use. The east portion of the project corridor, beyond the large bend, has a posted speed of 40 mph. When entering the curve in the roadway, just east of Vineyard Haven Marina, the speed limit is 35 mph. Along the west portion of the project corridor between the Five Corners intersection and the large bend, the posted speed limit drops to 20 mph.

Speed measurements were conducted at traffic count station #501 along Beach Road near Five Corners and data was provided by the Martha's Vineyard Commission. The data indicated that median speeds along Beach Road were found to range from 12 mph to 25 mph. The speeds along Beach Road were observed to be generally consistent with the posted speed limits.

RIGHT OF WAY

Right-of-way information was obtained from the Registry of Deeds records, Town Assessor maps, DOT layout plans and Town roadway layout plans. According to these sources, the existing layout for Beach Road is generally 40 feet of the State Highway Layout.

ENVIRONMENTAL

Based on research through local records and discussions with local officials, the Martha's Vineyard Island contains six historic districts:

- Edgartown Village Historic District (about 185 acres and 676 buildings);
- Cottage City Historic District, Oak Bluffs (125 acres and 412 buildings);
- Copeland Plan District, Oak Bluffs (151 acres and 506 buildings);
- William Street Historic District, Tisbury (20 acres and 79 buildings);

- Gay Head-Aquinnah Town Center Historic District (about 7 acres and 6 buildings); and
- The West Chop Club Historic District, Tisbury (19 acres and 6 buildings).

The closest bodies of water are Lagoon Pond and Vineyard Haven Harbor which are located within 100 feet of the project limits and, therefore, construction operations will occur within the 100-foot wetland buffer. Lagoon Pond is located south of Beach Road and the Vineyard Haven Harbor is located to the north of Beach Road. Construction methods will be used to protect any damage to the wetland area. No significant impacts to the Pond and Harbor are expected as a result of this project.

There are some trees and vegetation that may need to be cleared along Beach Road as part of the project; however, these do not appear to be large diameter trees.

TRAFFIC VOLUMES

At the completion of the proposed pedestrian and bicycle improvement project, there is not expected to be a change in traffic flow along Beach Road since one travel lanes in each direction will remain at the completion of the project. Traffic patterns, however, will be impacted during the construction phase of the project which is anticipated to last 2 years. Accordingly, traffic volumes were collected along Beach Road to determine the expected traffic impacts during construction.

Existing traffic conditions within the study area were developed by obtaining ATR counts conducted in July of 2013 and 2014. The traffic counts were conducted to collect both weekday and weekend data. The ATR counts were conducted at Beach Road near the Five Corners intersection. The ATR from 2013 indicated that 3.5% of the average daily volume is heavy vehicles. The raw traffic count data are included in the Appendix.

Traffic on a given roadway typically throughout the year depending on the area and the type of roadway. As a tourist destination, the island's traffic volumes fluctuate greatly between the off-season (winter) and peak season (summer). The existing traffic volumes collected in July are presumed to reflect peak-month conditions, therefore not needing to be adjusted. **Table 1** summarizes the 2013 Base Year daily and peak-hour traffic volumes of the ATR installed, along Beach Road.

Table 1
BASE YEAR TRAFFIC-VOLUME SUMMARY [a]

Location/Time Period	Daily Volume (vpd) [b]	Peak-Hour Volume (vph) [c]	K-Factor (%) [d]	Direction Distribution [e]	Hour of Peak Traffic Volumes
Beach Road Corridor:					
Weekday AM Peak Hour	13,524	856	6.3	55% SB	7:30 – 8:30 AM
Weekday Afternoon Peak Hour	13,524	880	6.5	58% SB	12:00 – 1:00 PM
Weekday PM Peak Hour	13,524	953	7.0	53% SB	5:00 – 6:00 PM
Saturday Peak Hour	14,072	985	7.0	57% SB	12:45 – 1:45 PM

[a] Traffic volumes collected in 2014 were adjusted by 1 percent compounded annually over 1 years to reflect 2015 conditions.
[b] In vehicles per day.
[c] In vehicles per hour (based on Automatic Traffic Recorder data).
[d] Percentage of daily traffic occurring during the peak hour.
[e] NB = Northbound, SB = Southbound

CRASH HISTORY

Crash data have been researched from MassDOT records for the latest available five-year period (2008-2012). While the number of crashes is important, the crash rate is more significant as it accounts for the volume of traffic along a roadway segment. Accordingly, the crash rate was calculated for the study area roadway segments and compared with the averages. A segment crash rate is a measure of the frequency of crashes compared to the volume of traffic along that roadway segment and the segment length in miles and is presented in crashes per million vehicle miles traveled (c/mvmt).

Beach Road is classified as Urban Principal Arterial. The statewide average crash rate for Urban Roadways is 2.08 c/mvmt and the average crash rate for Urban Principal Arterials is 3.35 acc/mvmt. A comparison of the calculated crash rate to these averages can be used to establish the significance of crash occurrence and whether or not potential safety problems exist. **Table 2** illustrates the results of the crash analysis.

The roadway segment of Beach Road between the termination of the existing Shared Use Path and Five Corners intersection (Beach Road/Lagoon Pond Road/Water Street/Beach Street and Beach Street Ext.) experienced 10 reported crashes over the five-year period studied (2 per year average). According to the crash data, 55 percent of the crashes involved property damage only and 30 percent of them resulted in non-fatal injuries. There were no fatalities reported. Most of the crashes along this roadway segment occurred during off peak periods. Two crashes (20 percent) were reported to have occurred during the morning peak period (7:00AM – 9:00AM) and one crash (10 percent) was reported to have occurred during the evening peak hour period (4:00PM – 6:00PM). The calculated crash rate for this roadway segment is 0.83 c/mvmt, which is lower than the statewide averages for Urban Roadways and for Urban Principal Arterials. The MassDOT Segment Crash Rate Worksheet is provided in the Appendix.

Table 2
CRASH SUMMARY

Location	Number of Crashes			Severity [a]			Percent During	
	Total	Avg./ Year	Crash Rate [b]	PD	PI	F	Peak Hours	Wet/Icy Condition
Beach Road Corridor (Within Project Limits)	10	2	0.83	5	3	0	30%	-

Source: MassDOT Statewide Crash Data (2008-2012).
[a] PD = property damage only; PI = personal injury; F = fatality.
[b] Crashes per million vehicle miles travelled.

DESIGN YEAR CONDITIONS

TRAFFIC GROWTH

The design for construction during the pedestrian and bicycle accessibility improvement project is based on roadway geometry and traffic-volume conditions projected to a future design year. A seven-year projection was utilized for this project based on MassDOT Functional Design Report guidelines.[1] The projected construction of the proposed project is expected to last two years; therefore, providing a seven-year design horizon should provide a conservative (worse than expected) analysis.

To develop the 2022 Design Year traffic volumes, two components of traffic growth were considered. First, an annual average traffic-growth percentage was determined. Historical traffic-volume data was collected by MassDOT and the Martha's Vineyard Commission (MVC) in West Tisbury and Tisbury, respectively. The MVC permanent count station indicate that, on average, traffic volumes in the vicinity of the project have generally decreased by approximately 3.9 percent since 2010.[2] However, the MassDOT permanent count station indicated that, on average, traffic volumes have generally increased by approximately 2.3 percent since 2007.[3]
In order to be conservative (worse than expected), a 1.0 percent compounded annual traffic growth rate was assumed to account for general population growth and the traffic generated by smaller area developments. The MassDOT and MVC historical traffic-volume data are provided in the Appendix.

---

[1] *Massachusetts Department of Transportation, Highway Division; 2011 Traffic and Safety Engineering 25% Design Submission Guidelines,* Functional Design Report.

[2] *Martha's Vineyard Commission*; Permanent Count Station 501, Tisbury – Beach Road Near Five Corners.

[3] *Massachusetts Department of Transportation; Traffic Volume Report*; Permanent Count Station 7154, West Tisbury – Edgartown West Tisbury Road East of Vineyard Haven Road.

Second, any planned or approved specific developments in the area that would generate a significant volume of traffic on the study area roadways by the 2022 design year were included. Based on discussions with officials from the Town of Tisbury and the MVC, at this time, there are no developments planned within the vicinity of the proposed project limits that may impact the project

The growth rate was compounded over the seven-year design year horizon and applied to the base year 2015 traffic volumes. The 2022 Design Year traffic volumes are shown in **Table 3**.

Table 3
2022 DESIGN YEAR TRAFFIC-VOLUME SUMMARY [a]

Location/Time Period	Daily Volume (vpd) [a]	Peak Hour Volume (vph) [b]
Beach Road Corridor:		
Weekday AM Peak Hour	14,499	918
Weekday Afternoon Peak Hour	14,499	944
Weekday PM Peak Hour	14,499	1,022
Saturday Peak Hour	15,087	1,056

[a] Historically adjusted by 1 percent compounded annually over 7 years.
[b] In vehicles per day.
[b] In vehicles per hour.

PLANNED ROADWAY IMPROVEMENTS

Based on discussions with Town of Tisbury officials and the Martha's Vineyard Commission officials, at this time, there are no roadway improvements planned within the vicinity of the proposed project limits that may impact the project. Based on the MassDOT project listings, there are three projects in the area:

- Project #604029: Oak Bluffs/Tisbury – Beach Road Over Lagoon Pond Drawbridge Bridge Replacement
    - This project consists of constructing a temporary moveable bridge adjacent to the existing structurally deficient moveable bridge. Construction is projected to begin in the summer of 2016.
- Project #607586: Edgartown/Tisbury/Oak Bluffs – Resurfacing and related work on Edgartown/Vineyard Haven Road
    - This project consists of micro-surfacing the pavement, drainage improvements, installing bus turnouts, and upgrading sidewalks and curb ramps to ADA standards. Construction is projected to begin in the autumn of 2015.
- Project #608066: Tisbury – Improvements on State Road at Tashmoo Overlook
    - This project plans to improve multi-modal safety within the Overlook area, to better accommodate eastbound vehicular traffic and reduce the perceived width of the road cross-section as a traffic calming transition for motorists approaching the developed commercial area of State Road. Construction is projected to begin during the winter of 2022/2023.

The project is not expected to affect travel patterns within the Beach Road project area.

PROPOSED ROADWAY IMPROVEMENTS

As noted hereinbefore, pedestrian and bicycle accessibility will be improvements along Beach Road between the termination of the existing Shared Use Path and the Five Corners intersection (Beach Road/Lagoon Pond Road/Water Street/Beach Street and Beach Street Ext.). Although there is not expected to be a change in traffic operations with the pedestrian and bicycle improvements in place, the project is intended to improve safety for motorists, pedestrians, and bicyclists. The improvements within the project limits are described below and are shown on the preliminary design plans accompanying this report. The critical aspect of the proposed improvement project is maintaining the flow of traffic through the project area during construction. A Construction Management Outline is provided in this section to describe how traffic flow will be maintained.

PROJECT IMPROVEMENTS

Overall, the project length is approximately 2,600 feet (0.49 mi). The implementation of the proposed design will require, but is not limited to: full-depth construction; the installation of bike lanes and a shared use path; the rehabilitation of existing drainage facilities; the installation of new sidewalks and shoulders along both sides of Beach Road; the installation or new or resetting of granite curbing; the installation of ADA compliant wheelchair ramps; and the installation of new signing and pavement markings.

For the project, land takings will be required to provide the necessary roadway cross sections to accommodate the proposed pedestrian and bicycle accommodations. The project will also require temporary easements in order to build the project as well as permanent utility and wall easements. The project has been designed to minimize the impacts that these easements will have on adjacent properties.

Efforts have been made to improve the existing roadway geometry, however due to the existing right-of-way limitations, design exceptions are being requested. Throughout the project, the existing granite curbing will be removed and reset, where appropriate, and new vertical granite curbing will be installed, as necessary. Utility poles, signs, guardrails, and other roadside objects will be provided, relocated, or replaced where necessary to meet current standards.

An original Beach Road cross section was proposed to consist of one 10.5-feet wide travel lane with 4.5-foot wide shoulder in each direction. In addition, six-foot sidewalks were proposed along the majority of the corridor. This cross section was mutually agreed upon between MassDOT and the Town at the meeting on December 3rd, 2014.

The proposed cross section was later revised at the request of the Town of Tisbury. The proposed project now includes two typical cross sections. The first cross section will consist of 10.5-foot travel lanes, 4.5-foot shoulders, and a 5.5-foot sidewalk. The second cross section consists of 10.5-foot lanes, 2-foot shoulders, a variable width grass strip and a 9 to 10-foot shared use path. This hybrid cross section was mutually agreed upon between MassDOT and the Town in September of 2015.

New drainage facilities are proposed to improve the existing drainage system. The existing catch basins will be replaced with deep sump catch basins. Vertical granite curbing will be provided along the roadway edge for a more effective way of channeling the water towards these structures.

CONSTRUCTION MANAGEMENT OUTLINE

As described within this study, the proposed pedestrian and bicycle improvement project is expected to affect traffic flow within the project area throughout the construction of the project. Based on information published in the *MassDOT Standard Details and Drawings for the Development of Temporary Traffic Control Plans* in Figure Gen-1 – General Guidelines (provided in the Appendix), two normal existing lanes of traffic can be reduced to one lane of open traffic as long as 1,340 vehicles per hour (vph) can be accommodated in one lane of traffic. Though construction will occur during off-season months, future traffic projections utilize peak-season traffic volumes to represent a worst case scenario. Based on the future traffic projections (Table 4), the highest amount of peak-hour traffic on the study area roadway is expected to be 1,056 vph which is below the MassDOT thresholds for one lane of open traffic. Using this information, it is expected that the construction can be completed within a two-year timeframe.

The construction process would include allowing one lane of traffic in each direction, where feasible. Lane closures on Beach Road are expected to be required during the utility and drainage component of construction. During this time, one lane will accommodate bi-direction traffic along Beach Road. The lane closures will be for short segments and will require police detail. The traffic-volume data reflects that traffic flow can be maintained along Beach Road within the project limits with only one lane of traffic open. The single lane of bi-direction traffic will maintain a minimum width of 11-feet.

As part of this project, vehicular traffic flow would be accommodated, pedestrian routes would be maintained with the appropriate detours, and bicycles would be accommodated within the traffic flow and/or pedestrian routes. At this time, no vehicular traffic detours are proposed. Temporary Traffic Control Plans have been included within the 25% Design Submission. In addition, close coordination with the Town of Tisbury and the MVC will be maintained at all time.

CONCLUSION AND RECOMMENDATION

The Beach Road corridor is a vital roadway to the Town of Tisbury. Its function and operation are critical to meet the needs of the community. The implementation of the improvements described in this FDR and as shown in the accompanying 25% Design Plans, suggest that the corridor's viability will be ensured for years to come. The Town looks forward to the continued design of this project and its eventual construction.

CONSTRUCTION COST ESTIMATE

The proposed project along Beach Road is expected to be constructed by MassDOT and their Contractors. A preliminary construction cost estimate was developed for the 25% Design Plans utilizing the latest available MassDOT unit prices. This estimate will be updated once the 75% Design Plans are completed. The total project construction cost is estimated at $1,845,900. The cost does not include contingencies. The preliminary construction cost estimate is included as part of the 25% Design Submission.

APPENDIX

TRAFFIC COUNT DATA

SEASONAL ADJUSTMENT FACTORS AND HISTORICAL GROWTH

SEGMENT CRASH RATE WORKSHEETS

FIGURE GEN-1 – GENERAL GUIDELINES

TRAFFIC COUNT DATA

M C T E
W V C

W V E (ENU)

D :

S : 0 MCS
A : Beach Rd. near 5 Corners
D : 1 - North bound, A trigger first. **L :** 0
S D : 14:12 Monday, July 08, 2013 => 12:26 Monday, July 15, 2013,
:
F : 501 - 15Jul2013 - Beach Road near 5 corners.EC0 (Plus)
I : A993SQK0 MC56-1 [MC55] (c)Microcom 07/06/99
A : Factory default axle (v4.05)
D : Axle sensors - Paired (Class/Speed/Count)

:

F : 4: 3 M 08 20 3 2:2 M 20 3 (.92 93)
I : 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
S : 6 - 99 mph.
D : AB
S : Headway > 0 sec, Span 0 - 328.084 ft
N : Default Profile
S : Vehicle classification (Scheme F3)
U : Non metric (ft, mi, ft/s, mph, lb, ton)
I : Vehicles = 48004 / 101646 (47.23%)

W V C

W V
S : 501.0.0N
D : **MCS**
F : **4: 3 M 08 20 3 2:2 M 20 3**
S : Vehicle classification (Scheme F3)
F : Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(AB) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	08 Jul	09 Jul	10 Jul	11 Jul	12 Jul	13 Jul	14 Jul	1 - 5	1 - 7
Hour									
0000-0100	*	52	55	75	67	87	111	62.3	74.5
0100-0200	*	44	49	43	61	104	119	49.3	70.0
0200-0300	*	9	28	24	35	25	31	24.0	25.3
0300-0400	*	4	6	5	12	12	24	6.8	10.5
0400-0500	*	13	13	13	16	14	13	13.8	13.7
0500-0600	*	77	73	64	73	75	77	71.8	73.2
0600-0700	*	202	192	186	198	161	163	194.5	183.7
0700-0800	*	365	386	333	334	277	229	354.5	320.7
0800-0900	*	**477**	**478**	**504**	452	366	249	**477.8**	421.0
0900-1000	*	421	439	446	**489**	446	382	448.8	437.2
1000-1100	*	441	465	467	484	**446**	**451**	464.3	**459.0**
1100-1200	*	404	452	384	426	331	417	416.5	402.3
1200-1300	*	468	480	500	426	300	**524**	468.5	449.7
1300-1400	*	521	499	492	386	505	440	**474.5**	473.8
1400-1500	334	465	466	308	382	347	419	391.0	388.7
1500-1600	444	453	530	458	306	399	415	438.2	429.3
1600-1700	438	409	448	290	274	394	473	371.8	389.4
1700-1800	325	**539**	**554**	**510**	428	481	490	471.2	**475.3**
1800-1900	360	498	455	505	**479**	**510**	235	459.4	434.6
1900-2000	355	433	416	376	380	357	355	392.0	381.7
2000-2100	375	406	378	334	422	377	461	383.0	393.3
2100-2200	282	284	331	311	341	371	330	309.8	321.4
2200-2300	226	171	204	171	267	221	224	207.8	212.0
2300-2400	104	103	96	117	166	155	97	117.2	119.7
Totals									
0700-1900	*	5461	5652	5197	4866	4802	4724	5236.3	5081.0
0600-2200	*	6786	6969	6404	6207	6068	6033	6515.6	6361.0
0600-0000	*	7060	7269	6692	6640	6444	6354	6840.6	6692.8
0000-0000	*	7259	7493	6916	6904	6761	6729	7068.4	6959.9
AM Peak	*	0800	0800	0800	0900	1000	1000		
	*	477	478	504	489	446	451		
PM Peak	*	1700	1700	1700	1800	1800	1200		
	*	539	554	510	479	510	524		

*** - No data.**

W V C

W V
S : 501.0.0N
D : **MCS**
F : **4: 3 M 08 20 3 2:2 M 20 3**
S : Vehicle classification (Scheme F3)
F : Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(AB) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	15 Jul	16 Jul	17 Jul	18 Jul	19 Jul	20 Jul	21 Jul	1 - 5	1 - 7
Hour									
0000-0100	43	*	*	*	*	*	*	43.0	43.0
0100-0200	45	*	*	*	*	*	*	45.0	45.0
0200-0300	10	*	*	*	*	*	*	10.0	10.0
0300-0400	5	*	*	*	*	*	*	5.0	5.0
0400-0500	14	*	*	*	*	*	*	14.0	14.0
0500-0600	88	*	*	*	*	*	*	88.0	88.0
0600-0700	193	*	*	*	*	*	*	193.0	193.0
0700-0800	376	*	*	*	*	*	*	376.0	376.0
0800-0900	426	*	*	*	*	*	*	426.0	426.0
0900-1000	**452**	*	*	*	*	*	*	**452.0**	**452.0**
1000-1100	427	*	*	*	*	*	*	427.0	427.0
1100-1200	389	*	*	*	*	*	*	389.0	389.0
1200-1300	231	*	*	*	*	*	*	231.0	231.0
1300-1400	*	*	*	*	*	*	*	*	*
1400-1500	*	*	*	*	*	*	*	*	*
1500-1600	*	*	*	*	*	*	*	*	*
1600-1700	*	*	*	*	*	*	*	*	*
1700-1800	*	*	*	*	*	*	*	*	*
1800-1900	*	*	*	*	*	*	*	*	*
1900-2000	*	*	*	*	*	*	*	*	*
2000-2100	*	*	*	*	*	*	*	*	*
2100-2200	*	*	*	*	*	*	*	*	*
2200-2300	*	*	*	*	*	*	*	*	*
2300-2400	*	*	*	*	*	*	*	*	*
Totals									
0700-1900	*	*	*	*	*	*	*	*	*
0600-2200	*	*	*	*	*	*	*	*	*
0600-0000	*	*	*	*	*	*	*	*	*
0000-0000	*	*	*	*	*	*	*	*	*
AM Peak	0900	*	*	*	*	*	*		
	452	*	*	*	*	*	*		
PM Peak	*	*	*	*	*	*	*		
	*	*	*	*	*	*	*		

*** - No data.**

M C T E
W V C

W V E (ENU)

D :

S : 0 MCS
A : Beach Rd. near 5 Corners
D : 1 - North bound, A trigger first. **L :** 0
S D : 14:12 Monday, July 08, 2013 => 12:26 Monday, July 15, 2013,
:
F : 501 - 15Jul2013 - Beach Road near 5 corners.EC0 (Plus)
I : A993SQK0 MC56-1 [MC55] (c)Microcom 07/06/99
A : Factory default axle (v4.05)
D : Axle sensors - Paired (Class/Speed/Count)

:

F : 4: 3 M 08 20 3 2:2 M 20 3 (.92 93)
I : 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
S : 6 - 99 mph.
D : BA
S : Headway > 0 sec, Span 0 - 328.084 ft
N : Default Profile
S : Vehicle classification (Scheme F3)
U : Non metric (ft, mi, ft/s, mph, lb, ton)
I : Vehicles = 48226 / 101646 (47.45%)

W V C

W V
S : 501.0.0N
D : **MCS**
F : **4: 3 M 08 20 3 2:2 M 20 3**
S : Vehicle classification (Scheme F3)
F : Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(BA) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	08 Jul	09 Jul	10 Jul	11 Jul	12 Jul	13 Jul	14 Jul	1 - 5	1 - 7
Hour									
0000-0100	*	39	34	28	38	41	50	34.8	38.3
0100-0200	*	14	14	20	21	33	33	17.3	22.5
0200-0300	*	3	5	8	10	19	23	6.5	11.3
0300-0400	*	3	7	6	11	17	10	6.8	9.0
0400-0500	*	11	14	3	12	18	14	10.0	12.0
0500-0600	*	74	62	67	56	59	59	64.8	62.8
0600-0700	*	160	154	145	167	161	154	156.5	156.8
0700-0800	*	378	416	379	420	300	217	398.3	351.7
0800-0900	*	449	479	438	492	416	371	464.5	440.8
0900-1000	*	**521**	**518**	**535**	505	**493**	**549**	**519.8**	**520.2**
1000-1100	*	492	508	482	**515**	481	520	499.3	499.7
1100-1200	*	468	370	395	441	397	495	418.5	427.7
1200-1300	*	521	**557**	396	**509**	410	498	**495.8**	**481.8**
1300-1400	*	442	510	383	387	528	493	430.5	457.2
1400-1500	353	492	498	381	377	402	473	420.2	425.1
1500-1600	474	421	482	432	359	477	414	433.6	437.0
1600-1700	373	460	483	377	328	449	416	404.2	412.3
1700-1800	283	**534**	519	477	410	**543**	**505**	444.6	467.3
1800-1900	374	448	487	**492**	482	441	363	456.6	441.0
1900-2000	396	445	532	474	489	452	438	467.2	460.9
2000-2100	349	316	300	304	385	323	329	330.8	329.4
2100-2200	293	234	245	228	349	305	273	269.8	275.3
2200-2300	169	139	148	140	181	212	134	155.4	160.4
2300-2400	61	72	72	65	93	117	71	72.6	78.7
Totals									
0700-1900	*	5626	5827	5167	5225	5337	5314	5385.7	5361.7
0600-2200	*	6781	7058	6318	6615	6578	6508	6610.0	6584.1
0600-0000	*	6992	7278	6523	6889	6907	6713	6838.0	6823.3
0000-0000	*	7136	7414	6655	7037	7094	6902	6978.0	6979.3
AM Peak	*	0900	0900	0900	1000	0900	0900		
	*	521	518	535	515	493	549		
PM Peak	*	1700	1200	1800	1200	1700	1700		
	*	534	557	492	509	543	505		

*** - No data.**

W V C

W V
S : 501.0.0N
D : **MCS**
F : **4: 3 M 08 20 3 2:2 M 20 3**
S : Vehicle classification (Scheme F3)
F : Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(BA) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	15 Jul	16 Jul	17 Jul	18 Jul	19 Jul	20 Jul	21 Jul	1 - 5	1 - 7
Hour									
0000-0100	29	*	*	*	*	*	*	29.0	29.0
0100-0200	14	*	*	*	*	*	*	14.0	14.0
0200-0300	5	*	*	*	*	*	*	5.0	5.0
0300-0400	4	*	*	*	*	*	*	4.0	4.0
0400-0500	8	*	*	*	*	*	*	8.0	8.0
0500-0600	78	*	*	*	*	*	*	78.0	78.0
0600-0700	202	*	*	*	*	*	*	202.0	202.0
0700-0800	403	*	*	*	*	*	*	403.0	403.0
0800-0900	450	*	*	*	*	*	*	450.0	450.0
0900-1000	**569**	*	*	*	*	*	*	**569.0**	**569.0**
1000-1100	488	*	*	*	*	*	*	488.0	488.0
1100-1200	393	*	*	*	*	*	*	393.0	393.0
1200-1300	220	*	*	*	*	*	*	220.0	220.0
1300-1400	*	*	*	*	*	*	*	*	*
1400-1500	*	*	*	*	*	*	*	*	*
1500-1600	*	*	*	*	*	*	*	*	*
1600-1700	*	*	*	*	*	*	*	*	*
1700-1800	*	*	*	*	*	*	*	*	*
1800-1900	*	*	*	*	*	*	*	*	*
1900-2000	*	*	*	*	*	*	*	*	*
2000-2100	*	*	*	*	*	*	*	*	*
2100-2200	*	*	*	*	*	*	*	*	*
2200-2300	*	*	*	*	*	*	*	*	*
2300-2400	*	*	*	*	*	*	*	*	*
Totals									
0700-1900	*	*	*	*	*	*	*	*	*
0600-2200	*	*	*	*	*	*	*	*	*
0600-0000	*	*	*	*	*	*	*	*	*
0000-0000	*	*	*	*	*	*	*	*	*
AM Peak	0900	*	*	*	*	*	*		
	569	*	*	*	*	*	*		
PM Peak	*	*	*	*	*	*	*		
	*	*	*	*	*	*	*		

*** - No data.**

MVC traffic count
Tisbury - Beach Road near Five Corners
Start Date: 7/8/2014 to 7/22/14 15 minute volumes
Start Time: 9:30:00 AM
Site Code: 501

		to Five Corners					
Date	Time	Direction 1	Direction 2	Combined	hourly	hour	daily
7/8/2014	09:30 AM	5	2	7			
7/8/2014	09:45 AM	24	33	57			
7/8/2014	10:00 AM	93	138	231			
7/8/2014	10:15 AM	105	121	226			
7/8/2014	10:30 AM	99	130	229			
7/8/2014	10:45 AM	126	89	215	901	10am	
7/8/2014	11:00 AM	91	130	221			
7/8/2014	11:15 AM	109	127	236			
7/8/2014	11:30 AM	104	142	246			
7/8/2014	11:45 AM	81	150	231	934	11am	
7/8/2014	12:00 PM	125	123	248			
7/8/2014	12:15 PM	120	114	234			
7/8/2014	12:30 PM	108	122	230			
7/8/2014	12:45 PM	112	122	234	946	noon	
7/8/2014	01:00 PM	100	112	212			
7/8/2014	01:15 PM	112	109	221			
7/8/2014	01:30 PM	123	124	247			
7/8/2014	01:45 PM	117	121	238	918	1pm	
7/8/2014	02:00 PM	102	127	229			
7/8/2014	02:15 PM	115	121	236			
7/8/2014	02:30 PM	132	99	231			
7/8/2014	02:45 PM	114	136	250	946	2pm	
7/8/2014	03:00 PM	118	118	236			
7/8/2014	03:15 PM	120	118	238			
7/8/2014	03:30 PM	115	97	212			
7/8/2014	03:45 PM	123	136	259	945	3pm	
7/8/2014	04:00 PM	107	133	240			
7/8/2014	04:15 PM	111	123	234			
7/8/2014	04:30 PM	97	118	215			
7/8/2014	04:45 PM	118	122	240	929	4pm	
7/8/2014	05:00 PM	100	117	217			
7/8/2014	05:15 PM	56	105	161			
7/8/2014	05:30 PM	35	97	132			
7/8/2014	05:45 PM	130	101	231	741	5pm	
7/8/2014	06:00 PM	105	89	194			
7/8/2014	06:15 PM	113	96	209			
7/8/2014	06:30 PM	112	102	214			
7/8/2014	06:45 PM	115	99	214	831	6pm	
7/8/2014	07:00 PM	63	105	168			
7/8/2014	07:15 PM	84	111	195			
7/8/2014	07:30 PM	80	110	190			
7/8/2014	07:45 PM	78	92	170	723	7pm	
7/8/2014	08:00 PM	63	105	168			
7/8/2014	08:15 PM	67	104	171			
7/8/2014	08:30 PM	71	102	173			
7/8/2014	08:45 PM	74	90	164	676	8pm	
7/8/2014	09:00 PM	77	68	145			
7/8/2014	09:15 PM	66	91	157			
7/8/2014	09:30 PM	64	83	147			
7/8/2014	09:45 PM	74	54	128	577	9pm	
7/8/2014	10:00 PM	63	40	103			

7/8/2014	10:15 PM	55	38	93									
7/8/2014	10:30 PM	43	40	83									
7/8/2014	10:45 PM	27	21	48	327	10pm							
7/8/2014	11:00 PM	32	12	44									
7/8/2014	11:15 PM	22	23	45									
7/8/2014	11:30 PM	20	8	28			**D**	**ART**				**T**	**D**
7/8/2014	11:45 PM	14	16	30	147	11pm	**8**	**20**	**4**		**029**		**0** **0**
7/9/2014	12:00 AM	16	9	25									
7/9/2014	12:15 AM	9	9	18									
7/9/2014	12:30 AM	12	5	17									
7/9/2014	12:45 AM	13	8	21	81	12am							
7/9/2014	01:00 AM	20	3	23									
7/9/2014	01:15 AM	14	4	18									
7/9/2014	01:30 AM	8	3	11									
7/9/2014	01:45 AM	13	2	15	67	1am							
7/9/2014	02:00 AM	3	2	5									
7/9/2014	02:15 AM	4	0	4									
7/9/2014	02:30 AM	2	1	3									
7/9/2014	02:45 AM	4	2	6	18	2am							
7/9/2014	03:00 AM	1	1	2									
7/9/2014	03:15 AM	1	2	3									
7/9/2014	03:30 AM	2	0	2									
7/9/2014	03:45 AM	2	1	3	10	3am							
7/9/2014	04:00 AM	2	2	4									
7/9/2014	04:15 AM	3	1	4									
7/9/2014	04:30 AM	2	4	6									
7/9/2014	04:45 AM	11	4	15	29	4am							
7/9/2014	05:00 AM	8	11	19									
7/9/2014	05:15 AM	18	10	28									
7/9/2014	05:30 AM	38	29	67									
7/9/2014	05:45 AM	24	32	56	170	5am							
7/9/2014	06:00 AM	27	25	52									
7/9/2014	06:15 AM	49	41	90									
7/9/2014	06:30 AM	57	42	99									
7/9/2014	06:45 AM	65	77	142	383	6am							
7/9/2014	07:00 AM	66	65	131									
7/9/2014	07:15 AM	78	92	170									
7/9/2014	07:30 AM	135	106	241									
7/9/2014	07:45 AM	103	122	225	767	7am							
7/9/2014	08:00 AM	105	108	213									
7/9/2014	08:15 AM	105	107	212									
7/9/2014	08:30 AM	95	113	208									
7/9/2014	08:45 AM	114	128	242	875	8am							
7/9/2014	09:00 AM	99	143	242									
7/9/2014	09:15 AM	106	138	244									
7/9/2014	09:30 AM	100	109	209									
7/9/2014	09:45 AM	103	104	207	902	9am							
7/9/2014	10:00 AM	104	136	240									
7/9/2014	10:15 AM	116	117	233									
7/9/2014	10:30 AM	119	118	237									
7/9/2014	10:45 AM	123	104	227	937	10am							
7/9/2014	11:00 AM	108	98	206									
7/9/2014	11:15 AM	125	105	230									
7/9/2014	11:30 AM	82	129	211									
7/9/2014	11:45 AM	62	113	175	822	11am							
7/9/2014	12:00 PM	121	115	236									
7/9/2014	12:15 PM	118	103	221									
7/9/2014	12:30 PM	111	133	244									
7/9/2014	12:45 PM	117	118	235	936	noon							

7/9/2014	01:00 PM	118	117	235		
7/9/2014	01:15 PM	101	117	218		
7/9/2014	01:30 PM	96	114	210		
7/9/2014	01:45 PM	139	88	227	890	1pm
7/9/2014	02:00 PM	103	119	222		
7/9/2014	02:15 PM	72	108	180		
7/9/2014	02:30 PM	101	92	193		
7/9/2014	02:45 PM	105	103	208	803	2pm
7/9/2014	03:00 PM	110	151	261		
7/9/2014	03:15 PM	98	116	214		
7/9/2014	03:30 PM	75	124	199		
7/9/2014	03:45 PM	130	101	231	905	3pm
7/9/2014	04:00 PM	113	111	224		
7/9/2014	04:15 PM	94	120	214		
7/9/2014	04:30 PM	76	126	202		
7/9/2014	04:45 PM	119	97	216	856	4pm
7/9/2014	05:00 PM	131	101	232		
7/9/2014	05:15 PM	110	139	249		
7/9/2014	05:30 PM	89	142	231		
7/9/2014	05:45 PM	120	104	224	936	5pm
7/9/2014	06:00 PM	130	102	232		
7/9/2014	06:15 PM	103	127	230		
7/9/2014	06:30 PM	98	105	203		
7/9/2014	06:45 PM	113	120	233	898	6pm
7/9/2014	07:00 PM	98	122	220		
7/9/2014	07:15 PM	83	125	208		
7/9/2014	07:30 PM	90	108	198		
7/9/2014	07:45 PM	128	81	209	835	7pm
7/9/2014	08:00 PM	80	96	176		
7/9/2014	08:15 PM	108	80	188		
7/9/2014	08:30 PM	88	76	164		
7/9/2014	08:45 PM	88	68	156	684	8pm
7/9/2014	09:00 PM	101	68	169		
7/9/2014	09:15 PM	91	74	165		
7/9/2014	09:30 PM	81	64	145		
7/9/2014	09:45 PM	89	28	117	596	9pm
7/9/2014	10:00 PM	54	63	117		
7/9/2014	10:15 PM	46	33	79		
7/9/2014	10:30 PM	53	50	103		
7/9/2014	10:45 PM	34	26	60	359	10pm
7/9/2014	11:00 PM	31	19	50		
7/9/2014	11:15 PM	24	17	41		
7/9/2014	11:30 PM	28	15	43		
7/9/2014	11:45 PM	27	18	45	179	11pm
7/10/2014	12:00 AM	14	10	24		
7/10/2014	12:15 AM	13	11	24		
7/10/2014	12:30 AM	15	3	18		
7/10/2014	12:45 AM	12	9	21	87	12am
7/10/2014	01:00 AM	14	5	19		
7/10/2014	01:15 AM	11	1	12		
7/10/2014	01:30 AM	16	10	26		
7/10/2014	01:45 AM	9	10	19	76	1am
7/10/2014	02:00 AM	7	3	10		
7/10/2014	02:15 AM	5	2	7		
7/10/2014	02:30 AM	7	3	10		
7/10/2014	02:45 AM	4	0	4	31	2am
7/10/2014	03:00 AM	2	0	2		
7/10/2014	03:15 AM	1	1	2		
7/10/2014	03:30 AM	2	1	3		

D			T	D
9 20 4	909	029		3 938

7/10/2014	03:45 AM	1	0	1	8	3am
7/10/2014	04:00 AM	5	0	5		
7/10/2014	04:15 AM	0	1	1		
7/10/2014	04:30 AM	1	4	5		
7/10/2014	04:45 AM	9	7	16	27	4am
7/10/2014	05:00 AM	8	10	18		
7/10/2014	05:15 AM	13	11	24		
7/10/2014	05:30 AM	26	28	54		
7/10/2014	05:45 AM	37	22	59	155	5am
7/10/2014	06:00 AM	32	43	75		
7/10/2014	06:15 AM	50	29	79		
7/10/2014	06:30 AM	55	52	107		
7/10/2014	06:45 AM	74	63	137	398	6am
7/10/2014	07:00 AM	69	80	149		
7/10/2014	07:15 AM	85	95	180		
7/10/2014	07:30 AM	102	100	202		
7/10/2014	07:45 AM	100	108	208	739	7am
7/10/2014	08:00 AM	101	114	215		
7/10/2014	08:15 AM	91	98	189		
7/10/2014	08:30 AM	97	112	209		
7/10/2014	08:45 AM	95	114	209	822	8am
7/10/2014	09:00 AM	94	132	226		
7/10/2014	09:15 AM	114	121	235		
7/10/2014	09:30 AM	86	109	195		
7/10/2014	09:45 AM	109	122	231	887	9am
7/10/2014	10:00 AM	105	117	222		
7/10/2014	10:15 AM	77	130	207		
7/10/2014	10:30 AM	134	119	253		
7/10/2014	10:45 AM	116	116	232	914	10am
7/10/2014	11:00 AM	119	113	232		
7/10/2014	11:15 AM	122	105	227		
7/10/2014	11:30 AM	87	126	213		
7/10/2014	11:45 AM	74	104	178	850	11am
7/10/2014	12:00 PM	91	128	219		
7/10/2014	12:15 PM	114	110	224		
7/10/2014	12:30 PM	102	118	220		
7/10/2014	12:45 PM	98	132	230	893	noon
7/10/2014	01:00 PM	124	124	248		
7/10/2014	01:15 PM	122	128	250		
7/10/2014	01:30 PM	100	141	241		
7/10/2014	01:45 PM	118	113	231	970	1pm
7/10/2014	02:00 PM	91	95	186		
7/10/2014	02:15 PM	78	118	196		
7/10/2014	02:30 PM	110	112	222		
7/10/2014	02:45 PM	110	125	235	839	2pm
7/10/2014	03:00 PM	96	131	227		
7/10/2014	03:15 PM	110	134	244		
7/10/2014	03:30 PM	125	119	244		
7/10/2014	03:45 PM	106	104	210	925	3pm
7/10/2014	04:00 PM	96	101	197		
7/10/2014	04:15 PM	112	114	226		
7/10/2014	04:30 PM	55	125	180		
7/10/2014	04:45 PM	92	124	216	819	4pm
7/10/2014	05:00 PM	71	122	193		
7/10/2014	05:15 PM	109	129	238		
7/10/2014	05:30 PM	76	140	216		
7/10/2014	05:45 PM	122	123	245	892	5pm
7/10/2014	06:00 PM	109	143	252		
7/10/2014	06:15 PM	99	134	233		

7/10/2014	06:30 PM	105	112	217		
7/10/2014	06:45 PM	100	109	209	911	6pm
7/10/2014	07:00 PM	94	122	216		
7/10/2014	07:15 PM	112	123	235		
7/10/2014	07:30 PM	121	92	213		
7/10/2014	07:45 PM	93	88	181	845	7pm
7/10/2014	08:00 PM	93	107	200		
7/10/2014	08:15 PM	113	71	184		
7/10/2014	08:30 PM	100	97	197		
7/10/2014	08:45 PM	82	83	165	746	8pm
7/10/2014	09:00 PM	115	67	182		
7/10/2014	09:15 PM	102	97	199		
7/10/2014	09:30 PM	106	52	158		
7/10/2014	09:45 PM	74	58	132	671	9pm
7/10/2014	10:00 PM	80	63	143		
7/10/2014	10:15 PM	72	45	117		
7/10/2014	10:30 PM	68	69	137		
7/10/2014	10:45 PM	58	25	83	480	10pm
7/10/2014	11:00 PM	37	33	70		
7/10/2014	11:15 PM	35	28	63		
7/10/2014	11:30 PM	38	14	52		
7/10/2014	11:45 PM	37	15	52	237	11pm
7/11/2014	12:00 AM	14	17	31		
7/11/2014	12:15 AM	17	12	29		
7/11/2014	12:30 AM	18	6	24		
7/11/2014	12:45 AM	27	4	31	115	12am
7/11/2014	01:00 AM	12	6	18		
7/11/2014	01:15 AM	18	4	22		
7/11/2014	01:30 AM	15	6	21		
7/11/2014	01:45 AM	12	8	20	81	1am
7/11/2014	02:00 AM	7	2	9		
7/11/2014	02:15 AM	5	1	6		
7/11/2014	02:30 AM	0	0	0		
7/11/2014	02:45 AM	4	4	8	23	2am
7/11/2014	03:00 AM	2	1	3		
7/11/2014	03:15 AM	2	1	3		
7/11/2014	03:30 AM	2	0	2		
7/11/2014	03:45 AM	0	1	1	9	3am
7/11/2014	04:00 AM	3	2	5		
7/11/2014	04:15 AM	2	3	5		
7/11/2014	04:30 AM	0	0	0		
7/11/2014	04:45 AM	9	5	14	24	4am
7/11/2014	05:00 AM	4	11	15		
7/11/2014	05:15 AM	17	14	31		
7/11/2014	05:30 AM	25	21	46		
7/11/2014	05:45 AM	37	29	66	158	5am
7/11/2014	06:00 AM	17	35	52		
7/11/2014	06:15 AM	56	40	96		
7/11/2014	06:30 AM	72	50	122		
7/11/2014	06:45 AM	63	89	152	422	6am
7/11/2014	07:00 AM	68	73	141		
7/11/2014	07:15 AM	81	71	152		
7/11/2014	07:30 AM	111	107	218		
7/11/2014	07:45 AM	116	114	230	741	7am
7/11/2014	08:00 AM	84	117	201		
7/11/2014	08:15 AM	75	107	182		
7/11/2014	08:30 AM	130	103	233		
7/11/2014	08:45 AM	112	119	231	847	8am
7/11/2014	09:00 AM	105	132	237		

D				T	D
0 20	**4**	**89**	**33**		**4 222**

7/11/2014	09:15 AM	97	125	222		
7/11/2014	09:30 AM	99	113	212		
7/11/2014	09:45 AM	118	102	220	891	9am
7/11/2014	10:00 AM	90	118	208		
7/11/2014	10:15 AM	104	120	224		
7/11/2014	10:30 AM	89	130	219		
7/11/2014	10:45 AM	112	123	235	886	10am
7/11/2014	11:00 AM	114	103	217		
7/11/2014	11:15 AM	124	123	247		
7/11/2014	11:30 AM	76	127	203		
7/11/2014	11:45 AM	80	105	185	852	11am
7/11/2014	12:00 PM	79	122	201		
7/11/2014	12:15 PM	91	126	217		
7/11/2014	12:30 PM	101	124	225		
7/11/2014	12:45 PM	97	117	214	857	noon
7/11/2014	01:00 PM	40	130	170		
7/11/2014	01:15 PM	115	114	229		
7/11/2014	01:30 PM	88	116	204		
7/11/2014	01:45 PM	99	120	219	822	1pm
7/11/2014	02:00 PM	80	117	197		
7/11/2014	02:15 PM	84	138	222		
7/11/2014	02:30 PM	95	98	193		
7/11/2014	02:45 PM	112	97	209	821	2pm
7/11/2014	03:00 PM	70	110	180		
7/11/2014	03:15 PM	61	113	174		
7/11/2014	03:30 PM	87	102	189		
7/11/2014	03:45 PM	86	111	197	740	3pm
7/11/2014	04:00 PM	89	120	209		
7/11/2014	04:15 PM	98	113	211		
7/11/2014	04:30 PM	65	108	173		
7/11/2014	04:45 PM	59	114	173	766	4pm
7/11/2014	05:00 PM	93	137	230		
7/11/2014	05:15 PM	122	118	240		
7/11/2014	05:30 PM	96	159	255		
7/11/2014	05:45 PM	101	142	243	968	5pm
7/11/2014	06:00 PM	129	120	249		
7/11/2014	06:15 PM	115	117	232		
7/11/2014	06:30 PM	110	111	221		
7/11/2014	06:45 PM	99	134	233	935	6pm
7/11/2014	07:00 PM	83	135	218		
7/11/2014	07:15 PM	100	138	238		
7/11/2014	07:30 PM	110	119	229		
7/11/2014	07:45 PM	110	96	206	891	7pm
7/11/2014	08:00 PM	105	118	223		
7/11/2014	08:15 PM	101	122	223		
7/11/2014	08:30 PM	144	97	241		
7/11/2014	08:45 PM	101	100	201	888	8pm
7/11/2014	09:00 PM	146	90	236		
7/11/2014	09:15 PM	94	94	188		
7/11/2014	09:30 PM	78	98	176		
7/11/2014	09:45 PM	64	63	127	727	9pm
7/11/2014	10:00 PM	86	67	153		
7/11/2014	10:15 PM	72	46	118		
7/11/2014	10:30 PM	61	84	145		
7/11/2014	10:45 PM	65	41	106	522	10pm
7/11/2014	11:00 PM	64	31	95		
7/11/2014	11:15 PM	41	22	63		
7/11/2014	11:30 PM	47	15	62		
7/11/2014	11:45 PM	30	19	49	269	11pm

D			T	D
20 4	**08**	**4**		**4 2**

7/12/2014	12:00 AM	34	14	48		
7/12/2014	12:15 AM	35	13	48		
7/12/2014	12:30 AM	34	11	45		
7/12/2014	12:45 AM	26	13	39	180	12am
7/12/2014	01:00 AM	25	10	35		
7/12/2014	01:15 AM	31	8	39		
7/12/2014	01:30 AM	23	7	30		
7/12/2014	01:45 AM	15	6	21	125	1am
7/12/2014	02:00 AM	10	9	19		
7/12/2014	02:15 AM	17	4	21		
7/12/2014	02:30 AM	7	2	9		
7/12/2014	02:45 AM	4	6	10	59	2am
7/12/2014	03:00 AM	3	2	5		
7/12/2014	03:15 AM	0	0	0		
7/12/2014	03:30 AM	6	3	9		
7/12/2014	03:45 AM	1	2	3	17	3am
7/12/2014	04:00 AM	1	1	2		
7/12/2014	04:15 AM	2	3	5		
7/12/2014	04:30 AM	3	1	4		
7/12/2014	04:45 AM	2	7	9	20	4am
7/12/2014	05:00 AM	9	5	14		
7/12/2014	05:15 AM	20	14	34		
7/12/2014	05:30 AM	23	20	43		
7/12/2014	05:45 AM	33	25	58	149	5am
7/12/2014	06:00 AM	26	28	54		
7/12/2014	06:15 AM	48	42	90		
7/12/2014	06:30 AM	62	38	100		
7/12/2014	06:45 AM	61	60	121	365	6am
7/12/2014	07:00 AM	55	57	112		
7/12/2014	07:15 AM	62	67	129		
7/12/2014	07:30 AM	72	76	148		
7/12/2014	07:45 AM	74	101	175	564	7am
7/12/2014	08:00 AM	43	83	126		
7/12/2014	08:15 AM	118	107	225		
7/12/2014	08:30 AM	93	106	199		
7/12/2014	08:45 AM	115	93	208	758	8am
7/12/2014	09:00 AM	65	138	203		
7/12/2014	09:15 AM	74	112	186		
7/12/2014	09:30 AM	93	100	193		
7/12/2014	09:45 AM	71	118	189	771	9am
7/12/2014	10:00 AM	90	122	212		
7/12/2014	10:15 AM	78	119	197		
7/12/2014	10:30 AM	76	141	217		
7/12/2014	10:45 AM	109	126	235	861	10am
7/12/2014	11:00 AM	87	108	195		
7/12/2014	11:15 AM	102	109	211		
7/12/2014	11:30 AM	47	134	181		
7/12/2014	11:45 AM	48	122	170	757	11am
7/12/2014	12:00 PM	91	110	201		
7/12/2014	12:15 PM	107	114	221		
7/12/2014	12:30 PM	81	128	209		
7/12/2014	12:45 PM	103	134	237	868	noon
7/12/2014	01:00 PM	70	128	198		
7/12/2014	01:15 PM	91	107	198		
7/12/2014	01:30 PM	106	118	224		
7/12/2014	01:45 PM	106	109	215	835	1pm
7/12/2014	02:00 PM	93	104	197		
7/12/2014	02:15 PM	98	102	200		
7/12/2014	02:30 PM	119	144	263		

7/12/2014	02:45 PM	116	119	235	895	2pm
7/12/2014	03:00 PM	126	112	238		
7/12/2014	03:15 PM	66	127	193		
7/12/2014	03:30 PM	95	112	207		
7/12/2014	03:45 PM	88	100	188	826	3pm
7/12/2014	04:00 PM	75	119	194		
7/12/2014	04:15 PM	93	127	220		
7/12/2014	04:30 PM	59	124	183		
7/12/2014	04:45 PM	86	142	228	825	4pm
7/12/2014	05:00 PM	105	148	253		
7/12/2014	05:15 PM	83	117	200		
7/12/2014	05:30 PM	135	114	249		
7/12/2014	05:45 PM	112	137	249	951	5pm
7/12/2014	06:00 PM	118	125	243		
7/12/2014	06:15 PM	93	121	214		
7/12/2014	06:30 PM	127	116	243		
7/12/2014	06:45 PM	105	115	220	920	6pm
7/12/2014	07:00 PM	88	148	236		
7/12/2014	07:15 PM	97	104	201		
7/12/2014	07:30 PM	101	101	202		
7/12/2014	07:45 PM	105	97	202	841	7pm
7/12/2014	08:00 PM	93	93	186		
7/12/2014	08:15 PM	114	95	209		
7/12/2014	08:30 PM	116	92	208		
7/12/2014	08:45 PM	102	90	192	795	8pm
7/12/2014	09:00 PM	112	82	194		
7/12/2014	09:15 PM	92	95	187		
7/12/2014	09:30 PM	95	71	166		
7/12/2014	09:45 PM	70	62	132	679	9pm
7/12/2014	10:00 PM	63	50	113		
7/12/2014	10:15 PM	78	44	122		
7/12/2014	10:30 PM	76	67	143		
7/12/2014	10:45 PM	63	36	99	477	10pm
7/12/2014	11:00 PM	67	39	106		
7/12/2014	11:15 PM	73	37	110		
7/12/2014	11:30 PM	38	18	56		
7/12/2014	11:45 PM	42	22	64	336	11pm
7/13/2014	12:00 AM	38	24	62		
7/13/2014	12:15 AM	47	24	71		
7/13/2014	12:30 AM	20	13	33		
7/13/2014	12:45 AM	24	10	34	200	12am
7/13/2014	01:00 AM	33	13	46		
7/13/2014	01:15 AM	35	6	41		
7/13/2014	01:30 AM	30	8	38		
7/13/2014	01:45 AM	28	5	33	158	1am
7/13/2014	02:00 AM	11	2	13		
7/13/2014	02:15 AM	7	5	12		
7/13/2014	02:30 AM	10	6	16		
7/13/2014	02:45 AM	4	4	8	49	2am
7/13/2014	03:00 AM	10	3	13		
7/13/2014	03:15 AM	7	3	10		
7/13/2014	03:30 AM	3	5	8		
7/13/2014	03:45 AM	4	2	6	37	3am
7/13/2014	04:00 AM	1	3	4		
7/13/2014	04:15 AM	1	0	1		
7/13/2014	04:30 AM	4	1	5		
7/13/2014	04:45 AM	7	4	11	21	4am
7/13/2014	05:00 AM	9	6	15		
7/13/2014	05:15 AM	15	13	28		

D	T	D
2 20 4	**309**	**3 8 4**

7/13/2014	05:30 AM	30	18	48		
7/13/2014	05:45 AM	21	28	49	140	5am
7/13/2014	06:00 AM	22	31	53		
7/13/2014	06:15 AM	43	32	75		
7/13/2014	06:30 AM	43	33	76		
7/13/2014	06:45 AM	34	60	94	298	6am
7/13/2014	07:00 AM	41	43	84		
7/13/2014	07:15 AM	35	44	79		
7/13/2014	07:30 AM	88	44	132		
7/13/2014	07:45 AM	74	78	152	447	7am
7/13/2014	08:00 AM	61	101	162		
7/13/2014	08:15 AM	72	82	154		
7/13/2014	08:30 AM	56	98	154		
7/13/2014	08:45 AM	94	114	208	678	8am
7/13/2014	09:00 AM	87	148	235		
7/13/2014	09:15 AM	78	139	217		
7/13/2014	09:30 AM	108	123	231		
7/13/2014	09:45 AM	110	106	216	899	9am
7/13/2014	10:00 AM	90	131	221		
7/13/2014	10:15 AM	80	127	207		
7/13/2014	10:30 AM	94	108	202		
7/13/2014	10:45 AM	105	109	214	844	10am
7/13/2014	11:00 AM	105	108	213		
7/13/2014	11:15 AM	72	89	161		
7/13/2014	11:30 AM	34	133	167		
7/13/2014	11:45 AM	91	133	224	765	11am
7/13/2014	12:00 PM	104	112	216		
7/13/2014	12:15 PM	100	132	232		
7/13/2014	12:30 PM	93	117	210		
7/13/2014	12:45 PM	85	138	223	881	noon
7/13/2014	01:00 PM	102	126	228		
7/13/2014	01:15 PM	103	115	218		
7/13/2014	01:30 PM	107	97	204		
7/13/2014	01:45 PM	103	111	214	864	1pm
7/13/2014	02:00 PM	80	117	197		
7/13/2014	02:15 PM	82	106	188		
7/13/2014	02:30 PM	100	118	218		
7/13/2014	02:45 PM	106	133	239	842	2pm
7/13/2014	03:00 PM	105	97	202		
7/13/2014	03:15 PM	55	99	154		
7/13/2014	03:30 PM	109	99	208		
7/13/2014	03:45 PM	108	98	206	770	3pm
7/13/2014	04:00 PM	111	97	208		
7/13/2014	04:15 PM	100	91	191		
7/13/2014	04:30 PM	61	111	172		
7/13/2014	04:45 PM	69	105	174	745	4pm
7/13/2014	05:00 PM	100	102	202		
7/13/2014	05:15 PM	95	110	205		
7/13/2014	05:30 PM	105	93	198		
7/13/2014	05:45 PM	105	128	233	838	5pm
7/13/2014	06:00 PM	102	122	224		
7/13/2014	06:15 PM	119	121	240		
7/13/2014	06:30 PM	112	104	216		
7/13/2014	06:45 PM	113	124	237	917	6pm
7/13/2014	07:00 PM	81	158	239		
7/13/2014	07:15 PM	116	93	209		
7/13/2014	07:30 PM	99	82	181		
7/13/2014	07:45 PM	90	101	191	820	7pm
7/13/2014	08:00 PM	93	79	172		

7/13/2014	08:15 PM	103	86	189		
7/13/2014	08:30 PM	112	79	191		
7/13/2014	08:45 PM	71	63	134	686	8pm
7/13/2014	09:00 PM	104	59	163		
7/13/2014	09:15 PM	80	91	171		
7/13/2014	09:30 PM	80	59	139		
7/13/2014	09:45 PM	62	28	90	563	9pm
7/13/2014	10:00 PM	51	44	95		
7/13/2014	10:15 PM	61	39	100		
7/13/2014	10:30 PM	56	36	92		
7/13/2014	10:45 PM	28	21	49	336	10pm
7/13/2014	11:00 PM	34	18	52		
7/13/2014	11:15 PM	24	23	47		
7/13/2014	11:30 PM	29	22	51		
7/13/2014	11:45 PM	18	10	28	178	11pm
7/14/2014	12:00 AM	19	17	36		
7/14/2014	12:15 AM	13	8	21		
7/14/2014	12:30 AM	13	6	19		
7/14/2014	12:45 AM	15	9	24	100	12am
7/14/2014	01:00 AM	11	5	16		
7/14/2014	01:15 AM	19	3	22		
7/14/2014	01:30 AM	15	5	20		
7/14/2014	01:45 AM	8	7	15	73	1am
7/14/2014	02:00 AM	7	1	8		
7/14/2014	02:15 AM	6	5	11		
7/14/2014	02:30 AM	3	2	5		
7/14/2014	02:45 AM	3	3	6	30	2am
7/14/2014	03:00 AM	5	1	6		
7/14/2014	03:15 AM	1	2	3		
7/14/2014	03:30 AM	3	0	3		
7/14/2014	03:45 AM	4	2	6	18	3am
7/14/2014	04:00 AM	2	2	4		
7/14/2014	04:15 AM	2	1	3		
7/14/2014	04:30 AM	3	1	4		
7/14/2014	04:45 AM	10	6	16	27	4am
7/14/2014	05:00 AM	6	11	17		
7/14/2014	05:15 AM	22	12	34		
7/14/2014	05:30 AM	39	27	66		
7/14/2014	05:45 AM	20	44	64	181	5am
7/14/2014	06:00 AM	21	21	42		
7/14/2014	06:15 AM	45	40	85		
7/14/2014	06:30 AM	69	38	107		
7/14/2014	06:45 AM	64	86	150	384	6am
7/14/2014	07:00 AM	60	93	153		
7/14/2014	07:15 AM	75	98	173		
7/14/2014	07:30 AM	114	114	228		
7/14/2014	07:45 AM	111	117	228	782	7am
7/14/2014	08:00 AM	85	113	198		
7/14/2014	08:15 AM	85	104	189		
7/14/2014	08:30 AM	121	111	232		
7/14/2014	08:45 AM	107	119	226	845	8am
7/14/2014	09:00 AM	81	133	214		
7/14/2014	09:15 AM	112	114	226		
7/14/2014	09:30 AM	92	122	214		
7/14/2014	09:45 AM	85	113	198	852	9am
7/14/2014	10:00 AM	90	121	211		
7/14/2014	10:15 AM	89	103	192		
7/14/2014	10:30 AM	74	106	180		
7/14/2014	10:45 AM	86	114	200	783	10am

D		T	D
3 20 4	242	34	2 9

7/14/2014	11:00 AM	67	121	188		
7/14/2014	11:15 AM	92	106	198		
7/14/2014	11:30 AM	55	123	178		
7/14/2014	11:45 AM	58	112	170	734	11am
7/14/2014	12:00 PM	72	111	183		
7/14/2014	12:15 PM	70	126	196		
7/14/2014	12:30 PM	64	135	199		
7/14/2014	12:45 PM	90	123	213	791	noon
7/14/2014	01:00 PM	69	122	191		
7/14/2014	01:15 PM	70	115	185		
7/14/2014	01:30 PM	65	107	172		
7/14/2014	01:45 PM	48	139	187	735	1pm
7/14/2014	02:00 PM	43	123	166		
7/14/2014	02:15 PM	70	123	193		
7/14/2014	02:30 PM	73	118	191		
7/14/2014	02:45 PM	84	130	214	764	2pm
7/14/2014	03:00 PM	65	115	180		
7/14/2014	03:15 PM	28	114	142		
7/14/2014	03:30 PM	50	123	173		
7/14/2014	03:45 PM	63	120	183	678	3pm
7/14/2014	04:00 PM	85	124	209		
7/14/2014	04:15 PM	74	115	189		
7/14/2014	04:30 PM	44	124	168		
7/14/2014	04:45 PM	53	139	192	758	4pm
7/14/2014	05:00 PM	66	143	209		
7/14/2014	05:15 PM	129	100	229		
7/14/2014	05:30 PM	109	143	252		
7/14/2014	05:45 PM	100	142	242	932	5pm
7/14/2014	06:00 PM	122	114	236		
7/14/2014	06:15 PM	89	103	192		
7/14/2014	06:30 PM	97	109	206		
7/14/2014	06:45 PM	89	110	199	833	6pm
7/14/2014	07:00 PM	102	136	238		
7/14/2014	07:15 PM	107	105	212		
7/14/2014	07:30 PM	89	72	161		
7/14/2014	07:45 PM	93	74	167	778	7pm
7/14/2014	08:00 PM	63	73	136		
7/14/2014	08:15 PM	101	69	170		
7/14/2014	08:30 PM	77	65	142		
7/14/2014	08:45 PM	69	70	139	587	8pm
7/14/2014	09:00 PM	64	49	113		
7/14/2014	09:15 PM	64	68	132		
7/14/2014	09:30 PM	71	50	121		
7/14/2014	09:45 PM	55	38	93	459	9pm
7/14/2014	10:00 PM	45	45	90		
7/14/2014	10:15 PM	31	42	73		
7/14/2014	10:30 PM	47	36	83		
7/14/2014	10:45 PM	34	24	58	304	10pm
7/14/2014	11:00 PM	30	21	51		
7/14/2014	11:15 PM	25	11	36		
7/14/2014	11:30 PM	12	12	24		
7/14/2014	11:45 PM	17	9	26	137	11pm
7/15/2014	12:00 AM	17	8	25		
7/15/2014	12:15 AM	20	8	28		
7/15/2014	12:30 AM	18	6	24		
7/15/2014	12:45 AM	13	7	20	97	12am
7/15/2014	01:00 AM	13	7	20		
7/15/2014	01:15 AM	17	6	23		
7/15/2014	01:30 AM	4	1	5		

D			T	D
4 20 4		4 4	0	2

7/15/2014	01:45 AM	7	2	9	57	1am
7/15/2014	02:00 AM	1	2	3		
7/15/2014	02:15 AM	5	1	6		
7/15/2014	02:30 AM	4	0	4		
7/15/2014	02:45 AM	2	3	5	18	2am
7/15/2014	03:00 AM	2	3	5		
7/15/2014	03:15 AM	3	0	3		
7/15/2014	03:30 AM	2	1	3		
7/15/2014	03:45 AM	1	0	1	12	3am
7/15/2014	04:00 AM	4	1	5		
7/15/2014	04:15 AM	4	2	6		
7/15/2014	04:30 AM	6	6	12		
7/15/2014	04:45 AM	7	5	12	35	4am
7/15/2014	05:00 AM	0	2	2		
7/15/2014	05:15 AM	0	1	1		
7/15/2014	05:30 AM	27	20	47		
7/15/2014	05:45 AM	24	33	57	107	5am
7/15/2014	06:00 AM	26	26	52		
7/15/2014	06:15 AM	43	28	71		
7/15/2014	06:30 AM	63	37	100		
7/15/2014	06:45 AM	60	80	140	363	6am
7/15/2014	07:00 AM	60	102	162		
7/15/2014	07:15 AM	72	82	154		
7/15/2014	07:30 AM	102	116	218		
7/15/2014	07:45 AM	109	127	236	770	7am
7/15/2014	08:00 AM	64	125	189		
7/15/2014	08:15 AM	110	115	225		
7/15/2014	08:30 AM	102	116	218		
7/15/2014	08:45 AM	119	110	229	861	8am
7/15/2014	09:00 AM	74	119	193		
7/15/2014	09:15 AM	45	124	169		
7/15/2014	09:30 AM	115	128	243		
7/15/2014	09:45 AM	96	114	210	815	9am
7/15/2014	10:00 AM	114	116	230		
7/15/2014	10:15 AM	65	123	188		
7/15/2014	10:30 AM	46	96	142		
7/15/2014	10:45 AM	69	118	187	747	10am
7/15/2014	11:00 AM	78	124	202		
7/15/2014	11:15 AM	50	123	173		
7/15/2014	11:30 AM	43	124	167		
7/15/2014	11:45 AM	53	129	182	724	11am
7/15/2014	12:00 PM	72	117	189		
7/15/2014	12:15 PM	38	137	175		
7/15/2014	12:30 PM	57	116	173		
7/15/2014	12:45 PM	71	124	195	732	noon
7/15/2014	01:00 PM	46	121	167		
7/15/2014	01:15 PM	42	110	152		
7/15/2014	01:30 PM	60	104	164		
7/15/2014	01:45 PM	79	103	182	665	1pm
7/15/2014	02:00 PM	58	122	180		
7/15/2014	02:15 PM	44	110	154		
7/15/2014	02:30 PM	92	117	209		
7/15/2014	02:45 PM	87	117	204	747	2pm
7/15/2014	03:00 PM	85	130	215		
7/15/2014	03:15 PM	72	114	186		
7/15/2014	03:30 PM	74	119	193		
7/15/2014	03:45 PM	78	121	199	793	3pm
7/15/2014	04:00 PM	67	123	190		
7/15/2014	04:15 PM	44	125	169		

7/15/2014	04:30 PM	51	111	162		
7/15/2014	04:45 PM	61	128	189	710	4pm
7/15/2014	05:00 PM	110	122	232		
7/15/2014	05:15 PM	126	110	236		
7/15/2014	05:30 PM	92	125	217		
7/15/2014	05:45 PM	108	132	240	925	5pm
7/15/2014	06:00 PM	130	104	234		
7/15/2014	06:15 PM	83	123	206		
7/15/2014	06:30 PM	98	106	204		
7/15/2014	06:45 PM	105	115	220	864	6pm
7/15/2014	07:00 PM	62	142	204		
7/15/2014	07:15 PM	93	146	239		
7/15/2014	07:30 PM	85	88	173		
7/15/2014	07:45 PM	86	81	167	783	7pm
7/15/2014	08:00 PM	104	94	198		
7/15/2014	08:15 PM	82	70	152		
7/15/2014	08:30 PM	84	52	136		
7/15/2014	08:45 PM	64	52	116	602	8pm
7/15/2014	09:00 PM	97	66	163		
7/15/2014	09:15 PM	76	74	150		
7/15/2014	09:30 PM	64	54	118		
7/15/2014	09:45 PM	51	46	97	528	9pm
7/15/2014	10:00 PM	59	36	95		
7/15/2014	10:15 PM	51	31	82		
7/15/2014	10:30 PM	44	58	102		
7/15/2014	10:45 PM	31	24	55	334	10pm
7/15/2014	11:00 PM	28	28	56		
7/15/2014	11:15 PM	38	14	52		
7/15/2014	11:30 PM	21	10	31		
7/15/2014	11:45 PM	30	13	43	182	11pm
7/16/2014	12:00 AM	12	6	18		
7/16/2014	12:15 AM	22	11	33		
7/16/2014	12:30 AM	20	7	27		
7/16/2014	12:45 AM	14	5	19	97	12am
7/16/2014	01:00 AM	11	4	15		
7/16/2014	01:15 AM	8	3	11		
7/16/2014	01:30 AM	6	1	7		
7/16/2014	01:45 AM	12	0	12	45	1am
7/16/2014	02:00 AM	4	1	5		
7/16/2014	02:15 AM	5	1	6		
7/16/2014	02:30 AM	2	1	3		
7/16/2014	02:45 AM	5	1	6	20	2am
7/16/2014	03:00 AM	1	0	1		
7/16/2014	03:15 AM	2	0	2		
7/16/2014	03:30 AM	0	0	0		
7/16/2014	03:45 AM	1	0	1	4	3am
7/16/2014	04:00 AM	3	1	4		
7/16/2014	04:15 AM	3	0	3		
7/16/2014	04:30 AM	5	2	7		
7/16/2014	04:45 AM	8	1	9	23	4am
7/16/2014	05:00 AM	4	16	20		
7/16/2014	05:15 AM	20	11	31		
7/16/2014	05:30 AM	41	25	66		
7/16/2014	05:45 AM	30	40	70	187	5am
7/16/2014	06:00 AM	37	38	75		
7/16/2014	06:15 AM	43	31	74		
7/16/2014	06:30 AM	61	38	99		
7/16/2014	06:45 AM	59	74	133	381	6am
7/16/2014	07:00 AM	40	63	103		

D			T	D
20	4	3 9	2	2 4

7/16/2014	07:15 AM	72	83	155		
7/16/2014	07:30 AM	107	103	210		
7/16/2014	07:45 AM	94	118	212	680	7am
7/16/2014	08:00 AM	88	120	208		
7/16/2014	08:15 AM	88	104	192		
7/16/2014	08:30 AM	100	94	194		
7/16/2014	08:45 AM	145	104	249	843	8am
7/16/2014	09:00 AM	83	148	231		
7/16/2014	09:15 AM	108	132	240		
7/16/2014	09:30 AM	98	130	228		
7/16/2014	09:45 AM	85	126	211	910	9am
7/16/2014	10:00 AM	118	120	238		
7/16/2014	10:15 AM	102	129	231		
7/16/2014	10:30 AM	96	115	211		
7/16/2014	10:45 AM	122	108	230	910	10am
7/16/2014	11:00 AM	113	117	230		
7/16/2014	11:15 AM	120	133	253		
7/16/2014	11:30 AM	67	132	199		
7/16/2014	11:45 AM	78	141	219	901	11am
7/16/2014	12:00 PM	112	118	230		
7/16/2014	12:15 PM	105	121	226		
7/16/2014	12:30 PM	114	127	241		
7/16/2014	12:45 PM	125	119	244	941	noon
7/16/2014	01:00 PM	50	124	174		
7/16/2014	01:15 PM	125	118	243		
7/16/2014	01:30 PM	78	120	198		
7/16/2014	01:45 PM	73	118	191	806	1pm
7/16/2014	02:00 PM	34	121	155		
7/16/2014	02:15 PM	67	120	187		
7/16/2014	02:30 PM	74	117	191		
7/16/2014	02:45 PM	94	123	217	750	2pm
7/16/2014	03:00 PM	74	104	178		
7/16/2014	03:15 PM	70	120	190		
7/16/2014	03:30 PM	77	109	186		
7/16/2014	03:45 PM	83	122	205	759	3pm
7/16/2014	04:00 PM	120	112	232		
7/16/2014	04:15 PM	87	120	207		
7/16/2014	04:30 PM	43	131	174		
7/16/2014	04:45 PM	60	134	194	807	4pm
7/16/2014	05:00 PM	96	135	231		
7/16/2014	05:15 PM	116	135	251		
7/16/2014	05:30 PM	119	121	240		
7/16/2014	05:45 PM	101	115	216	938	5pm
7/16/2014	06:00 PM	135	124	259		
7/16/2014	06:15 PM	121	98	219		
7/16/2014	06:30 PM	100	108	208		
7/16/2014	06:45 PM	85	94	179	865	6pm
7/16/2014	07:00 PM	97	125	222		
7/16/2014	07:15 PM	69	112	181		
7/16/2014	07:30 PM	115	99	214		
7/16/2014	07:45 PM	90	85	175	792	7pm
7/16/2014	08:00 PM	70	78	148		
7/16/2014	08:15 PM	89	71	160		
7/16/2014	08:30 PM	88	62	150		
7/16/2014	08:45 PM	68	76	144	602	8pm
7/16/2014	09:00 PM	110	61	171		
7/16/2014	09:15 PM	70	72	142		
7/16/2014	09:30 PM	54	44	98		
7/16/2014	09:45 PM	55	42	97	508	9pm

7/16/2014	10:00 PM	49	30	79		
7/16/2014	10:15 PM	42	32	74		
7/16/2014	10:30 PM	40	31	71		
7/16/2014	10:45 PM	39	24	63	287	10pm
7/16/2014	11:00 PM	41	25	66		
7/16/2014	11:15 PM	34	13	47		
7/16/2014	11:30 PM	18	11	29		
7/16/2014	11:45 PM	22	15	37	179	11pm
7/17/2014	12:00 AM	13	10	23		
7/17/2014	12:15 AM	14	8	22		
7/17/2014	12:30 AM	14	4	18		
7/17/2014	12:45 AM	10	5	15	78	12am
7/17/2014	01:00 AM	11	4	15		
7/17/2014	01:15 AM	13	7	20		
7/17/2014	01:30 AM	16	9	25		
7/17/2014	01:45 AM	9	1	10	70	1am
7/17/2014	02:00 AM	3	1	4		
7/17/2014	02:15 AM	3	2	5		
7/17/2014	02:30 AM	6	0	6		
7/17/2014	02:45 AM	4	2	6	21	2am
7/17/2014	03:00 AM	4	0	4		
7/17/2014	03:15 AM	0	1	1		
7/17/2014	03:30 AM	1	3	4		
7/17/2014	03:45 AM	1	0	1	10	3am
7/17/2014	04:00 AM	3	1	4		
7/17/2014	04:15 AM	2	0	2		
7/17/2014	04:30 AM	1	2	3		
7/17/2014	04:45 AM	10	4	14	23	4am
7/17/2014	05:00 AM	3	8	11		
7/17/2014	05:15 AM	14	12	26		
7/17/2014	05:30 AM	26	18	44		
7/17/2014	05:45 AM	32	23	55	136	5am
7/17/2014	06:00 AM	25	34	59		
7/17/2014	06:15 AM	39	33	72		
7/17/2014	06:30 AM	65	50	115		
7/17/2014	06:45 AM	70	90	160	406	6am
7/17/2014	07:00 AM	71	70	141		
7/17/2014	07:15 AM	78	79	157		
7/17/2014	07:30 AM	95	113	208		
7/17/2014	07:45 AM	117	124	241	747	7am
7/17/2014	08:00 AM	84	117	201		
7/17/2014	08:15 AM	98	108	206		
7/17/2014	08:30 AM	97	104	201		
7/17/2014	08:45 AM	110	113	223	831	8am
7/17/2014	09:00 AM	89	152	241		
7/17/2014	09:15 AM	107	122	229		
7/17/2014	09:30 AM	111	101	212		
7/17/2014	09:45 AM	96	118	214	896	9am
7/17/2014	10:00 AM	104	113	217		
7/17/2014	10:15 AM	108	114	222		
7/17/2014	10:30 AM	107	111	218		
7/17/2014	10:45 AM	75	112	187	844	10am
7/17/2014	11:00 AM	98	123	221		
7/17/2014	11:15 AM	75	109	184		
7/17/2014	11:30 AM	62	128	190		
7/17/2014	11:45 AM	72	129	201	796	11am
7/17/2014	12:00 PM	100	141	241		
7/17/2014	12:15 PM	105	121	226		
7/17/2014	12:30 PM	114	123	237		

D	T	D
20 4	0 4	3 23

7/17/2014	12:45 PM	95	141	236	940	noon
7/17/2014	01:00 PM	100	136	236		
7/17/2014	01:15 PM	115	119	234		
7/17/2014	01:30 PM	89	129	218		
7/17/2014	01:45 PM	106	112	218	906	1pm
7/17/2014	02:00 PM	29	107	136		
7/17/2014	02:15 PM	61	139	200		
7/17/2014	02:30 PM	81	121	202		
7/17/2014	02:45 PM	98	108	206	744	2pm
7/17/2014	03:00 PM	98	116	214		
7/17/2014	03:15 PM	60	116	176		
7/17/2014	03:30 PM	97	128	225		
7/17/2014	03:45 PM	94	95	189	804	3pm
7/17/2014	04:00 PM	85	127	212		
7/17/2014	04:15 PM	98	118	216		
7/17/2014	04:30 PM	88	122	210		
7/17/2014	04:45 PM	59	134	193	831	4pm
7/17/2014	05:00 PM	88	133	221		
7/17/2014	05:15 PM	118	120	238		
7/17/2014	05:30 PM	122	120	242		
7/17/2014	05:45 PM	123	144	267	968	5pm
7/17/2014	06:00 PM	106	139	245		
7/17/2014	06:15 PM	107	124	231		
7/17/2014	06:30 PM	112	118	230		
7/17/2014	06:45 PM	126	109	235	941	6pm
7/17/2014	07:00 PM	91	137	228		
7/17/2014	07:15 PM	92	122	214		
7/17/2014	07:30 PM	100	118	218		
7/17/2014	07:45 PM	117	118	235	895	7pm
7/17/2014	08:00 PM	98	120	218		
7/17/2014	08:15 PM	97	102	199		
7/17/2014	08:30 PM	136	106	242		
7/17/2014	08:45 PM	114	77	191	850	8pm
7/17/2014	09:00 PM	101	80	181		
7/17/2014	09:15 PM	91	99	190		
7/17/2014	09:30 PM	94	92	186		
7/17/2014	09:45 PM	85	45	130	687	9pm
7/17/2014	10:00 PM	60	49	109		
7/17/2014	10:15 PM	55	39	94		
7/17/2014	10:30 PM	42	61	103		
7/17/2014	10:45 PM	39	36	75	381	10pm
7/17/2014	11:00 PM	54	21	75		
7/17/2014	11:15 PM	37	22	59		
7/17/2014	11:30 PM	35	22	57		
7/17/2014	11:45 PM	22	15	37	228	11pm
7/18/2014	12:00 AM	28	10	38		
7/18/2014	12:15 AM	9	12	21		
7/18/2014	12:30 AM	22	3	25		
7/18/2014	12:45 AM	19	5	24	108	12am
7/18/2014	01:00 AM	12	6	18		
7/18/2014	01:15 AM	13	4	17		
7/18/2014	01:30 AM	9	2	11		
7/18/2014	01:45 AM	4	0	4	50	1am
7/18/2014	02:00 AM	10	1	11		
7/18/2014	02:15 AM	6	3	9		
7/18/2014	02:30 AM	7	1	8		
7/18/2014	02:45 AM	4	1	5	33	2am
7/18/2014	03:00 AM	2	1	3		
7/18/2014	03:15 AM	4	1	5		

D			T	D
20 4	**00**	**33**		**4 033**

7/18/2014	03:30 AM	0	0	0		
7/18/2014	03:45 AM	4	0	4	12	3am
7/18/2014	04:00 AM	1	4	5		
7/18/2014	04:15 AM	3	0	3		
7/18/2014	04:30 AM	3	3	6		
7/18/2014	04:45 AM	9	5	14	28	4am
7/18/2014	05:00 AM	8	11	19		
7/18/2014	05:15 AM	16	17	33		
7/18/2014	05:30 AM	26	24	50		
7/18/2014	05:45 AM	32	25	57	159	5am
7/18/2014	06:00 AM	23	15	38		
7/18/2014	06:15 AM	48	32	80		
7/18/2014	06:30 AM	72	44	116		
7/18/2014	06:45 AM	65	87	152	386	6am
7/18/2014	07:00 AM	62	92	154		
7/18/2014	07:15 AM	85	82	167		
7/18/2014	07:30 AM	88	109	197		
7/18/2014	07:45 AM	132	114	246	764	7am
7/18/2014	08:00 AM	97	125	222		
7/18/2014	08:15 AM	85	103	188		
7/18/2014	08:30 AM	124	133	257		
7/18/2014	08:45 AM	116	107	223	890	8am
7/18/2014	09:00 AM	89	143	232		
7/18/2014	09:15 AM	82	118	200		
7/18/2014	09:30 AM	99	128	227		
7/18/2014	09:45 AM	115	121	236	895	9am
7/18/2014	10:00 AM	106	141	247		
7/18/2014	10:15 AM	96	144	240		
7/18/2014	10:30 AM	109	119	228		
7/18/2014	10:45 AM	110	140	250	965	10am
7/18/2014	11:00 AM	111	124	235		
7/18/2014	11:15 AM	112	101	213		
7/18/2014	11:30 AM	65	120	185		
7/18/2014	11:45 AM	55	130	185	818	11am
7/18/2014	12:00 PM	105	122	227		
7/18/2014	12:15 PM	74	103	177		
7/18/2014	12:30 PM	108	131	239		
7/18/2014	12:45 PM	84	119	203	846	noon
7/18/2014	01:00 PM	106	103	209		
7/18/2014	01:15 PM	127	121	248		
7/18/2014	01:30 PM	115	124	239		
7/18/2014	01:45 PM	95	142	237	933	1pm
7/18/2014	02:00 PM	65	137	202		
7/18/2014	02:15 PM	108	115	223		
7/18/2014	02:30 PM	111	111	222		
7/18/2014	02:45 PM	82	152	234	881	2pm
7/18/2014	03:00 PM	118	108	226		
7/18/2014	03:15 PM	68	134	202		
7/18/2014	03:30 PM	94	122	216		
7/18/2014	03:45 PM	122	98	220	864	3pm
7/18/2014	04:00 PM	104	117	221		
7/18/2014	04:15 PM	102	108	210		
7/18/2014	04:30 PM	37	135	172		
7/18/2014	04:45 PM	76	128	204	807	4pm
7/18/2014	05:00 PM	87	119	206		
7/18/2014	05:15 PM	93	124	217		
7/18/2014	05:30 PM	149	109	258		
7/18/2014	05:45 PM	117	166	283	964	5pm
7/18/2014	06:00 PM	103	137	240		

7/18/2014	06:15 PM	128	116	244		
7/18/2014	06:30 PM	111	143	254		
7/18/2014	06:45 PM	118	124	242	980	6pm
7/18/2014	07:00 PM	101	139	240		
7/18/2014	07:15 PM	109	141	250		
7/18/2014	07:30 PM	52	125	177		
7/18/2014	07:45 PM	116	106	222	889	7pm
7/18/2014	08:00 PM	108	120	228		
7/18/2014	08:15 PM	108	101	209		
7/18/2014	08:30 PM	109	122	231		
7/18/2014	08:45 PM	126	91	217	885	8pm
7/18/2014	09:00 PM	120	108	228		
7/18/2014	09:15 PM	102	102	204		
7/18/2014	09:30 PM	86	89	175		
7/18/2014	09:45 PM	89	53	142	749	9pm
7/18/2014	10:00 PM	76	55	131		
7/18/2014	10:15 PM	82	46	128		
7/18/2014	10:30 PM	74	52	126		
7/18/2014	10:45 PM	58	37	95	480	10pm
7/18/2014	11:00 PM	52	27	79		
7/18/2014	11:15 PM	49	19	68		
7/18/2014	11:30 PM	35	25	60		
7/18/2014	11:45 PM	30	21	51	258	11pm
7/19/2014	12:00 AM	35	8	43		
7/19/2014	12:15 AM	28	11	39		
7/19/2014	12:30 AM	15	8	23		
7/19/2014	12:45 AM	18	14	32	137	12am
7/19/2014	01:00 AM	32	12	44		
7/19/2014	01:15 AM	32	11	43		
7/19/2014	01:30 AM	14	14	28		
7/19/2014	01:45 AM	30	9	39	154	1am
7/19/2014	02:00 AM	21	7	28		
7/19/2014	02:15 AM	13	7	20		
7/19/2014	02:30 AM	14	10	24		
7/19/2014	02:45 AM	10	5	15	87	2am
7/19/2014	03:00 AM	4	5	9		
7/19/2014	03:15 AM	4	4	8		
7/19/2014	03:30 AM	0	1	1		
7/19/2014	03:45 AM	2	4	6	24	3am
7/19/2014	04:00 AM	2	1	3		
7/19/2014	04:15 AM	1	1	2		
7/19/2014	04:30 AM	6	0	6		
7/19/2014	04:45 AM	3	3	6	17	4am
7/19/2014	05:00 AM	7	10	17		
7/19/2014	05:15 AM	28	24	52		
7/19/2014	05:30 AM	28	25	53		
7/19/2014	05:45 AM	24	16	40	162	5am
7/19/2014	06:00 AM	36	28	64		
7/19/2014	06:15 AM	37	34	71		
7/19/2014	06:30 AM	57	34	91		
7/19/2014	06:45 AM	51	77	128	354	6am
7/19/2014	07:00 AM	56	50	106		
7/19/2014	07:15 AM	59	56	115		
7/19/2014	07:30 AM	82	79	161		
7/19/2014	07:45 AM	92	75	167	549	7am
7/19/2014	08:00 AM	71	120	191		
7/19/2014	08:15 AM	63	108	171		
7/19/2014	08:30 AM	84	81	165		
7/19/2014	08:45 AM	113	102	215	742	8am

D				T	D	
8	20	4	88	8	4	44

7/19/2014	09:00 AM	79	113	192		
7/19/2014	09:15 AM	76	139	215		
7/19/2014	09:30 AM	87	144	231		
7/19/2014	09:45 AM	112	128	240	878	9am
7/19/2014	10:00 AM	95	113	208		
7/19/2014	10:15 AM	81	113	194		
7/19/2014	10:30 AM	88	133	221		
7/19/2014	10:45 AM	96	128	224	847	10am
7/19/2014	11:00 AM	84	125	209		
7/19/2014	11:15 AM	98	115	213		
7/19/2014	11:30 AM	39	106	145		
7/19/2014	11:45 AM	28	131	159	726	11am
7/19/2014	12:00 PM	78	143	221		
7/19/2014	12:15 PM	61	132	193		
7/19/2014	12:30 PM	71	115	186		
7/19/2014	12:45 PM	94	154	248	848	noon
7/19/2014	01:00 PM	109	142	251		
7/19/2014	01:15 PM	105	130	235		
7/19/2014	01:30 PM	111	130	241		
7/19/2014	01:45 PM	112	107	219	946	1pm
7/19/2014	02:00 PM	74	140	214		
7/19/2014	02:15 PM	84	132	216		
7/19/2014	02:30 PM	82	135	217		
7/19/2014	02:45 PM	119	122	241	888	2pm
7/19/2014	03:00 PM	101	129	230		
7/19/2014	03:15 PM	88	132	220		
7/19/2014	03:30 PM	75	116	191		
7/19/2014	03:45 PM	121	96	217	858	3pm
7/19/2014	04:00 PM	118	113	231		
7/19/2014	04:15 PM	110	113	223		
7/19/2014	04:30 PM	74	139	213		
7/19/2014	04:45 PM	100	130	230	897	4pm
7/19/2014	05:00 PM	121	119	240		
7/19/2014	05:15 PM	78	144	222		
7/19/2014	05:30 PM	121	115	236		
7/19/2014	05:45 PM	105	132	237	935	5pm
7/19/2014	06:00 PM	104	126	230		
7/19/2014	06:15 PM	98	136	234		
7/19/2014	06:30 PM	89	140	229		
7/19/2014	06:45 PM	100	125	225	918	6pm
7/19/2014	07:00 PM	52	147	199		
7/19/2014	07:15 PM	109	104	213		
7/19/2014	07:30 PM	94	104	198		
7/19/2014	07:45 PM	103	94	197	807	7pm
7/19/2014	08:00 PM	92	78	170		
7/19/2014	08:15 PM	124	89	213		
7/19/2014	08:30 PM	123	74	197		
7/19/2014	08:45 PM	92	72	164	744	8pm
7/19/2014	09:00 PM	100	69	169		
7/19/2014	09:15 PM	73	102	175		
7/19/2014	09:30 PM	96	82	178		
7/19/2014	09:45 PM	100	61	161	683	9pm
7/19/2014	10:00 PM	58	56	114		
7/19/2014	10:15 PM	74	43	117		
7/19/2014	10:30 PM	63	62	125		
7/19/2014	10:45 PM	46	48	94	450	10pm
7/19/2014	11:00 PM	59	29	88		
7/19/2014	11:15 PM	50	34	84		
7/19/2014	11:30 PM	33	28	61		

D **T** **D**

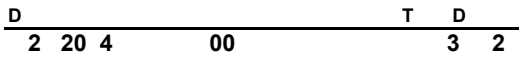
7/19/2014	11:45 PM	30	19	49	282	11pm	**9 20 4**	**409**	**24**	**3 933**
7/20/2014	12:00 AM	37	17	54						
7/20/2014	12:15 AM	24	14	38						
7/20/2014	12:30 AM	24	15	39						
7/20/2014	12:45 AM	21	11	32	163	12am				
7/20/2014	01:00 AM	31	5	36						
7/20/2014	01:15 AM	20	13	33						
7/20/2014	01:30 AM	45	14	59						
7/20/2014	01:45 AM	23	14	37	165	1am				
7/20/2014	02:00 AM	14	12	26						
7/20/2014	02:15 AM	13	5	18						
7/20/2014	02:30 AM	12	8	20						
7/20/2014	02:45 AM	8	3	11	75	2am				
7/20/2014	03:00 AM	8	3	11						
7/20/2014	03:15 AM	5	3	8						
7/20/2014	03:30 AM	3	3	6						
7/20/2014	03:45 AM	1	1	2	27	3am				
7/20/2014	04:00 AM	3	1	4						
7/20/2014	04:15 AM	3	1	4						
7/20/2014	04:30 AM	2	1	3						
7/20/2014	04:45 AM	6	6	12	23	4am				
7/20/2014	05:00 AM	7	4	11						
7/20/2014	05:15 AM	23	12	35						
7/20/2014	05:30 AM	19	12	31						
7/20/2014	05:45 AM	18	17	35	112	5am				
7/20/2014	06:00 AM	22	27	49						
7/20/2014	06:15 AM	46	25	71						
7/20/2014	06:30 AM	45	33	78						
7/20/2014	06:45 AM	36	68	104	302	6am				
7/20/2014	07:00 AM	26	37	63						
7/20/2014	07:15 AM	40	43	83						
7/20/2014	07:30 AM	72	44	116						
7/20/2014	07:45 AM	80	88	168	430	7am				
7/20/2014	08:00 AM	80	102	182						
7/20/2014	08:15 AM	45	76	121						
7/20/2014	08:30 AM	27	77	104						
7/20/2014	08:45 AM	126	103	229	636	8am				
7/20/2014	09:00 AM	68	143	211						
7/20/2014	09:15 AM	89	131	220						
7/20/2014	09:30 AM	63	135	198						
7/20/2014	09:45 AM	121	121	242	871	9am				
7/20/2014	10:00 AM	104	131	235						
7/20/2014	10:15 AM	122	117	239						
7/20/2014	10:30 AM	85	114	199						
7/20/2014	10:45 AM	77	110	187	860	10am				
7/20/2014	11:00 AM	99	108	207						
7/20/2014	11:15 AM	97	113	210						
7/20/2014	11:30 AM	17	129	146						
7/20/2014	11:45 AM	54	123	177	740	11am				
7/20/2014	12:00 PM	38	128	166						
7/20/2014	12:15 PM	57	131	188						
7/20/2014	12:30 PM	53	113	166						
7/20/2014	12:45 PM	60	111	171	691	noon				
7/20/2014	01:00 PM	53	132	185						
7/20/2014	01:15 PM	71	117	188						
7/20/2014	01:30 PM	59	112	171						
7/20/2014	01:45 PM	39	127	166	710	1pm				
7/20/2014	02:00 PM	54	119	173						
7/20/2014	02:15 PM	40	126	166						

7/20/2014	02:30 PM	58	127	185		
7/20/2014	02:45 PM	63	115	178	702	2pm
7/20/2014	03:00 PM	71	119	190		
7/20/2014	03:15 PM	62	149	211		
7/20/2014	03:30 PM	124	95	219		
7/20/2014	03:45 PM	112	111	223	843	3pm
7/20/2014	04:00 PM	114	115	229		
7/20/2014	04:15 PM	77	112	189		
7/20/2014	04:30 PM	50	129	179		
7/20/2014	04:45 PM	58	113	171	768	4pm
7/20/2014	05:00 PM	107	109	216		
7/20/2014	05:15 PM	122	126	248		
7/20/2014	05:30 PM	90	104	194		
7/20/2014	05:45 PM	133	122	255	913	5pm
7/20/2014	06:00 PM	132	109	241		
7/20/2014	06:15 PM	100	98	198		
7/20/2014	06:30 PM	119	113	232		
7/20/2014	06:45 PM	115	97	212	883	6pm
7/20/2014	07:00 PM	91	132	223		
7/20/2014	07:15 PM	93	129	222		
7/20/2014	07:30 PM	116	97	213		
7/20/2014	07:45 PM	100	65	165	823	7pm
7/20/2014	08:00 PM	40	80	120		
7/20/2014	08:15 PM	102	90	192		
7/20/2014	08:30 PM	69	68	137		
7/20/2014	08:45 PM	73	49	122	571	8pm
7/20/2014	09:00 PM	72	46	118		
7/20/2014	09:15 PM	112	67	179		
7/20/2014	09:30 PM	71	79	150		
7/20/2014	09:45 PM	53	39	92	539	9pm
7/20/2014	10:00 PM	55	27	82		
7/20/2014	10:15 PM	38	29	67		
7/20/2014	10:30 PM	34	48	82		
7/20/2014	10:45 PM	29	28	57	288	10pm
7/20/2014	11:00 PM	34	21	55		
7/20/2014	11:15 PM	35	22	57		
7/20/2014	11:30 PM	14	13	27		
7/20/2014	11:45 PM	18	8	26	165	11pm
7/21/2014	12:00 AM	15	11	26		
7/21/2014	12:15 AM	13	8	21		
7/21/2014	12:30 AM	10	7	17		
7/21/2014	12:45 AM	11	5	16	80	12am
7/21/2014	01:00 AM	10	5	15		
7/21/2014	01:15 AM	23	6	29		
7/21/2014	01:30 AM	14	4	18		
7/21/2014	01:45 AM	6	3	9	71	1am
7/21/2014	02:00 AM	7	3	10		
7/21/2014	02:15 AM	5	2	7		
7/21/2014	02:30 AM	3	1	4		
7/21/2014	02:45 AM	0	5	5	26	2am
7/21/2014	03:00 AM	2	2	4		
7/21/2014	03:15 AM	0	1	1		
7/21/2014	03:30 AM	1	0	1		
7/21/2014	03:45 AM	2	1	3	9	3am
7/21/2014	04:00 AM	2	0	2		
7/21/2014	04:15 AM	3	3	6		
7/21/2014	04:30 AM	6	4	10		
7/21/2014	04:45 AM	8	3	11	29	4am
7/21/2014	05:00 AM	5	7	12		

D				T	D
20	**20**	**4**	**49**	**809**	**2 300**

7/21/2014	05:15 AM	28	12	40		
7/21/2014	05:30 AM	46	23	69		
7/21/2014	05:45 AM	24	48	72	193	5am
7/21/2014	06:00 AM	22	31	53		
7/21/2014	06:15 AM	47	28	75		
7/21/2014	06:30 AM	71	53	124		
7/21/2014	06:45 AM	64	96	160	412	6am
7/21/2014	07:00 AM	54	94	148		
7/21/2014	07:15 AM	81	81	162		
7/21/2014	07:30 AM	105	99	204		
7/21/2014	07:45 AM	67	111	178	692	7am
7/21/2014	08:00 AM	107	124	231		
7/21/2014	08:15 AM	105	87	192		
7/21/2014	08:30 AM	116	124	240		
7/21/2014	08:45 AM	116	119	235	898	8am
7/21/2014	09:00 AM	86	142	228		
7/21/2014	09:15 AM	89	132	221		
7/21/2014	09:30 AM	117	101	218		
7/21/2014	09:45 AM	83	130	213	880	9am
7/21/2014	10:00 AM	117	139	256		
7/21/2014	10:15 AM	108	115	223		
7/21/2014	10:30 AM	94	129	223		
7/21/2014	10:45 AM	116	133	249	951	10am
7/21/2014	11:00 AM	84	128	212		
7/21/2014	11:15 AM	66	137	203		
7/21/2014	11:30 AM	55	152	207		
7/21/2014	11:45 AM	40	123	163	785	11am
7/21/2014	12:00 PM	68	154	222		
7/21/2014	12:15 PM	73	131	204		
7/21/2014	12:30 PM	74	120	194		
7/21/2014	12:45 PM	64	141	205	825	noon
7/21/2014	01:00 PM	68	108	176		
7/21/2014	01:15 PM	90	110	200		
7/21/2014	01:30 PM	74	118	192		
7/21/2014	01:45 PM	82	111	193	761	1pm
7/21/2014	02:00 PM	66	131	197		
7/21/2014	02:15 PM	46	126	172		
7/21/2014	02:30 PM	81	122	203		
7/21/2014	02:45 PM	79	101	180	752	2pm
7/21/2014	03:00 PM	79	122	201		
7/21/2014	03:15 PM	72	123	195		
7/21/2014	03:30 PM	99	119	218		
7/21/2014	03:45 PM	71	136	207	821	3pm
7/21/2014	04:00 PM	107	143	250		
7/21/2014	04:15 PM	103	121	224		
7/21/2014	04:30 PM	51	117	168		
7/21/2014	04:45 PM	61	125	186	828	4pm
7/21/2014	05:00 PM	123	124	247		
7/21/2014	05:15 PM	103	111	214		
7/21/2014	05:30 PM	87	144	231		
7/21/2014	05:45 PM	105	129	234	926	5pm
7/21/2014	06:00 PM	114	121	235		
7/21/2014	06:15 PM	98	121	219		
7/21/2014	06:30 PM	89	132	221		
7/21/2014	06:45 PM	92	142	234	909	6pm
7/21/2014	07:00 PM	101	139	240		
7/21/2014	07:15 PM	122	102	224		
7/21/2014	07:30 PM	96	110	206		
7/21/2014	07:45 PM	98	98	196	866	7pm

7/21/2014	08:00 PM	67	117	184		
7/21/2014	08:15 PM	96	80	176		
7/21/2014	08:30 PM	103	85	188		
7/21/2014	08:45 PM	78	100	178	726	8pm
7/21/2014	09:00 PM	104	70	174		
7/21/2014	09:15 PM	77	85	162		
7/21/2014	09:30 PM	70	56	126		
7/21/2014	09:45 PM	65	39	104	566	9pm
7/21/2014	10:00 PM	60	36	96		
7/21/2014	10:15 PM	55	34	89		
7/21/2014	10:30 PM	81	58	139		
7/21/2014	10:45 PM	43	19	62	386	10pm
7/21/2014	11:00 PM	33	14	47		
7/21/2014	11:15 PM	30	16	46		
7/21/2014	11:30 PM	21	17	38		
7/21/2014	11:45 PM	28	11	39	170	11pm
7/22/2014	12:00 AM	19	11	30		
7/22/2014	12:15 AM	17	8	25		
7/22/2014	12:30 AM	14	12	26		
7/22/2014	12:45 AM	15	10	25	106	12am
7/22/2014	01:00 AM	14	6	20		
7/22/2014	01:15 AM	9	3	12		
7/22/2014	01:30 AM	15	8	23		
7/22/2014	01:45 AM	9	4	13	68	1am
7/22/2014	02:00 AM	2	2	4		
7/22/2014	02:15 AM	5	3	8		
7/22/2014	02:30 AM	2	2	4		
7/22/2014	02:45 AM	4	5	9	25	2am
7/22/2014	03:00 AM	0	3	3		
7/22/2014	03:15 AM	3	6	9		
7/22/2014	03:30 AM	4	0	4		
7/22/2014	03:45 AM	1	1	2	18	3am
7/22/2014	04:00 AM	2	2	4		
7/22/2014	04:15 AM	3	1	4		
7/22/2014	04:30 AM	3	1	4		
7/22/2014	04:45 AM	7	5	12	24	4am
7/22/2014	05:00 AM	5	9	14		
7/22/2014	05:15 AM	19	18	37		
7/22/2014	05:30 AM	22	24	46		
7/22/2014	05:45 AM	26	33	59	156	5am
7/22/2014	06:00 AM	31	29	60		
7/22/2014	06:15 AM	41	33	74		
7/22/2014	06:30 AM	60	50	110		
7/22/2014	06:45 AM	73	98	171	415	6am
7/22/2014	07:00 AM	58	70	128		
7/22/2014	07:15 AM	72	99	171		
7/22/2014	07:30 AM	98	109	207		
7/22/2014	07:45 AM	115	126	241	747	7am
7/22/2014	08:00 AM	108	126	234		
7/22/2014	08:15 AM	65	108	173		
7/22/2014	08:30 AM	154	88	242		
7/22/2014	08:45 AM	118	110	228	877	8am
7/22/2014	09:00 AM	86	132	218		
7/22/2014	09:15 AM	99	129	228		
7/22/2014	09:30 AM	94	115	209		
7/22/2014	09:45 AM	102	120	222	877	9am
7/22/2014	10:00 AM	93	135	228		
7/22/2014	10:15 AM	96	122	218		
7/22/2014	10:30 AM	99	107	206		



7/22/2014	10:45 AM	130	104	234	886	10am									
7/22/2014	11:00 AM	88	126	214											
7/22/2014	11:15 AM	108	109	217											
7/22/2014	11:30 AM	59	153	212											
7/22/2014	11:45 AM	74	133	207	850	11am									
7/22/2014	12:00 PM	80	151	231											
7/22/2014	12:15 PM	108	132	240			**D**	**ART**						**T**	**D**
7/22/2014	12:30 PM	101	110	211			**22**	**20**	**4**	**2**	**30**	**3**	**0**		**3**
7/22/2014	12:45 PM	6	4	10	692	12pm									

M C T E
D C D

D C S 3 E (ENU)

D :

S : **0 MCS**
A : Beach Rd. near 5 Corners
D : 1 - North bound, A trigger first. **L :** 0
S D : 9:19 Friday, June 28, 2013 => 20:51 Friday, July 05, 2013,
:
F : 501 - 08Jul201- Beach Road near 5 corners.EC0 (Plus)
I : A993SQK0 MC56-1 [MC55] (c)Microcom 07/06/99
A : Factory default axle (v4.05)
D : Axle sensors - Paired (Class/Speed/Count)

:

F : **9:20 F 28 20 3 20: F 0 20 3 (.48)**
I : 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
S : 6 - 99 mph.
D : North, East, South, West (bound), P = North
S : Headway > 0 sec, Span 0 - 328.084 ft
N : Default Profile
S : Vehicle classification (Scheme F3)
U : Non metric (ft, mi, ft/s, mph, lb, ton)
I : Vehicles = 102234 / 106892 (95.64%)

D C D

D C S 3
S : 501.0.0N
D : **MCS**
F : **9:20 F 28 20 3 20: F 0 20 3**
S : Vehicle classification (Scheme F3)
F : Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084)

Monday, June 24, 2013

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wed*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fri*	25	2878	1102	33	99	2	2	0	1	0	0	0	4142
(%)	0.6	69.5	26.6	0.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	15	1374	577	15	63	0	1	0	1	0	0	0	2046
AB%	60.0	47.7	52.4	45.5	63.6	0.0	50.0	0.0	100.0	0.0	0.0	0.0	49.4
BA	10	1504	525	18	36	2	1	0	0	0	0	0	2096
BA%	40.0	52.3	47.6	54.5	36.4	100.0	50.0	0.0	0.0	0.0	0.0	0.0	50.6
Sat	129	9851	3392	143	338	17	17	0	7	2	0	0	13896
(%)	0.9	70.9	24.4	1.0	2.4	0.1	0.1	0.0	0.1	0.0	0.0	0.0	
AB	75	4765	1804	72	213	5	11	0	3	2	0	0	6950
AB%	58.1	48.4	53.2	50.3	63.0	29.4	64.7	0.0	42.9	100.0	0.0	0.0	50.0
BA	54	5086	1588	71	125	12	6	0	4	0	0	0	6946
BA%	41.9	51.6	46.8	49.7	37.0	70.6	35.3	0.0	57.1	0.0	0.0	0.0	50.0
Sun	236	9015	3055	104	246	11	12	0	2	0	0	0	12681
(%)	1.9	71.1	24.1	0.8	1.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	
AB	150	4093	1699	52	176	6	6	0	2	0	0	0	6184
AB%	63.6	45.4	55.6	50.0	71.5	54.5	50.0	0.0	100.0	0.0	0.0	0.0	48.8
BA	86	4922	1356	52	70	5	6	0	0	0	0	0	6497
BA%	36.4	54.6	44.4	50.0	28.5	45.5	50.0	0.0	0.0	0.0	0.0	0.0	51.2

Average daily volume

Entire week

	182	9433	3223	123	291	13	14	0	4	1	0	0	13288
(%)	1.4	71.0	24.3	0.9	2.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	
AB	112	4429	1751	62	194	5	8	0	2	1	0	0	6567
AB%	61.5	47.0	54.3	50.4	66.7	38.5	57.1	0.0	50.0	100.0	0.0	0.0	49.4
BA	70	5004	1472	61	97	8	6	0	2	0	0	0	6721
BA%	38.5	53.0	45.7	49.6	33.3	61.5	42.9	0.0	50.0	0.0	0.0	0.0	50.6

Weekdays No complete days.
Weekend

	182	9433	3223	123	291	13	14	0	4	1	0	0	13288
(%)	1.4	71.0	24.3	0.9	2.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	
AB	112	4429	1751	62	194	5	8	0	2	1	0	0	6567
AB%	61.5	47.0	54.3	50.4	66.7	38.5	57.1	0.0	50.0	100.0	0.0	0.0	49.4
BA	70	5004	1472	61	97	8	6	0	2	0	0	0	6721
BA%	38.5	53.0	45.7	49.6	33.3	61.5	42.9	0.0	50.0	0.0	0.0	0.0	50.6

*** - Incomplete**

D C D

D C S 3
S : 501.0.0N
D : **MCS**
F : **9:20 F 28 20 3 20: F 0 20 3**
S : Vehicle classification (Scheme F3)
F : Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084)

Monday, July 01, 2013

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	172	10193	3119	159	378	40	29	0	32	4	0	0	14126
(%)	1.2	72.2	22.1	1.1	2.7	0.3	0.2	0.0	0.2	0.0	0.0	0.0	
AB	109	4893	1691	98	252	15	26	0	15	3	0	0	7102
AB%	63.4	48.0	54.2	61.6	66.7	37.5	89.7	0.0	46.9	75.0	0.0	0.0	50.3
BA	63	5300	1428	61	126	25	3	0	17	1	0	0	7024
BA%	36.6	52.0	45.8	38.4	33.3	62.5	10.3	0.0	53.1	25.0	0.0	0.0	49.7
Tue	204	10673	3273	148	308	27	17	0	6	0	0	0	14656
(%)	1.4	72.8	22.3	1.0	2.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	
AB	114	5273	1622	83	174	14	12	0	4	0	0	0	7296
AB%	55.9	49.4	49.6	56.1	56.5	51.9	70.6	0.0	66.7	0.0	0.0	0.0	49.8
BA	90	5400	1651	65	134	13	5	0	2	0	0	0	7360
BA%	44.1	50.6	50.4	43.9	43.5	48.1	29.4	0.0	33.3	0.0	0.0	0.0	50.2
Wed	343	11584	3143	158	300	21	21	1	12	2	0	0	15585
(%)	2.2	74.3	20.2	1.0	1.9	0.1	0.1	0.0	0.1	0.0	0.0	0.0	
AB	209	5878	1518	89	158	11	19	0	3	1	0	0	7886
AB%	60.9	50.7	48.3	56.3	52.7	52.4	90.5	0.0	25.0	50.0	0.0	0.0	50.6
BA	134	5706	1625	69	142	10	2	1	9	1	0	0	7699
BA%	39.1	49.3	51.7	43.7	47.3	47.6	9.5	100.0	75.0	50.0	0.0	0.0	49.4
Thu	444	9675	3211	119	232	24	13	0	5	0	0	0	13723
(%)	3.2	70.5	23.4	0.9	1.7	0.2	0.1	0.0	0.0	0.0	0.0	0.0	
AB	268	4725	1652	59	120	10	7	0	2	0	0	0	6843
AB%	60.4	48.8	51.4	49.6	51.7	41.7	53.8	0.0	40.0	0.0	0.0	0.0	49.9
BA	176	4950	1559	60	112	14	6	0	3	0	0	0	6880
BA%	39.6	51.2	48.6	50.4	48.3	58.3	46.2	0.0	60.0	0.0	0.0	0.0	50.1
Fri*	326	9978	2643	146	266	33	24	1	7	1	0	0	13425
(%)	2.4	74.3	19.7	1.1	2.0	0.2	0.2	0.0	0.1	0.0	0.0	0.0	
AB	201	4862	1402	79	159	12	17	1	4	1	0	0	6738
AB%	61.7	48.7	53.0	54.1	59.8	36.4	70.8	100.0	57.1	100.0	0.0	0.0	50.2
BA	125	5116	1241	67	107	21	7	0	3	0	0	0	6687
BA%	38.3	51.3	47.0	45.9	40.2	63.6	29.2	0.0	42.9	0.0	0.0	0.0	49.8
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume

Entire week

290	10531	3185	145	304	27	20	0	13	1	0	0	14521
(%)	2.0	72.5	21.9	1.0	2.1	0.2	0.1	0.0	0.1	0.0	0.0	0.0	
AB	175	5192	1620	82	176	12	16	0	6	1	0	0	7281
AB%	60.3	49.3	50.9	56.6	57.9	44.4	80.0	0.0	46.2	100.0	0.0	0.0	50.1
BA	115	5339	1565	63	128	15	4	0	7	0	0	0	7240
BA%	39.7	50.7	49.1	43.4	42.1	55.6	20.0	0.0	53.8	0.0	0.0	0.0	49.9

Weekdays

290	10531	3185	145	304	27	20	0	13	1	0	0	14521
(%)	2.0	72.5	21.9	1.0	2.1	0.2	0.1	0.0	0.1	0.0	0.0	0.0	
AB	175	5192	1620	82	176	12	16	0	6	1	0	0	7281
AB%	60.3	49.3	50.9	56.6	57.9	44.4	80.0	0.0	46.2	100.0	0.0	0.0	50.1
BA	115	5339	1565	63	128	15	4	0	7	0	0	0	7240
BA%	39.7	50.7	49.1	43.4	42.1	55.6	20.0	0.0	53.8	0.0	0.0	0.0	49.9

Weekend No complete days.

*** - Incomplete**

SEASONAL ADJUSTMENT FACTORS AND HISTORICAL GROWTH

M V C M V A A T C (2003 20 4)

Station 402: New York Avenue, Oak Bluffs (Permanent Counting Station) - Traffic Counts Weekly Average ADT - January 22, 2015

	.	2 F .	3 M	4 A	M			8 A	9 S .	0 O .	N .	D .	2
2003					7,039	9,586		12,598	8,316		5,182		
						10,830			7,185				
2004						10,610	12,313						
						11,719	12,509						
200				5,744	6,741	9,551	12,134	12,341					
				6,646	7,598	10,661	12,202						
200					8,609	8,866	11,380	11,639	9,611	7,065	5,377	5,220	
						10,533	11,560	11,332	10,014	5,851	5,066		
200	4,663				6,578	8,938	11,216	11,682	8,828				
					7,818	10,038	11,335	10,929	7,952				
							11,736						
2008							13,719	13,484				5,116	
												3,266	
20 0					5,580	8,137	10,819	10,647	8,692	6,530			
					5,798	8,412	10,976	10,757	8,034	3,945			
					6,594	9,181	10,381	11,120	7,251				
					6,900	9,764		10,533					
20					6,129	7,703	10,382	10,082				4,684	
					7,901	7,908	10,476	10,215				4,750	
						8,610	10,402	11,223					
						8,911	10,579	10,260					
							10,087						
20 2						7,891	10,110	10,689	7,971				
						8,589	11,231	10,730	7,807				
						9,512	10,021	11,635	7,075				
							10,085	10,417	6,736				
								9,801					
20 3						8,722	10,879	10,475	9,422	6,937	5,429	4,830	
						9,030	10,472	10,766	8,638				
								11,142					
								10,557					
20 4					7,154	8,282	10,175	10,097	8,442	5,335	3,761	2,853	
					8,797	9,360		10,851			3,307	3,744	
					7,846			10,312				2,481	
												3,354	
20	3,952												
	3,290												
	3,722												
A M ADT	**3 90**	**3 9 8**	**3 9 8**	**9**	**39**	**9 2 4**	**08**	**0 9**	**8 248**	**944**	**4 8**	**4 030**	
Monthly ADT as Percent of Summer ADT	*35%*	*36%*	*36%*	*56%*	*65%*	*84%*	*101%*	*99%*	*75%*	*54%*	*42%*	*37%*	
Summer ADT as Percent of Monthly ADT	*282%*	*278%*	*278%*	*178%*	*155%*	*119%*	*99%*	*101%*	*134%*	*186%*	*235%*	*274%*	

A A D T (AADT)

30 H H 9

F .9

30th Highest Hour / AADT

Notes
February and March ADT is an average of January and December average monthly data.

Site ID	Site Description	Start Date	End Date	Year	ADT	AWDT	Am Peak Hour	PM Peak Hour	Highest Peak Hour Volume	Median Speed (mph)
501	Beach Road @ 5 Corners	10/15/1986	10/21/1986	1986	4,601	4,931		4-5 PM	537	
501	Beach Road @ 5 Corners	9/15/1986	9/21/1986	1986	5,609	5,804		3-4 PM	568	
501	Beach Road @ 5 Corners	8/12/1986	8/18/1986	1986	8,588	8,676		4-5 PM	796	
501	Beach Road @ 5 Corners	7/14/1986	7/20/1986	1986	8,133	8,133		3-4 PM	696	
501	Beach Road @ 5 Corners	6/16/1986	6/22/1986	1986	7,220	7,185		5-6 PM	722	
501	Beach Road @ 5 Corners	10/13/1987	10/19/1987	1987	4,875	5,084		3-4 PM	547	
501	Beach Road @ 5 Corners	9/16/1987	9/22/1987	1987	5,880	6,107		4-5 PM	615	
501	Beach Road @ 5 Corners	8/12/1987	8/18/1987	1987	9,041	9,175		12-1 PM	757	
501	Beach Road @ 5 Corners	7/10/1987	7/12/1987	1987	9,939	-		3-4 PM	799	
501	Beach Road @ 5 Corners	6/18/1998	6/24/1987	1987	7,828	7,909		11-12 PM	760	
501	Beach Road @ 5 Corners	5/12/1987	5/18/1987	1987	5,853	5,840		11-12 PM	623	
501	Beach Road @ 5 Corners	7/21/1988	7/28/1988	1988	9,223	9,400		6-7 PM	768	
501	Beach Road @ 5 Corners	5/27/1988	5/30/1988	1988	13,620	12,391		5-6 PM	1314	
501	Beach Road @ 5 Corners	5/20/1988	5/26/1988	1988	11,884	12,239		5-6 PM	1166	
501	Beach Road @ 5 Corners	5/13/1988	5/19/1988	1988	11,285	11,457		5-6 PM	1073	
501	Beach Road @ 5 Corners	8/6/1992	8/9/1992	1992	7,790	8,327		3-4 PM	692	
501	Beach Road @ 5 Corners	9/2/1993	9/7/1993	1993	15,942	16,298		4-5 PM	1376	
501	Beach Road @ 5 Corners	5/26/1993	6/1/1993	1993	12,822	12,556		4-5 PM	1154	
501	Beach Road @ 5 Corners	7/21/1994	7/26/1994	1994	16,531	16,692		4-5 PM	1289	
501	Beach Road @ 5 Corners	6/16/1994	6/21/1994	1994	16,148	16,658		4-5 PM	1351	
501	Beach Road @ 5 Corners	5/26/1994	5/31/1994	1994	16,242	16,338		4-5 PM	1481	
501	Beach Road @ 5 Corners	8/23/2000	8/25/2000	2000	-	-		4-5 PM	1122	
501	Beach Road @ 5 Corners	5/21/2003	5/26/2003	2003	12,071	12,744		3-4 PM	1156	
501	Beach Road @ 5 Corners	8/28/2003	9/4/2003	2003	15,443	15,094		4-5 PM	1347	12-19
501	Beach Road @ 5 Corners	7/2/2004	7/9/2004	2004	21,837	22,918		4-5 PM	1982	19-25
501	Beach Road @ 5 Corners	6/29/2005	7/6/2005	2005	-	-		2-3 PM	1916	
501	Beach Road @ 5 Corners	5/24/2006	6/1/2006	2006	15,822	15,684		11-12 PM	1409	19-25
501	Beach Road @ 5 Corners	6/1/2006	6/14/2006	2006	14,625	15,314		4-5 PM	1407	19-25
501	Beach Road @ 5 Corners	8/9/2006	8/16/2006	2006	24,026	24,506		5-6 PM	1976	12-19
501	Beach Road @ 5 Corners	8/2/2010	8/8/2010	2010	14,009	14,124	9-10 AM	3-4 PM	1054	
501	Beach Road @ 5 Corners	6/29/2013	7/5/2013	2013	14,915	11,064	9-10 AM	12-1 PM	1110	
501	Beach Road @ 5 Corners	7/8/2013	7/14/2013	2013	14,416	14,275	9-10 AM	5-6 PM	1109	
501	Beach Road @ 5 Corners	7/15/2013	7/21/2013	2013	15,635	15,435	9-10 AM	5-6 PM	1163	
501	Beach Road @ 5 Corners	7/29/2013	8/4/2013	2013	14,833	14,621	9-10 AM	5-6 PM	1146	

SEGMENT CRASH RATE WORKSHEETS

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Tisbury COUNT DATE : 8/8/13 - 8/14-13

DISTRICT : 5

~ SEGMENT DATA ~

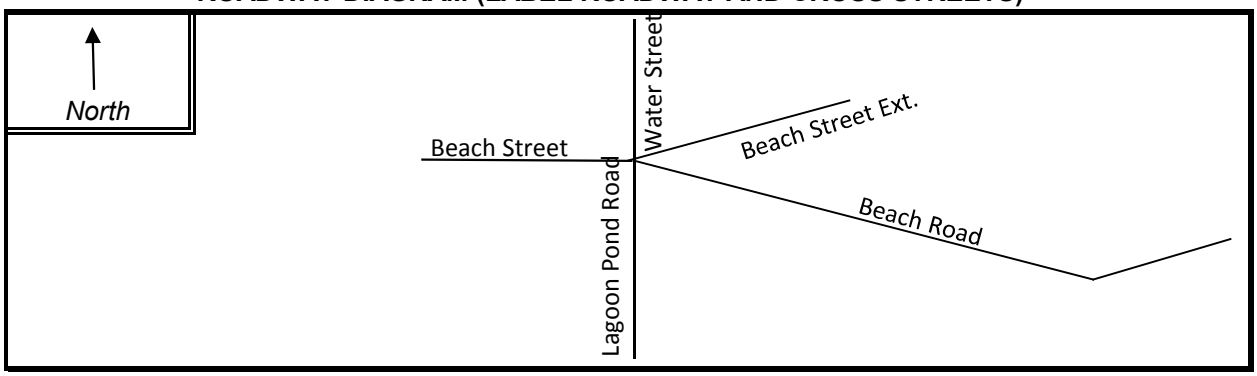
ROADWAY NAME: Beach Road

START POINT: Five Corners Intersection (Beach Rd/Lagoon Pond Rd/Water St/Beach St/Beach St Ext.)

END POINT: Termination of existing Shared Use Path

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban Principal Arterial

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (**L**):	**0.49**
AVERAGE DAILY TRAFFIC VOLUME (**V**):	13,524

TOTAL # OF CRASHES:	10	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR (**A**) :	**2.00**

CRASH RATE CALCULATION : **0.83**

$$RATE = \frac{(A * 1{,}000{,}000)}{(L * V * 365)}$$

Comments : ADT (V) utilizes ATR counts collected by MVC in 2014 then grown to reflect 2015

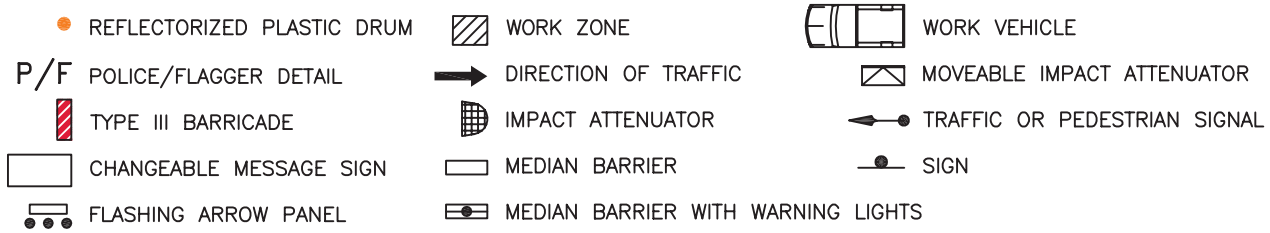
Project Title & Date: Pedestrian and Bicycle Improvement Project Along Beach Road, Tisbury

FIGURE GEN-1 – GENERAL GUIDELINES

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ALL REVISIONS.
2. ALL SIGN LEGENDS, BORDERS AND MOUNTING SHALL BE IN ACCORDANCE WITH THE MUTCD.
3. TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
4. TEMPORARY CONSTRUCTION SIGNING, BARRICADES AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
5. SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, AND REFLECTORIZED PLASTIC DRUMS WITH LIGHTING DEVICES MOUNTED ON THEM, MUST PASS THE CRITERIA SET FORTH IN NCHRP REPORT 350, "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES."
6. CONTRACTORS SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
7. THE FIRST THREE PLASTIC DRUMS OF A TAPER MAY BE MOUNTED WITH TYPE A LIGHTS.
8. THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
9. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
10. MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
11. MINIMUM LANE WIDTH IS TO BE 11 FEET (3.3m) UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF DRUMS OR MEDIAN BARRIER.
12. ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.

LEGEND:



THE IDEAL CAPACITY OF A MAJOR HIGHWAY IS GENERALLY CONSIDERED TO BE 1900 PASSENGER CARS PER HOUR PER LANE (PCPHPL). IN WORK ZONES ON A MULTI–LANE DIVIDED HIGHWAY, THE FOLLOWING VOLUME GUIDELINES HAVE BEEN SUGGESTED:

MEASURED AVERAGE WORK ZONE CAPACITIES

Number of Lanes		Number of Studies	Average Capacity	
NORMAL (existing)	OPEN (to traffic)		VPH	VPHPL
3	1	7	1,170	1,170
2	1	8	1,340	1,340
5	2	8	2,740	1,370
4	2	4	2,960	1,480
3	2	9	2,980	1,490
4	3	4	4,560	1,520

Source: Dudek, C., Notes on Work Zone Capacity and Level of Service. Texas Transportation Institute, Texas A&M University, College Station, Texas (1984)

BY OBTAINING HOURLY TRAFFIC COUNTS FOR A PARTICULAR ROADWAY (WITH A MINIMUM OF A 48–HOUR AUTOMATIC TRAFFIC RECORDER (ATR) COUNT), THIS WILL HELP TO DETERMINE AT WHAT TIMES OF THE DAY OR NIGHT A CERTAIN NUMBER OF LANES MAY BE CLOSED.