

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



TRANSPORT STATEMENT

Date: 10th September 2017

Project: Proposed Poultry Farm at Mulsford, Sarn

1. INTRODUCTION

- 1.1 This Transport Statement has been prepared to consider traffic and transport matters relating to the proposed two shed poultry operation on land controlled by Mulsford Farm, Sarn. The assessment considers the potential impacts on traffic and transportation associated with the proposed poultry development during its operation.
- 1.2 The scope of the assessment has taken appropriate regard of other transport appraisals that have been prepared by SK Transport Planning Limited (SKTP) and Roger Parry and Partners (RPP) on comparable poultry farm schemes in England and Wales in the last three years. In summary previous agreed technical appraisals have presented the following traffic and transport information to be provided:

Existing Situation

- Confirmation of the existing farm operation
- The current number of traffic movements on the surrounding highway network i.e number and vehicle type and over what periods?
- Undertake an assessment of the existing vehicular access arrangements to the site (including HGV routes), as well as a review of Personal Injury Collision (PIC) data to consider any existing collision locations

Proposed Development

- What are the expected traffic movements (by vehicle type) that would be generated by the two-shed broiler unit? (broken down into bird deliveries/collection, feed deliveries, removal of waste etc)?
 - Over what periods will these vehicle movements take place? How has this information been sourced and arrived at? (a graph or table showing the types/numbers of vehicles generated on each day through the crop cycle has been prepared to illustrate this).
 - Confirmation of the proposed route that HGV traffic associated with the proposed scheme will use, and why this route is considered suitable. If deemed necessary what highway improvements are required?
- 1.3 Responses to all these questions are provided in this document. Note that the assessment work assumes the traffic generation for the proposed scheme has been calculated using the DEFRA theoretical maximum 7.6 bird crop cycles per year. This has been assumed in the technical evidence provided in this document.
- 1.4 This document covers the following information requirements:

- a baseline traffic assessment
- trip generation and assignment onto the adjacent highway network (for bird/feed deliveries, manure/bird removals etc)
- assessment of the traffic impact of the proposed development
- a routing plan for HGV traffic accessing the proposals

2. PROPOSED DEVELOPMENT

2.1 The site is undeveloped arable farmland located to the north-east of Mulsford Lane, near Sarn. The site is approximately 700m to the north-west of the hamlet of Sarn and 600m north-east of the Mulsford Lane and A525/Hollybush Lane rural lane. Access to the proposed poultry farm will be via a new vehicular access onto Mulsford Lane, circa 75m south-east of the Mulsford Road/Queensford priority junction.

2.2 The proposed development description is as follows:

'Erection of two poultry rearing buildings, feed bins and other ancillary buildings, landscaping including ground modelling and tree planting.

2.3 The site layout is shown on Drawing No RJC-MZ63_Huxley-01 in **appendix a**.

2.4 There will be 7.6 bird crop cycles per year. Delivery times vary according to the needs of the flock; in line with other poultry operations the movement of birds from the site (known as the depopulation movements) will take place from 0200 in the morning. This assessment considers these night time movements against the baseline traffic flows to give an assessment of the impact of the proposed development.

2.5 Employment related to the site will be carried out by existing members of the family business, plus two additional full time members of staff. The increase in private car movements associated with the proposed development will be minimal and well within the day-to-day variation of flow on the network. The catching of birds and the cleaning of the poultry sheds will be carried out by contractors.

Site Access

2.6 As mentioned earlier in this document the access to the proposed development will be via a new vehicular access onto Queensford. The access strategy has been modified since pre-application discussions with the Council, to ensure appropriate visibility splays can be achieved onto the public highway. The access will be designed to accommodate the largest vehicles needing to access the site (16.5m articulated vehicles).

2.7 The new access onto Queensford will provide visibility splays of 2.4m by 118m in the leading and trailing traffic directions. These splays have been calculated using the recorded 85th percentile vehicle speeds on Queensford. Commentary on these vehicle speeds is provided later in this report. The proposed site access layout is shown in **appendix b**.

HGV Vehicle Routing

2.8 The site has been chosen to allow for a direct HGV routing strategy to and from the A525 to the south. All HGV traffic associated with the proposed poultry operation will use this defined HGV

route for vehicle movements associated with chick deliveries, collecting birds and delivering feed. The proposed HGV route is:

Traffic to the proposed poultry site will route from the A525, turning north at the A525/Hollybush Lane crossroads junction and then using the local highway network to the proposed poultry farm site. The route will be reversed for outbound HGV movements.

- 2.9 Manure generated from the proposed development will be used on land farmed by the applicant and taken from the farm by tractor and trailer. This is in line with existing farming practices on the site.

Technical Assessment

- 2.10 In the DfT's 2007 'Guidance on Transport Assessment' paragraphs 4.59 states:

'there is a range of trip rate database tools available that contain national, or in some cases more local, trip rates measures for typical land use sites. However, obtaining an accurate comparison is not always straightforward, especially for atypical developments. In these instances it is recommended that, unless there is a clear valid comparable situation, the assessment trips should be constructed from first principles based on a detailed analysis of the daily operation of the proposed development'

- 2.11 This proposal is atypical and no comparable site exists in the TRICS database. Therefore the traffic/trip generation has been prepared using comparable sites and worst-case scenarios. The movements to be generated by the proposed poultry development have been derived from a number of different poultry unit schemes including:

- Howle Manor near Newport
- Red Hall Farm near Crewe
- Plas Back Farm, Meifod
- Foxholes Farm, Little Ness
- Great Ness Poultry Ltd
- Bradeley Farm, Bourton
- Far Broadway Farm

- 2.12 First principles were derived from experience of other farms and were cross checked using standard industry figures sourced from DEFRA and Ross Broiler Guides that record the theoretical bird weights that are achievable under optimum growing conditions.

- 2.13 The traffic generation figures for the proposed development are provided later in this document.

3. BASELINE CONDITIONS

Road Network and Traffic Flows

- 3.1 The application site is located to the north of the Hollybush to Sarn publically adopted rural lane known as Queensford, to the north of the A525. The application site is on land to the north of the aforementioned rural lane. The site and local road network is shown on **plan 1** in **appendix c**.
- 3.2 The site is located a 2.5km crowfly distance north-east of the A525/Hollybush Lane crossroad junction. The A525 provides access to the A49 to the east at Whitchurch and to the A483 via Wrexham to the west.
- 3.3 The proposed HGV route to the site takes traffic off the A525 at the crossroads junction at Hollybush and on to the publically adopted rural lane towards Mulsford Farm. This HGV route is a voluntary scheme and is not a requirement of any previous planning consent. The operators of the proposed development will operate this HGV routing plan to avoid any conflict between poultry traffic using local routes and other vehicles. The proposed HGV route is the shortest route to the A525, and the applicant is not aware of any historic incidents involving HGV's along this route.
- 3.4 The proposed HGV route to and from the proposed poultry operation on Queensford is shown on **plan 2** in **appendix d**.
- 3.5 The rural lane from the A525/Hollybush Lane crossroad junction is subject to the national speed limit and varies in width from 5.0m to 7.0m along its length. As part of the baseline assessment an Automatic Traffic Count (ATC) was placed on this route to the west of the minor rural lane that routes northwards from the lane towards Mulsford Farm.
- 3.6 Whilst the rural lane is subject to the national speed limit (60mph for private cars) the 85th percentile vehicle speeds at the existing site access were recorded as 43.3 mph and 42.6 mph in the westbound and eastbound directions respectively.
- 3.7 Confirmation of these 85th percentile vehicle speeds can be found in the traffic count/speed surveys in **appendix e**.
- 3.8 The existing priority junction from Mulsford Lane onto the lane that routes to the A525/Hollybush Lane crossroads junction benefits from visibility splays of 2.4m by 41m in the leading and 2.4m by 20m in the trailing traffic directions. These existing visibility splays are provided in the publically adopted highway. The original development proposals looked to use Mulsford Lane as the access route onto the public highway, but the access strategy has been amended following comments provided by planning and highway authorities.
- 3.9 **Tables 3.1 and 3.2** provide a summary of existing directional traffic volumes on Queensford, the rural lane from the A525/Hollybush Lane crossroad junction.

Table 3.1- Baseline Eastbound Traffic Flows

Date	Total	Cars	LGVs	HGVs
10/06/2017	105	96	9	0
11/06/2017	95	91	4	0
12/06/2017	160	139	17	4
13/06/2017	119	99	17	3
14/06/2017	149	129	16	4
15/06/2017	155	139	13	3
16/06/2017	166	144	18	4
Average	136	120	13	3

Table 3.2- Baseline Westbound Traffic Flows

Date	Total	Cars	LGVs	HGVs
10/06/2017	108	97	11	0
11/06/2017	89	83	6	0
12/06/2017	145	125	15	5
13/06/2017	126	107	16	3
14/06/2017	139	118	17	4
15/06/2017	163	134	22	7
16/06/2017	154	129	21	4
Average	132	113	15	3

- 3.10 The two-way traffic flows on the aforementioned rural lane are shown in **table 3.3**.

Table 3.3 - Baseline Two-Way Traffic Flows

Date	Total	Cars	LGVs	HGVs
10/06/2017	213	193	20	0
11/06/2017	184	174	10	0
12/06/2017	305	264	32	9
13/06/2017	245	206	33	6
14/06/2017	288	247	33	8
15/06/2017	318	273	35	10
16/06/2017	320	273	39	8
Average	268	233	29	6

- 3.11 This table confirms that there is an average daily traffic flow of 136 vehicles in the eastbound and 132 vehicles in the westbound direction. This gives an average daily two-way traffic flow of 268 vehicles on the route from the A525/Hollybush Lane junction.
- 3.12 In terms of service vehicles an average of 29 Light Goods Vehicles (ARX Class 3 and 4) used this route on each of the surveyed days. An average of 6 Heavy Goods Vehicles (ARX Class 5 and above) also used this route on each of the survey days.
- 3.13 **Tables 3.1 to 3.3** demonstrate that the rural lane is used by an average of 268 vehicles each day. A proportion of this traffic will relate to the existing farming businesses in the local area.

Personal Injury Accident Review

- 3.14 Personal Injury Accident (PIA) data has been reviewed from the Crashmap Website for the last five years. The accident data confirms that no collisions have been recorded in the last five years (2012 to 2016). Extracts from the Crashmap website are provided in **figure 3.1**.

Figure 3.1 – Crashmap Data for the Local Highway Network, including Queensford (from A525/Hollybush Lane Crossroad Junctions (2012 to 2016))



- 3.15 The information shown in **Figure 3.1** confirms that there have been no recorded collisions on Queensford from the A525/Hollybush Lane junction. Three collisions have been recorded in the vicinity of the A525/Hollybush Lane crossroads junction. A summary of these collisions is provided in table 3.4, with the full collision data provided in **appendix f**.

Table 3.4 – Summary of Crashmap Data for A525 in Vicinity of A525/Hollybush Lane junction

PIC Location	Reference	Date and Time	Severity	Conditions	Description
A525	201560S076033	27 May 2015	Slight	Weather – Fine without High Winds Road Surface - Dry	Van or goods vehicle in the act of turning right when collides with car travelling straight ahead
	201260N112461	10 th July 2012	Serious	Weather – Fine without High Winds Road Surface – Wet or Damp	V1 (private car) is waiting to proceed normally when V2 collides with V1
	201460R128779	17 th Aug 2014	Serious	Weather – Fine without High Winds Road Surface - Dry	PIC recorded as three vehicle collision, but only V1 (motorcycle) recorded as being involved in collision

- 3.16 **Table 3.4** confirms there is no pattern or causation at the A525/Hollybush Lane crossroad junction that would preclude this junction forming part of the HGV routing to the proposed development site.

4. POULTRY FARM TRAFFIC

- 4.1 Due to the nature of poultry farming vehicle movements associated with the farming operation are concentrated around certain activities during the cycle. As an example vehicle movements associated with feed deliveries increase during the crop cycle as the bird weights increase. Manure removal takes place at the end of the crop cycle over a short period after bird removal and before chick placement. The removal of birds normally takes place in two phases during the crop cycle.
- 4.2 Manure removal at the close of the crop period represents the peak periods in any given 24-hour period. These are tractor and trailer movements and depending on where the manure is to be spread at times may not even route onto the adjacent public highway (i.e. the manure is spread on fields adjacent to the farm). For completeness these movements are included in **table 1 in appendix g**.
- 4.3 Bird removal (known as depopulation) at the close of the crop cycle is the most significant traffic event in terms of HGV movements. There are currently no restrictions on any HGV movements on the surrounding highway network. With regard to the proposed poultry farm operation it is good practice and also in line with bird welfare standards to commence the bird depopulation no earlier than 0200.
- 4.4 Crop clearance will take place over two two-day periods separated by a week, and during the 0200 to 0700 period there will be typically no more than two HGV bird removal movements to/from the site per hour. With poultry farm HGV traffic using the HGV routing strategy there is no possibility of these vehicles meeting each other on the public highway, as the loaded vehicle will not be released from the site until the arriving vehicle is on site.
- 4.5 Communications between the site operators and the hauliers are made using radios and mobile phones, to manage the process in terms of the number of vehicles on site at any one time, and also to manage the movement of vehicles on the adjacent public highway.
- 4.6 Given that it is normal for bird removal movements not to start before 0200 on depopulation days it is expected that there will be a maximum of ten HGV movements between 0200 and 0700 during the night for a maximum of 30 days during the year.
- 4.7 **Table 1 in Appendix g** shows the HGV movements associated with the proposed 100,000 bird operation. On 33 days of the crop cycle there will be no HGV movements to/from the site. On a further 6 days of the crop cycle there will be an average of only 1 HGV visiting the site each day. On 4 days of the crop cycle there will be 2 HGV's visiting the site each day. On only 5 days of the whole crop cycle there will be more than 2 HGV visits per day.
- 4.8 Poultry depopulation good practice and bird welfare standards will be followed and the depopulation will not start earlier than 0200; on the longest depopulation day this will be completed by 0700 hours. The crop clearance will take place over two two-day periods separated by a week, and during the 0200 to 0700 period there will be typically no more than two HGV bird removal

movements to/from the site per hour. HGV traffic will use the proposed HGV routing strategy to ensure there is no possibility of these vehicles meeting each other on the public highway.

- 4.9 There will be a maximum of ten HGV movements between 0200 and 0700 during the night for a maximum of 30 days during the year. **Table 4.1** below sets out the expected vehicles movements per crop for the proposed poultry farm. The crop cycle profile is provided in **appendix c**.

Table 4-1 – Proposed Vehicle Movements per Broiler Crop Cycle

	Description	Vehicle Type, dimensions and approximate weight: full/ empty (tonnes)	Timing of delivery/collection	Number of movements per crop (Number of HGVs)
HGV	Bedding Delivery	HGV: 2.5m wide, 15.4m long	Between 0700 to 1200	2 (1)
	LPG and Woodchip Delivery	HGV: 2.5m wide, 15.4m long	Between 0700 to 1200	2 (1)
	Chick deliveries	HGV: 4 axle rigid. 11.5T empty, c15.3T full.	Between 0700 and 1200	4 (2)
	Fallen Stock collection	7.5 tonne HGV	Between 0700 and 1200	6 (3)
	Night time Bird Collections (thinning over two days)	HGV: 2.5m wide, 15.4m long.	Between 0200 and 0700	12 (6)
	Day time bird collections (thinning over two days)		Between 0700 and 0800	0 (0)
	Night time bird collections (final clearance over two days)		Between 0200 and 0700	14 (7)
	Day time bird collections (clearance over two days)		Between 0700 and 0900	0 (0)
	Feed deliveries	HGV: 2.5m wide, 15.4m long. 17t empty, 44t full.	Between 0700 and 2300	18 (9)
Total HGV Movements				58 (29 HGV's)
Light Vehicles	Vet	Car	0700 to 2300	6
	Cleaning chemicals delivery	Van	0700 to 2300	2
	Cleaners	LGV	0700 to 2300	4
	Vaccination delivery	Van	0700 to 2300	2
	Litter spreader	LGV	0700 to 1200	2
Total Light Vehicle Movements				16

Note: one movement is a vehicle going on site, or leaving site.

Note: day time is 0700 to 2300. Night time is 2300 to 0700.

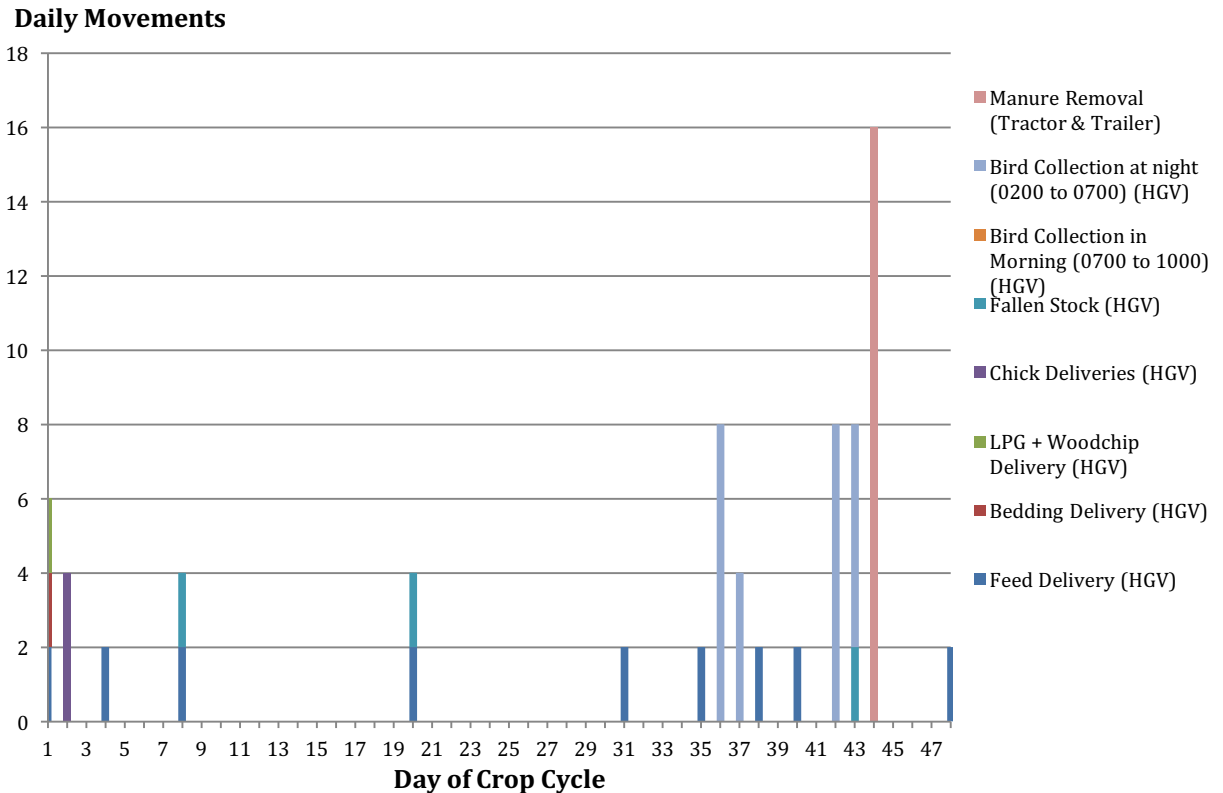
- 4.10 **Table 1 in Appendix g** confirms that the proposed poultry operation will generate a total of 74 HGV and tractor and trailer movements over its cycle, or 562 movements over the year (7.6 crop cycles).
- 4.11 When compared to the existing traffic volumes on the surrounding highway network this increase will not have any material impact on existing traffic movements, the use of the local highway network or highway safety. The poultry farm (and other farming and agricultural businesses) use the public highway network surrounding the site and the analysis of the PIA data confirms there have been no recorded conflicts between HGV or agricultural traffic in the vicinity of the site.
- 4.12 Of particular relevance to the impact of the proposed development is the likelihood of any HGV traffic related to the proposed poultry farm meeting another HGV on the highway network. With the route from the A525 being wide enough to already accommodating two-way HGV traffic without interruption, and with this route accommodating an average of 6 HGVs in each 24-hour period the minor increase in HGV movements generated by the proposed development will have no effect on the capacity or highway safety on this route. The likelihood of the additional HGV traffic meeting existing HGV traffic travelling in the opposite direction is exceptionally low.

Summary of Development Vehicle Movements

- 4.13 The future movements associated with one crop cycle are broken down per day in **Graph 1 in appendix h**. The graph shows that the peak number of vehicles in any one day will be 8 HGVs associated with the depopulation of birds and a feed delivery.
- 4.14 **Graph 4.1** confirms that:
- on 33 days out of the crop cycle there will be no movements
 - on a further 6 days out of the cycle only one vehicle will visit the site
 - on a further 4 days of the cycle only two vehicles will visit the site
 - in summary for 90% of the crop cycle there will be two vehicles or less visiting the site each day

Graph 4.1- Mulsford Farm Poultry Farm Poultry Crop Cycle

100,000 Bird Poultry Farm - HGV and Tractor/Trailer Movements



5. SITE TRAFFIC MANAGEMENT

Bird Depopulation

- 5.1 As part of the poultry farming operation the depopulation activities are carefully managed to minimise the impact on the surrounding area. The depopulation process will operate with a maximum of two movements per hour between the hours of 0200 and 0700. This approach minimises disturbance to residential properties on the HGV route to/from the site.
- 5.2 This two HGV movements/hour has previously been accepted by the Council and the Planning Inspectorate on comparable consented schemes across England and Wales promoted by SKTP and RPP. As stated above bird collections take place at two periods during the crop cycle. The Red Tractor Standard (Standard no. PT.9) states that "The processing plant is responsible for implementing a pre-planned arrivals system" for poultry transport). Approximately a week prior to bird collection the farm receives a logistics timetable from the processing company that provides a very detailed timetable for each lorry. The timetables include:
- The drivers name
 - The load number
 - The vehicle registration number
 - The time that the vehicle is due to leave the poultry processor

- The time that the vehicle is to arrive at the farm
- The time that bird catching for that vehicle is due to start
- The time that the lorry is due to leave the farm
- The time that the lorry is due to arrive at the factory
- The identification number of the team that is due to catch the birds on the farm
- The house number from which the birds are to be caught
- The number of kilograms that are to be loaded into each draw on the lorry
- The number of birds that are to be placed per draw
- The number of draws that the lorry contains
- The age of the birds
- The “program weight” of the birds i.e. the predicted weight of the birds

- 5.3 This organisational approach demonstrates that the impact on the surrounding highway network will be kept to a minimum and the farm will be always aware of the times and vehicle locations during the depopulation period.

6. CONCLUSIONS

- 6.1 The proposed poultry farm proposals have been carefully prepared to ensure that the development will have a minimal impact on the surrounding area. In addition, this TS has demonstrated that the proposals will generate a minimal amount of additional vehicular movements onto the surrounding highway network.
- 6.2 The use of an HGV routeing strategy and timing of HGV movements to and from the site will ensure that any impact on the residents living adjacent to the public highway on the HGV route are minimised.
- 6.3 The proposed poultry farm at Mulsford Farm will provide continued diversity for the farm enterprise and ensure sustained economic growth in the rural area.
- 6.4 This assessment has demonstrated that whilst the proposed development will generate a marginal change in vehicle movements on the depopulation days, for the majority of days there will be minimal change in vehicular traffic to the farm when compared to the existing operation.
- 6.5 Based on the above there are no transport-related reasons why the proposed poultry farm should not be granted planning consent with appropriate traffic/transport planning conditions.

APPENDIX A

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELATED DRAWINGS. ALL DIMENSIONS MUST BE CHECKED AND VERIFIED ON SITE BEFORE COMMENCING ANY WORK OR PRODUCING SHOP DRAWINGS. THE ORIGINATOR SHOULD BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCY. THIS DRAWING IS COPYRIGHT AND REMAINS THE PROPERTY OF ROGER PARRY & PARTNERS.

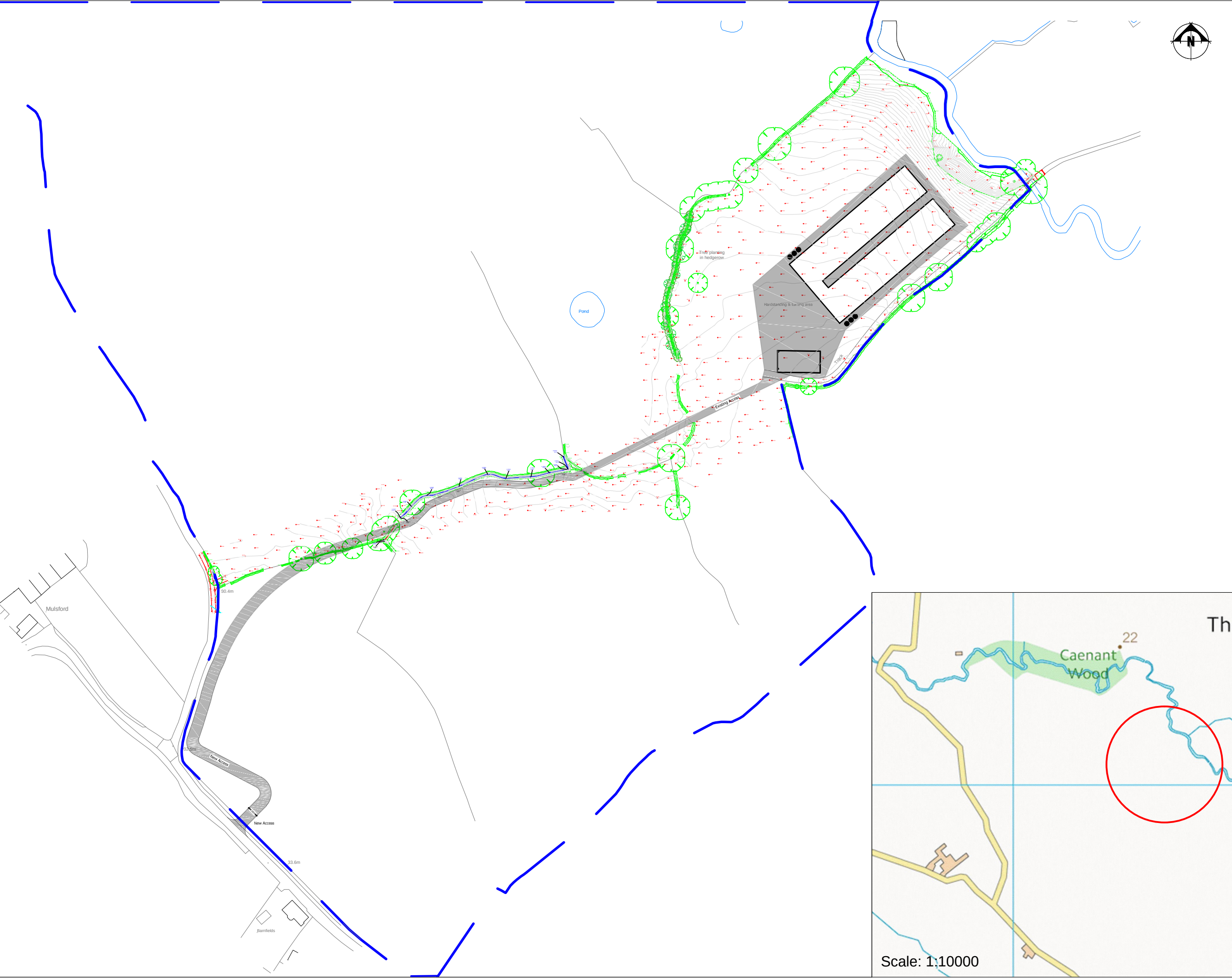


Blue Boundary

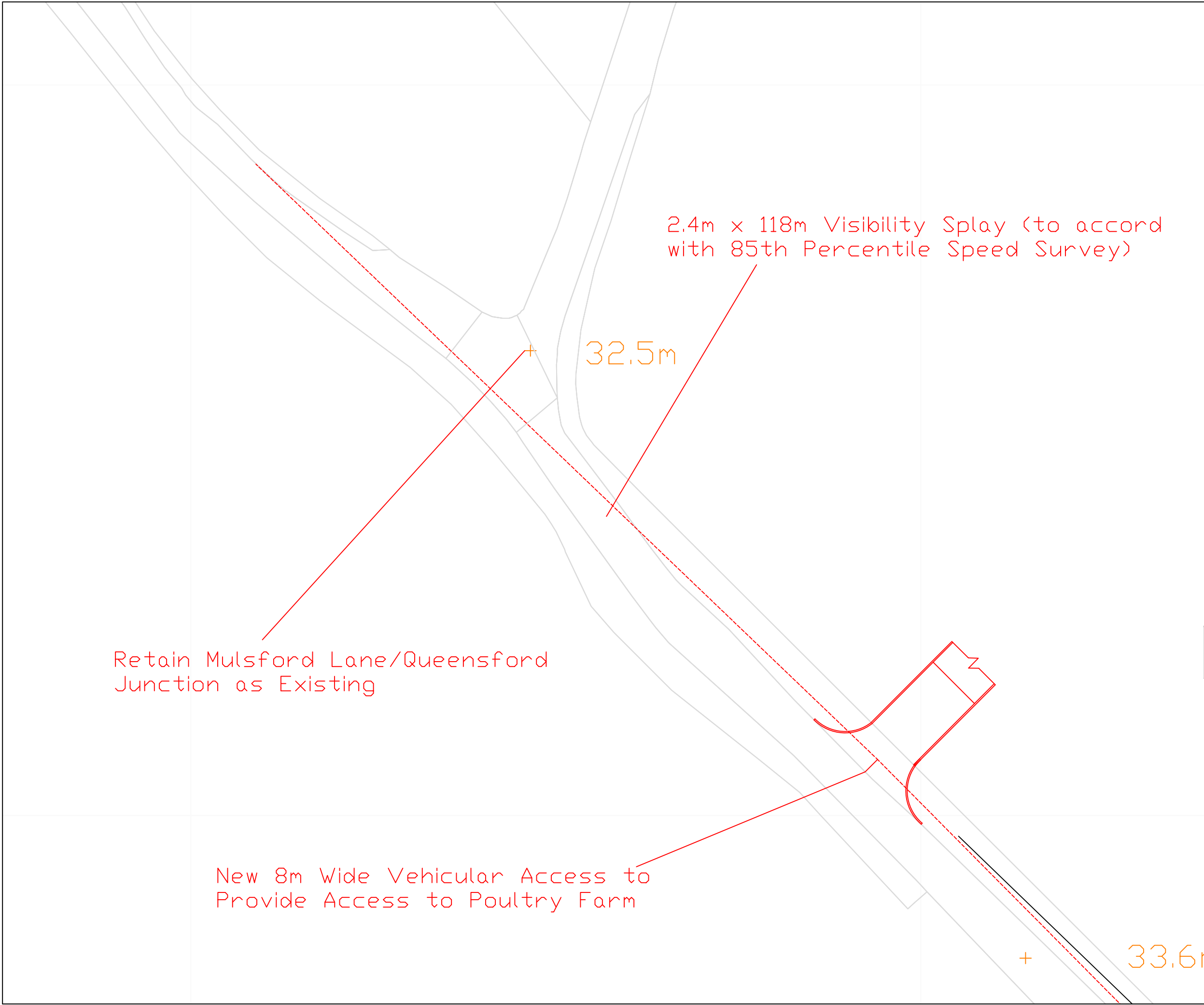
Rev	Description	Date	Dr by	App by
Original	by			



Residential - Agricultural - Commercial	
Job	Intensive Poultry Units
Title	Location Plan
Location	Mulsford Farm Sarn Malpas SY14 7LP
Client	Huxley Farms
Scales	1:2500 @ A3
Drawing No.	RJC-MZ63-Huxley-01
Drawn by	MZ
Date 07/09/2017	
HOGSTOW HALL, MINSTERLEY SHREWSBURY, SHROPSHIRE, SY5 0HZ Tel: 01743 791336 Fax: 01743 792770 email: mail@rogerparry.net Web address: www.rogerparry.net Roger Parry & Partners LLP Partnership no: OC312203 Registered Office: Hogstow Hall, Minsterley, Shrewsbury, SY5 0HZ A list of members of the LLP is available at the above address.	



APPENDIX B



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision	Details	By	Date	Suffix

Drawing Number
SK21737-02

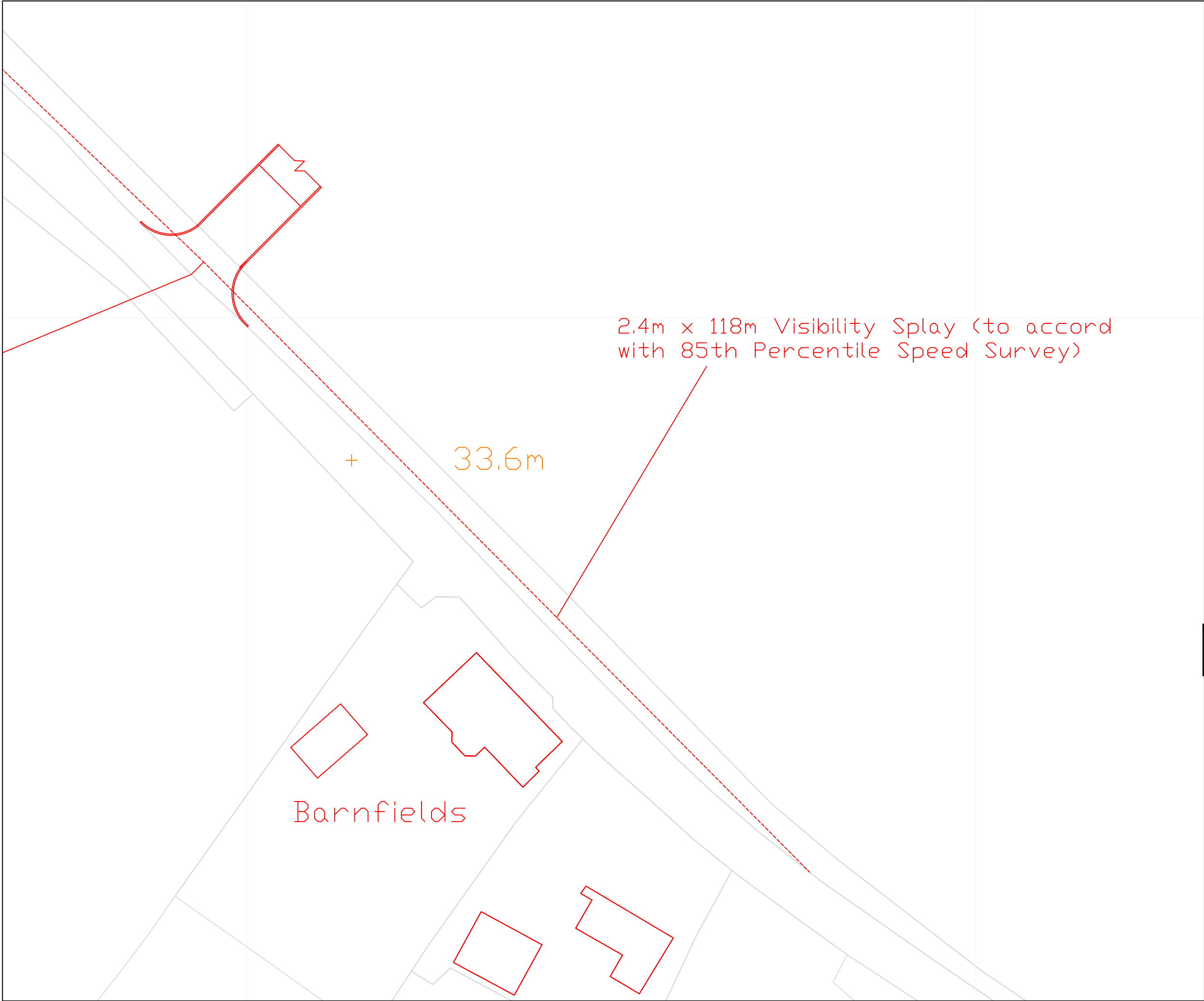
Mulford Poultry Farm

Drawing Title
Alternative Access Strategy

Scale at A3
1:500

Drawn KAT	Approved MAK
Check KAT	Date 22/08/17

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By Check	Date	Suffix

Drawing Number

SK21737-03

Mulsford Poultry Farm

Drawing Title

Alternative Access Strategy

Scale at A3

1:500

Drawn KAT	Approved MAK
Check KAT	Date 22/08/17

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959

APPENDIX C



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix

Drawing Number
Plan 1

Mulsford Farm, Nr Sarn

Drawing Title
Site Location and Local Highway Network

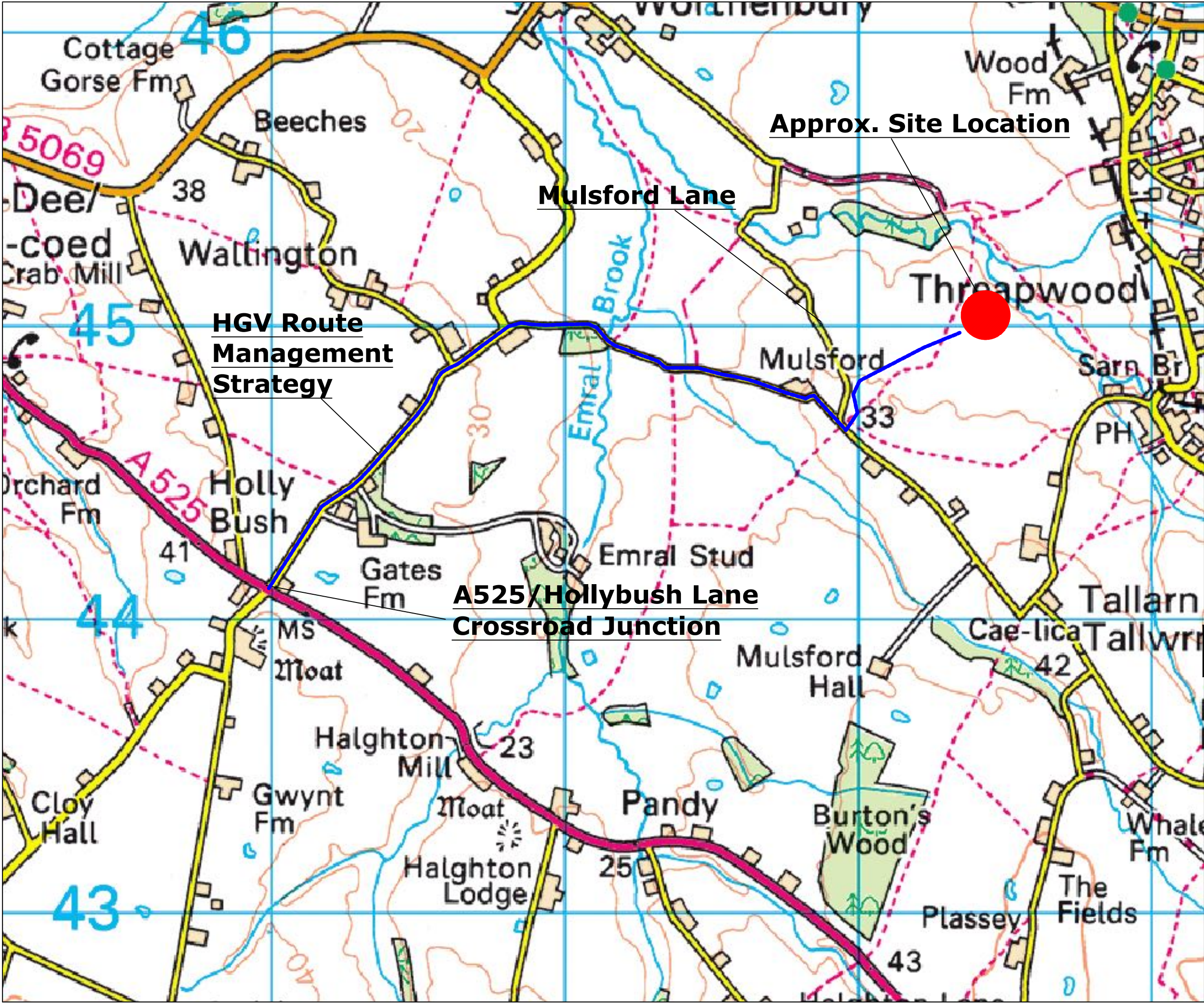
Scale at A3
NTS

Drawn KAT	Approved MAK
Check KAT	Date 30/06/17

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959

SK TRANSPORT PLANNING
TRAFFIC TRANSPORT HIGHWAYS

APPENDIX D



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
Plan 2

Mulsford Farm, Nr Sarn

Drawing Title
HGV Routeing Strategy

Scale at A3
NTS

Drawn	Approved
KAT	MAK
Check	Date
KAT	10/09/17

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959



APPENDIX E

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Saturday 10/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	2	0	0	0	0	0	0	0	0	0	0	0	0	2
9	7	1	0	0	0	0	0	0	0	0	0	0	0	8
10	7	2	0	0	0	0	0	0	0	0	0	0	0	9
11	8	0	0	0	0	0	0	0	0	0	0	0	0	8
12	10	1	0	0	0	0	0	0	0	0	0	0	0	11
13	12	0	0	0	0	0	0	0	0	0	0	0	0	12
14	7	0	0	0	0	0	0	0	0	0	0	0	0	7
15	10	1	0	0	0	0	0	0	0	0	0	0	0	11
16	7	2	0	0	0	0	0	0	0	0	0	0	0	9
17	7	0	0	0	0	0	0	0	0	0	0	0	0	7
18	6	3	0	0	0	0	0	0	0	0	0	0	0	9
19	4	0	0	0	0	0	0	0	0	0	0	0	0	4
20	3	0	0	1	0	0	0	0	0	0	0	0	0	4
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	87	10	0	0	0	0	0	0	0	0	0	0	0	97
6-22	92	10	0	1	0	0	0	0	0	0	0	0	0	103
6-24	94	10	0	1	0	0	0	0	0	0	0	0	0	105
0-24	97	10	0	1	0	0	0	0	0	0	0	0	0	108

Direction : EASTBOUND

Saturday 10/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9	5	0	0	0	0	0	0	0	0	0	0	0	0	5
10	4	0	0	0	0	0	0	0	0	0	0	0	0	4
11	8	0	0	0	0	0	0	0	0	0	0	0	0	8
12	6	1	0	0	0	0	0	0	0	0	0	0	0	7
13	9	0	0	0	0	0	0	0	0	0	0	0	0	9
14	8	1	0	0	0	0	0	0	0	0	0	0	0	9
15	9	1	0	0	0	0	0	0	0	0	0	0	0	10
16	7	1	0	0	0	0	0	0	0	0	0	0	0	8
17	5	1	0	0	0	0	0	0	0	0	0	0	0	6
18	7	1	0	0	0	0	0	0	0	0	0	0	0	8
19	8	3	0	0	0	0	0	0	0	0	0	0	0	11
20	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	77	9	0	0	0	0	0	0	0	0	0	0	0	86
6-22	91	9	0	0	0	0	0	0	0	0	0	0	0	100
6-24	96	9	0	0	0	0	0	0	0	0	0	0	0	105
0-24	96	9	0	0	0	0	0	0	0	0	0	0	0	105

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Saturday 10/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	2	1	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	0	1	0	0	0	0	0	0	0	0	2
8	0	1	1	0	0	0	0	0	0	0	0	0	2
9	0	0	0	4	0	4	0	0	0	0	0	0	8
10	0	5	2	2	0	0	0	0	0	0	0	0	9
11	0	0	1	1	6	0	0	0	0	0	0	0	8
12	0	0	1	1	9	0	0	0	0	0	0	0	11
13	1	0	0	9	1	1	0	0	0	0	0	0	12
14	0	0	3	1	2	1	0	0	0	0	0	0	7
15	2	0	1	2	3	2	1	0	0	0	0	0	11
16	0	1	1	3	1	3	0	0	0	0	0	0	9
17	1	1	1	3	0	0	1	0	0	0	0	0	7
18	0	0	1	3	3	2	0	0	0	0	0	0	9
19	0	0	1	0	1	1	1	0	0	0	0	0	4
20	0	1	0	1	1	1	0	0	0	0	0	0	4
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	1	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	1	0	0	0	0	0	0	1
7-19	4	8	13	29	26	14	3	0	0	0	0	0	97
6-22	4	10	13	31	27	15	3	0	0	0	0	0	103
6-24	4	10	14	31	27	16	3	0	0	0	0	0	105
0-24	4	10	14	31	27	18	4	0	0	0	0	0	108

Direction : EASTBOUND

Saturday 10/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	1	0	0	0	0	0	0	0	0	2
8	0	0	0	1	0	0	0	0	0	0	0	0	1
9	0	0	0	5	0	0	0	0	0	0	0	0	5
10	0	0	0	3	1	0	0	0	0	0	0	0	4
11	1	1	0	3	3	0	0	0	0	0	0	0	8
12	0	0	3	1	2	1	0	0	0	0	0	0	7
13	1	3	0	0	1	4	0	0	0	0	0	0	9
14	0	1	2	1	2	1	2	0	0	0	0	0	9
15	1	3	2	2	0	1	1	0	0	0	0	0	10
16	0	0	4	0	0	4	0	0	0	0	0	0	8
17	0	0	1	1	2	2	0	0	0	0	0	0	6
18	0	0	1	4	2	1	0	0	0	0	0	0	8
19	0	3	1	2	2	3	0	0	0	0	0	0	11
20	0	0	1	2	0	0	1	0	0	0	0	0	4
21	0	0	0	2	1	2	0	0	0	0	0	0	5
22	0	0	0	2	1	0	0	0	0	0	0	0	3
23	0	0	1	2	0	2	0	0	0	0	0	0	5
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	3	11	14	23	15	17	3	0	0	0	0	0	86
6-22	3	11	16	30	17	19	4	0	0	0	0	0	100
6-24	3	11	17	32	17	21	4	0	0	0	0	0	105
0-24	3	11	17	32	17	21	4	0	0	0	0	0	105

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Sunday 11/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	3	1	0	0	0	0	0	0	0	0	0	0	0	4
9	2	1	0	0	0	0	0	0	0	0	0	0	0	3
10	5	1	0	0	0	0	0	0	0	0	0	0	0	6
11	11	0	0	0	0	0	0	0	0	0	0	0	0	11
12	6	1	0	0	0	0	0	0	0	0	0	0	0	7
13	7	0	0	0	0	0	0	0	0	0	0	0	0	7
14	6	0	0	0	0	0	0	0	0	0	0	0	0	6
15	6	0	0	0	0	0	0	0	0	0	0	0	0	6
16	12	2	0	0	0	0	0	0	0	0	0	0	0	14
17	9	0	0	0	0	0	0	0	0	0	0	0	0	9
18	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19	5	0	0	0	0	0	0	0	0	0	0	0	0	5
20	5	0	0	0	0	0	0	0	0	0	0	0	0	5
21	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	74	6	0	0	0	0	0	0	0	0	0	0	0	80
6-22	80	6	0	0	0	0	0	0	0	0	0	0	0	86
6-24	80	6	0	0	0	0	0	0	0	0	0	0	0	86
0-24	83	6	0	0	0	0	0	0	0	0	0	0	0	89

Direction : EASTBOUND

Sunday 11/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2	1	0	0	0	0	0	0	0	0	0	0	0	3
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11	7	0	0	0	0	0	0	0	0	0	0	0	0	7
12	7	1	0	0	0	0	0	0	0	0	0	0	0	8
13	10	0	0	0	0	0	0	0	0	0	0	0	0	10
14	8	1	0	0	0	0	0	0	0	0	0	0	0	9
15	7	0	0	0	0	0	0	0	0	0	0	0	0	7
16	8	0	0	0	0	0	0	0	0	0	0	0	0	8
17	9	0	0	0	0	0	0	0	0	0	0	0	0	9
18	9	0	0	0	0	0	0	0	0	0	0	0	0	9
19	4	0	0	1	0	0	0	0	0	0	0	0	0	5
20	9	0	0	0	0	0	0	0	0	0	0	0	0	9
21	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	73	3	0	1	0	0	0	0	0	0	0	0	0	77
6-22	89	3	0	1	0	0	0	0	0	0	0	0	0	93
6-24	90	3	0	1	0	0	0	0	0	0	0	0	0	94
0-24	91	3	0	1	0	0	0	0	0	0	0	0	0	95

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Sunday 11/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	1	0	0	0	0	0	0	0	1
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	1	1	1	1	0	0	0	0	0	0	0	4
9	0	0	0	1	0	2	0	0	0	0	0	0	3
10	0	2	1	1	2	0	0	0	0	0	0	0	6
11	0	0	1	1	8	1	0	0	0	0	0	0	11
12	0	0	1	1	5	0	0	0	0	0	0	0	7
13	1	0	0	3	2	1	0	0	0	0	0	0	7
14	0	1	0	0	1	4	0	0	0	0	0	0	6
15	0	2	0	3	1	0	0	0	0	0	0	0	6
16	0	1	0	5	6	1	1	0	0	0	0	0	14
17	0	0	0	1	4	3	1	0	0	0	0	0	9
18	0	0	0	0	1	1	0	0	0	0	0	0	2
19	0	0	2	0	1	2	0	0	0	0	0	0	5
20	0	0	0	3	1	0	0	1	0	0	0	0	5
21	0	0	0	1	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	1	7	6	17	32	15	2	0	0	0	0	0	80
6-22	1	7	6	21	33	15	2	1	0	0	0	0	86
6-24	1	7	6	21	33	15	2	1	0	0	0	0	86
0-24	1	7	6	21	34	16	3	1	0	0	0	0	89

Direction : EASTBOUND

Sunday 11/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	1	1	1	0	0	0	0	0	0	3
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	1	1	0	0	0	0	0	0	0	2
11	1	1	0	2	3	0	0	0	0	0	0	0	7
12	0	0	2	1	2	3	0	0	0	0	0	0	8
13	1	5	0	0	1	3	0	0	0	0	0	0	10
14	0	0	1	4	1	3	0	0	0	0	0	0	9
15	0	0	1	2	3	1	0	0	0	0	0	0	7
16	0	2	1	1	2	2	0	0	0	0	0	0	8
17	0	0	1	0	4	2	1	1	0	0	0	0	9
18	0	1	2	1	1	3	1	0	0	0	0	0	9
19	0	0	1	0	3	1	0	0	0	0	0	0	5
20	0	0	2	2	2	2	0	1	0	0	0	0	9
21	0	0	0	2	1	1	0	0	0	0	0	0	4
22	0	0	0	0	0	3	0	0	0	0	0	0	3
23	0	0	0	1	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	2	9	9	13	22	19	2	1	0	0	0	0	77
6-22	2	9	11	17	25	25	2	2	0	0	0	0	93
6-24	2	9	11	18	25	25	2	2	0	0	0	0	94
0-24	2	9	12	18	25	25	2	2	0	0	0	0	95

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Monday 12/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	12	2	0	0	0	0	0	0	0	0	0	0	0	14
9	14	2	0	0	0	0	0	0	1	0	0	0	0	17
10	7	3	0	0	0	0	0	0	0	0	0	0	0	10
11	11	1	0	0	1	0	0	0	0	0	0	0	0	13
12	6	0	0	0	0	0	0	0	0	0	0	0	0	6
13	8	1	0	0	0	0	0	0	0	0	0	0	0	9
14	5	0	0	0	0	0	0	0	0	0	0	0	0	5
15	4	0	0	0	1	0	0	0	0	0	0	0	0	5
16	10	2	0	0	0	0	0	0	0	0	0	0	0	12
17	12	3	0	0	2	0	0	0	0	0	0	0	0	17
18	8	0	0	1	0	0	0	0	0	0	0	0	0	9
19	16	0	0	0	0	0	0	0	0	0	0	0	0	16
20	5	0	0	0	0	0	0	0	0	0	0	0	0	5
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	113	14	0	1	4	0	0	0	1	0	0	0	0	133
6-22	125	14	0	1	4	0	0	0	1	0	0	0	0	145
6-24	125	14	0	1	4	0	0	0	1	0	0	0	0	145
0-24	125	14	0	1	4	0	0	0	1	0	0	0	0	145

Direction : EASTBOUND

Monday 12/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	11	3	0	0	0	0	0	0	0	0	0	0	0	14
9	4	2	0	0	0	0	0	0	0	0	0	0	0	6
10	8	2	0	0	1	0	0	0	0	0	0	0	0	11
11	10	0	1	0	0	0	0	0	0	0	0	0	0	11
12	9	1	0	0	1	0	0	0	0	0	0	0	0	11
13	7	1	0	0	0	0	0	0	0	0	0	0	0	8
14	11	0	0	0	0	0	0	0	0	0	0	0	0	11
15	5	0	0	0	0	0	0	0	0	0	0	0	0	5
16	11	2	0	0	1	0	0	0	0	0	0	0	0	14
17	7	1	0	0	1	0	0	0	0	0	0	0	0	9
18	19	3	0	0	0	0	0	0	0	0	0	0	0	22
19	12	0	0	0	0	0	0	0	0	0	0	0	0	12
20	6	0	0	0	0	0	0	0	0	0	0	0	0	6
21	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22	6	0	0	0	0	0	0	0	0	0	0	0	0	6
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	114	15	1	0	4	0	0	0	0	0	0	0	0	134
6-22	133	16	1	0	4	0	0	0	0	0	0	0	0	154
6-24	138	16	1	0	4	0	0	0	0	0	0	0	0	159
0-24	139	16	1	0	4	0	0	0	0	0	0	0	0	160

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Monday 12/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	1	3	0	0	0	0	0	0	4
8	0	0	1	6	3	4	0	0	0	0	0	0	14
9	0	1	1	3	6	6	0	0	0	0	0	0	17
10	0	0	1	5	3	1	0	0	0	0	0	0	10
11	0	0	3	3	3	3	1	0	0	0	0	0	13
12	0	0	2	0	2	1	1	0	0	0	0	0	6
13	0	0	0	4	3	1	1	0	0	0	0	0	9
14	0	0	1	1	2	1	0	0	0	0	0	0	5
15	0	0	1	2	1	1	0	0	0	0	0	0	5
16	0	0	0	1	6	4	1	0	0	0	0	0	12
17	0	0	3	2	4	8	0	0	0	0	0	0	17
18	0	1	0	2	4	2	0	0	0	0	0	0	9
19	0	1	0	4	4	6	1	0	0	0	0	0	16
20	0	0	0	1	2	1	0	1	0	0	0	0	5
21	0	0	1	0	1	0	0	0	0	0	0	0	2
22	0	0	0	0	0	1	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	3	13	33	41	38	5	0	0	0	0	0	133
6-22	0	3	14	34	45	43	5	1	0	0	0	0	145
6-24	0	3	14	34	45	43	5	1	0	0	0	0	145
0-24	0	3	14	34	45	43	5	1	0	0	0	0	145

Direction : EASTBOUND

Monday 12/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	1	0	0	0	0	0	0	1
8	0	1	0	5	6	2	0	0	0	0	0	0	14
9	0	0	1	3	1	1	0	0	0	0	0	0	6
10	0	1	1	3	2	4	0	0	0	0	0	0	11
11	0	0	4	5	2	0	0	0	0	0	0	0	11
12	0	0	0	2	1	5	3	0	0	0	0	0	11
13	0	0	3	4	1	0	0	0	0	0	0	0	8
14	0	1	0	4	1	2	3	0	0	0	0	0	11
15	0	0	1	1	1	2	0	0	0	0	0	0	5
16	0	0	3	2	3	4	2	0	0	0	0	0	14
17	0	0	1	3	3	1	1	0	0	0	0	0	9
18	0	0	2	2	12	6	0	0	0	0	0	0	22
19	0	0	0	3	3	5	0	1	0	0	0	0	12
20	0	1	1	1	2	1	0	0	0	0	0	0	6
21	0	0	0	2	1	1	1	2	0	0	0	0	7
22	0	0	0	4	1	1	0	0	0	0	0	0	6
23	0	0	0	2	0	1	0	2	0	0	0	0	5
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	3	16	37	36	32	9	1	0	0	0	0	134
6-22	0	4	17	44	40	36	10	3	0	0	0	0	154
6-24	0	4	17	46	40	37	10	5	0	0	0	0	159
0-24	0	4	17	46	40	38	10	5	0	0	0	0	160

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Tuesday 13/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	16	2	0	0	0	0	0	0	0	0	0	0	0	18
9	8	2	0	0	0	1	0	0	0	0	0	0	0	11
10	14	0	0	0	0	0	0	0	0	0	0	0	0	14
11	6	1	0	0	0	0	0	0	0	0	0	0	0	7
12	4	2	0	0	0	1	0	0	0	0	0	0	0	7
13	3	1	0	0	0	0	0	0	0	0	0	0	0	4
14	4	1	0	0	0	0	0	0	0	0	0	0	0	5
15	5	1	0	0	0	0	0	0	0	0	0	0	0	6
16	7	1	0	0	1	0	0	0	0	0	0	0	0	9
17	13	5	0	0	0	0	0	0	0	0	0	0	0	18
18	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19	6	0	0	0	0	0	0	0	0	0	0	0	0	6
20	6	0	0	0	0	0	0	0	0	0	0	0	0	6
21	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	90	16	0	0	1	2	0	0	0	0	0	0	0	109
6-22	104	16	0	0	1	2	0	0	0	0	0	0	0	123
6-24	105	16	0	0	1	2	0	0	0	0	0	0	0	124
0-24	107	16	0	0	1	2	0	0	0	0	0	0	0	126

Direction : EASTBOUND

Tuesday 13/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	5	4	0	0	0	1	0	0	0	0	0	0	0	10
9	8	1	0	0	0	0	0	0	0	0	0	0	0	9
10	1	3	0	0	0	0	0	0	0	0	0	0	0	4
11	2	1	0	0	0	1	0	0	0	0	0	0	0	4
12	10	1	0	0	0	0	0	0	0	0	0	0	0	11
13	3	1	0	0	0	0	0	0	0	0	0	0	0	4
14	5	0	0	0	0	0	0	0	0	0	0	0	0	5
15	8	0	0	0	0	0	0	0	0	0	0	0	0	8
16	5	1	0	0	0	0	0	0	0	0	0	0	0	6
17	10	1	0	0	1	0	0	0	0	0	0	0	0	12
18	16	2	0	0	0	0	0	0	0	0	0	0	0	18
19	7	0	0	0	0	0	0	0	0	0	0	0	0	7
20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21	9	2	0	0	0	0	0	0	0	0	0	0	0	11
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	80	15	0	0	1	2	0	0	0	0	0	0	0	98
6-22	99	17	0	0	1	2	0	0	0	0	0	0	0	119
6-24	99	17	0	0	1	2	0	0	0	0	0	0	0	119
0-24	99	17	0	0	1	2	0	0	0	0	0	0	0	119

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Tuesday 13/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	1	1	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	2	1	1	0	0	0	0	0	4
8	0	0	1	3	9	5	0	0	0	0	0	0	18
9	0	0	1	1	3	4	2	0	0	0	0	0	11
10	0	0	3	3	6	2	0	0	0	0	0	0	14
11	0	1	0	0	2	4	0	0	0	0	0	0	7
12	0	0	1	3	1	1	1	0	0	0	0	0	7
13	0	0	0	0	2	2	0	0	0	0	0	0	4
14	0	0	1	1	2	1	0	0	0	0	0	0	5
15	0	1	0	3	0	1	1	0	0	0	0	0	6
16	0	1	1	2	4	1	0	0	0	0	0	0	9
17	0	0	4	4	4	6	0	0	0	0	0	0	18
18	0	0	0	1	3	0	0	0	0	0	0	0	4
19	0	0	1	1	2	1	0	1	0	0	0	0	6
20	0	1	0	1	1	2	0	1	0	0	0	0	6
21	0	1	0	0	0	1	1	0	0	0	0	0	3
22	0	0	0	1	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	1	0	0	0	0	0	0	1
7-19	0	3	13	22	38	28	4	1	0	0	0	0	109
6-22	0	5	13	24	41	32	6	2	0	0	0	0	123
6-24	0	5	13	24	41	33	6	2	0	0	0	0	124
0-24	0	5	13	24	42	34	6	2	0	0	0	0	126

Direction : EASTBOUND

Tuesday 13/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	2	1	0	0	0	0	0	0	3
8	0	1	3	2	2	0	2	0	0	0	0	0	10
9	0	0	0	1	5	3	0	0	0	0	0	0	9
10	0	0	0	2	2	0	0	0	0	0	0	0	4
11	0	0	0	1	2	1	0	0	0	0	0	0	4
12	0	1	5	2	0	2	1	0	0	0	0	0	11
13	0	0	0	2	2	0	0	0	0	0	0	0	4
14	0	0	0	1	4	0	0	0	0	0	0	0	5
15	1	0	0	1	5	1	0	0	0	0	0	0	8
16	0	0	1	1	1	3	0	0	0	0	0	0	6
17	0	1	1	1	5	4	0	0	0	0	0	0	12
18	0	1	1	3	5	5	1	1	1	0	0	0	18
19	0	0	1	1	1	3	1	0	0	0	0	0	7
20	0	0	0	0	0	1	1	0	0	0	0	0	2
21	0	1	1	3	3	2	1	0	0	0	0	0	11
22	0	0	0	4	0	1	0	0	0	0	0	0	5
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	1	4	12	18	34	22	5	1	1	0	0	0	98
6-22	1	5	13	25	39	27	7	1	1	0	0	0	119
6-24	1	5	13	25	39	27	7	1	1	0	0	0	119
0-24	1	5	13	25	39	27	7	1	1	0	0	0	119

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Wednesday 14/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	14	2	0	0	0	0	0	0	0	0	0	0	0	16
9	8	1	0	0	0	0	0	0	0	0	0	0	0	9
10	14	2	0	0	0	0	0	0	0	0	0	0	0	16
11	7	1	0	0	0	0	0	0	0	0	0	0	0	8
12	11	1	0	0	0	0	0	0	0	0	0	0	0	12
13	4	0	0	0	0	0	0	0	0	0	0	1	0	5
14	6	2	0	0	0	0	0	0	0	0	0	0	0	8
15	4	2	0	0	1	0	0	0	0	0	0	0	0	7
16	12	0	0	0	0	0	0	0	0	0	0	0	0	12
17	4	2	0	0	1	0	0	0	1	0	0	0	0	8
18	8	1	1	0	0	0	0	0	0	0	0	0	0	10
19	5	1	0	0	0	0	0	0	0	0	0	0	0	6
20	7	0	0	0	0	0	0	0	0	0	0	0	0	7
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	97	15	1	0	2	0	0	0	1	0	0	1	0	117
6-22	114	15	1	0	2	0	0	0	1	0	0	1	0	134
6-24	116	16	1	0	2	0	0	0	1	0	0	1	0	137
0-24	118	16	1	0	2	0	0	0	1	0	0	1	0	139

Direction : EASTBOUND

Wednesday 14/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	4	1	0	0	0	0	0	0	0	0	0	0	0	5
8	8	2	0	0	0	0	0	0	0	0	0	0	0	10
9	9	3	0	0	0	0	0	0	0	0	0	0	0	12
10	6	2	0	0	0	0	0	0	0	0	0	0	0	8
11	11	1	0	0	1	0	0	0	0	0	0	0	0	13
12	6	0	0	0	0	0	0	0	1	0	0	1	0	8
13	8	0	0	0	0	0	0	0	0	0	0	0	0	8
14	11	1	0	0	0	0	0	0	0	0	0	0	0	12
15	6	1	0	0	0	0	0	0	0	0	0	0	0	7
16	8	3	0	0	1	0	0	0	0	0	0	0	0	12
17	8	1	0	0	0	0	0	0	0	0	0	0	0	9
18	10	0	0	0	0	0	0	0	0	0	0	0	0	10
19	6	0	0	0	0	0	0	0	0	0	0	0	0	6
20	7	0	0	0	0	0	0	0	0	0	0	0	0	7
21	9	1	0	0	0	0	0	0	0	0	0	0	0	10
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	97	14	0	0	2	0	0	0	1	0	0	1	0	115
6-22	122	16	0	0	2	0	0	0	1	0	0	1	0	142
6-24	129	16	0	0	2	0	0	0	1	0	0	1	0	149
0-24	129	16	0	0	2	0	0	0	1	0	0	1	0	149

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Wednesday 14/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	1	0	0	0	0	0	0	1
7	0	0	0	0	2	1	1	0	0	0	0	0	4
8	0	0	0	4	8	3	1	0	0	0	0	0	16
9	0	0	0	0	6	3	0	0	0	0	0	0	9
10	0	0	1	1	10	2	2	0	0	0	0	0	16
11	0	0	1	2	2	1	1	1	0	0	0	0	8
12	0	1	4	5	0	1	0	1	0	0	0	0	12
13	0	0	1	0	1	2	1	0	0	0	0	0	5
14	0	1	0	0	4	1	1	0	1	0	0	0	8
15	0	1	1	1	2	1	1	0	0	0	0	0	7
16	1	0	0	3	3	2	2	1	0	0	0	0	12
17	0	0	0	1	3	4	0	0	0	0	0	0	8
18	0	3	1	4	1	0	1	0	0	0	0	0	10
19	0	1	0	1	0	4	0	0	0	0	0	0	6
20	0	3	0	1	0	2	0	1	0	0	0	0	7
21	0	0	1	0	0	1	0	0	0	0	0	0	2
22	0	0	1	0	2	0	1	0	0	0	0	0	4
23	0	1	1	0	0	0	0	0	0	0	0	0	2
24	0	0	0	0	1	0	0	0	0	0	0	0	1
7-19	1	7	9	22	40	24	10	3	1	0	0	0	117
6-22	1	10	11	23	44	28	12	4	1	0	0	0	134
6-24	1	11	12	23	45	28	12	4	1	0	0	0	137
0-24	1	11	13	23	45	29	12	4	1	0	0	0	139

Direction : EASTBOUND

Wednesday 14/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	1	3	1	0	0	0	0	0	5
8	0	0	0	6	2	2	0	0	0	0	0	0	10
9	0	1	0	2	6	1	2	0	0	0	0	0	12
10	0	0	2	3	3	0	0	0	0	0	0	0	8
11	0	0	2	4	2	3	2	0	0	0	0	0	13
12	0	1	4	3	0	0	0	0	0	0	0	0	8
13	0	0	2	1	3	1	1	0	0	0	0	0	8
14	0	0	2	3	3	3	0	0	1	0	0	0	12
15	0	1	0	3	1	2	0	0	0	0	0	0	7
16	0	1	0	3	4	4	0	0	0	0	0	0	12
17	0	0	0	0	4	3	1	0	0	1	0	0	9
18	1	0	3	3	2	1	0	0	0	0	0	0	10
19	0	0	0	0	2	1	0	1	2	0	0	0	6
20	0	1	1	1	1	3	0	0	0	0	0	0	7
21	0	1	1	2	4	2	0	0	0	0	0	0	10
22	0	1	2	2	0	0	0	0	0	0	0	0	5
23	0	0	2	2	2	0	0	0	0	0	0	0	6
24	0	0	0	0	1	0	0	0	0	0	0	0	1
7-19	1	4	15	31	32	21	6	1	3	1	0	0	115
6-22	1	7	19	36	38	29	7	1	3	1	0	0	142
6-24	1	7	21	38	41	29	7	1	3	1	0	0	149
0-24	1	7	21	38	41	29	7	1	3	1	0	0	149

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Thursday 15/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	13	2	0	0	0	0	0	0	0	0	0	0	0	15
9	15	2	0	0	0	0	0	2	0	0	0	0	0	19
10	7	1	0	0	0	0	0	2	0	0	0	0	0	10
11	11	2	0	0	0	0	0	0	0	0	0	0	0	13
12	11	0	0	0	0	0	0	0	0	0	0	1	0	12
13	6	2	0	0	0	0	0	0	0	0	0	0	0	8
14	10	1	0	0	0	0	0	0	0	0	1	0	0	12
15	8	2	0	0	1	0	0	0	0	0	0	0	0	11
16	5	2	0	0	0	0	0	0	0	0	0	0	0	7
17	9	5	0	0	0	0	0	0	0	0	0	0	0	14
18	10	1	0	0	0	0	0	0	0	0	0	0	0	11
19	9	2	0	0	0	0	0	0	0	0	0	0	0	11
20	8	0	0	0	0	0	0	0	0	0	0	0	0	8
21	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	114	22	0	0	1	0	0	4	0	0	1	1	0	143
6-22	132	22	0	0	1	0	0	4	0	0	1	1	0	161
6-24	132	22	0	0	1	0	0	4	0	0	1	1	0	161
0-24	134	22	0	0	1	0	0	4	0	0	1	1	0	163

Direction : EASTBOUND

Thursday 15/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	3	1	0	0	0	0	0	0	0	0	0	0	0	4
8	4	2	1	0	0	0	0	0	0	0	0	0	0	7
9	9	2	0	0	0	0	0	0	0	0	0	1	0	12
10	6	0	0	0	0	0	0	0	0	0	0	0	0	6
11	7	0	0	0	0	0	0	0	0	0	0	0	0	7
12	12	0	0	0	0	0	1	0	0	0	0	0	0	13
13	14	0	0	0	0	0	0	0	0	0	0	0	0	14
14	5	1	0	0	0	0	0	0	0	0	0	0	0	6
15	4	2	0	0	0	0	0	0	0	0	0	0	0	6
16	11	3	0	0	0	0	0	0	0	0	0	0	0	14
17	15	0	0	0	0	0	0	0	0	0	1	0	0	16
18	11	0	0	0	0	0	0	0	0	0	0	0	0	11
19	18	0	0	0	0	0	0	0	0	0	0	0	0	18
20	10	1	0	0	0	0	0	0	0	0	0	0	0	11
21	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	116	10	1	0	0	0	1	0	0	0	1	1	0	130
6-22	136	12	1	0	0	0	1	0	0	0	1	1	0	152
6-24	136	12	1	0	0	0	1	0	0	0	1	1	0	152
0-24	139	12	1	0	0	0	1	0	0	0	1	1	0	155

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Thursday 15/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	1	0	0	0	0	0	0	1
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	1	0	1	0	0	0	0	0	2
8	0	0	1	5	3	6	0	0	0	0	0	0	15
9	0	1	6	2	5	4	1	0	0	0	0	0	19
10	0	0	3	2	2	2	1	0	0	0	0	0	10
11	1	2	1	3	4	2	0	0	0	0	0	0	13
12	0	2	3	3	1	2	0	1	0	0	0	0	12
13	0	0	0	2	2	1	0	1	1	1	0	0	8
14	0	0	2	4	4	2	0	0	0	0	0	0	12
15	0	0	1	3	3	2	2	0	0	0	0	0	11
16	0	1	0	0	3	2	0	1	0	0	0	0	7
17	0	0	5	3	2	3	1	0	0	0	0	0	14
18	0	0	1	5	2	3	0	0	0	0	0	0	11
19	0	0	3	1	2	4	1	0	0	0	0	0	11
20	0	0	1	3	0	2	2	0	0	0	0	0	8
21	0	0	0	0	1	2	0	0	0	0	0	0	3
22	0	0	1	2	1	1	0	0	0	0	0	0	5
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	1	6	26	33	33	33	6	3	1	1	0	0	143
6-22	1	6	28	38	36	38	9	3	1	1	0	0	161
6-24	1	6	28	38	36	38	9	3	1	1	0	0	161
0-24	1	6	28	39	36	39	9	3	1	1	0	0	163

Direction : EASTBOUND

Thursday 15/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	1	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	1	0	0	0	0	0	0	0	1
7	0	0	0	0	2	2	0	0	0	0	0	0	4
8	0	0	0	3	2	2	0	0	0	0	0	0	7
9	0	0	1	4	7	0	0	0	0	0	0	0	12
10	1	0	0	1	1	1	2	0	0	0	0	0	6
11	0	0	3	1	1	1	1	0	0	0	0	0	7
12	0	1	4	3	1	3	1	0	0	0	0	0	13
13	0	2	2	0	4	4	1	0	1	0	0	0	14
14	1	0	1	1	3	0	0	0	0	0	0	0	6
15	0	0	0	1	5	0	0	0	0	0	0	0	6
16	0	1	1	2	4	6	0	0	0	0	0	0	14
17	0	1	6	3	4	2	0	0	0	0	0	0	16
18	0	0	1	4	4	1	1	0	0	0	0	0	11
19	0	1	6	7	1	2	1	0	0	0	0	0	18
20	0	0	2	1	0	5	2	1	0	0	0	0	11
21	0	0	1	0	1	3	0	0	0	0	0	0	5
22	0	0	1	0	1	0	0	0	0	0	0	0	2
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	2	6	25	30	37	22	7	0	1	0	0	0	130
6-22	2	6	29	31	41	32	9	1	1	0	0	0	152
6-24	2	6	29	31	41	32	9	1	1	0	0	0	152
0-24	2	6	30	31	43	32	9	1	1	0	0	0	155

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Friday 16/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	15	3	0	0	0	0	0	0	0	0	0	0	0	18
9	7	1	0	0	0	0	0	0	0	0	0	0	0	8
10	19	3	0	0	0	0	0	0	0	0	0	0	0	22
11	3	1	0	0	0	0	0	0	0	0	0	0	0	4
12	12	1	0	0	0	0	0	0	0	0	0	0	0	13
13	5	0	0	0	0	0	0	0	0	0	0	1	0	6
14	8	2	0	0	0	0	0	0	0	0	0	0	0	10
15	5	2	0	0	1	0	0	0	0	0	0	0	0	8
16	10	0	0	0	0	0	0	0	0	0	0	0	0	10
17	6	2	0	0	1	0	0	0	0	0	0	0	0	9
18	10	1	1	0	0	0	0	0	0	0	0	0	0	12
19	5	1	0	0	0	0	0	0	0	0	0	0	0	6
20	7	0	2	0	1	0	0	0	0	0	0	0	0	10
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	105	17	1	0	2	0	0	0	0	0	0	1	0	126
6-22	123	17	3	0	3	0	0	0	0	0	0	1	0	147
6-24	125	18	3	0	3	0	0	0	0	0	0	1	0	150
0-24	129	18	3	0	3	0	0	0	0	0	0	1	0	154

Direction : EASTBOUND

Friday 16/06/2017	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	13	3	0	0	0	0	0	0	0	0	0	0	0	16
9	9	2	0	0	0	0	0	0	0	0	0	0	0	11
10	4	2	0	0	0	0	0	0	0	0	0	0	0	6
11	12	1	0	0	1	0	0	0	0	0	0	0	0	14
12	4	0	0	0	0	0	0	0	0	0	0	1	0	5
13	12	0	0	0	0	0	0	0	0	0	0	0	0	12
14	9	1	0	0	0	0	0	0	0	0	0	1	0	11
15	9	1	0	0	0	0	0	0	0	0	0	0	0	10
16	5	4	0	1	1	0	0	0	0	0	0	0	0	11
17	5	1	0	0	0	0	0	0	0	0	0	0	0	6
18	9	0	0	0	0	0	0	0	0	0	0	0	0	9
19	9	0	0	0	0	0	0	0	0	0	0	0	0	9
20	11	0	0	0	0	0	0	0	0	0	0	0	0	11
21	10	1	0	0	0	0	0	0	0	0	0	0	0	11
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	8	0	0	0	0	0	0	0	0	0	0	0	0	8
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	100	15	0	1	2	0	0	0	0	0	0	2	0	120
6-22	131	17	0	1	2	0	0	0	0	0	0	2	0	153
6-24	140	17	0	1	2	0	0	0	0	0	0	2	0	162
0-24	144	17	0	1	2	0	0	0	0	0	0	2	0	166

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

Friday 16/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	2	0	0	0	0	0	0	2
7	0	0	0	0	3	1	0	0	0	0	0	0	4
8	0	0	0	8	7	3	0	0	0	0	0	0	18
9	0	0	0	0	4	4	0	0	0	0	0	0	8
10	0	0	2	2	12	2	4	0	0	0	0	0	22
11	0	0	0	3	1	0	0	0	0	0	0	0	4
12	0	1	6	4	0	1	0	1	0	0	0	0	13
13	0	0	1	0	1	3	1	0	0	0	0	0	6
14	0	1	0	0	6	1	1	0	1	0	0	0	10
15	0	3	1	1	1	1	1	0	0	0	0	0	8
16	1	0	0	3	4	1	1	0	0	0	0	0	10
17	0	0	0	1	5	3	0	0	0	0	0	0	9
18	0	5	1	4	1	0	1	0	0	0	0	0	12
19	0	1	0	1	0	4	0	0	0	0	0	0	6
20	0	5	0	1	0	4	0	0	0	0	0	0	10
21	0	0	0	0	0	2	0	0	0	0	0	0	2
22	0	0	2	0	2	0	1	0	0	0	0	0	5
23	0	1	1	0	0	0	0	0	0	0	0	0	2
24	0	0	0	0	1	0	0	0	0	0	0	0	1
7-19	1	11	11	27	42	23	9	1	1	0	0	0	126
6-22	1	16	13	28	47	30	10	1	1	0	0	0	147
6-24	1	17	14	28	48	30	10	1	1	0	0	0	150
0-24	1	17	16	28	48	32	10	1	1	0	0	0	154

Direction : EASTBOUND

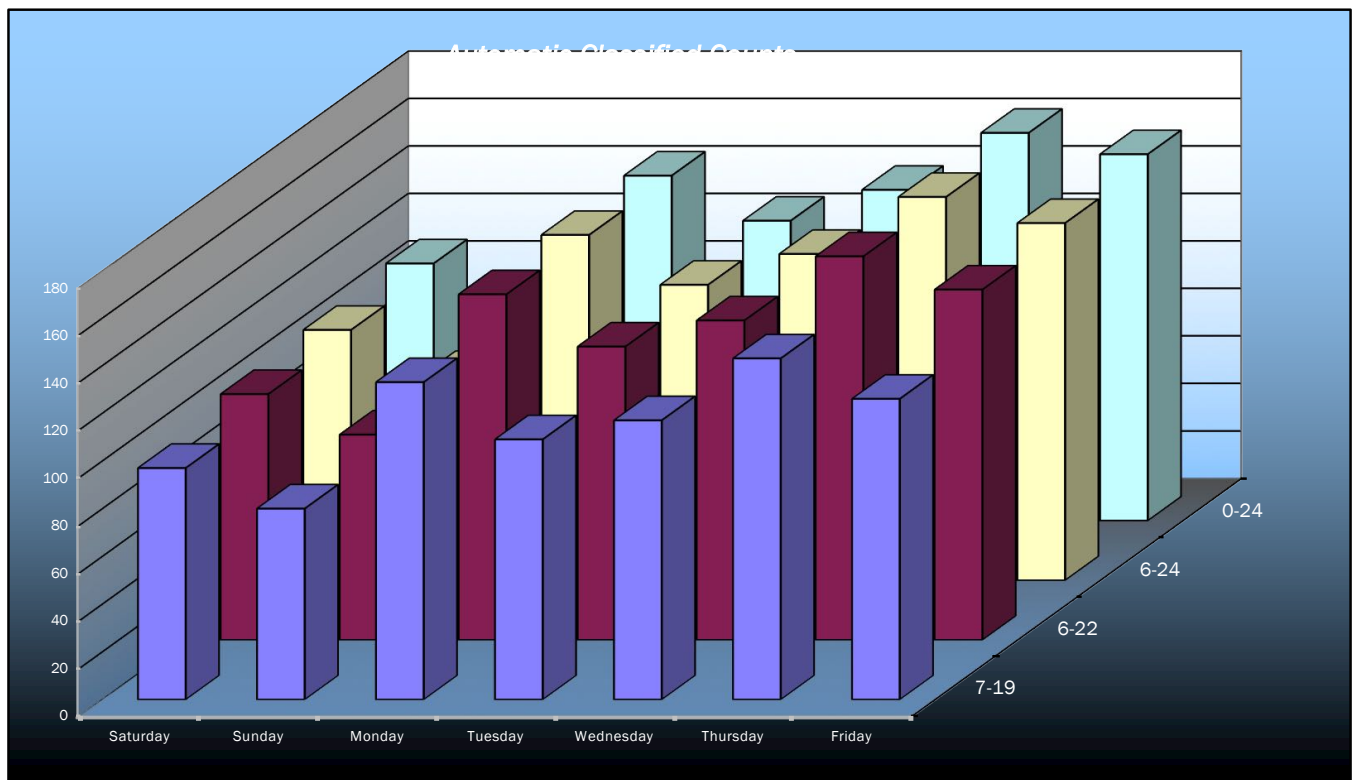
Friday 16/06/2017	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	4	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	1	4	1	0	0	0	0	0	6
8	0	0	0	12	3	1	0	0	0	0	0	0	16
9	0	1	0	3	4	1	2	0	0	0	0	0	11
10	0	0	1	3	2	0	0	0	0	0	0	0	6
11	0	0	2	6	2	2	2	0	0	0	0	0	14
12	0	1	2	2	0	0	0	0	0	0	0	0	5
13	0	0	4	1	6	1	0	0	0	0	0	0	12
14	0	0	1	3	4	3	0	0	0	0	0	0	11
15	0	1	0	6	1	2	0	0	0	0	0	0	10
16	0	1	0	2	5	3	0	0	0	0	0	0	11
17	0	0	0	0	3	2	1	0	0	0	0	0	6
18	0	0	3	3	2	1	0	0	0	0	0	0	9
19	0	0	0	0	3	2	0	2	2	0	0	0	9
20	0	2	2	2	2	3	0	0	0	0	0	0	11
21	0	1	1	2	5	2	0	0	0	0	0	0	11
22	0	1	2	2	0	0	0	0	0	0	0	0	5
23	0	0	2	2	4	0	0	0	0	0	0	0	8
24	0	0	0	0	1	0	0	0	0	0	0	0	1
7-19	0	4	13	41	35	18	5	2	2	0	0	0	120
6-22	0	8	18	47	43	27	6	2	2	0	0	0	153
6-24	0	8	20	49	48	27	6	2	2	0	0	0	162
0-24	0	8	20	53	48	27	6	2	2	0	0	0	166

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

VEHICLE FLOWS									
Hr Ending	Saturday 10-Jun-17	Sunday 11-Jun-17	Monday 12-Jun-17	Tuesday 13-Jun-17	Wednesday 14-Jun-17	Thursday 15-Jun-17	Friday 16-Jun-17	WEEKDAY AVERAGE	WEEK AVERAGE
1	3	2	0	2	0	1	0	1	1
2	0	0	0	0	1	1	2	1	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	1	0	0	1	0	2	1	1
7	2	0	4	4	4	2	4	4	3
8	2	4	14	18	16	15	18	16	12
9	8	3	17	11	9	19	8	13	11
10	9	6	10	14	16	10	22	14	12
11	8	11	13	7	8	13	4	9	9
12	11	7	6	7	12	12	13	10	10
13	12	7	9	4	5	8	6	6	7
14	7	6	5	5	8	12	10	8	8
15	11	6	5	6	7	11	8	7	8
16	9	14	12	9	12	7	10	10	10
17	7	9	17	18	8	14	9	13	12
18	9	2	9	4	10	11	12	9	8
19	4	5	16	6	6	11	6	9	8
20	4	5	5	6	7	8	10	7	6
21	0	1	2	3	2	3	2	2	2
22	0	0	1	1	4	5	5	3	2
23	1	0	0	0	2	0	2	1	1
24	1	0	0	1	1	0	1	1	1
7-19	97	80	133	109	117	143	126	126	115
6-22	103	86	145	123	134	161	147	142	128
6-24	105	86	145	124	137	161	150	143	130
0-24	108	89	145	126	139	163	154	145	132

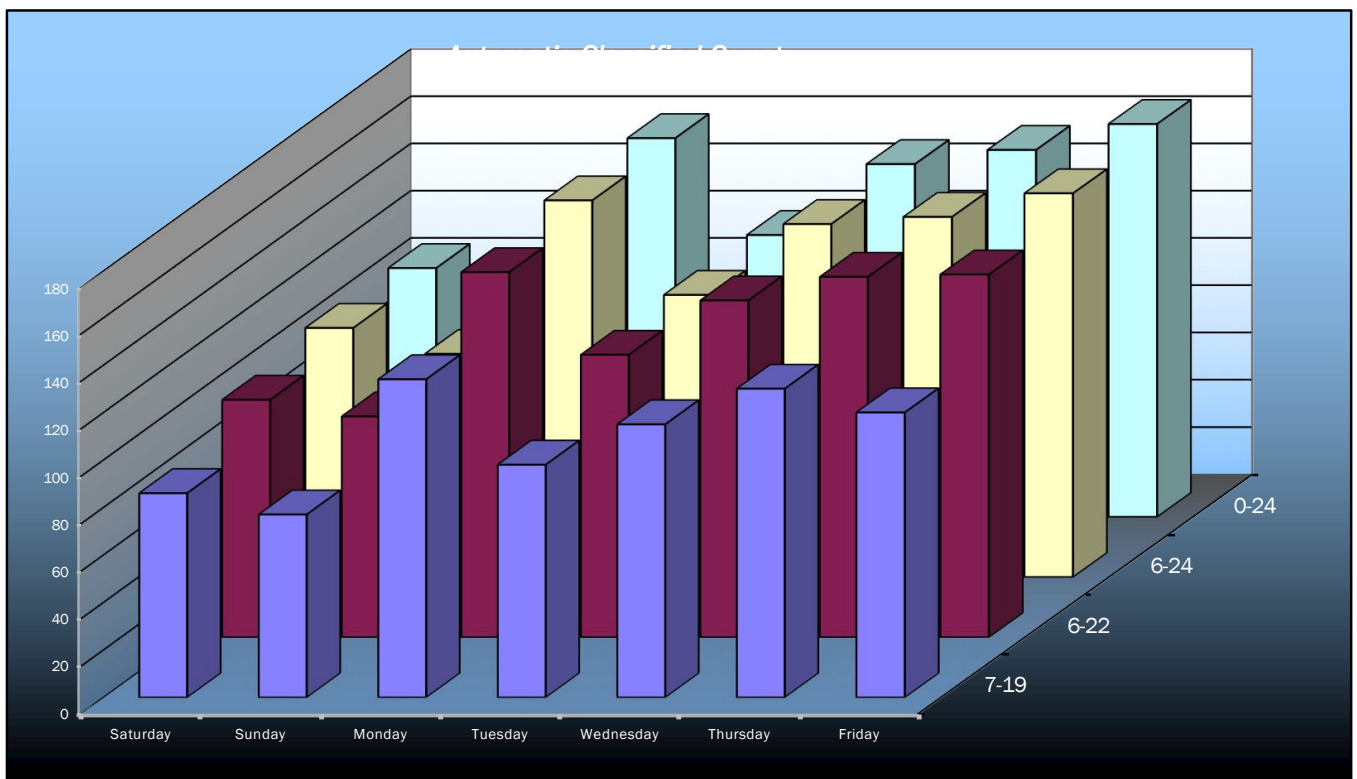


Automatic Classified Counts

LOCATION: MALPAS

Direction : EASTBOUND

EASTBOUND									
Hr Ending	Saturday 10-Jun-17	Sunday 11-Jun-17	Monday 12-Jun-17	Tuesday 13-Jun-17	Wednesday 14-Jun-17	Thursday 15-Jun-17	Friday 16-Jun-17	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	0	0	0	0	2	4	1	1
2	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	1	0	0	0
7	2	0	1	3	5	4	6	4	3
8	1	3	14	10	10	7	16	11	9
9	5	0	6	9	12	12	11	10	8
10	4	2	11	4	8	6	6	7	6
11	8	7	11	4	13	7	14	10	9
12	7	8	11	11	8	13	5	10	9
13	9	10	8	4	8	14	12	9	9
14	9	9	11	5	12	6	11	9	9
15	10	7	5	8	7	6	10	7	8
16	8	8	14	6	12	14	11	11	10
17	6	9	9	12	9	16	6	10	10
18	8	9	22	18	10	11	9	14	12
19	11	5	12	7	6	18	9	10	10
20	4	9	6	2	7	11	11	7	7
21	5	4	7	11	10	5	11	9	8
22	3	3	6	5	5	2	5	5	4
23	5	1	5	0	6	0	8	4	4
24	0	0	0	0	1	0	1	0	0
7-19	86	77	134	98	115	130	120	119	109
6-22	100	93	154	119	142	152	153	144	130
6-24	105	94	159	119	149	152	162	148	134
0-24	105	95	160	119	149	155	166	150	136



Automatic Classified Counts for Eastbound traffic at Malpas

Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 10-Jun-17	Sunday 11-Jun-17	Monday 12-Jun-17	Tuesday 13-Jun-17	Wednesday 14-Jun-17	Thursday 15-Jun-17	Friday 16-Jun-17
1	44.7	45.5	-	40.5	-	43.0	-
2	-	-	-	-	25.5	33.0	25.5
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	38.0	-	-	43.0	-	43.0
7	24.3	-	41.8	41.8	41.8	43.0	39.3
8	20.5	28.0	36.4	37.9	38.3	37.5	36.6
9	38.0	39.7	36.8	40.0	39.7	33.9	40.5
10	21.6	27.6	34.8	35.0	38.8	35.3	38.7
11	35.8	36.9	35.9	37.6	38.9	30.7	34.3
12	36.4	35.5	36.3	36.2	31.5	32.0	30.5
13	32.0	31.9	37.4	40.5	39.5	45.2	40.1
14	32.6	37.6	35.5	35.5	39.6	35.1	39.3
15	31.9	28.0	34.5	34.3	34.4	38.2	29.3
16	34.1	35.7	40.1	33.6	37.8	38.4	34.8
17	27.6	40.2	37.6	35.8	39.9	34.3	39.1
18	36.1	40.5	35.5	36.8	29.0	36.0	26.8
19	38.6	35.0	37.8	38.4	36.8	36.9	36.8
20	32.4	38.0	41.0	37.6	31.2	38.3	28.3
21	-	33.0	31.8	35.5	34.3	41.3	43.0
22	-	-	43.0	33.0	37.4	34.5	35.0
23	25.5	-	-	-	20.5	-	20.5
24	43.0	-	-	43.0	38.0	-	38.0

10-12	36.1	36.2	36.1	36.9	35.2	31.3	32.4
14-16	33.0	31.8	37.3	33.9	36.1	38.3	32.0
0-24	32.6	35.7	37.3	37.4	35.8	37.0	34.9

85TH PERCENTILE							
Hr Ending	Saturday 10-Jun-17	Sunday 11-Jun-17	Monday 12-Jun-17	Tuesday 13-Jun-17	Wednesday 14-Jun-17	Thursday 15-Jun-17	Friday 16-Jun-17
1	47.6	49.0	-	44.0	-	-	-
2	-	-	-	-	-	-	25.5
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	43.0
7	36.6	-	44.3	46.5	46.5	50.1	41.8
8	27.6	37.8	41.7	42.4	42.6	43.0	40.4
9	43.3	45.4	44.2	46.6	42.2	42.7	43.2
10	29.3	38.0	39.5	40.9	44.1	43.4	44.9
11	40.3	41.2	43.3	47.7	47.8	42.4	36.8
12	40.3	40.3	45.5	43.7	41.1	43.2	39.9
13	40.8	44.2	42.7	43.4	48.1	57.4	47.9
14	39.9	48.6	42.1	42.1	51.6	40.8	49.9
15	46.2	37.9	41.0	45.4	45.4	45.2	42.4
16	43.3	42.9	44.0	41.9	49.9	49.8	46.1
17	41.4	44.6	44.2	42.6	43.6	42.3	42.4
18	41.6	44.0	43.8	39.3	39.9	41.5	37.9
19	48.3	43.9	45.4	47.7	47.9	45.1	47.9
20	44.3	46.7	48.6	50.3	47.0	46.6	42.0
21	-	-	40.6	53.0	46.6	44.2	43.0
22	-	-	-	-	46.6	41.0	44.6
23	-	-	-	-	27.6	-	27.6
24	-	-	-	-	-	-	-

10-12	40.3	40.8	44.4	45.7	44.4	42.8	38.3
14-16	44.8	40.4	42.5	43.7	47.6	47.5	44.2
0-24	40.7	43.2	43.4	44.8	44.6	44.9	41.4

7 DAY AVERAGE SPEED	35.8
7 DAY AVERAGE 85th PERCENTILE	43.3

Automatic Classified Counts

LOCATION: MALPAS

Direction : EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 10-Jun-17	Sunday 11-Jun-17	Monday 12-Jun-17	Tuesday 13-Jun-17	Wednesday 14-Jun-17	Thursday 15-Jun-17	Friday 16-Jun-17
1	-	-	-	-	-	31.8	33.0
2	-	-	-	-	-	-	-
3	-	-	43.0	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	25.5	-	-	-	38.0	-
7	29.3	-	43.0	39.7	43.0	40.5	43.0
8	33.0	38.0	35.3	33.0	36.0	37.3	34.6
9	33.0	-	34.3	39.1	37.4	35.3	36.9
10	34.3	35.5	35.3	35.5	33.0	35.9	33.4
11	29.3	28.7	31.2	38.0	37.2	34.1	36.2
12	32.6	36.1	42.1	31.2	27.1	33.2	26.5
13	29.1	25.0	30.8	35.5	36.1	36.6	33.8
14	34.9	36.1	37.8	37.0	37.6	29.7	36.9
15	26.0	35.5	36.5	33.9	34.1	37.2	33.8
16	34.3	31.4	37.5	37.6	36.5	36.9	36.4
17	36.8	40.5	36.6	36.3	43.8	31.6	41.3
18	34.6	34.9	37.8	39.1	30.0	36.4	32.7
19	31.2	36.5	40.1	39.1	48.0	31.8	46.9
20	34.9	36.9	32.2	45.5	34.4	40.7	32.1
21	38.0	36.8	43.0	35.3	34.5	38.5	34.8
22	34.7	43.0	35.5	35.0	26.5	31.8	26.5
23	35.5	33.0	43.0	-	32.2	-	33.6
24	-	-	-	-	38.0	-	38.0

10-12	30.9	32.4	36.6	34.6	32.1	33.6	31.4
14-16	30.1	33.5	37.0	35.8	35.3	37.0	35.1
0-24	33.0	34.6	37.5	36.9	35.9	35.4	35.3

85TH PERCENTILE							
Hr Ending	Saturday 10-Jun-17	Sunday 11-Jun-17	Monday 12-Jun-17	Tuesday 13-Jun-17	Wednesday 14-Jun-17	Thursday 15-Jun-17	Friday 16-Jun-17
1	-	-	-	-	-	40.6	33.0
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	34.6	-	-	42.6	46.5	43.4	46.2
8	-	43.0	42.0	43.4	40.2	41.8	37.6
9	33.0	-	40.1	42.4	45.8	39.2	45.8
10	36.8	39.0	44.0	38.4	38.2	51.9	38.0
11	41.4	41.7	36.1	42.1	44.8	43.3	43.4
12	39.9	43.5	47.5	41.1	33.0	42.7	33.7
13	44.8	39.8	35.5	38.4	44.0	48.6	40.3
14	46.0	42.2	47.5	39.2	46.4	42.5	42.3
15	39.4	41.1	43.9	45.7	43.4	39.2	41.4
16	43.6	42.8	45.4	44.7	44.3	45.0	44.2
17	43.4	48.2	43.1	44.6	52.7	39.4	45.4
18	39.7	45.8	42.7	48.7	40.5	42.4	39.0
19	42.5	43.0	45.9	46.7	57.5	39.7	55.5
20	44.3	45.7	42.2	49.0	45.0	49.7	42.4
21	43.0	41.5	51.7	44.2	42.9	46.1	42.9
22	37.6	43.0	39.7	39.5	33.7	40.6	33.7
23	43.0	-	53.0	-	37.8	-	39.1
24	-	-	-	-	-	-	-

10-12	40.6	42.6	41.8	41.6	38.9	43.0	38.5
14-16	41.5	41.9	44.6	45.2	43.8	42.1	42.8
0-24	40.8	42.9	43.8	43.2	43.3	43.3	41.3

7 DAY AVERAGE SPEED	35.5
7 DAY AVERAGE 85th PERCENTILE	42.6

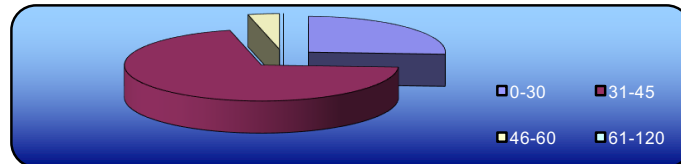
Automatic Classified Counts

LOCATION: MALPAS

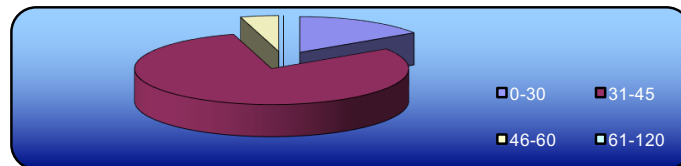
Direction : WESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 10-Jun-17	Sunday 11-Jun-17	Monday 12-Jun-17	Tuesday 13-Jun-17	Wednesday 14-Jun-17	Thursday 15-Jun-17	Friday 16-Jun-17
0-30	28	14	17	18	25	35	34
31-45	76	71	122	100	97	114	108
46-60	4	4	6	8	17	13	12
61-120	0	0	0	0	0	1	0
TOTAL	108	89	145	126	139	163	154

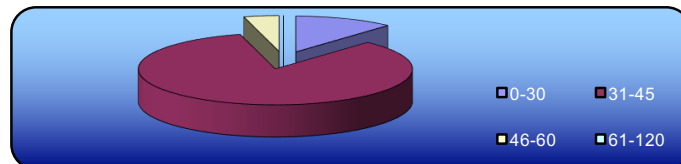
Saturday
10-Jun-17



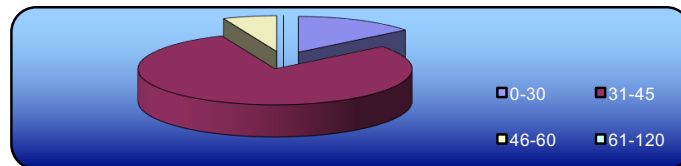
Sunday
11-Jun-17



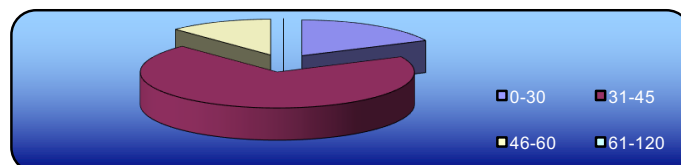
Monday
12-Jun-17



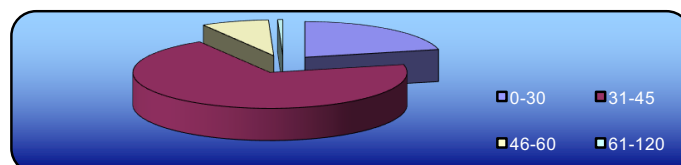
Tuesday
13-Jun-17



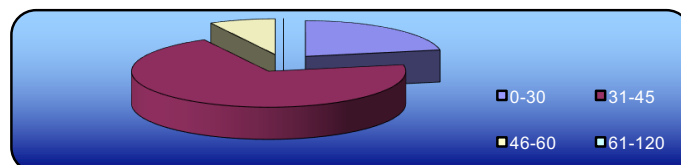
Wednesday
14-Jun-17



Thursday
15-Jun-17



Friday
16-Jun-17



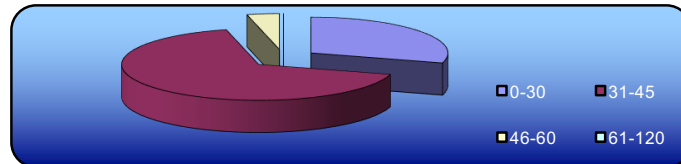
Automatic Classified Counts

LOCATION: MALPAS

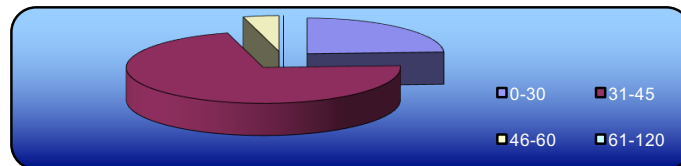
Direction : EASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 10-Jun-17	Sunday 11-Jun-17	Monday 12-Jun-17	Tuesday 13-Jun-17	Wednesday 14-Jun-17	Thursday 15-Jun-17	Friday 16-Jun-17
0-30	31	23	21	19	29	38	28
31-45	70	68	124	91	108	106	128
46-60	4	4	15	9	11	11	10
61-120	0	0	0	0	1	0	0
TOTAL	105	95	160	119	149	155	166

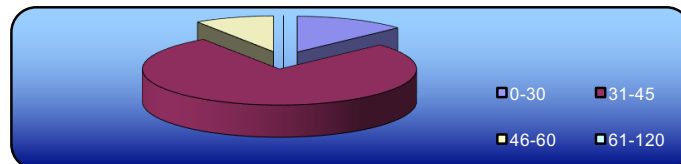
Saturday
10-Jun-17



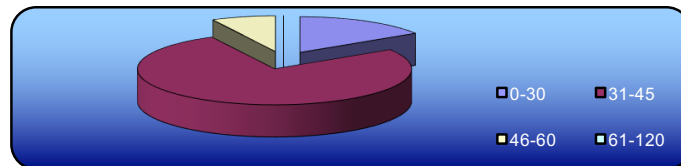
Sunday
11-Jun-17



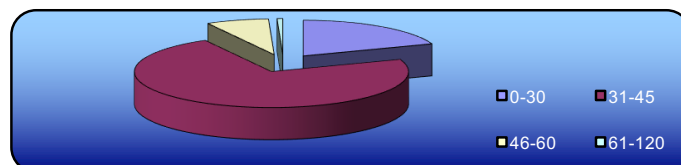
Monday
12-Jun-17



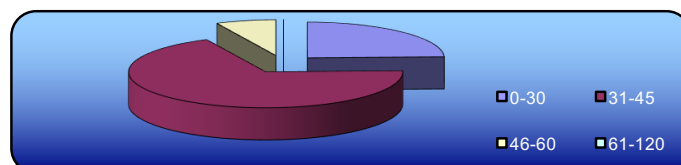
Tuesday
13-Jun-17



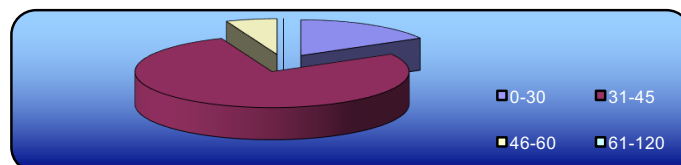
Wednesday
14-Jun-17



Thursday
15-Jun-17



Friday
16-Jun-17



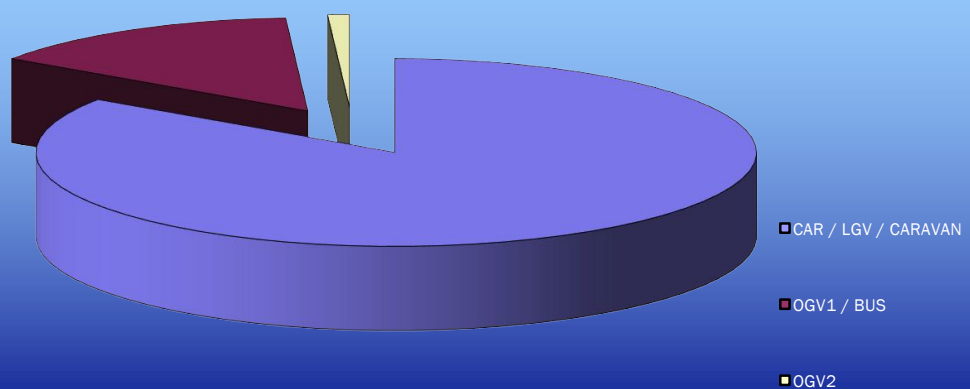
Automatic Classified Counts

LOCATION: MALPAS

Direction : WESTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
10-Jun-17				
7-19	87	10	0	97
6-22	92	10	1	103
6-24	94	10	1	105
0-24	97	10	1	108
11-Jun-17				
7-19	74	6	0	80
6-22	80	6	0	86
6-24	80	6	0	86
0-24	83	6	0	89
12-Jun-17				
7-19	113	18	2	133
6-22	125	18	2	145
6-24	125	18	2	145
0-24	125	18	2	145
13-Jun-17				
7-19	90	19	0	109
6-22	104	19	0	123
6-24	105	19	0	124
0-24	107	19	0	126
14-Jun-17				
7-19	97	19	1	117
6-22	114	19	1	134
6-24	116	20	1	137
0-24	118	20	1	139
15-Jun-17				
7-19	114	24	5	143
6-22	132	24	5	161
6-24	132	24	5	161
0-24	134	24	5	163
16-Jun-17				
7-19	105	21	0	126
6-22	123	24	0	147
6-24	125	25	0	150
0-24	129	25	0	154
AVERAGE				
7-19	97	17	1	115
6-22	110	17	1	128
6-24	111	17	1	130
0-24	113	17	1	132

Total Vehicle Class Distribution



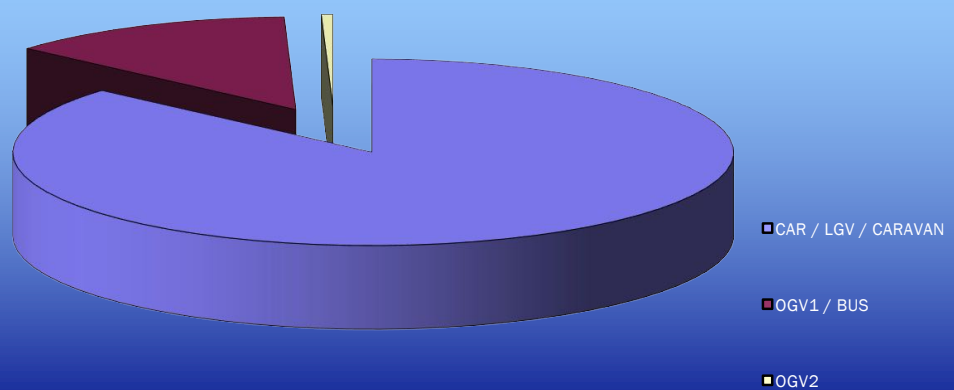
Automatic Classified Counts

LOCATION: MALPAS

Direction : EASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
10-Jun-17				
7-19	77	9	0	86
6-22	91	9	0	100
6-24	96	9	0	105
0-24	96	9	0	105
11-Jun-17				
7-19	73	3	1	77
6-22	89	3	1	93
6-24	90	3	1	94
0-24	91	3	1	95
12-Jun-17				
7-19	114	20	0	134
6-22	133	21	0	154
6-24	138	21	0	159
0-24	139	21	0	160
13-Jun-17				
7-19	80	18	0	98
6-22	99	20	0	119
6-24	99	20	0	119
0-24	99	20	0	119
14-Jun-17				
7-19	97	17	1	115
6-22	122	19	1	142
6-24	129	19	1	149
0-24	129	19	1	149
15-Jun-17				
7-19	116	13	1	130
6-22	136	15	1	152
6-24	136	15	1	152
0-24	139	15	1	155
16-Jun-17				
7-19	100	19	1	120
6-22	131	21	1	153
6-24	140	21	1	162
0-24	144	21	1	166
AVERAGE				
7-19	94	14	1	109
6-22	114	15	1	130
6-24	118	15	1	134
0-24	120	15	1	136

Total Vehicle Class Distribution



APPENDIX F



crashmap.co.uk

Crash Date: Wednesday, May 27, 2015 **Time of Crash:** 2:28:00 PM **Crash Reference:** 201560S076033

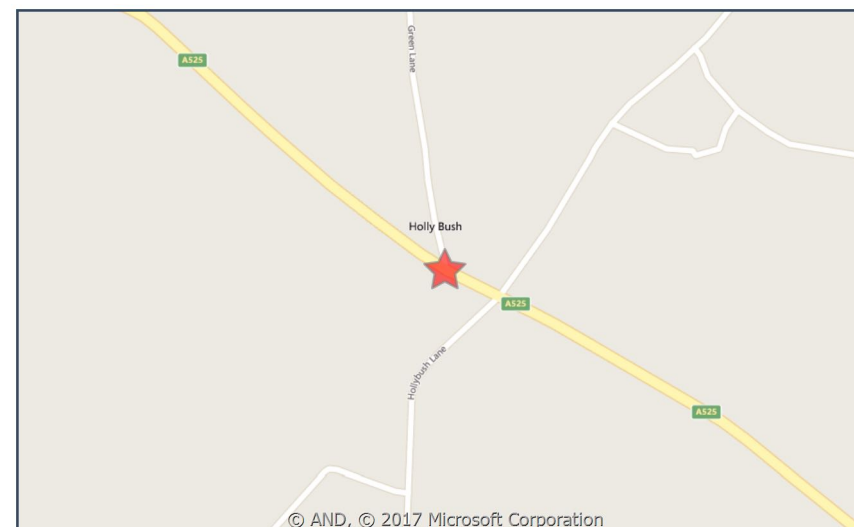
Highest Injury Severity: Slight
Highway Authority: Wrexham
Local Authority: Wrexham
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A525

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 340911 344123



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	36 - 45	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

Accident Description:

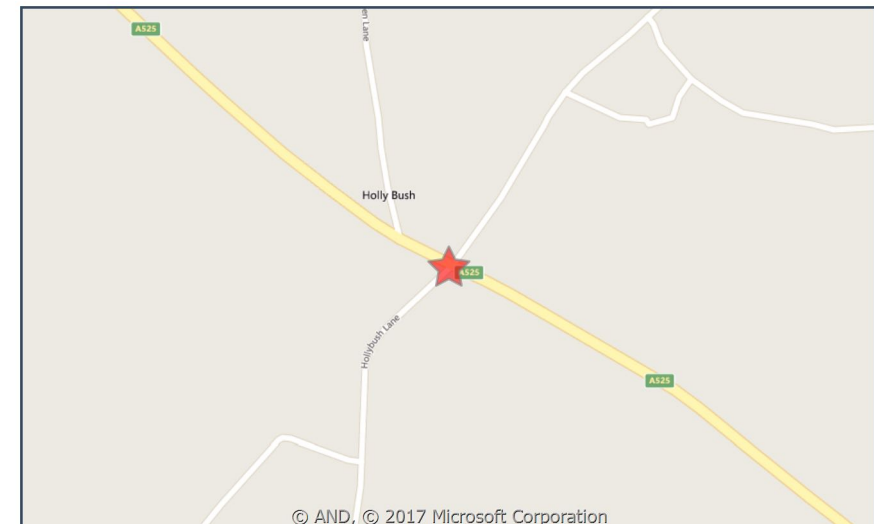
Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date:	Tuesday, July 10, 2012	Time of Crash:	3:10:00 PM	Crash Reference:	201260N112461
Highest Injury Severity:	Serious	Road Number:	A525	Number of Casualties:	2
Highway Authority:	Wrexham			Number of Vehicles:	2
Local Authority:	Wrexham			OS Grid Reference:	340990 344080
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Offside	Other	None	None
2	Car (excluding private hire)	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

Accident Description:

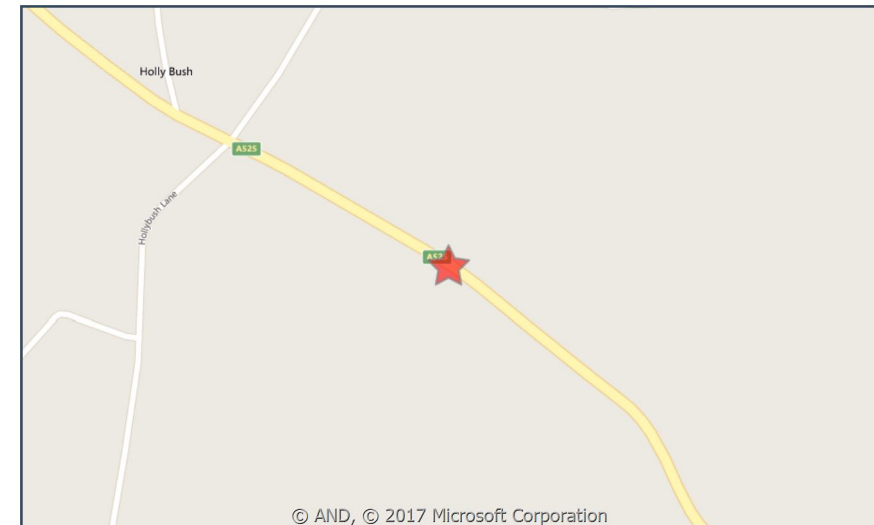
Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date:	Sunday, August 17, 2014	Time of Crash:	10:15:00 AM	Crash Reference:	201460R128779
Highest Injury Severity:	Serious	Road Number:	A525	Number of Casualties:	1
Highway Authority:	Wrexham			Number of Vehicles:	3
Local Authority:	Wrexham			OS Grid Reference:	341329 343888
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Other	None	None
2	Motorcycle over 500cc	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None
3	Car (excluding private hire)	-1	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

APPENDIX G

100,000 Birds	HGV							Tractor & Trailer	
Day of cycle (approx)	Feed Delivery (HGV)	Bedding Delivery (HGV)	LPG + Woodchip Delivery (HGV)	Chick Deliveries (HGV)	Fallen Stock (HGV)	Bird Collection in Morning (0700 to 1000) (HGV)	Bird Collection at night (0200 to 0700) (HGV)	Manure Removal (Tractor & Trailer)	Daily Movements
Delivery Time	Daytime	Daytime	Daytime	Daytime	Daytime	Daytime	Nighttime	Daytime	
1	2	2	2						6
2				4					4
3									0
4	2								2
5									0
6									0
7									0
8	2				2				4
9									0
10									0
11									0
12									0
13									0
14									0
15									0
16									0
17									0
18									0
19									0
20	2				2				4
21									0
22									0
23									0
24									0
25									0
26									0
27									0
28									0
29									0
30									0
31	2								2
32									0
33									0
34									0
35	2								2
36								8	8
37								4	4
38	2								2
39									0
40	2								2
41									0
42								8	8
43					2			6	8
44								16	16
45									0
46									0
47									0
48	2								2
Mulsford Farm Poultry Farm Movements	18	2	2	4	6	0	26	16	74

Note that a Movement is from an Origin to Destination - to calculate the two-way trips or the vehicle numbers the figures should be halved

Assumes that bird collection is restricted to two movements per hour between 0200 and 0700 hours

Summary of Movements (Total)		
Daytime (0700 to 1800)	Nighttime (0200 to 0700)	Total
6	0	6
4	0	4
0	0	0
2	0	2
0	0	0
0	0	0
0	0	0
4	0	4
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
4	0	4
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
2	0	2
0	0	0
0	0	0
0	0	0
2	0	2
0	8	8
0	4	4
2	0	2
0	0	0
2	0	2
0	0	0
0	8	8
2	6	8
16	0	16
0	0	0
0	0	0
0	0	0
2	0	2
48	26	74

APPENDIX H

Daily Movements

