

St Marys Freight Hub

Heavy Vehicle Route Options Assessment

pacificnational

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Gold Coast

Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane

Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney

Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

W: www.bitziosconsulting.com.au

E: admin@bitziosconsulting.com.au

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EXECUTIVE SUMMARY

Background

Following public exhibition of the St Marys Freight Hub EIS, Bitzios Consulting finalised the Traffic and Transport Assessment report (dated 10 September 2019). This report addressed the revised Environmental Assessment Requirements (SEARs) for this development (dated 23rd October 2018) and the items raised in the post-Public Exhibition Period letter from Penrith City Council (PCC) to the Department of Planning, Industry and Environment (DPIE), dated 27th June 2019.

DPIE provided a letter to Pacific National (dated 8 November 2019) in response to the above report requesting additional information, including a detailed analysis of the proposed heavy vehicle access route options, including (but not limited to) amenity, traffic and transport access, impacts on road user safety, public transport conflicts, sensitive land uses (i.e. schools and health facilities) and matters raised by PCC at the stakeholder meeting on 27th August 2019.

This report documents the detailed analysis of the proposed heavy vehicle access routes.

The DPIE letter of the 8 November 2019 also requested a Road Safety Audit (RSA) be undertaken for Forrester Road south of Glossop Street and the proposed heavy vehicle. The Road Safety Audit was completed by Roads and Maritime-accredited auditors from Bitzios Consulting independent of the Traffic and Transport Assessment project team, as was also independently reviewed by AECOM. The audit found no high risk safety issues with either the current configuration or with the proposed configuration including the Freight Hub driveway onto the southern end of Forrester Road and the additional heavy vehicle traffic forecast to be added to this road. The RSA report and its review by AECOM have prepared separately to this report.

Development Details and Traffic Generation and Distribution

The St Marys Freight Hub proposal is for a 9.9 hectare road and rail inland container terminal, with a maximum operating capacity of 301,000 Twenty-Foot Equivalent Units (TEUs) per annum. The site will receive full containers from Port Botany by Rail. An onsite truck fleet transports the full containers from the site to customers throughout Western Sydney. The trucks return to the site with empty containers which are transported back to Port Botany by train. The distribution of these containers is currently undertaken via truck trips to/from Port Botany and locating this facility in Western Sydney will reduce the length of trucks on the wider Sydney road network. The site is proposed to operate 24 hours per day and seven days per week.

The site will generate approximately 110 inbound staff movements and 110 outbound staff movements across a typical 24 hour day distributed over five (5) shift commencement times, some of which will use the adjacent train station. The increase in vehicular traffic associated with these additional staff movements is incidental to volumes on the surrounding road network.

Truck trip movements into and out of the site are exclusively related to train movements which are capped at a maximum of five trains in and five trains out per day. When converted to container movements and then truck movements the five trains per day equates to 218 semi-trailer (or B-double) trips in and 218 trips out per day. When profiled across the day, these volumes equate to 15 truck-trips in and 15 truck trips out per hour during the day and including during the conventional commuter peak hours and school peak periods.

Truck traffic generation calculations have been based on a hypothetical worst-case situation of a very low efficiency rate of 1.25 TEUs per truck; that is, assuming all trucks are semi-trailers. The average containers per truck is more likely to be much higher through using a combination of semi-trailers, B-doubles and high productivity vehicles. This would result in a truck-traffic generation around half of the truck volumes used as the basis for calculations in this report.

The distribution of these trucks between the site and customer locations has been based on a very detailed customer database provided by Pacific National. This data has revealed the following expected truck trip distribution:

- To/from the east along the M4: 73%
- To/from the east/north-east via the Great Western Motorway: 15%
- To/from the south via Mamre Road: 11%
- To/from the west/north-west via the M4: incidental/infrequent at ~1%.

Truck Route Options

A comprehensive review of alternative routes has been completed for the major truck movements between the site and the Great Western Highway and M4 corridors. The initial scan considered potential truck access points via Lee Holm Road or via the southern end of Forrester Road. The options scan also considered the proximity, availability and condition of approved 25-26m B-double routes surrounding the site. The options scan did not contemplate any new or upgraded major north-south road corridors nearby because none are currently committed by government or council and there is no reasonable nexus between the relatively small volume of truck trips generated by the Freight Hub and the justification for construction or contribution to a new major north-south road link or upgrade.

These considerations led to the following four route options for movements between the site and the great Western Motorway and M4 corridors (also see **Figure ES1**):

- **Route Option 1:** Lee Holm Road - Christie Street -Forrester Road (north) - Glossop Street - Great Western Highway - Mamre Road - M4.
- **Route Option 2:** Lee Holm Road - Christie Street - Werrington Road - Great Western Highway - Mamre Road - M4.
- **Route Option 3:**
 - For departing trucks: Forrester Road (south) - Glossop Street - Great Western Highway - Mamre Road – M4 for departing trucks
 - For returning trucks: M4 – Mamre Road – Great Western Highway – Glossop Street – Harris Street – Forrester Road (south).
- **Route Option 4:** Forrester Road (south) - Glossop Street - Great Western Highway - Mamre Road - M4.

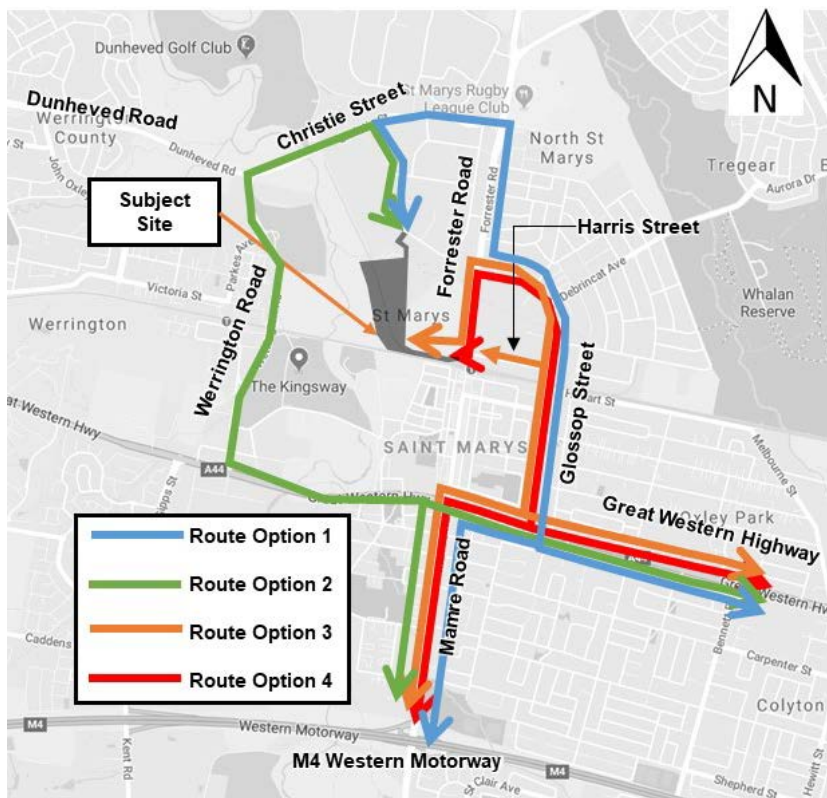


Figure ES1: Primary Truck Route Options

Route Assessment

A summary of the assessment of each route between the truck access point and the M4 (i.e. the primary route) is provided below:

Option	Volume, Capacity, Geometry Impacts	Safety Impacts	Amenity Impacts	Truck Movement Efficiency
1	1%-2% increase at key intersections – minimal impact on volumes or capacity - Lee Holm is an industrial collector but is narrow in parts due to street parking - Christie, Forrester, Glossop, Mamre already carry large trucks. - Christie is only a two lane road with on street parking	60 KSI crashes in last 5 years - Sight line concerns with right turn out of Lee Holm by slow moving trucks - Swept path concerns for left turns into Lee Holm for slow moving trucks	- Forrester (north), Glossop, Mamre have residential frontages. Passes about 5.4km of residential frontage length - Forrester (north): + 12% trucks at night (7 p.h.) - Glossop: +10% trucks at night (7 p.h.) - Mamre: +7.7% trucks at night (6 p.h.) 1 x school zone (Mamre Road) - Glossop-Forrester (north), Christie, Mamre are bus routes	9 (min), 24 (max) minutes to/from the M4 7.8 km to the M4 - Peak delays entering and exiting Lee Holm at Christie Street, particularly for right turns out. - Future traffic growth from catchments north of Christie/Forrester will impact the roundabout meaning increasing delays for trucks over time
2	1%-2% increase at key intersections – minimal impact on volumes or capacity - Lee Holm is an industrial collector but is narrow in parts due to street parking - Christie and Werrington single lane each way with small roundabouts but already carry large trucks. - Werrington south of Gipps has a constrained urban (slow speed) cross section. - Truck sweeps across both lanes from Werrington into Great Western	48 KSI crashes in last 5 years - Sight line concerns with left turn out of Lee Holm by slow moving trucks - Narrow parking lane for passing truck propped to turn right into Lee Holm - Werrington not ideal for a daytime truck route with sensitive conflicting uses and narrow road profile with on street parking near the school.	- No residential frontages on Werrington but houses backing onto road in close proximity in parts - Mamre has residential frontages and passes about 1.8km of residential frontage length - Werrington: +15% trucks at night (7 p.h.) - Mamre: +7.7% trucks at night (6 p.h.) 2 x school zones (Werrington, Mamre) - Great Western between Werrington and Mamre has multiple bus routes. Mamre a bus route	8 (min), 22 (max) minutes to/from M4 7.7 km to the M4 - Delays at Christie/Dunheved – at capacity and worsening over time - Werrington/Great Western heavily congested in peaks due to limited capacity in Werrington Road
3	1%-2% increase at key intersections – minimal impact on volumes or capacity 8%-13% increase in Harris Street – moderate impact - Left turn from Glossop to Harris and catering for trucks in Harris would require substantial widening works - Forrester (south) already carries B-doubles and is wide enough	62 KSI crashes in last 5 years - Forrester (south) has wide travel lanes and limited parking - Glossop, Great Western, Mamre are 4-lane truck carrying roads - Large trucks on Harris would obscure sight lines for local movements and impact cyclists	- Heavy vehicles on Harris would conflict with pedestrians, cyclists, parking, driveways and two-way traffic operations - Glossop, Mamre have residential frontages. Passes about 4.5km of residential frontage length - Glossop: +10% trucks at night (7 p.h.) - Mamre: +7.7% trucks at night (6 p.h.) 2 x school zones (Forrester south, Mamre Road), although Forrester (south) school is very small - Glossop-Forrester (north), Christie, Mamre are bus routes	6 (min), 18 (max) minutes to/from M4 4.3 km inbound and 5.2 km outbound km to the M4 - Ease of access via Forrester (south) due to limited opposing traffic - Signals provide for controlled movements along the entire route - Uses roads which still have peak period capacity

Option	Volume, Capacity, Geometry Impacts	Safety Impacts	Amenity Impacts	Truck Movement Efficiency
4	1%-2% increase at key intersections – minimal impact on volumes or capacity - Forrester (south) already carries B-doubles and is wide enough	62 KSI crashes in last 5 years - Forrester (south) has wide travel lanes and limited parking – minimal impacts - Glossop, Great Western, Mamre are 4-lane truck carrying roads	- Glossop, Mamre have residential frontages. Passes about 4.5km of residential frontage length - Glossop: +10% trucks at night (7 p.h.) - Mamre: +7.7% trucks at night (6 p.h.) 2 x school zones (Forrester south, Mamre Road), although Forrester (south) school is very small - Glossop-Forrester (north), Christie, Mamre are bus routes	6 (min), 18 (max) minutes to/from M4 5.2km to the M4 - Ease of access via Forrester (south) due to limited opposing traffic - Signals provide for controlled movements along the entire route - Uses routes which still have peak period capacity

The key difference between the options is that Options 1 & 2 rely on Lee Holm Road, Christie Street and Werrington Road and Options 3 & 4 rely on Forrester Road (south) and Glossop Street. Both options use Great Western Highway and Mamre Road for access to/from the M4.

Options 3 & 4 are more time and cost efficient than Option 1 & 2 now, and the efficiency gap will increase significantly in the future given the development to the north of St Marys and its growing impact on Werrington Road. Options 3 & 4 do pass more residential properties than Option 2 but overall have a lower safety risk at intersections and they generally run on wider roads for more of the route. When considering impacts on residential amenity, there will be 6-7 additional trucks per hour (about 8%-10%) passing residences on Glossop Street at night.

Overall, the marginal amenity impacts of additional truck traffic using Options 3 & 4 is considered to be less significant than the scale of the safety and efficiency impacts into the future with Freight Hub trucks using the Options 1 & 2 routes through Lee Hold Road-Christie Street and Werrington Road. That is, access off Forrester Road (south) is preferred. Option 3 however is not considered acceptable given its multiple impacts along Harris Street and its costs of implementation leaving Option 4 as the preferred option.

Conclusions

The St Marys Freight Hub will provide a far more efficient distribution source for Pacific National's western Sydney customers than continuing to truck containers to and from Port Botany to these areas. The 218 trucks in (maximum) and 218 trucks out per day at the St Marys freight Hub (based on the worst case truck-traffic generation scenario) equates to 23,980 truck-kms per day removed off the regional road network, or 8,752,700 truck-kms per annum. This has enormous benefits to reducing broader congestion, reducing the economic cost of freight for the community and reducing emissions on the environment.

A comprehensive review of alternative routes was completed resulting in four options for detailed assessment using roads which are currently constructed and approved as 25-26m B-double routes.

Of all the options, Option 4 (Forrester south – Glossop – Great Western– Mamre – M4) scored with the least impacts, almost 30% better than Option 1 and almost 20% better than Option 2. Furthermore, it is logical that the route with the shortest travel distances on approved B-double routes, which are currently used by many other B-doubles, be the preferred route from this assessment. Based on a recent Road Safety Audit completed for Forrester Road between (and including) the Glossop Street intersection and the southern end of Forrester Road at St Marys Railway Station, Option 4 will not introduce any significant safety issues which cannot be mitigated by minor works near the site access.

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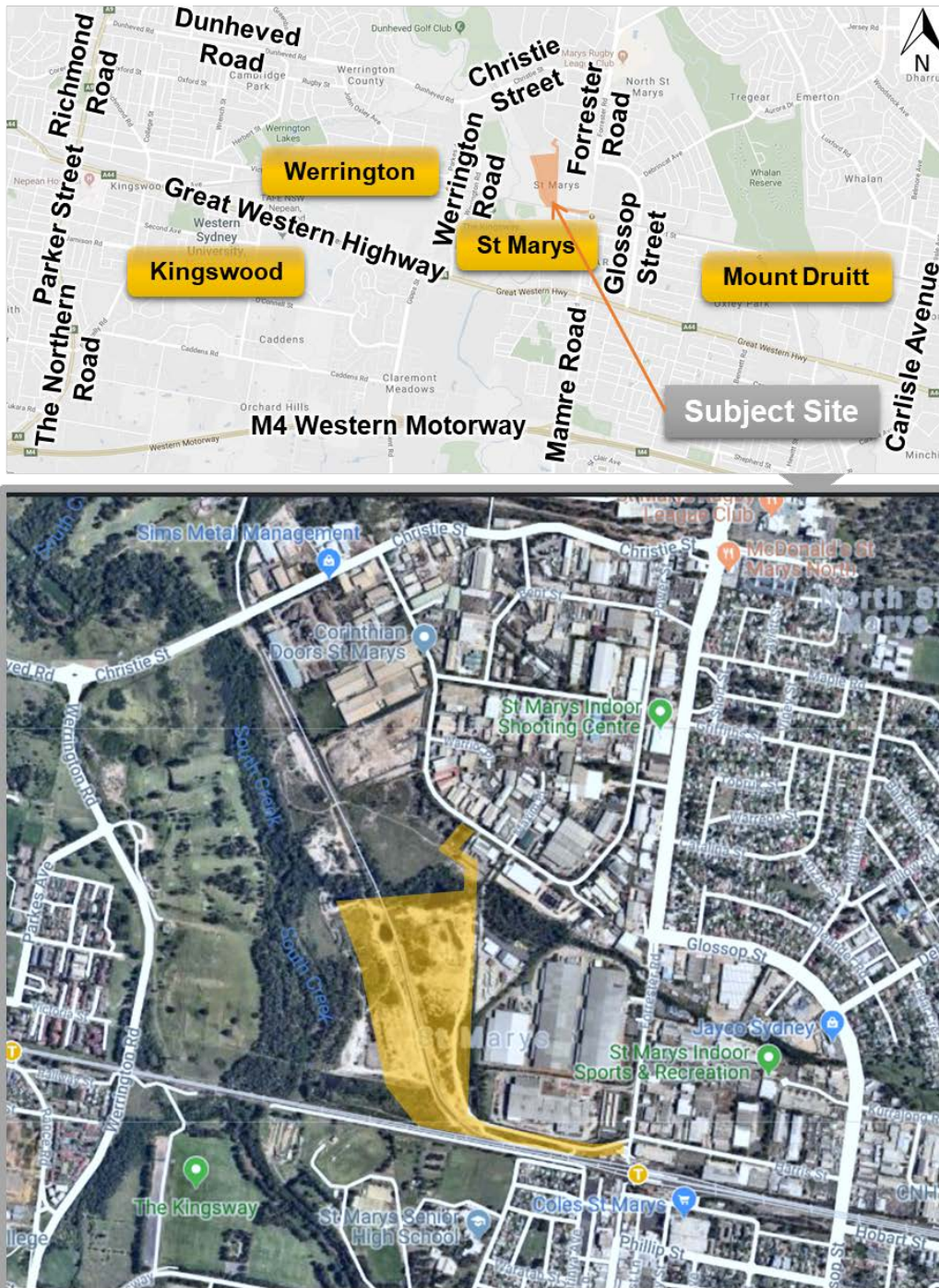
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1. INTRODUCTION

1.1 Background

Bitzios Consulting has been engaged by Pacific National to undertake a Traffic and Transport Assessment as part of an Environmental Impact Statement (EIS) for the proposed St Marys Freight Hub; an inland container terminal proposed to be located in the Penrith Local Government Area, NSW. The site is proposed to be operational 24 hours a day, 7 days a week. The site location and study area are shown in Figure 1.1.



Adapted from Google Maps and Nearmap

Figure 1.1: Site Location and Study Area

1.2 Previous Analysis

In September 2019, Bitzios Consulting updated its Traffic and Transport Assessment Report to address the revised Environmental Assessment Requirements (SEARs) for this development (dated 23 October 2018) as well as to address the post-Public Exhibition Period response letter from Penrith City Council (PCC) to the Department of Planning, Industry and Environment (DPIE) dated 27 June 2019. The report updated Traffic and Transport Assessment Report included the following key items:

- **Existing Conditions** – surrounding major roads, approved B-double routes, land uses, public and active transport, intersection traffic volumes, intersection and site access crash data analysis, and planned developments and network upgrades
- **Development Proposal Details** – development description, truck traffic generation assumptions and calculations, traffic distribution and peak hour intersection traffic volumes
- **Traffic Capacity Assessment** – SIDRA analysis of the following 13 intersections for each route option under the 2018/2019 Base Case, 2030 Base Case and 2030 With Development:
 1. Richmond Road / Dunheved Road
 2. Great Western Highway / Parker Street
 3. Great Western Highway / Werrington Road / Reserve Road
 4. Great Western Highway / Queen Street / Mamre Road
 5. Great Western Highway / Carlisle Avenue
 6. Mamre Road / M4 Western Motorway ([M4] south)
 7. Mamre Road / M4 Western Motorway ([M4] north)
 8. Great Western Highway / Glossop Street
 9. Glossop Street / Harris Street
 10. Forrester Road / Harris Street
 11. Forrester Road / Glossop Street
 12. Forrester Road / Boronia Street / Christie Street
 13. Christie Street / Dunheved Road / Werrington Road
- **Traffic Safety Assessment** – truck turning movements at key intersections and influences on existing crash patterns
- **Public Transport, Active Transport and Travel Demand Management** – public and active transport impacts and implications, and Travel Demand Management (TDM) programs
- **Site Configuration Assessment** – sight distance assessment from the proposed site access driveways at Forrester Road and Lee Holm Road, B-double swept path analysis of the access driveways and widening requirements, and other PCC design requirements
- **Responses to Other PCC Issues** – including traffic generation, truck distribution through local/residential streets and comparison with the Moorebank Intermodal Terminal
- **Construction Period Traffic Assessment** – construction traffic volumes, construction period traffic and parking assessments, Construction Traffic Management Plan and Traffic Control Plans
- **Conclusions** – summarising the key outcomes and findings from the assessment.

1.3 Purpose of this Report

The DPIE provided a letter to Pacific National (dated 8 November 2019) in response to the updated report which requested additional information. This included

'The Department requests that you outline, in a single, consolidated document, your analysis of all feasible alternative heavy vehicle access routes. This analysis should demonstrate how you considered different aspects of amenity, including but not limited to day time and night time noise, traffic and transport access, including impacts to road user safety and any conflicts with public

transport uses, and impacts on sensitive land uses (including schools (i.e. school zones), health facilities, and recreation areas). You should also have consideration of the types of matters Penrith City Council raised in its submission on the EIS and at the meeting between Council, the Department and the Applicant on 27 August 2019.

In preparing this analysis, the Department recommends that you give further consideration to use of alternative routes across the entirety of the proposed 24 hour operations, and also to the potential for alternative night time routes, in order to confirm a route or routes that minimise the number of residential properties impacted by road noise, and/or reduces impacts on sensitive land uses (e.g. in the event that separate day time and night time routes are identified).'

This report documents the detailed analysis of the feasible heavy vehicle access routes.

1.4 Report Structure

This remainder of this report is structured as follows:

- **Section 2 – Development Proposal:** describes the development characteristics and the estimated additional truck traffic for each route option (i.e. volume vs. time of day)
- **Section 3 – Truck Route Options:** describes the route options development process and how the proposed four options were identified. For each route, the travel paths between the site and study area extents are detailed, followed by maps of additional truck traffic at each intersection
- **Sections 4 to 7 – Route Options 1 to 4:** describes and details the following characteristics for each route option:
 - Key Traffic and Transport Features:
 - o “Drive-through” description of the road route and intersections with annotated maps showing key traffic and transport features.
 - Route Metrics:
 - o Travel distance
 - o Journey duration
 - o Vehicle types
 - o Trip profile over a 24/7 period.
 - Existing Conditions:
 - o Road function, design and condition
 - o Road capacity/suitability (intersection performance, traffic lights, roundabouts, pedestrian crossings), including forecast growth impacts
 - o Road safety/road crash data
 - o Existing traffic volumes (daytime 6am to 6pm/evening 6pm to 10pm/night-time 10pm to 6am)
 - o Public transport, pedestrian and cyclist facilities, generators and conditions.
 - Impact Assessment:
 - o Additional and total traffic volumes (daytime 6am to 6pm/evening 6pm to 10pm/night-time 10pm to 6am)
 - o Impacts on road capacity at intersections and mid-blocks, impacts on road safety on links and at intersections and near sensitive receptors
 - o Impacts on public transport, pedestrians and cyclists
 - o Potential mitigation measures for any impacts identified.
- **Section 8 – Options Evaluation:** assesses each route option against key traffic and amenity criteria, provides a score for each to quantify each impact and identifies a preferred option:
- **Section 9 – Conclusions:** concludes a preferred option and why, including any mitigation measures.

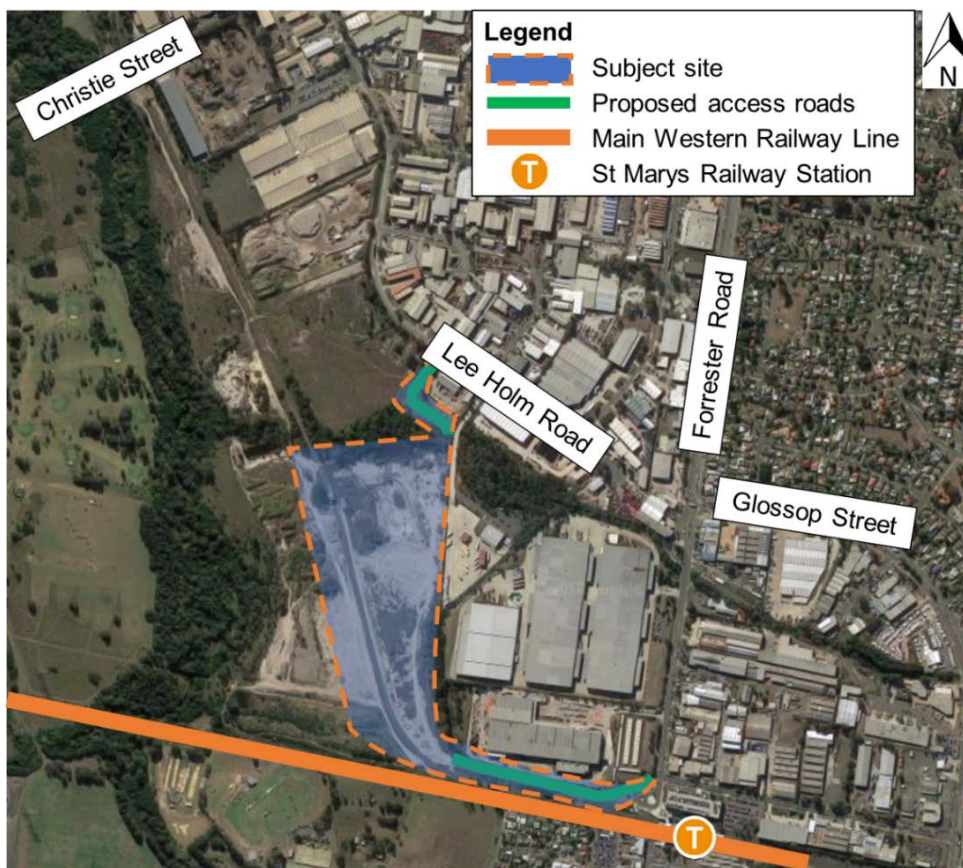
2. DEVELOPMENT PROPOSAL

2.1 Site Location and Contents

The St Marys Freight Hub proposal is for a 9.9 hectare road and rail inland container terminal, with a maximum operating capacity of 301,000 Twenty-Foot Equivalent Units (TEUs) per annum. The St Marys Freight Hub will receive full containers from Port Botany by Rail. An onsite truck fleet transports the full containers from the site to customers throughout Western Sydney. The trucks return to the site with empty containers which are transported back to Port Botany by train. The distribution of these containers is currently mostly undertaken via truck trips to/from Port Botany and locating this facility in Western Sydney will reduce the length of trucks on the wider Sydney road network.

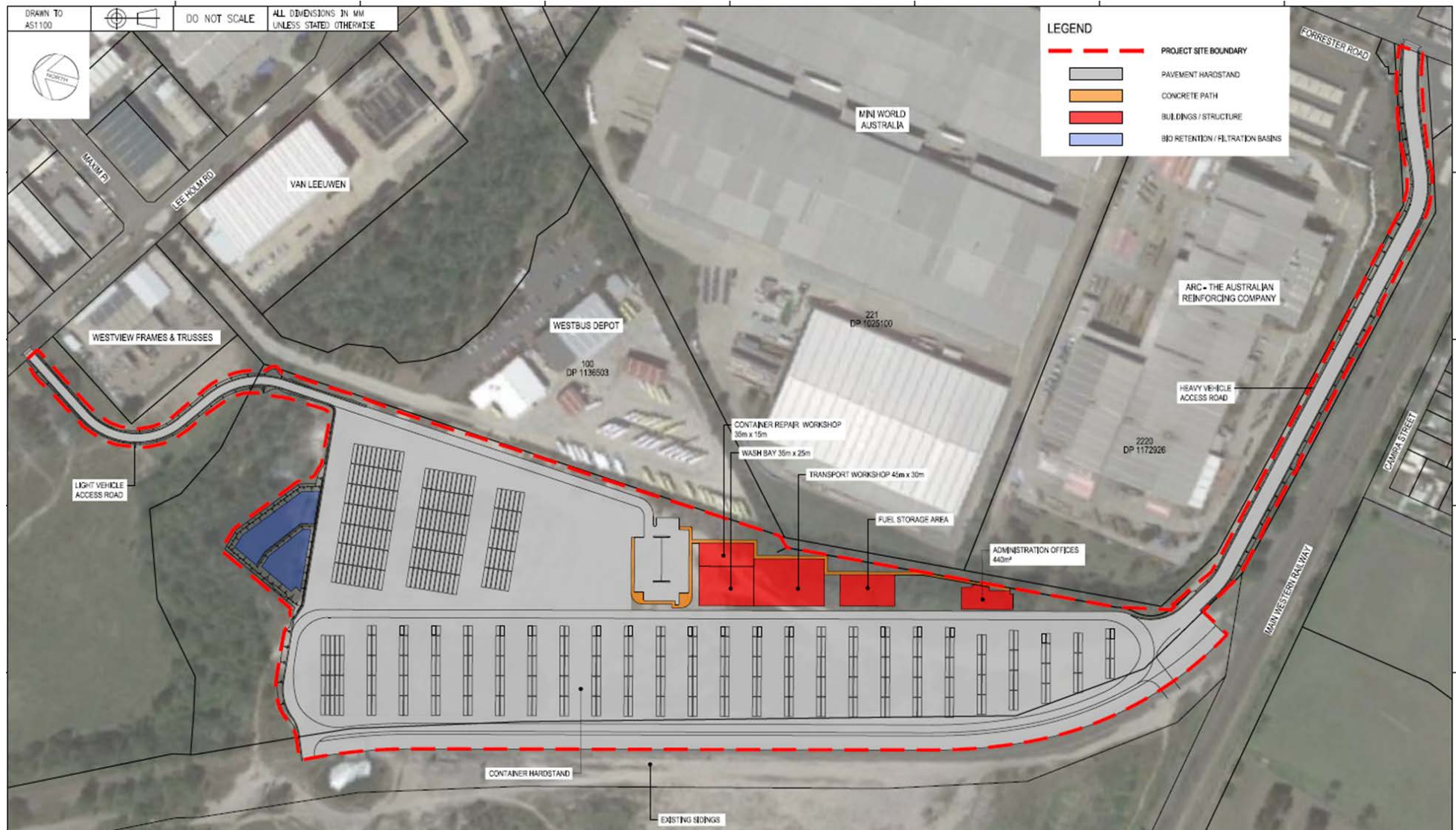
The proposed St Marys Freight Hub site and access roads are shown in Figure 2.1. The site concept plan is shown in Figure 2.2. The development will include:

- Access roads from Forrester Road and from Lee Holm Road for cars. Depending on which route option is selected will determine which access trucks and cars use
- Rail sidings for loading and unloading of trains accessed via the Dunheved Railway spur line which connects with the existing Main Western Railway Line
- Hardstand areas for container storage, loading and unloading
- Utilities such as drainage, potable water, fire water, power, data, security and sewerage
- An office building and staff amenities
- Sufficient car parking spaces to cater for the 40-45 (maximum) staff on-site during the day as well as 7 truck parking spaces.



Adapted from Google Maps

Figure 2.1: Proposed St Marys Freight Hub Location and Access Roads



Source: BG&E

Figure 2.2: Proposed St Marys Freight Hub Layout

2.2 Proposed Development Operating Hours

The St Marys Freight Hub's transport operations are proposed to be '24/7' with a cease of operations from Saturday 2pm to Sunday 4am. Rail intermodal operations are also proposed to be 24/7. Empty depot operations are proposed to be 24 hours a day, Monday to Friday and possibly on Saturday from 5am-12pm. The St Marys Freight Hub's proposed operating hours and staff by shift are summarised in Table 2.1.

Table 2.1: Proposed St Marys Freight Hub Operating Hours and Staffing

Section	Approx. Staff	Hours	Comments
1. Administrative/management staff per mantle deployed to St Marys	30	4am-4pm (day shift)	Office staff generally work a maximum 10-hour shift within the span of hours provided
	7	4pm-4am (night shift)	
2. Truck drivers starting and ending their shifts at St Marys, Train drivers and ground crew	20	7 trucks 5am-3pm 8 trucks 6am-4pm (day shift)	Drivers generally work 10 hours per day
	20	7 trucks 3pm-1am 8 trucks 4pm-2am (night shift)	
3. Permanent service/maintenance staff stationed at St Marys	8	Usually 5am-5pm	Staff generally work a maximum 10-hour shift within the span of hours provided
	2	Usually 5pm-5am	
4. Permanent terminal staff (reach stacker, forklift operators, and any other administrative/ground staff)	23	24 hours	3 equal shifts which will not coincide with road peak hours

2.3 Site Truck Traffic Generation

2.3.1 Train and Truck Movements and Capacity

The number of truck movements is directly linked to the number of train movements and a maximum of five train paths per day in and out that have been provisionally allocated by State Rail for the terminal.

There will be a maximum capacity of 87 TEUs per train which is constrained by the overall train length of 600 metres as per Sydney Trains and Australian Rail Track Corporation requirements. The 87 TEU slots equate to 54.4 containers, which are a combination of approximately 60% of 40ft containers and 40% of 20ft containers per train service. This results in a total of 272 boxes IN and 272 boxes OUT of the proposed St Marys Freight Hub per day.

For the purposes of 'worst case' truck movement calculations, each truck will carry on average 1.25 (2 TEUs x 0.625) containers which is based on the highly unlikely but highly conservative assumption of using only 19-metre semi-trailers (2 TEUs). This would equate to approximately 218 trucks IN and 218 trucks OUT of the site per day (worst-case scenario), equating to 15 trucks IN and 15 trucks OUT during both the AM and PM one hour peaks. In reality, the number of truck movements could be half these values through using a combination of semi-trailers, B-doubles and high productivity vehicles.

Table 2.2 provides the calculation of the highly conservative TEU ratio used as the basis for this report.

Table 2.2: TEU Ratios

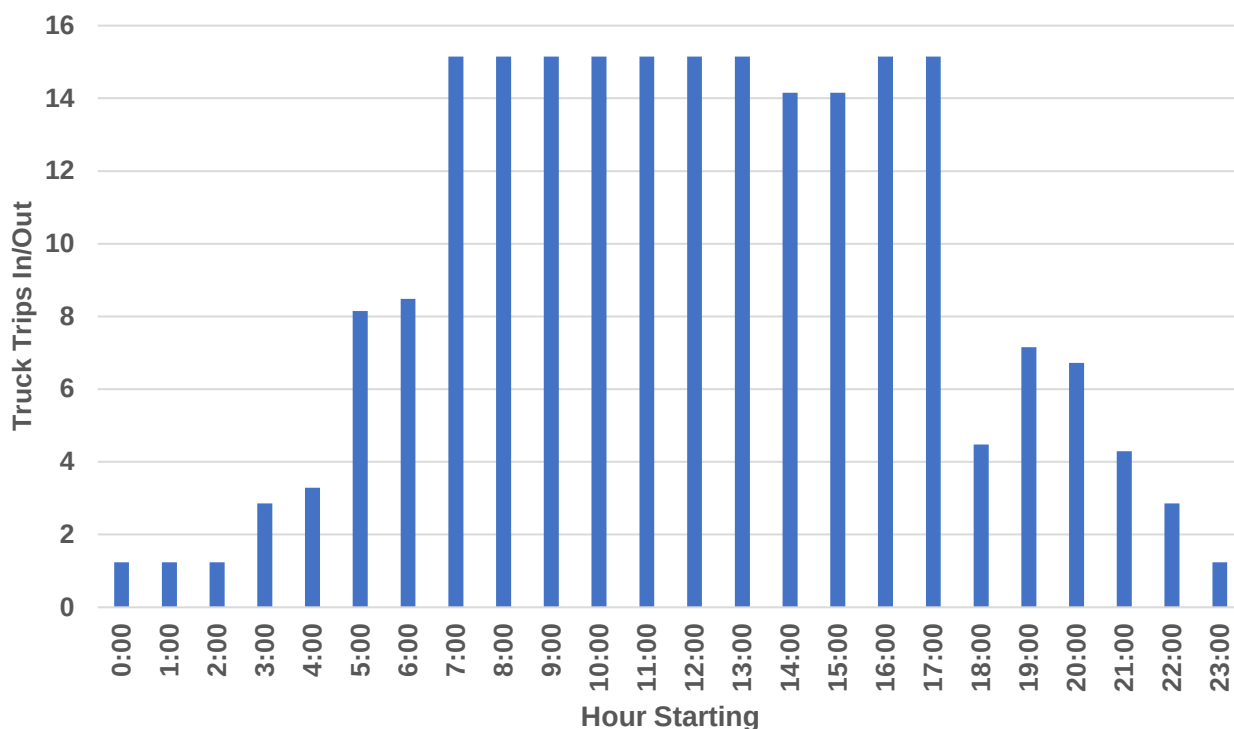
Boxes	40ft Boxes	20ft Boxes	TEUs	Ratio of 40ft containers	Ratio of Box/TEU
40	24	16	64	0.6	0.625
41	24.6	16.4	65.6	0.6	0.625
42	25.2	16.8	67.2	0.6	0.625
43	25.8	17.2	68.8	0.6	0.625
44	26.4	17.6	70.4	0.6	0.625
45	27	18	72	0.6	0.625
46	27.6	18.4	73.6	0.6	0.625
47	28.2	18.8	75.2	0.6	0.625
48	28.8	19.2	76.8	0.6	0.625
49	29.4	19.6	78.4	0.6	0.625
50	30	20	80	0.6	0.625
51	30.6	20.4	81.6	0.6	0.625
52	31.2	20.8	83.2	0.6	0.625
53	31.8	21.2	84.8	0.6	0.625
54	32.4	21.6	86.4	0.6	0.625
54.1	32.46	21.64	86.56	0.6	0.625
54.2	32.52	21.68	86.72	0.6	0.625
54.3	32.58	21.72	86.88	0.6	0.625
54.4	32.64	21.76	87.04	0.6	0.625
54.5	32.7	21.8	87.2	0.6	0.625
54.6	32.76	21.84	87.36	0.6	0.625
54.7	32.82	21.88	87.52	0.6	0.625
54.8	32.88	21.92	87.68	0.6	0.625
54.9	32.94	21.96	87.84	0.6	0.625
55	33	22	88	0.6	0.625

The site's capacity is restricted by the train paths, train capacity and system capacity. The site will not be used for localised container storage associated with truck movements only. That is, full containers will arrive by train and be picked up from the site and delivered by truck to their destination. Empty containers will be picked up from surrounding locations and returned to the site and then loaded onto trains for the return trip to Port Botany. The site will not act as an export operation (i.e. is import only), and no packing or unpacking of containers or distribution will take place on-site.

2.3.2 Site Hourly Truck Traffic Generation

The site will be a '24/7' operation and many of the container destinations will accept 'after dark' deliveries due to the nature of their businesses. To account for this, whilst taking a conservative approach, it has been assumed that approximately 80% of all daily trips will take place between 6:00am and 6:00pm (174 trips each way). This results in 15 trucks IN and 15 trucks OUT during both the AM and PM peaks using a uniform trip distribution profile between 6:00am and 6:00pm. It is anticipated that an optimised business model would achieve an efficient handling process at the Freight Hub to align with the trip distribution profile.

A relatively flat profile across the weekday is reasonable and common as it provides the most cost-efficient way for the business to use human resources and equipment resources across the day. The assumed daily traffic profile distribution is shown in Figure 2.3. The AM and PM peak hours for the intersections surrounding the development are 8:00am to 9:00am and 4:30pm to 5:30pm.



*Trip profile is the worst-case scenario based on a hypothetical calculation
Source: Pacific National*

Figure 2.3: Assumed Daily Traffic Profile Distribution

3. SITE TRUCK DEMANDS AND ROUTES

3.1 Truck Trip Volume Calculation Process

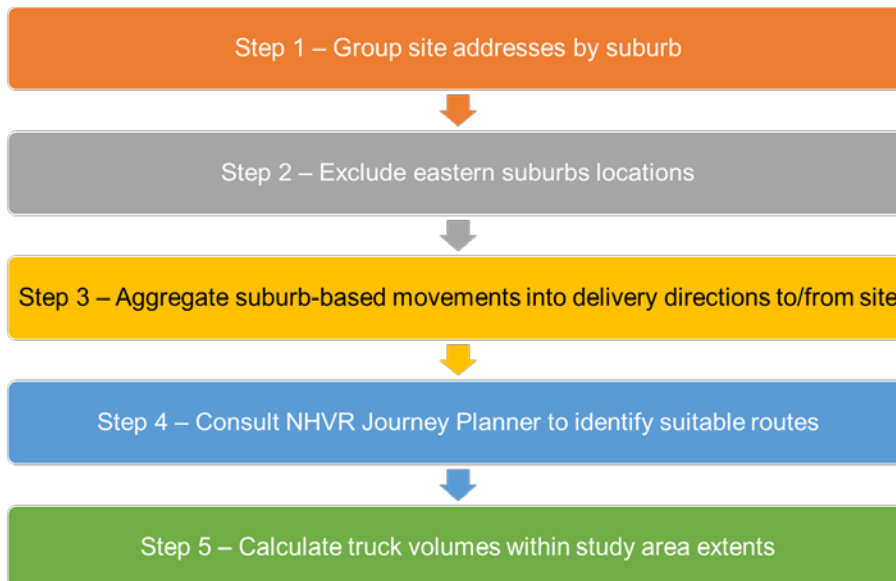
3.1.1 Source Data and Process

Pacific National provided a detailed customer spreadsheet for existing deliveries to/from Port Botany. This spreadsheet details the number of trips each month to each site over a 12-month period. A sample of the customer location database is shown in Figure 3.1.

Box Size	Delivery Suburb	St Marys Band	Inbound Route	Outbound Route			
40	ALLAMBIE HEIGHTS	36	None	None			
20	ALTONA NORTH	>50km	106-4, 107-8, 104-7, 108-12	108-1, 104-6, 107-1	Inbound		
20	ALTONA NORTH	>50km	106-4, 107-8, 104-7, 108-12	108-1, 104-6, 107-1	Row Labels	Sum of Freq	%
40	ALTONA NORTH	>50km	106-4, 107-8, 104-7, 108-12	108-1, 104-6, 107-1	101-3	12	0%
40	ALTONA NORTH	>50km	106-4, 107-8, 104-7, 108-12	108-1, 104-6, 107-1	105-1, 108-4	1	0%
40	ANNANGROVE	18	None	None	105-5, 108-4	9716	13%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	106-4, 107-8, 104-7, 108-12	53581	73%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	106-8, 107-8, 104-7, 108-12	8445	11%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	107-12, 104-7, 108-12	7	0%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	None	1840	2%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	Grand Total	73602	
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	Outbound		
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	Row Labels	Sum of Freq	%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	101-4	12	0%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	108-1, 104-6, 107-1	53581	73%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	108-1, 104-6, 107-2, 106-2	8445	11%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	108-1, 104-6, 107-2, 106-3	7	0%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	108-3, 105-11	9716	13%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	108-3, 105-12	1	0%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	None	1840	2%
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11	Grand Total	73602	
20	ARNDELL PARK	8	105-5, 108-4	108-3, 105-11			

Figure 3.1: Traffic Distribution Source Data Example

Figure 3.2 outlines the process used to calculate the truck trip distribution to/from the St Marys Freight Hub and each step is further explained in the following sub-sections below.



*Note: NHVR is the National Heavy Vehicle Regulator

Figure 3.2: Traffic Distribution Development Process

3.1.2 Step 1: Group Site Addresses by Suburb

The site address of each delivery location was grouped by suburb using MS Excel *PivotTables*.

3.1.3 Step 2: Exclude Eastern Suburbs

The following eastern Sydney suburbs were excluded from the traffic distribution calculations as it was assumed that deliveries to these areas would continue to be directly from Port Botany given their proximity to the Port and their distance from St Marys:

- Alexandria
- Banksmeadow
- Botany
- Darling Harbour
- Kingsgrove
- Little Bay
- Lilyfield
- Marrickville
- Mascot
- Matraville
- Moore Park
- Port Botany
- Pyrmont
- Rockdale
- Rosebery
- St Peters
- Surry Hills
- Sydney CBD
- Taren Point
- Tempe
- Turrella
- Waterloo
- Waverley.

3.1.4 Step 3: Aggregate Suburb-based Movements into Delivery Directions

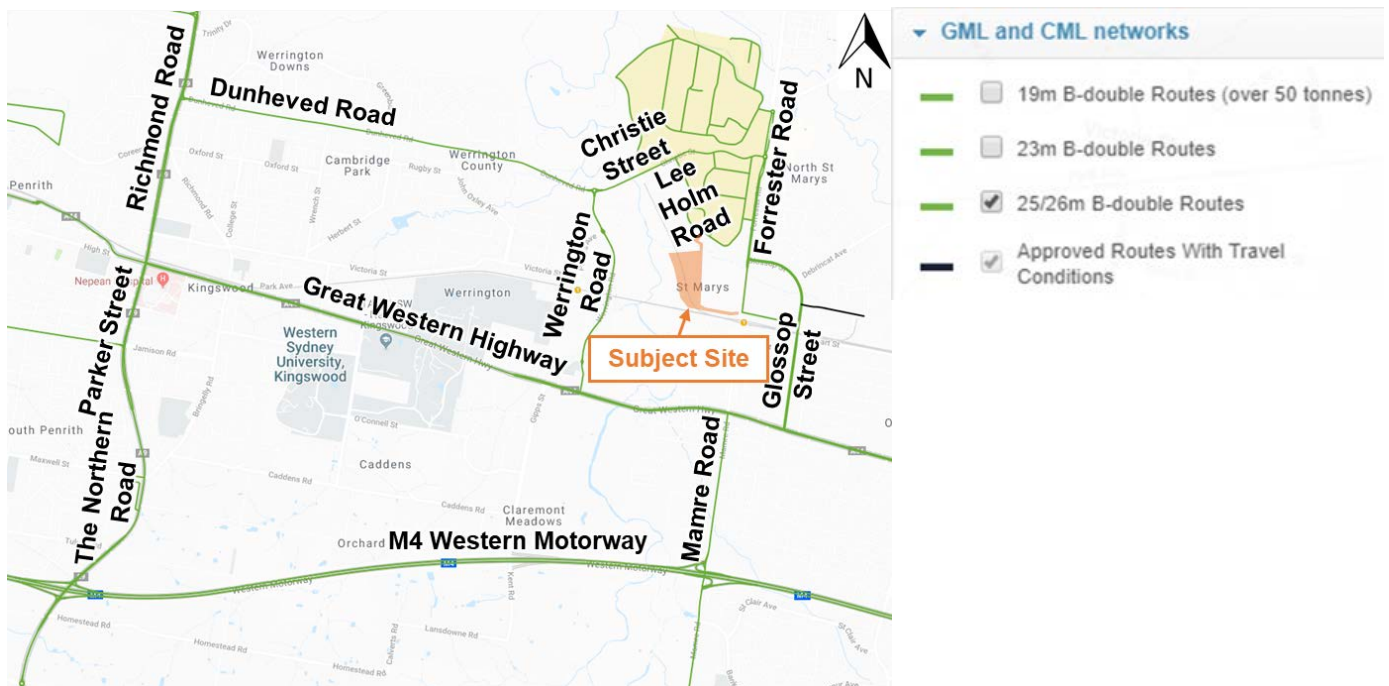
The suburb-based movements were aggregated into general delivery 'directions' to/from the St Marys Freight Hub (i.e. north, south, east, west, north-east, north-west etc.) as shown in Figure 3.3



Figure 3.3: General Truck Trip Distribution based on Customer Locations

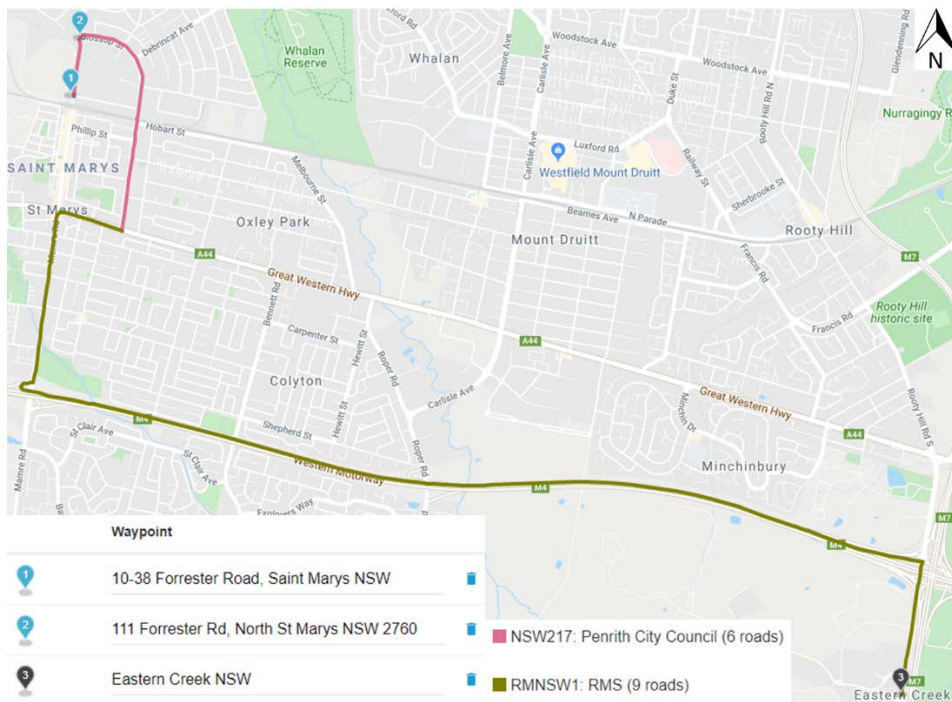
3.1.5 Step 4: Consult NHVR Route Planner to Identify Suitable Routes

In conjunction with the Roads and Maritime Services (Roads and Maritime)-approved 25-26m B-double routes within the study area as shown in Figure 3.4 and Google Maps, the NHVR Route Planner was used to identify suitable B-double routes between the St Marys Freight Hub and the study area extents for all four options. Examples of the route planner options and how the routes were determined are illustrated from Figure 3.5 to Figure 3.7.



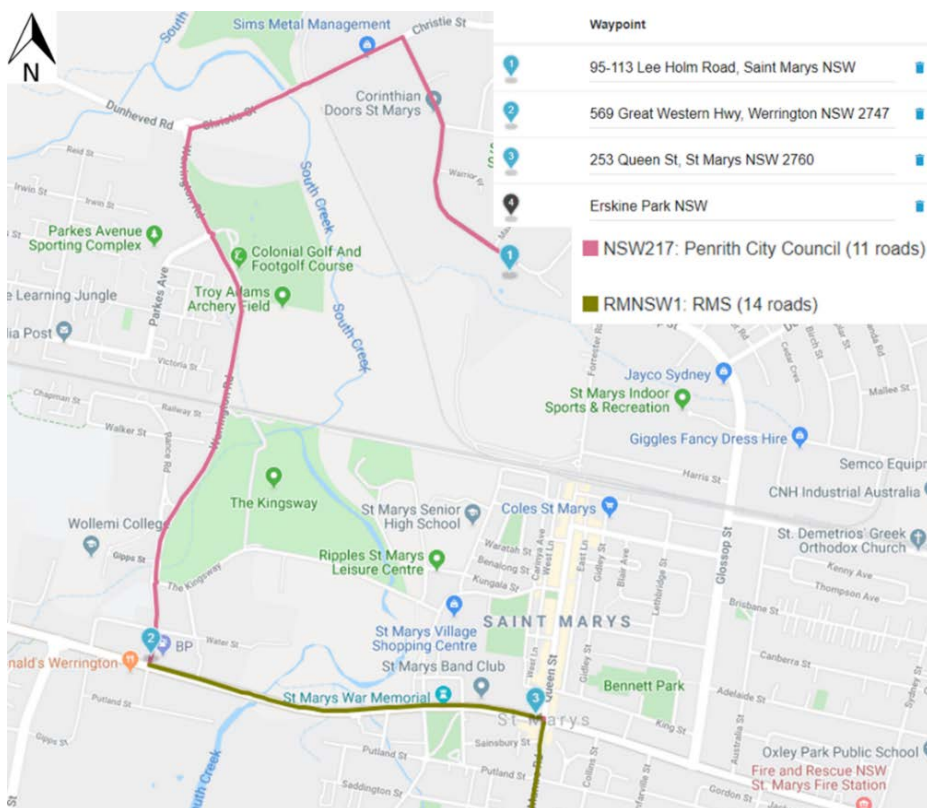
Source: <https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>

Figure 3.4: Roads and Maritime-approved 25-26m B-double Routes Near the Site



Waypoint 2 (111 Forrester Rd, North St Marys NSW 2760) was needed to fine-tune the travel route appropriately
Source: <https://www.service.nhvr.gov.au/#page=informationHub/routePlannerTool>

Figure 3.5: NHVR Route Planner Example – From Site to East/South-west



Waypoints 2 (569 Great Western Hwy, Werrington NSW 2747) and 3 (253 Queen St, St Marys NSW 2760) were needed to fine-tune the travel route appropriately
Source: <https://www.service.nhvr.gov.au/#page=informationHub/routePlannerTool>

Figure 3.6: NHVR Route Planner Example – From Site to South

Routing options

Routing preferences

☐ Avoid Limited Access Roads
 ☒ Avoid Private Roads
 ☒ Avoid Unpaved Roads
 ☐ Avoid Toll Roads
 ☐ Avoid Ferries

Routing constraints

☒ Apply Oneway Restrictions
 ☒ Through Traffic Prohibited

Vehicle

Truck

...

Car

Bus

Delivery Vehicle

Truck

Source: <https://www.service.nhvr.gov.au/#page=informationHub/routePlannerTool>

Figure 3.7: NHVR Routing Options

3.1.6 Step 5: Calculate Total Peak Hour Truck Volumes Within Study Area Extents

Feasible route-paths to access the customer destinations identified in Figure 3.3 were determined. Local routes such as Dunheved Road and Forrester Road north of Ropes Crossing Boulevard were discounted as St Marys' trucks were more likely to be limited to higher order roads like the Great Western Highway and the M4 to connect to the A9 to head north-west and the M7 to head north-east. The re-assigned truck trip distributions are shown in Figure 3.8.



Adapted from Google Maps

Figure 3.8: Route-Based Truck Trip Distribution

A comprehensive review of alternative routes was then completed for the major truck movements between the site and the Great Western Highway and M4 corridors. The initial scan considered potential truck access points via Lee Holm Road or via the southern end of Forrester Road. The options scan also considered the proximity, availability and condition of approved 25-26m B-double routes surrounding the site. The options scan did not contemplate any new or upgraded major north-south road corridors nearby because none are currently committed by government or council and there is no reasonable nexus between the relatively small volume of truck trips generated by the Freight Hub and the justification for construction or contribution to a new major north-south road link or upgrade by the Freight Hub.

Four potentially-feasible alternative route options have been identified with Route Option 1 and Option 2 assuming truck access would be provided solely off Lee Holm Road and Option 3 and Option 4 based on truck access solely off the southern end of Forrester Road.

The potential route options are shown in Figure 3.9.

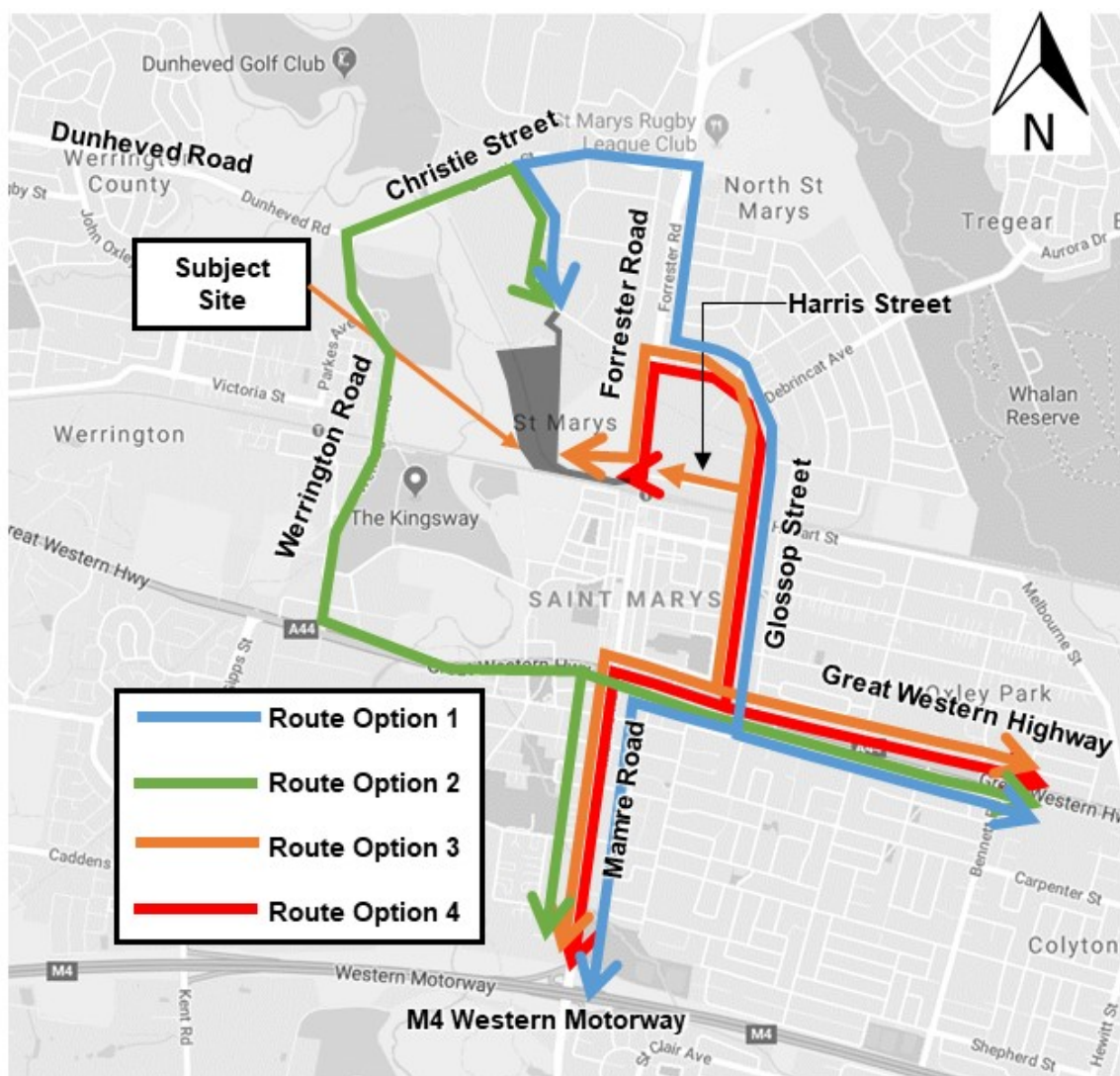


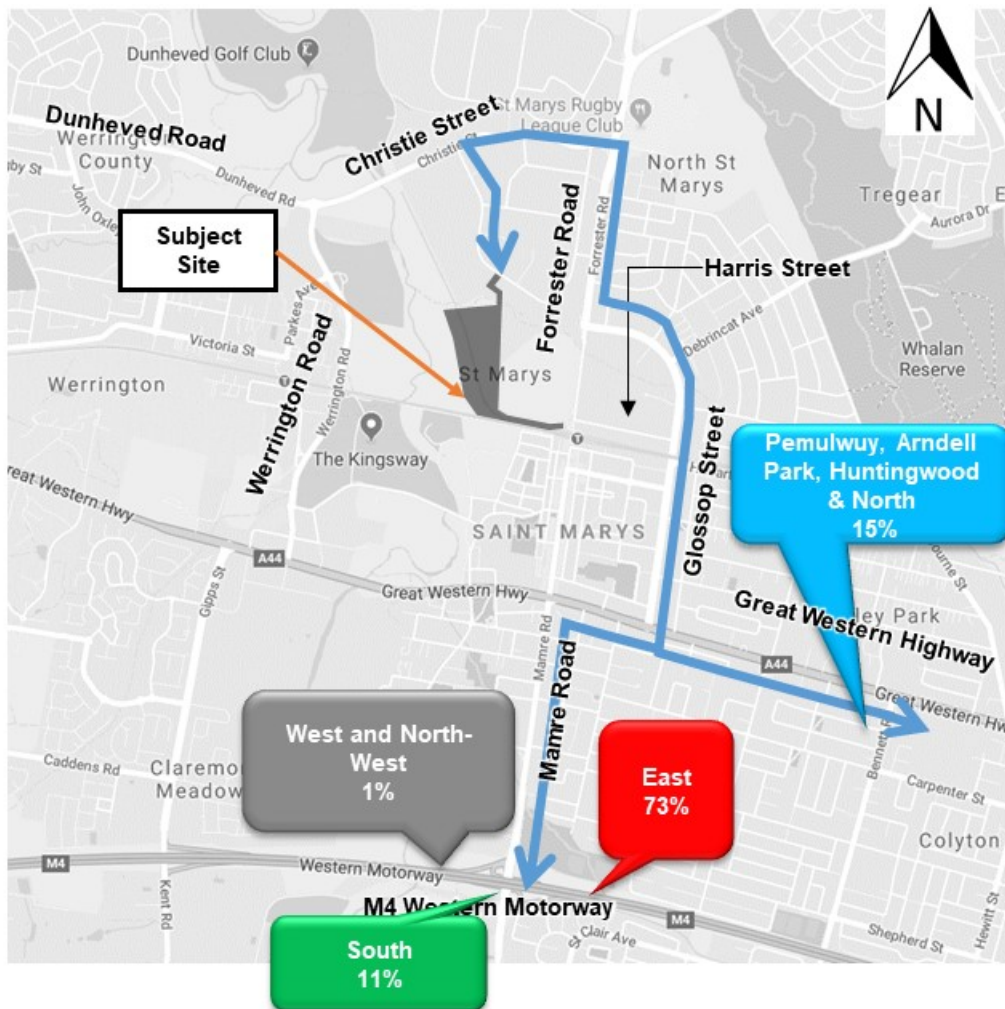
Figure 3.9: Detailed Truck Route Options

The route options are described below with the investigation of each route option undertaken in the following chapters.

3.1.7 Route Option 1

Route Option 1 (see Figure 3.10) comprises the following travel paths to/from the site:

- 100%: Lee Holm Road-Christie Street-Forrester Road (north)-Glossop Street, then split to
 - 15% Great Western Highway east
 - 85% Great Western Highway west-Mamre Road-M4 interchange.



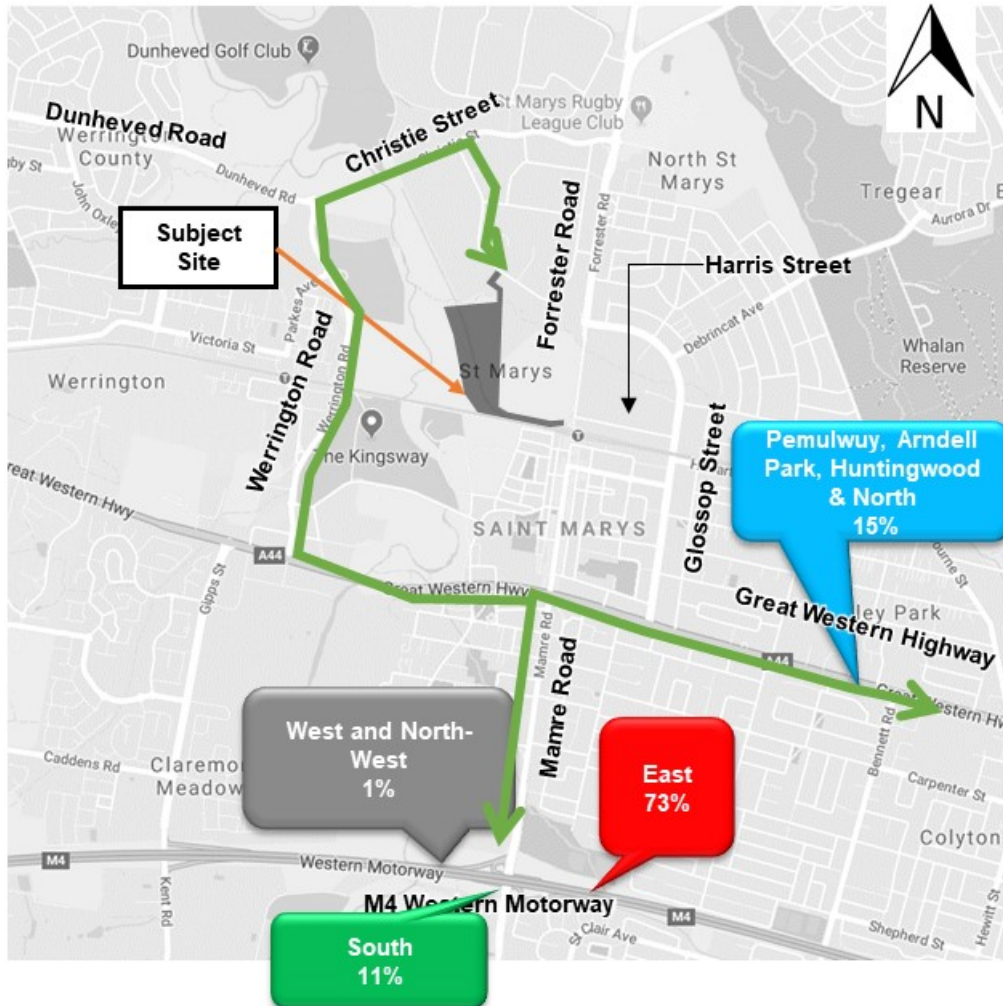
Adapted from Google Maps

Figure 3.10: Route Option 1

3.1.8 Route Option 2

Route Option 2 (see Figure 3.11) comprises the following travel paths to/from the site:

- 100%: Lee Holm Road-Christie Street-Werrington Road-Great Western Highway, then split to:
 - 15% Great Western Highway east
 - 85% Mamre Road-M4 interchange.



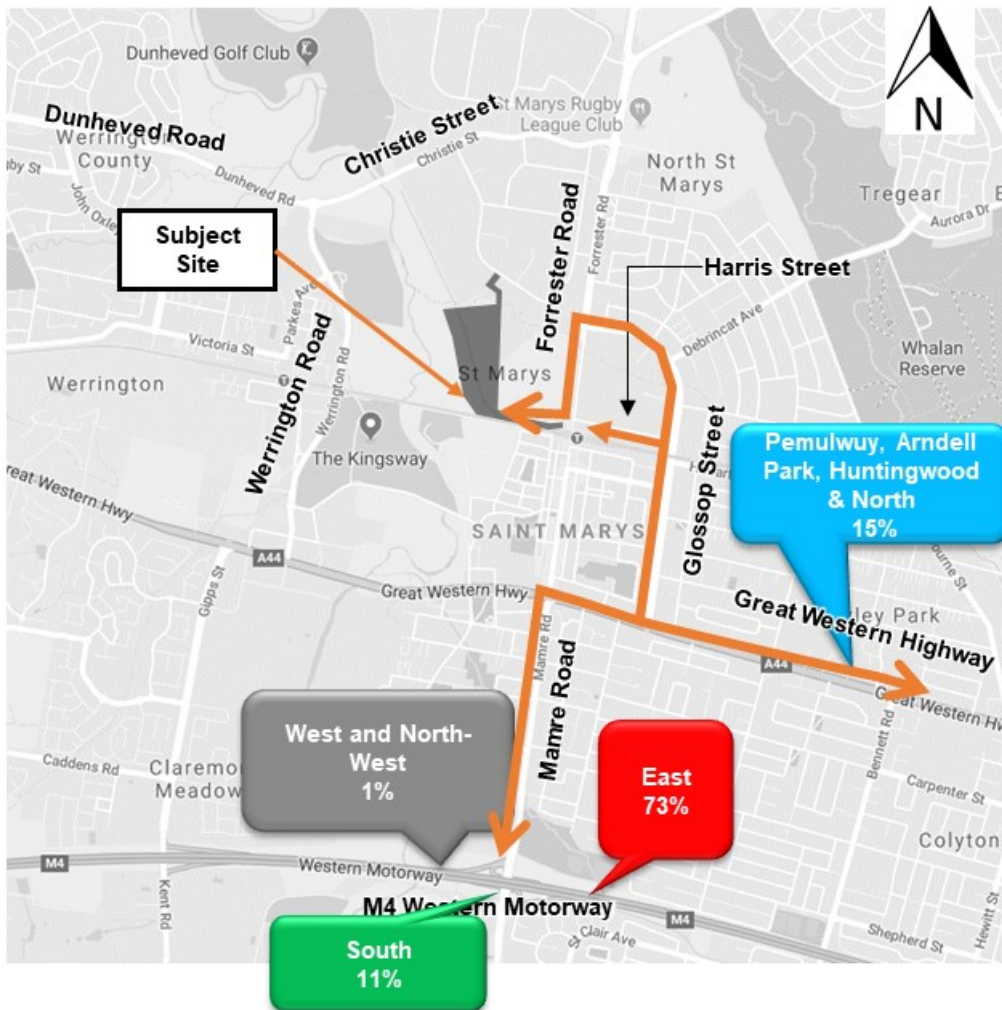
Adapted from Google Maps

Figure 3.11: Route Option 2

3.1.9 Route Option 3

Route Option 3 (see Figure 3.12) comprises the following travel paths to/from the site:

- **Outbound** from the site: 100% via Forrester Road (south)-Glossop Street then split to
 - 15% Great Western Highway east
 - 85% Great Western Highway west-Mamre Road-M4 interchange
- **Inbound** to the site:
 - 15% from Great Western Highway east
 - 85% from Mamre Road-M4 interchange
 - Then to 100% Glossop Street- Harris Street – site access off Forrester Road (south)



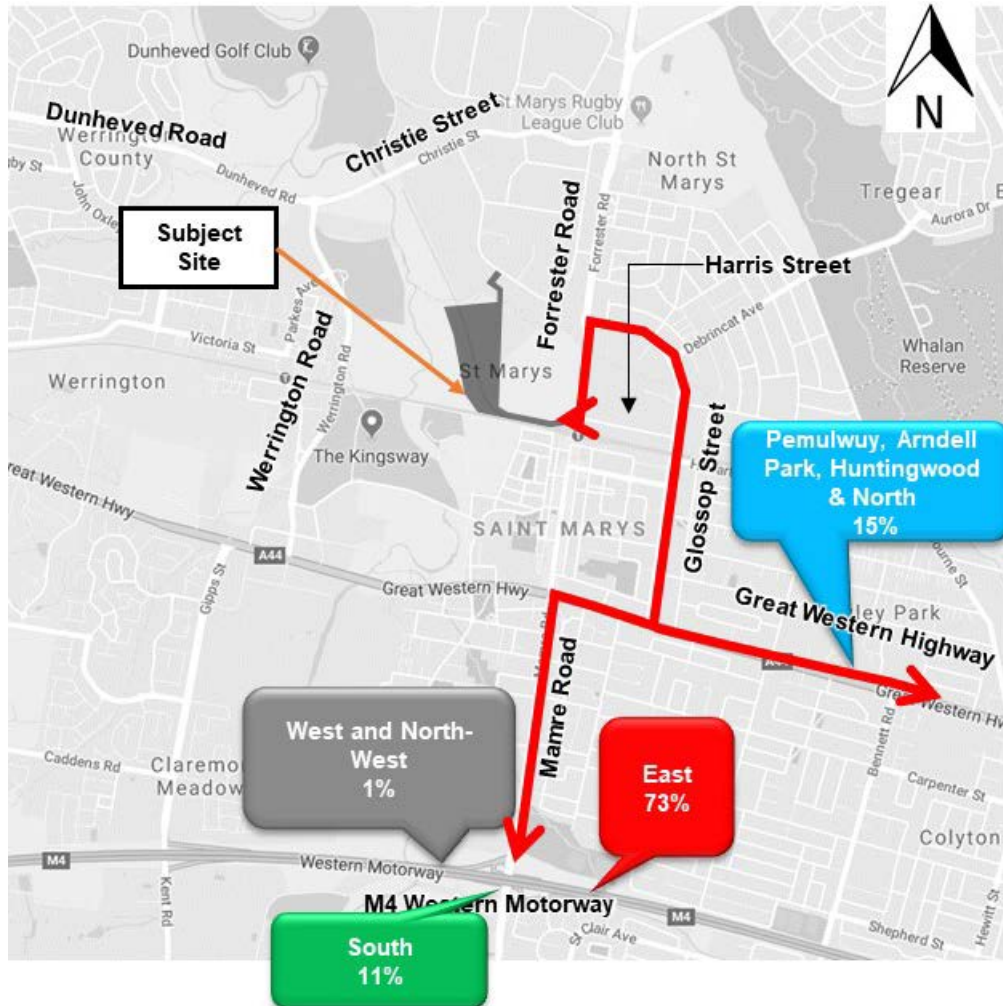
Adapted from Google Maps

Figure 3.12: Route Option 3

3.1.10 Route Option 4

Route Option 3 (see Figure 3.13) comprises the following travel paths to/from the site:

- 100%: Forrester Road (south)-Glossop Street, then split to:
 - 15% Great Western Highway east
 - 85% Great Western Highway west-Mamre Road-M4 interchange.

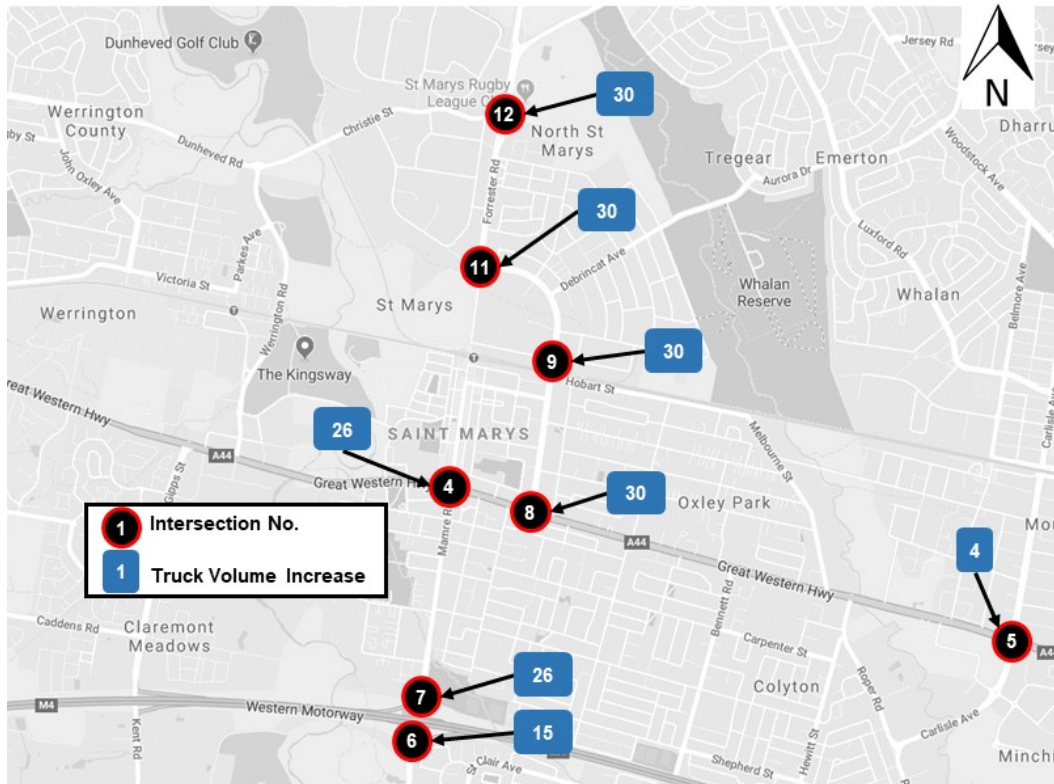


Adapted from Google Maps

Figure 3.13: Route Option 4

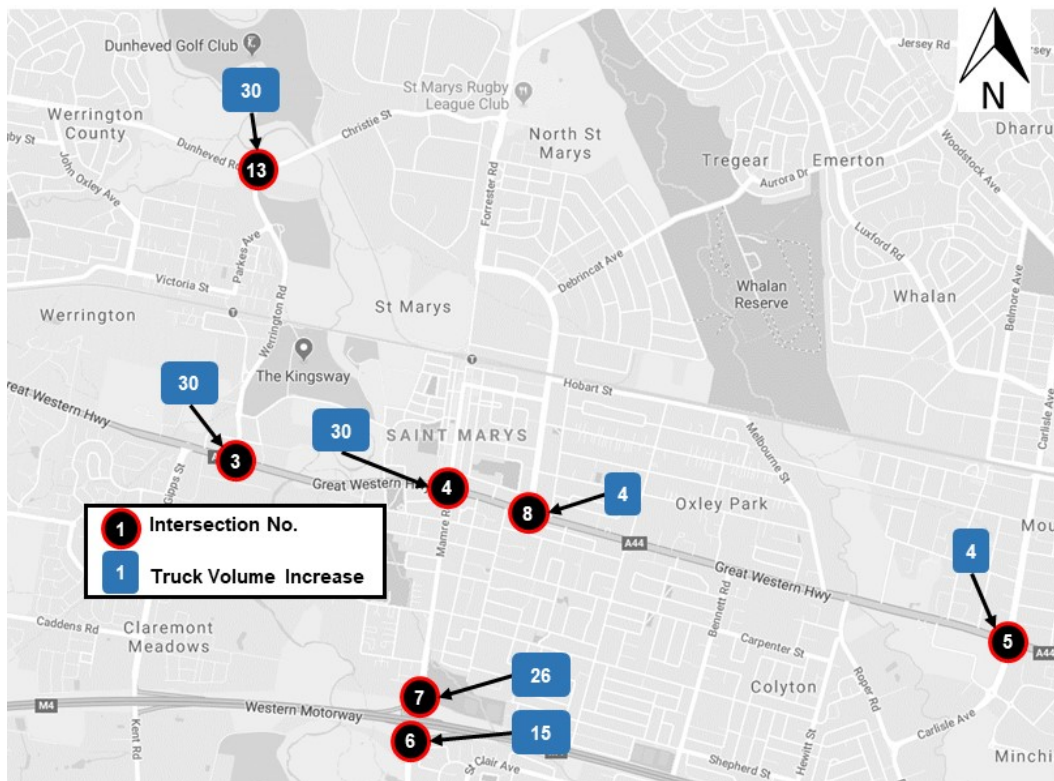
3.2 Estimated Additional Truck Traffic

The estimated additional truck traffic volume at each intersection for each AM and PM peak one hour for each proposed route option, based on the calculated site traffic generation and distribution, are summarised from Figure 3.14. to Figure 3.17.



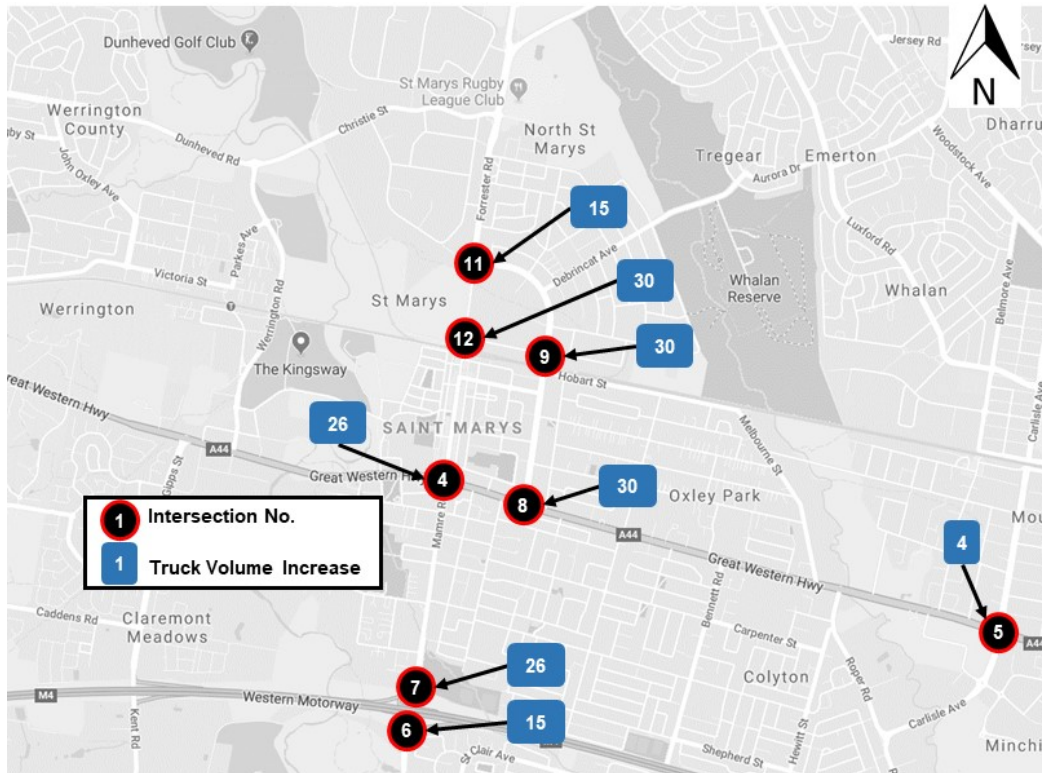
Truck generation is the worst-case scenario based on a hypothetical calculation
Adapted from Google Maps

Figure 3.14: AM and PM Traffic Volume Increase by Intersection – Option 1



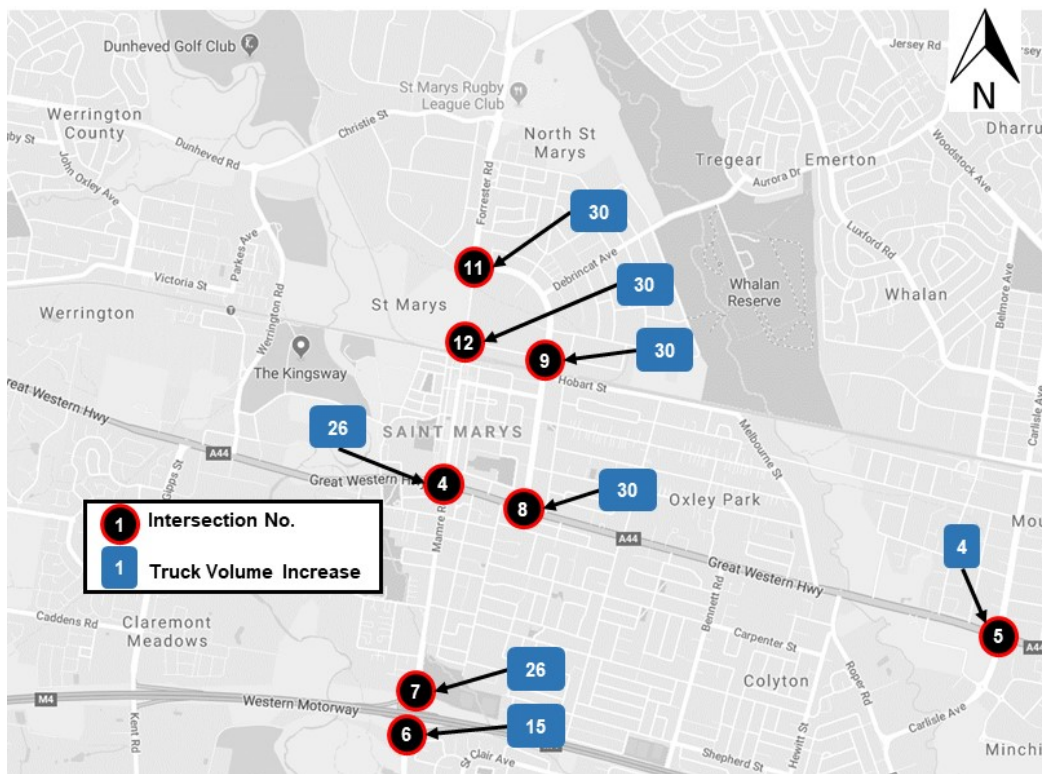
Truck generation is the worst-case scenario based on a hypothetical calculation
Adapted from Google Maps

Figure 3.15: AM and PM Traffic Volume Increase by Intersection – Option 2



Truck generation is the worst-case scenario based on a hypothetical calculation
Adapted from Google Maps

Figure 3.16: AM and PM Traffic Volume Increase by Intersection – Option 3



Truck generation is the worst-case scenario based on a hypothetical calculation
Adapted from Google Maps

Figure 3.17: AM and PM Traffic Volume Increase by Intersection – Option 4

3.2.1 Summary of Traffic Volume Changes

The following summarises the key intersections which will have the maximum increase of 30 trucks per hour during both the AM and PM peaks. The percentage increase in traffic at each intersection due to St Marys Freight Hub trucks is also shown below relative to year 2019 surveyed volumes:

- Options 1, 3 and 4:
 - Great Western Highway/Glossop Street (increase of 0.9% AM and 0.7% PM)
 - Glossop Street/Harris Street (increase of 1.1% AM and 0.9% PM).
- Option 1:
 - Forrester Road/Glossop Street (increase of 1.7% AM and 1.4% PM)
 - Forrester Road/Boronia Street/Christie Street (increase of 1.0% AM and 0.9% PM).
- Option 2:
 - Great Western Highway/Werrington Road/Reserve Road (increase of 0.9% AM and 0.8% PM)
 - Great Western Highway/Queen Street/Mamre Road (increase of 0.8% AM and 0.7% PM)
 - Christie Street/Dunheved Road/Werrington Road (increase of 1.3% AM and 1.1% PM).
- Option 3:
 - Forrester Road/Harris Street (increase of 13.2% AM and 8.2% PM).
- Option 4:
 - Forrester Road/Glossop Street (increase of 1.6% AM and 1.3% PM).

With the exception of the Forrester Road/Harris Street intersection, the increase in peak traffic volumes at each intersection under each option is less than 2%, which is very small and within the expected day-to-day fluctuations in volumes at these intersections. Also:

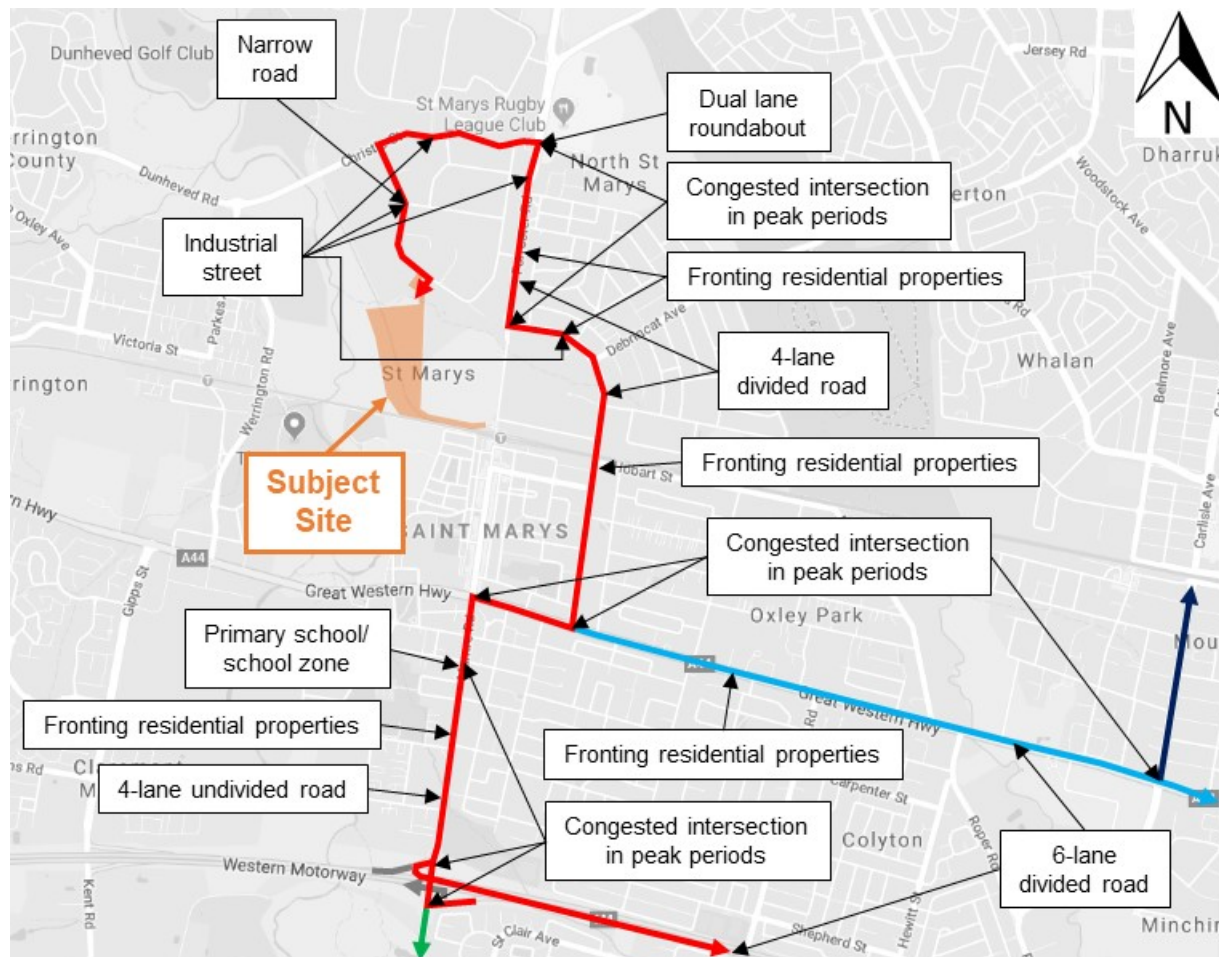
- Great Western Highway/Mamre Road will increase by 26 trucks per peak hour under Options 1, 3 and 4
- Mamre Road/M4 north will increase by 26 trucks per peak hour under all options
- Mamre Road/M4 south will increase by 15 trucks per peak hour under all options
- Forrester Road/Glossop Street will increase by 15 trucks per peak hour under Option 4
- From the surveyed intersections, Richmond Road/Dunheved Road and Great Western Highway/Parker Street are not expected to be impacted by any additional trucks during either the AM or PM peaks
- The Freight Hub adds 9% of traffic to Forrester Road south of Glossop Street during weekday peak hours. Forrester Road south of Glossop Street carries 176 vehicles per hour southbound in the AM peak and 281 vehicles per hour northbound in the PM peak. These volumes are well below the typical capacity of a single lane urban road of 600-1,200 vehicles per hour depending on the level of parking and access 'friction', which is minimal in this section.

In terms of regional, wider benefits it is important to highlight that the Freight Hub will reduce the length of many truck trips that are currently accessing customers via Port Botany (1 truck from St Marys replaces 9 to 10 trucks from Port Botany). It is very difficult to quantify this reduction, however, assuming that St Marys represents the centre of the market which receives its containers from Port Botany, approximately 55km per one-way truck trip generated will be reduced on the broader network. With 436 truck trips per day (218 IN and 218 OUT), this equates to 23,980 truck-kms per day removed off the regional road network, or 8,752,700 truck-kms per annum. This has enormous benefits to reducing broader congestion, reducing the economic cost of freight for the community and reducing emissions on the environment. This calculation is however based on the worst-case hypothetical assumption of all trucks being semi-trailers and the regional benefits are likely to be smaller than this is a fleet including B-Doubles and High Performance Vehicles is used.

4. ROUTE OPTION 1

4.1 Key Traffic and Transport Features

The key traffic and transport features (i.e. congested intersections, road types, land uses, active transport facilities etc.) along Route Option 1 are described in Figure 4.1.



Adapted from Google Maps

Figure 4.1: Key Traffic and Transport Features – Route Option 1

4.2 Route Metrics

4.2.1 Travel Distances and Travel Times

The travel distance and travel times between the site access and the study area extents of each travel path along Route Option 1 are summarised in Table 4.1.

Table 4.1: Travel Distance and Travel Times from Access Point – Route Option 1

Route (see Figure 4.1)	Travel Distance to M4	Travel Time to M4*
Option 1	7.8km	9-24 minutes

*Typical across a 24-hour period (min-to-max)

Source: Google Maps Journey Planner

4.2.2 Vehicle Classes

Classified bidirectional tube counts and speed surveys were undertaken by Traffic Data and Control between 12:00am Tuesday, 3 December and 12:00am Tuesday, 10 December 2019 at four locations along Route Option 1. Figure 4.2 shows the aggregated weekly bidirectional car, light truck and heavy truck volume split at each location. The full tube counts and speed data for each location are provided in **Appendix A**.



Adapted from Google Maps

Figure 4.2: Weekly Bidirectional Vehicle Class Volume Split at Each Location – Route Option 1

4.2.3 24/7 Vehicle Trip Profile

The bidirectional 24/7 vehicle trip profile at each location is shown from Figure 4.3 to Figure 4.6. The 7/12 was a Saturday and 8/12 was a Sunday.

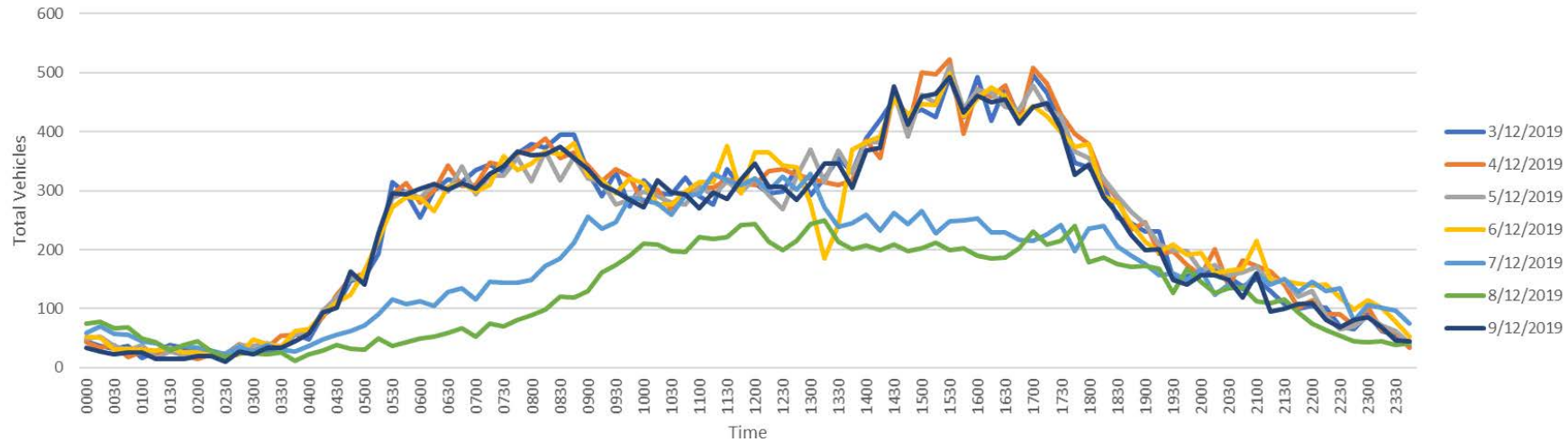


Figure 4.3: 24/7 Vehicle Trip Profile – Glossop Street at No. 16

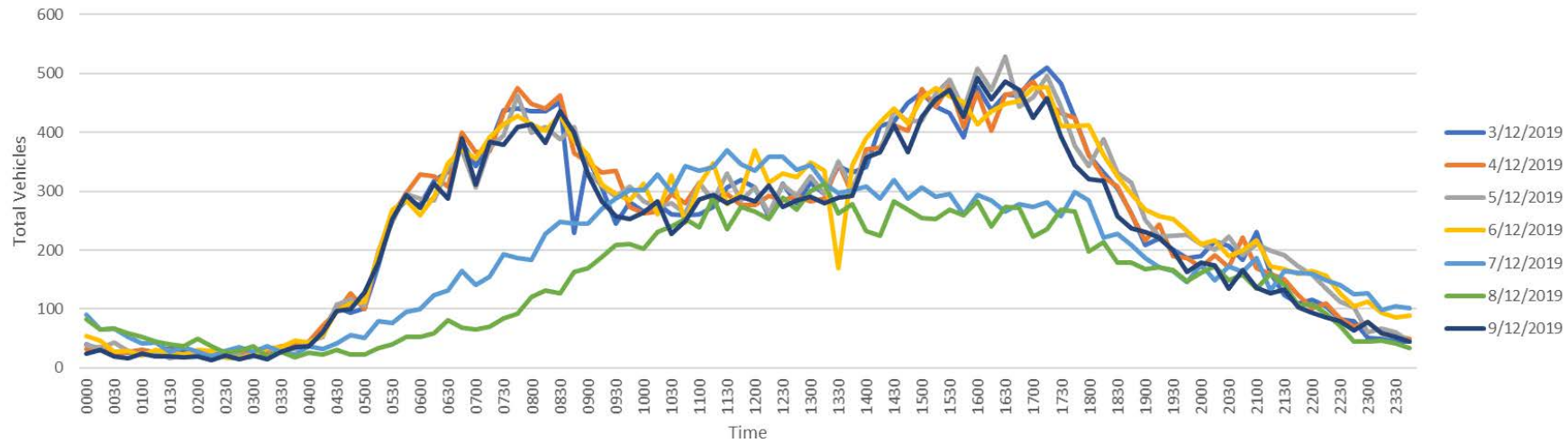


Figure 4.4: 24/7 Vehicle Trip Profile – Christie Street west of Lee Holm Drive

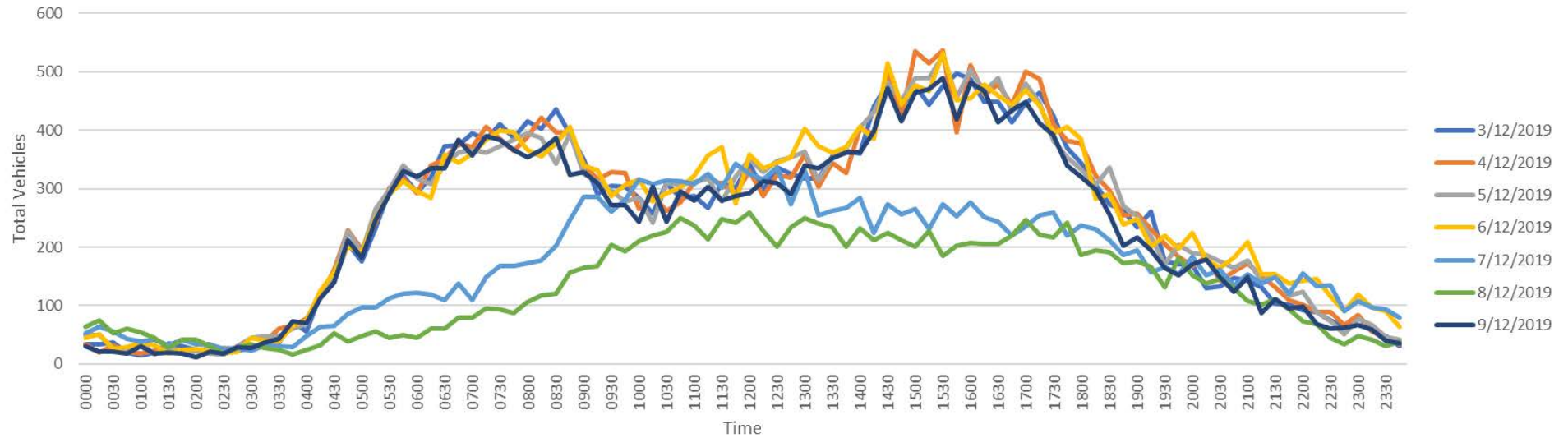


Figure 4.5: 24/7 Vehicle Trip Profile – Forrester Road at No. 171

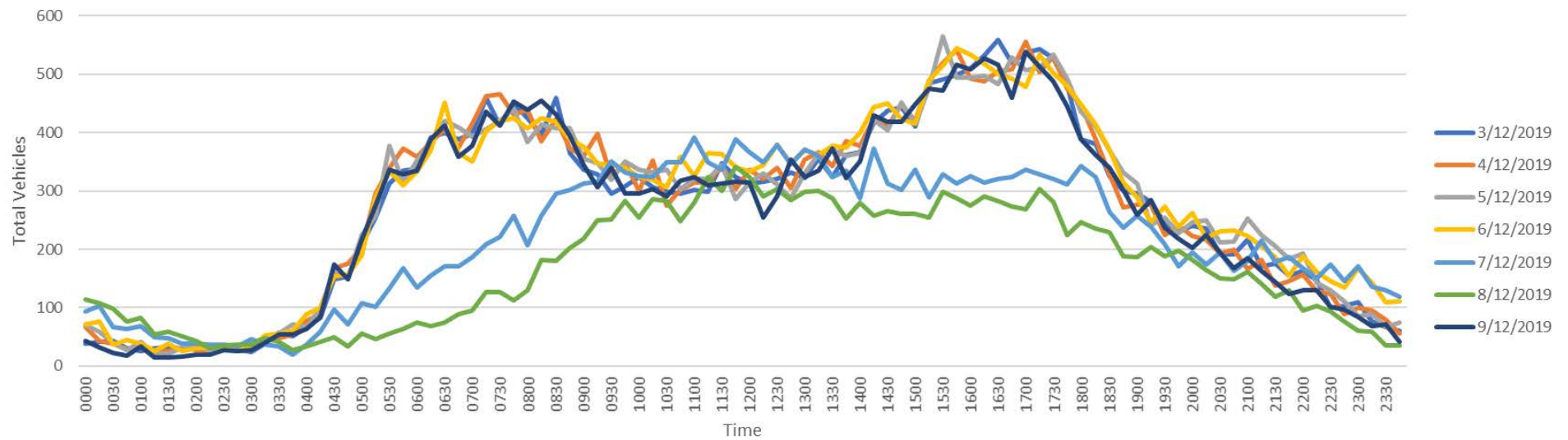


Figure 4.6: 24/7 Vehicle Trip Profile – Mamre Road at No. 58

4.3 Existing Conditions

4.3.1 Road Function, Design and Condition

The existing function, design and condition of key roads along Route Option 1 is summarised in Table 4.2.

Table 4.2: Existing Condition of Surrounding Roads – Route Option 1

Name	Classification	Function	Design	Condition
Lee Holm Road	Local Road	Local Industrial Access Road	- Entire road 6 metres wide (two-way) - Undivided (no line marking) - Trucks have to use entire road to ingress/egress driveways - Parking permitted on both sides, restricting two-way traffic to one lane - Two corners with limited visibility	- Pavement in good condition - Entire section sealed
Christie Street	Regional Road	Sub-arterial Road	2 lanes (two-way) - Undivided (double lines provided between intersections) - Parking lanes provided on both sides - No dedicated turn lanes	- Pavement in good condition - Entire section sealed (except for a 90-metre section between the two bridges east of Werrington Road; lines are provided)
Forrester Road (north of Glossop Street)	Regional Road	Sub-arterial Road	4 wide lanes (two-way) - Divided - Some parking permitted northbound - Parking lanes provided southbound	- Pavement in good condition - Entire section sealed
Glossop Street	Regional Road	Sub-arterial Road	4 wide lanes (two-way) - Divided - No Stopping (6am-10am and 3pm-7pm Mon-Fri) southbound between Elm Street and Debrincat Avenue, no parking permitted elsewhere - Right turn lanes provided at key intersections	- Pavement in good condition - Entire section sealed
Great Western Highway	State Road	Arterial Road	6 lanes (two-way) - Divided - No parking permitted - Right turn lanes provided at key intersections	- Pavement in good condition - Entire section sealed

Name	Classification	Function	Design	Condition
Mamre Road	State Road	Arterial Road	4 lanes (two-way) - Divided between Hall Street and Banks Drive intersections (undivided elsewhere) - No parking permitted - Right turn lanes provided at key intersections	- Pavement in good condition - Sealed between Great Highway and M4, unsealed south of M4
M4	State Road	Arterial Road	6 lanes (two-way) - Divided	- Pavement in good condition - Shoulders sealed

4.3.2 Intersection Capacity/Suitability

The capacity (i.e. number of approach lanes, turning facilities and performance) and suitability (i.e. geometric constraints) of key intersections along Option Route 1 are summarised below.

Christie Street / Lee Holm Road

This is a priority-controlled T-intersection with one lane on all approaches as shown in Figure 4.7. Drivers from Lee Holm Road have sight distances of approximately 600 metres left and 90 metres right. This is undesirable for gap acceptance by B-doubles in peak periods given peak period volumes. However, existing peak period traffic volumes of around 750 to 1,000 vehicles/hour along Christie Street in both directions cause delays for vehicles from Lee Holm Road. Future traffic growth in the broader St Marys area will exacerbate this. The intersection has been identified in other studies as requiring an upgrade to accommodate this growth, including traffic signals and additional lanes, which will improve its capacity and safety for vehicles from Lee Holm Road.



Figure 4.7: Christie Street/Lee Holm Road Intersection – Christie Street west approach

Forrester Road / Boronia Street / Christie Street

This is a wide roundabout with two lanes on all approaches and two circulating lanes, accommodating articulated trucks (i.e. B-doubles). However, large trucks were observed to use both circulating lanes when travelling through the roundabout as shown in Figure 4.8. The roundabout is currently operating at around practical capacity (DOS 0.85) and future traffic growth will significantly reduce performance. The intersection will require a major upgrade to traffic signals with additional lanes and slip lanes to

accommodate this growth and these upgrades will improve both its capacity and performance. The proposed upgrades by others will allow articulated trucks to undertake single-lane manoeuvres.



Figure 4.8: Forrester Road/Boronia Street/Christie Street Articulated Truck Movements

Forrester Road / Glossop Street

This is a signalised intersection currently operating at an acceptable Level of Service (LoS) B and under the Austroads stipulated practical capacity (DOS 0.90). The design of the intersection (i.e. wide lanes and turn radii) means that articulated trucks are able to undertake single-lane manoeuvres. Future traffic growth in the area generally will result in a LoS F and longer queues, particularly on the Forrester Road north and Glossop Street east approaches. SIDRA modelling concluded that converting the left turn lane from the northern approach into a slip lane will improve capacity and its LoS (subject to operational and safety considerations).

Great Western Highway / Glossop Street

This is a signalised T-intersection with dual right turn lanes on the Glossop Street north and Great Western Highway east approaches. From the eastern approach, articulated trucks need to use both lanes when turning right, though this is typical at older intersections across Greater Sydney. Likewise, articulated trucks on the Great Western Highway west approach (see Figure 4.9) need to use lanes 1 and 2 when turning left. The potential for a new, separate left turn lane is unlikely given site constraints. In any case, the intersection is forecast to continue to operate within practical capacity and at a LoS C in 2030.



Figure 4.9: Great Western Highway/Glossop Street – Great Western Highway west approach

Great Western Highway / Carlisle Avenue

This is a signalised intersection with dual right turn lanes on the Carlisle Avenue north and Great Western Highway east approaches, and one right turn lane on the Carlisle Avenue south and Great Western Highway west approaches. There is also one left turn lane and one left turn/through lane on the north approach and one left turn (buses excepted) on the south approach. The intersection is forecast to continue to operate within practical capacity and at a LoS D in 2030.

Great Western Highway / Queen Street / Mamre Road

This is a signalised intersection with one right turn lane on both Great Western Highway approaches and one left turn slip lane on the Great Western Highway east and Mamre Road south approaches. It is currently operating at a LoS D and under practical capacity and is forecast to operate within its capacity in 2030.

Mamre Road / M4 (north)

This is a signalised T-intersection with one extended right turn lane from the Mamre Road north approach into the M4 eastbound 'G-loop' and one signalised left turn slip lane with a pedestrian crossing/bus only through lane on the Mamre Road south approach. There are also signalised dual left turn lanes on the M4 eastbound off-ramp. The intersection is currently operating above practical capacity but at a LoS B, and with through phase time optimisation the intersection would operate at around practical capacity in 2030.

Mamre Road / M4 (south)

This is a signalised T-intersection with one left turn slip lane/bus only through lane on the Mamre Road north approach and one extended right turn lane from the Mamre Road south approach into the M4 westbound G-loop. There is also one left turn lane on the M4 westbound off-ramp. The intersection is currently operating above its practical capacity in the PM peak. It is forecast to operate similarly in 2030.

4.3.3 Crash History

General Trends

The most recent five years of crash data (January 2014-December 2018) was obtained from Transport for NSW for Route Option 1. During the five-year period, a total of 407 crashes were reported, equating to an average of 81 crashes per year. The crash data was mapped using GIS software and is provided in **Appendix B** in terms of crash severity and type (road user movement describing the first impact of the crash) along with a detailed record list.

Figure 4.10 shows the trends in the number of crashes per year between 2014 and 2018 aggregated across Route Option 1. The number of crashes had decreased every year (except from 2016 to 2017) and reduced overall by 37% during the five-year period.

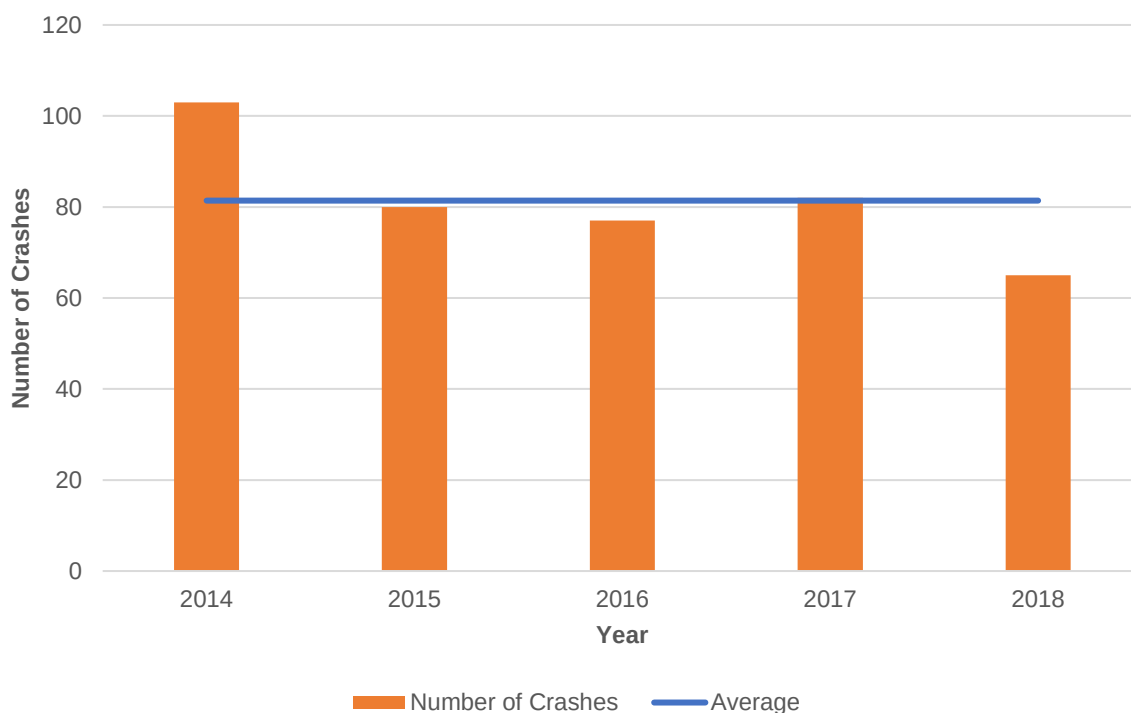


Figure 4.10: Summary of Reported Crashes between 2014 and 2018 – Route Option 1

Casualties

Of the 407 reported crashes in the five-year period ending 2018, 258 crashes resulted in 336 casualties. This equates to an average of 67 casualties per year. Table 4.3 summarises the crash severity and number of casualties. Three crashes each resulted in one fatality, including:

- One in 2015 at the Glossop Street/Adelaide Street intersection. It was classified as 'right near', occurred at dusk and also resulted in four injuries
- One in 2017 at the Forrester Road/Glossop Street intersection. It was classified as 'off end of road/T-intersection' and occurred in daylight
- One in 2018 on Forrester Road just north of Griffiths Street. It was as 'rear end', occurred in darkness and also resulted in one injury.

None of these fatalities were caused by articulated trucks (defined as "any articulated tanker, semi-trailer, low loader, road train or B-double" by the NSW Centre for Road Safety).

Table 4.3: Crash Severity and Number of Casualties – Route Option 1

Crash Severity	No. of Crashes	%	No. of Casualties
Fatal	3	1%	8
Serious Injury	57	14%	90
Moderate Injury	120	29%	157
Minor/Other Injury	78	19%	81
Non-casualty (towaway)	149	37%	0
Total	407	100%	336

Crash Types

Table 4.4 provides a breakdown of all crash types which occurred along Route Option 1, including the number of crashes and casualties. Between 2014 and 2018, the most common type of crash was 'rear end' (143 of these reflecting 35% of all reported crashes), followed by 55 'right through' crashes (14% of all reported crashes) and 31 'right near' crashes (8% of all reported crashes).

Table 4.4: Crash Type and Number of Casualties – Route Option 1

Crash Type	No. of Crashes	%	No. of Casualties	%
Accident or broken down	1	0%	0	0%
Animal (not ridden)	1	0%	2	1%
Cross traffic	12	3%	14	4%
Emerging from driveway	6	1%	4	1%
From footpath	2	0%	2	1%
Head on (not overtaking)	4	1%	9	3%
Lane change left	12	3%	8	2%
Lane change right	8	2%	5	1%
Lane sideswipe	3	1%	2	1%
Leaving parking	3	1%	0	0%
Left far	1	0%	1	0%
Left near	8	2%	7	2%
Left off carriageway into object/parked vehicle	18	4%	17	5%
Left off carriageway to right	1	0%	0	0%
Left rear	7	2%	8	2%
Left turn sideswipe	3	1%	2	1%
Off carriageway left on left bend	1	0%	1	0%
Off carriageway left on left bend into object/parked vehicle	3	1%	1	0%
Off carriageway left on right bend into object/parked vehicle	9	2%	4	1%
Off carriageway right on left bend into object/parked vehicle	4	1%	3	1%
Off carriageway to left	4	1%	2	1%
Off end of road/T-intersection	1	0%	1	0%
Other adjacent	1	0%	1	0%
Other manoeuvring	1	0%	1	0%
Other opposing	4	1%	1	0%

Crash Type	No. of Crashes	%	No. of Casualties	%
Other same direction	21	5%	8	2%
Out of control on carriageway	2	0%	2	1%
Out of control on carriageway	4	1%	3	1%
Parked	3	1%	3	1%
Pedestrian emerging	2	0%	3	1%
Pedestrian far side	1	0%	1	0%
Pedestrian near side	4	1%	4	1%
Pedestrian playing, working, lying, standing on carriageway	2	0%	2	1%
Rear end	143	35%	108	32%
Reversing	1	0%	0	0%
Right far	6	1%	4	1%
Right near	31	8%	36	11%
Right off carriageway into object/parked vehicle	3	1%	2	1%
Right rear	8	2%	6	2%
Right through	55	14%	58	17%
Two left turning	1	0%	0	0%
Two right turning	1	0%	0	0%
U-turn	1	0%	0	0%
Total	407	100%	336	100%

4.3.4 Public Transport

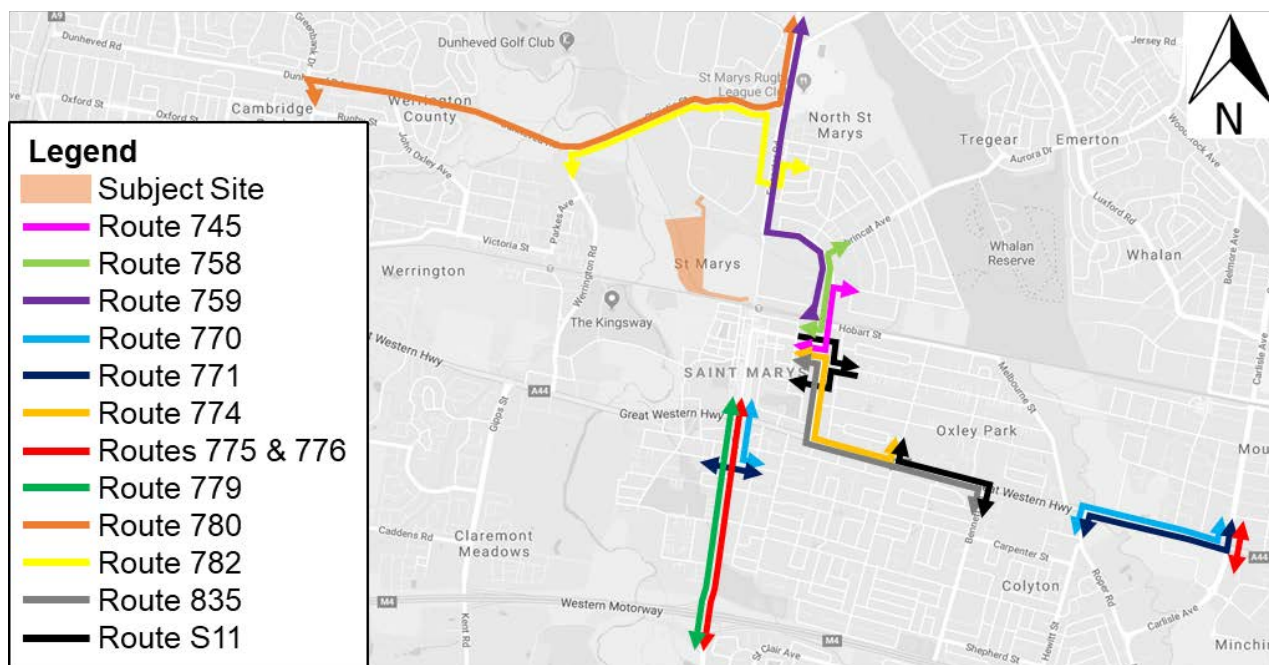
Buses

Bus routes operating along Route Option 1 and their service frequencies are summarised in Table 4.5. A map of the bus routes where they use Route Option 1 is shown in Figure 4.11.

Table 4.5: Bus Routes and Frequency – Route Option 1

Route No.	Route Description	Direction of Travel	Service Frequency
745	St Marys to Norwest Hospital via Stanhope Gardens	Both directions	60 mins (Monday to Saturday)
758	St Marys to Mount Druitt via Tregear & Shalvey	Both directions	30 mins (Monday to Saturday) 60 mins (Sunday and public holidays)
759	St Marys to Mount Druitt via Ropes Crossing	Both directions	30 mins (peak periods) 60 mins (off-peak periods)
770	Mount Druitt to Penrith via St Marys	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
771	Mount Druitt to St Marys via Colyton	Both directions	30 mins (peak periods) 60 mins (off-peak periods)
774	Mount Druitt to Penrith via Nepean Hospital	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
775	Mount Druitt to Penrith via Erskine Park	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)

Route No.	Route Description	Direction of Travel	Service Frequency
776	Mount Druitt to Penrith via St Clair	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
779	Erskine Park to St Marys	St Marys to Erskine Park	30 mins (AM peak)
		Erskine Park to St Marys	30 mins (PM peak)
780	Mount Druitt to Penrith via Ropes Crossing	Both directions	10-30 mins (peak periods) 30 mins (off-peak periods) 60 mins (weekends and public holidays)
782	St Marys to Penrith via Werrington	Both directions	60 mins (off-peak and mid-Saturday periods)
835	UWS to Prairiewood	Both directions	30 mins (peak periods)
S11	St Clair to St Marys	St Marys to St Clair	1 service (AM peak)
		St Clair to St Marys	4 services (off-peak periods)

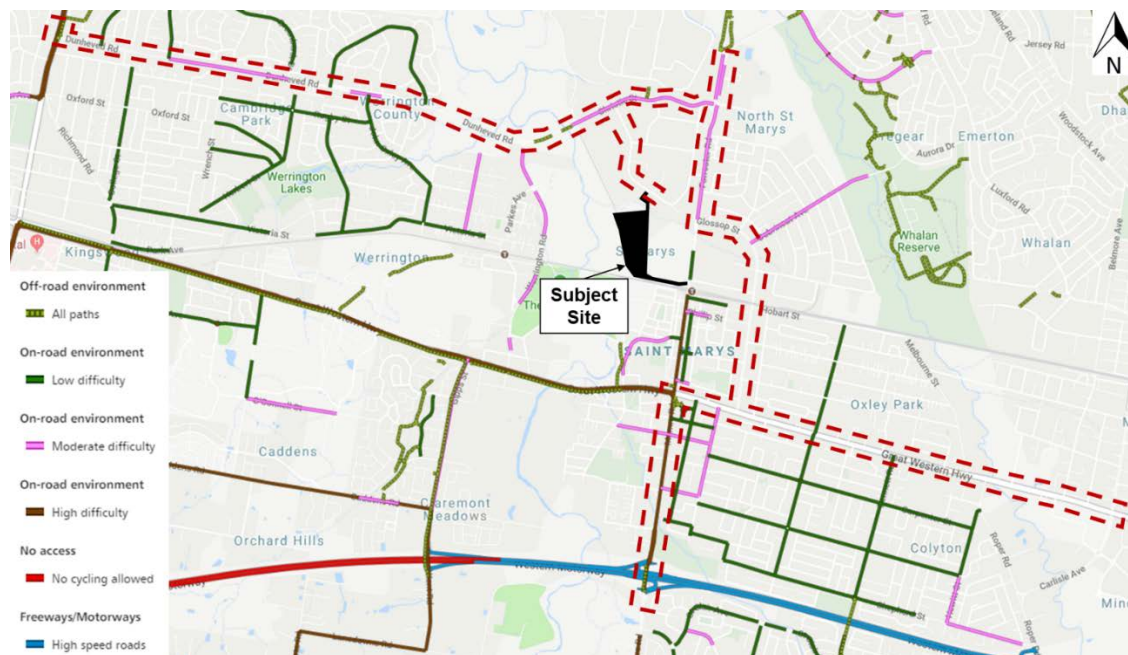


Adapted from Google Maps

Figure 4.11: Bus Routes – Route Option 1

4.3.5 Active Transport

Cycling routes along Option Route 1 are shown in Figure 4.12, nearly all of which are on-road.

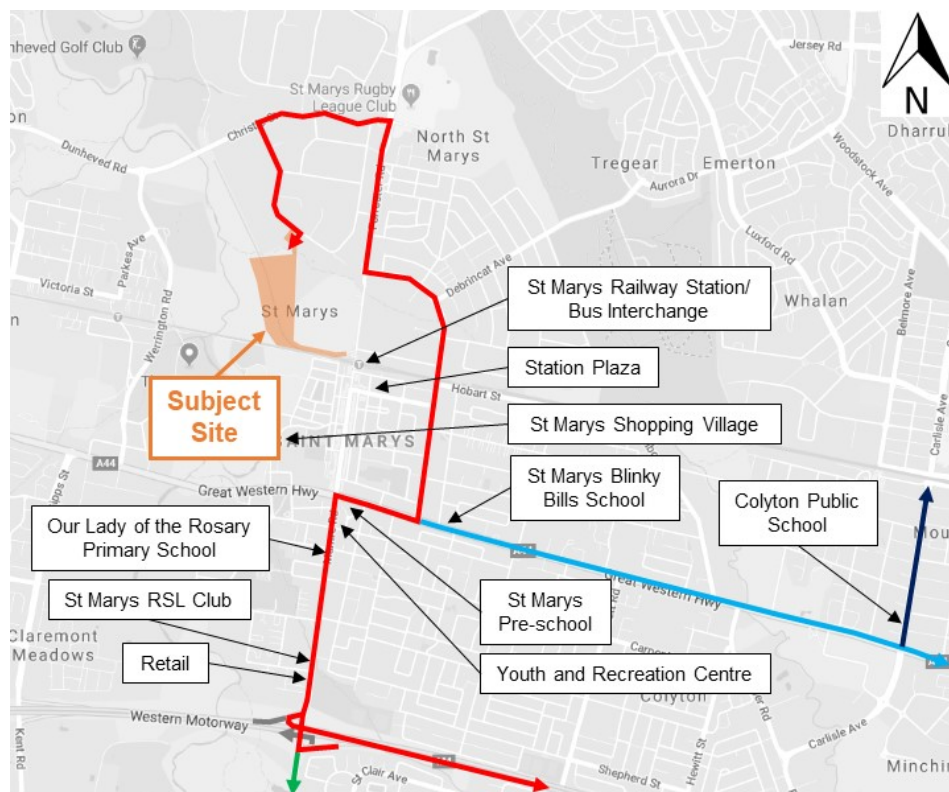


Source: https://www.rms.nsw.gov.au/maps/cycleway_finder

Figure 4.12: Cycleways – Route Option 1

4.3.6 Pedestrian Generators

The key pedestrian generators along Route Option 1 are shown in Figure 4.13.



Adapted from Google Maps

Figure 4.13: Pedestrian Generators – Route Option 1

4.4 Impact Assessment

4.4.1 Link Volume and Capacity Impacts

Table 4.6 shows the weekly bidirectional existing and additional car, light truck and heavy truck volumes for 6am-6pm, 6pm-10pm and 10pm-6pm at each tube count location along Route Option 1.

Table 4.6: Existing and Additional Vehicle Trip Profile – Route Option 1

Location	Period	Existing Volume			Additional Volume*		
		Cars	Light Trucks	Heavy Trucks	Cars	Light Trucks	Heavy Trucks
Glossop Street at No. 16	6am-6pm	88,912	11,778	4,912	-	-	394
	6pm-10pm	19,310	1,056	417	-	-	8
	10pm-6am	13,987	1,286	735	-	-	34
Forrester Road at No. 171	6am-6pm	95,808	11,470	2,975	-	-	394
	6pm-10pm	20,032	1,001	219	-	-	8
	10pm-6am	15,204	1,378	457	-	-	34
Mamre Road at No. 58	6am-6pm	105,247	11,414	5,093	-	-	331
	6pm-10pm	24,824	1,342	643	-	-	7
	10pm-6am	18,036	1,525	659	-	-	29

**Worst-case scenario based on a hypothetical calculation of all trucks being semi-trailers*

The impacts of additional trucks on link capacity are minimal with most locations subject to much less than 10% increase in truck traffic and a maximum 1%-2% increase in total traffic.

Lee Holm Road is an industrial collector road but is narrow in parts due to street parking. As such, some articulated trucks need to prop and give way to other oncoming trucks at times. While the impacts of this are isolated, they are more common during daytime peak periods.

Christie Street, Forrester Road, Glossop Street and Mamre Road already carry large volumes of articulated trucks and are well suited to cater for these vehicles from an operational capacity perspective. Out of these links, Christie Street is the only two-lane road with on street parking and can be affected in peak periods with turning vehicles to/from side streets and driveways interrupting the efficiency of through traffic movements.

4.4.2 Intersection/Mid-block LoS Impacts

Table 4.7 summarises the 2030 With Development Route Option 1 intersection performance.

Table 4.7: Intersection SIDRA Results Summary – 2030 With Development – Route Option 1

Intersection	AM Peak				PM Peak			
	DoS (v/c)	Average Delay (s)	LoS	95th Percentile Queue (m)	DoS (v/c)	Average Delay (s)	LoS	95th Percentile Queue (m)
Great Western Highway/Queen Street/Mamre Road	0.92	55	D	355	1.09	53	D	404
Great Western Highway/Carlisle Avenue	0.80	44	D	199	0.79	46	D	278
Mamre Road/M4 (south)	0.67	20	B	218	1.21	54	D	592
Mamre Road/M4 (north)	0.84	28	B	274	0.95	36	C	570
Great Western Highway/Glossop Street	0.66	39	C	230	0.90	33	C	209
Glossop Street/Harris Street	0.52	13	A	7	0.55	13	A	4
Forrester Road/Glossop Street	0.90	26	B	277	0.90	33	C	341
Forrester Road/Boronia Street/ Christie Street	1.05	72	F	633	1.13	111	F	721

¹Green shading indicates that the intersection will operate below practical capacity.

²Orange shading indicates that the intersection will operate above practical capacity, but below theoretical capacity.

³Red shading indicates that the intersection will operate above theoretical capacity.

The following intersections are forecast to operate above theoretical capacity during the following peaks:

- Great Western Highway/Queen Street/Mamre Road – PM peak
- Mamre/M4 south – PM peak
- Forrester Road/Boronia Street/Christie Street – AM and PM peaks.

The following intersections are forecast to operate above practical capacity during the following peaks:

- Great Western Highway/Queen Street/Mamre Road – AM peak
- Mamre/M4 north – PM peak.

The following intersection approaches are forecast to have significant queues during the following peaks:

- Great Western Highway/Queen Street/Mamre Road:
 - Mamre Road south approach – AM and PM peaks (355 and 404 metres respectively).
- Mamre/M4 south:
 - Mamre Road south approach – PM peak (592 metres).
- Mamre/M4 north:
 - Mamre Road north approach – PM peak (570 metres)
 - Mamre Road south approach – PM peak (305 metres).
- Forrester Road/Glossop Street:
 - Glossop Street east approach – PM peak (341 metres).
- Forrester Road/Boronia Street/Christie Street:
 - Forrester Road north approach – PM peak (364 metres)
 - Forrester Road south approach – PM peak (428 metres)
 - Christie Street west approach – AM and PM peaks (632 and 721 metres respectively).

Consequently, the following mid-block impacts are forecast:

- Mamre Road south approach queues at the Great Western Highway/Queen Street/Mamre Road will extend beyond the Saddington Street intersection
- Mamre Road north approach queues at the Mamre/M4 north intersection will extend beyond the Hall Street intersection
- Mamre Road south approach queues at the Mamre/M4 north intersection will extend beyond the Mamre/M4 south intersection and onto the M4 westbound off-ramp
- Glossop Street east approach queues at the Forrester Road/Glossop Street intersection will extend back to the Telford Place intersection
- Forrester Road north approach queues at the Forrester Road/Boronia Street/Christie Street intersection will extend beyond the St Marys Leagues Club/Stadium Access and potentially to the Forrester Road/Ropes Crossing Boulevard/Links Road roundabout
- Forrester Road south approach queues at the Forrester Road/Boronia Street/Christie Street intersection will extend back to the Griffiths Street intersection
- Christie Street west approach queues at the Forrester Road/Boronia Street/Christie Street intersection will extend back near the Lee Holm Road intersection.

The above issues occur in the 2030 without development case and are only marginally affected by Freight Hub truck-traffic.

4.4.3 Safety Impacts

All intersections along Route 1 have sufficient prevailing sight distance for the turning movements that will be made by trucks to and from the St Marys Freight Hub. The only minor concerns are associated with right turns out of Lee Holm Road into Christie Street in peak periods where limited gaps are available, coupled with limited sight distance from Lee Holm Road to the east; although articulated trucks currently perform this movement with no crash records identifying this as an existing issue.

4.4.4 Amenity Impacts

Forrester Road (north), Glossop Street and Mamre Road have residential frontages. The Option 1 route passes about 6.3km of residential frontage length. Night-time (10:00PM-7:00AM) truck volume increases in these locations are not considered to be significant in the context of existing truck volumes as summarised below:

- Forrester (north): + 12% trucks at night (7 p.h.)
- Glossop: +10% trucks at night (7 p.h.)
- Mamre: +7.7% trucks at night (6 p.h.)

There is one school zone and fronting school along the route along Mamre Road.

4.4.5 Public and Active Transport Impacts

Existing bus services along Route Option 1 are infrequent, running every 30 minutes during peak periods. The increased truck volumes due to the Freight Hub are not expected to introduce any noticeable impacts on bus movement or bus stop access. No parking is permitted in the kerbside lanes on Forrester Road northbound, Glossop Street, the Great Western Highway and Mamre Road where all the bus stops are 'in-lane' and require vehicles to stop behind them. All bus stops on Forrester Road southbound and on Christie Street are located in the road shoulder allowing other vehicles to pass without significant impact.

No shared paths are currently provided along Route Option 1 and on-road cycling routes are only provided on Christie Street, Forrester Road (between Ropes Crossing Boulevard/Links Road and Glossop Street, and Mamre Road between the Great Western Highway and the M4. None of these are defined as 'low-difficulty' and only more experienced cyclists would travel on them and most likely outside of traffic peak periods.

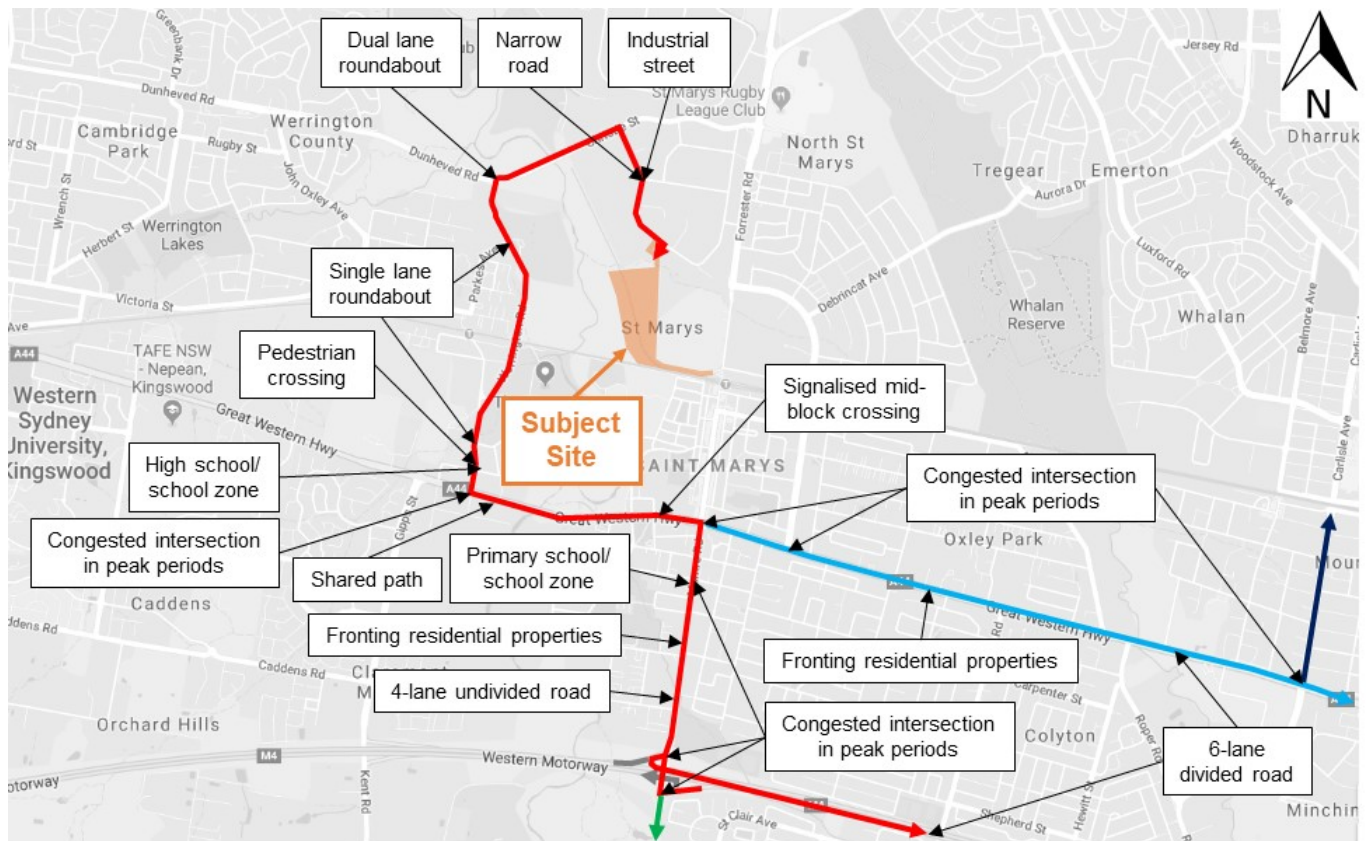
4.4.6 Potential Mitigation Measures

The only potential impact associated with the Freight Hub truck movements under Option 1 is the right turn movement out of Lee Holm Road onto Christie Street in peak hours. This issue could be mitigated with signalisation of the intersection however a much larger footprint would be required to provide two through lanes in each direction. Such an upgrade is not warranted solely by the Freight Hub if this route was chosen (as this is a prevailing issue) and a small contribution to these works would seem appropriate if they were to be undertaken by others.

5. ROUTE OPTION 2

5.1 Key Traffic and Transport Features

The key traffic and transport features (i.e. congested intersections, road types, land uses, active transport facilities etc.) along Route Option 2 are described in Figure 5.1.



Adapted from Google Maps

Figure 5.1: Key Traffic and Transport Features – Route Option 2

5.2 Route Metrics

5.2.1 Travel Distances and Travel Times

The travel distance and travel times between the site access and study area extents of each travel path along Route Option 2 are summarised in Table 5.1.

Table 5.1: Travel Distance and Travel Times from Access Point – Route Option 2

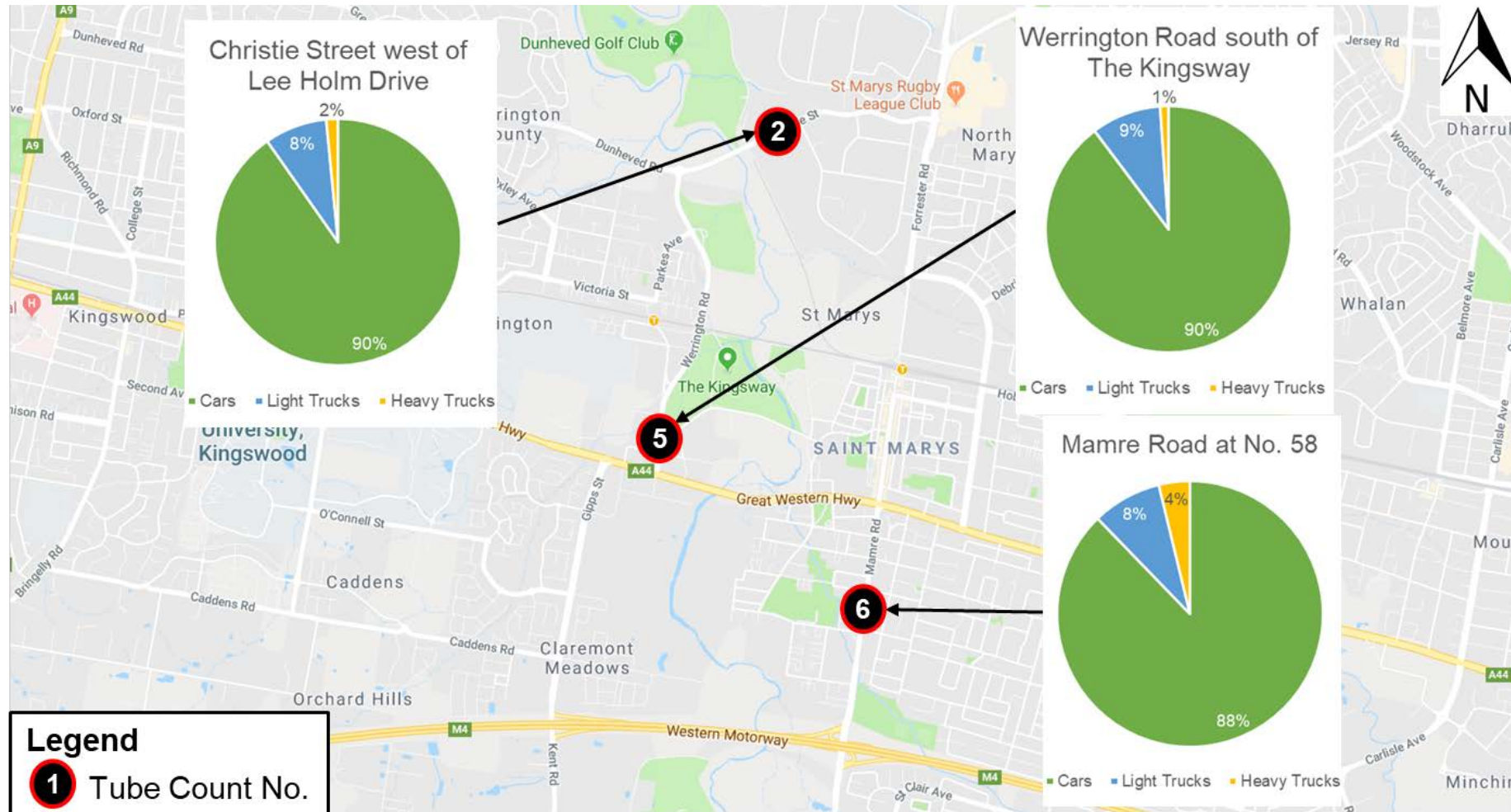
Route (see Figure 5.1)	Travel Distance to M4	Travel Time to M4*
Option 2	7.8km	8-22 minutes

*Typical across a 24-hour period (min-to-max)

Source: Google Maps Journey Planner

5.2.2 Vehicle Classes

Classified bidirectional tube counts and speed surveys were undertaken by Traffic Data and Control between 12:00am Tuesday, 3 December and 12:00am Tuesday, 10 December 2019 at three locations along Route Option 2. Figure 5.2 shows the aggregated weekly bi-directional car, light truck and heavy truck volume split at each location. The full tube counts and speed data for each location are provided in **Appendix A**.



Adapted from Google Maps

Figure 5.2: Weekly Bidirectional Vehicle Class Volume Split at Each Location – Route Option 2

5.2.3 24/7 Vehicle Trip Profile

The bidirectional 24/7 vehicle trip profile at each location is shown from Figure 5.3 to Figure 5.5. The 7/12 was a Saturday and 8/12 was a Sunday.

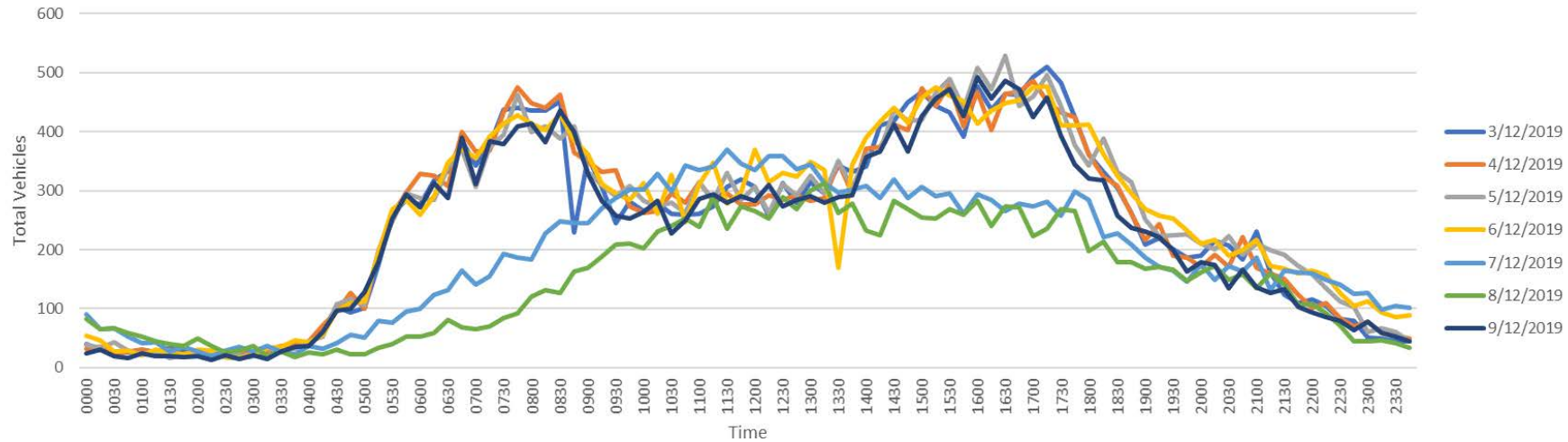


Figure 5.3: 24/7 Vehicle Trip Profile – Christie Street west of Lee Holm Drive

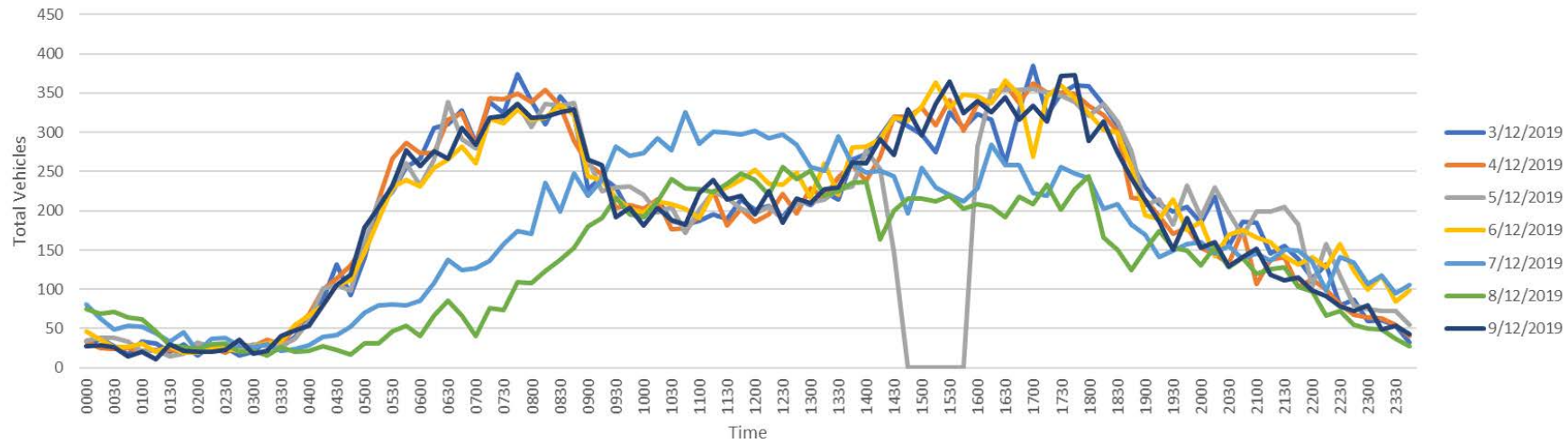


Figure 5.4: 24/7 Vehicle Trip Profile – Werrington Road south of The Kingsway

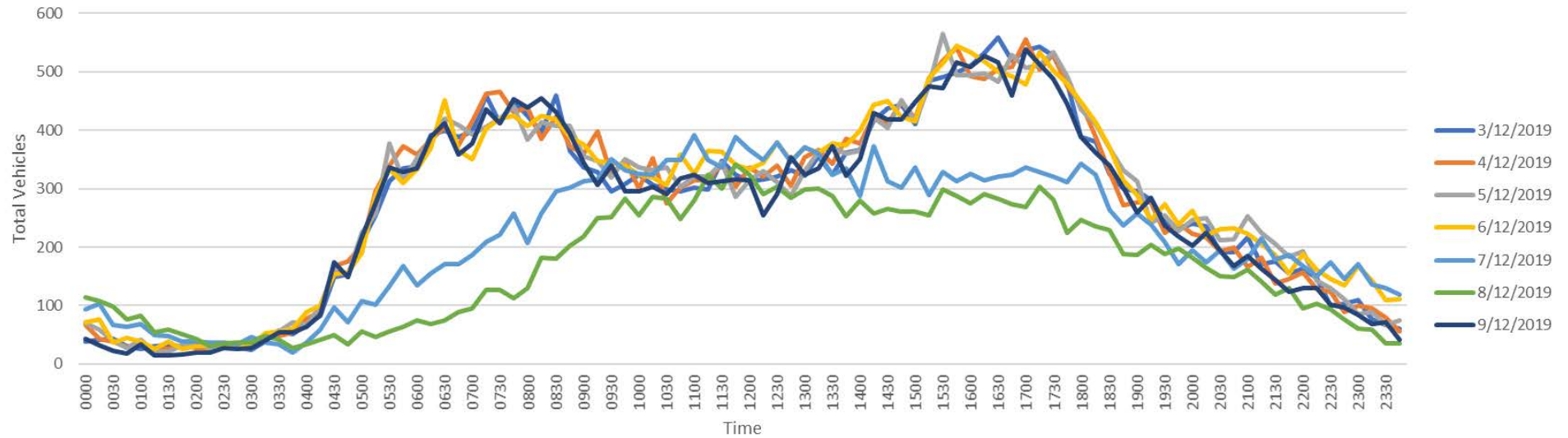


Figure 5.5: 24/7 Vehicle Trip Profile – Mamre Road at No. 58

5.3 Existing Conditions

5.3.1 Road Function, Design and Condition

The existing function, design and condition of key roads along Route Option 2 is summarised in Table 5.2.

Table 5.2: Existing Condition of Surrounding Roads – Route Option 2

Name	Classification	Function	Design	Condition
Lee Holm Road	Local Road	Local Industrial Access Road	- Entire road 6 metres wide (two-way) - Undivided (no line marking) - Trucks have to use entire road to ingress/egress driveways - Parking permitted on both sides, restricting two-way traffic to one lane - Two corners with limited visibility	- Pavement in good condition - Entire section sealed
Christie Street	Regional Road	Sub-arterial Road	2 lanes (two-way) - Undivided (double lines provided between intersections) - Parking lanes provided on both sides - No dedicated turn lanes	- Pavement in good condition - Entire section sealed (except for a 90-metre section between the two bridges east of Werrington Road; lines are provided)
Werrington Road	Regional Road	Sub-arterial Road	2 lanes (two-way) - Undivided (double lines provided between intersections) - Parking permitted on both sides between The Kingsway and Great Western Highway	- Pavement in moderate condition - Sealed between Christie Street and Parkes Avenue (eastern side) and between Rance Road and Great Western Highway (both sides) - Guard rails between Parkes Avenue and Rance Road (both sides)
Great Western Highway	State Road	Arterial Road	6 lanes (two-way) - Divided - No parking permitted - Right turn lanes provided at key intersections	- Pavement in good condition - Entire section sealed

Name	Classification	Function	Design	Condition
Mamre Road	State Road	Arterial Road	4 lanes (two-way) - Divided between Hall Street and Banks Drive intersections (undivided elsewhere) - No parking permitted - Right turn lanes provided at key intersections	- Pavement in good condition - Sealed between Great Highway and M4, unsealed south of M4
M4	State Road	Arterial Road	6 lanes (two-way) - Divided	- Pavement in good condition - Shoulders sealed

5.3.2 Intersection Capacity/Suitability

The capacity (i.e. number of approach lanes, turning facilities and performance) and suitability (i.e. geometric constraints) of key intersections along Option Route 2 are summarised below.

Christie Street / Lee Holm Road

This is a priority-controlled T-intersection with one lane on all approaches as shown in Figure 4.7. Drivers from Lee Holm Road have sight distances of approximately 600 metres left and 90 metres right. This is undesirable for gap acceptance by B-doubles in peak periods given peak period volumes. However, existing peak period traffic volumes of around 750 to 1,000 vehicles/hour along Christie Street in both directions cause delays for vehicles from Lee Holm Road. Future traffic growth in the broader St Marys area will exacerbate this. The intersection has been identified in other studies as requiring an upgrade to accommodate this growth, including traffic signals and additional lanes, which will improve its capacity and safety for vehicles from Lee Holm Road.



Figure 5.6: Christie Street/Lee Holm Road Intersection – Christie Street west approach

Christie Street / Dunheved Road / Werrington Road

This is a wide roundabout with two lanes on all approaches, two circulating lanes on the northern side, and one circulating lane on the southern and western sides accommodating articulated trucks. The roundabout is currently operating within practical capacity however expected future traffic growth will significantly reduce performance. The intersection will require a major upgrade, including traffic

signals, additional lanes and slip lanes, to accommodate this growth, which will improve both its capacity and performance as well as its ease of use by articulated trucks should Option 2 be selected.

Werrington Road / The Kingsway

This is a smaller, single-lane roundabout where B-doubles are only permitted to travel north-south along Werrington Road. The island diameter is only approximately 10 metres wide and slightly elevated, meaning the trailers of articulated trucks will tilt slightly when travelling through the roundabout and drivers negotiate the tight radius at a sharp angle as shown in Figure 5.7.



Figure 5.7: Werrington Road/The Kingsway Articulated Truck Movements

Werrington Road Pedestrian Crossing (north of Water Street)

This raised pedestrian crossing is located on Werrington Road approximately 32 metres north of Water Street with one lane in both directions and raised kerb blisters on all corners as shown in Figure 5.8. Both approaches have a stop line approximately 6 metres before the crossing, two 'PEDESTRIAN CROSSING' signs and one 'SPEED HUMP' / "25km/h" sign at the crossing, and one 'SPEED HUMP AHEAD' warning sign and one 'CHILDREN CROSSING' / "CROSSING AHEAD" warning sign.



Figure 5.8: Werrington Road Pedestrian Crossing – south approach

Great Western Highway / Werrington Road / Reserve Road

This signalised intersection has one right turn lane on both Great Western Highway approaches. The Werrington Road north approach has one left turn lane and one left turn/through/right turn lane. Articulated trucks need to use both lanes on this approach when turning left into the Great Western Highway. This causes delays to following vehicles and long queues as shown in Figure 5.9 and Figure 5.10. The intersection is forecast to continue to operate within theoretical capacity and at a LoS D in 2030.



Figure 5.9: Great Western Highway/Werrington Road/Reserve Road Intersection – Werrington Road north approach long queue



Figure 5.10: Western Highway/Werrington Road/Reserve Road Articulated Truck Movements

Great Western Highway / Queen Street / Mamre Road

This is a signalised intersection with one right turn lane on both Great Western Highway approaches and one left turn slip lane on the Great Western Highway east and Mamre Road south approaches. It is currently operating at a LoS D and under practical capacity and is forecast to operate within its capacity in 2030.

Great Western Highway / Glossop Street

This is a signalised T-intersection with dual right turn lanes on the Glossop Street north and Great Western Highway east approaches. It is forecast to continue to operate within practical capacity and at a LoS C in 2030.

Great Western Highway / Carlisle Avenue

This is a signalised intersection with dual right turn lanes on the Carlisle Avenue north and Great Western Highway east approaches, and one right turn lane on the Carlisle Avenue south and Great Western Highway west approaches. There is also one left turn lane and one left turn/through lane on the north approach and one left turn (buses excepted) on the south approach. The intersection is forecast to continue to operate within practical capacity and at a LoS D in 2030.

Mamre Road / M4 (north)

This is a signalised T-intersection with one extended right turn lane from the Mamre Road north approach into the M4 eastbound 'G-loop' and one signalised left turn slip lane with a pedestrian crossing/bus only through lane on the Mamre Road south approach. There are also signalised dual left turn lanes on the M4 eastbound off-ramp. The intersection is currently operating above practical capacity but at a LoS B, and with through phase time optimisation the intersection would operate at around practical capacity in 2030.

Mamre Road / M4 (south)

This is a signalised T-intersection with one left turn slip lane/bus only through lane on the Mamre Road north approach and one extended right turn lane from the Mamre Road south approach into the M4 westbound G-loop. There is also one left turn lane on the M4 westbound off-ramp. The intersection is currently operating above its practical capacity in the PM peak. It is forecast to operate similarly in 2030.

5.3.3 Crash History

General Trends

The most recent five years of crash data (January 2014-December 2018) was obtained from Transport for NSW for Route Option 2. During the five-year period, a total of 374 crashes were reported, equating to an average of 75 crashes per year. The crash data was mapped using GIS software and is provided in **Appendix C** in terms of crash severity and type (road user movement describing the first impact of the crash) along with a detailed record list.

Figure 5.11 shows the trends in the number of crashes per year between 2014 and 2018 aggregated across Route Option 2. The number of crashes had decreased every year and reduced overall by 41% during the five-year period.

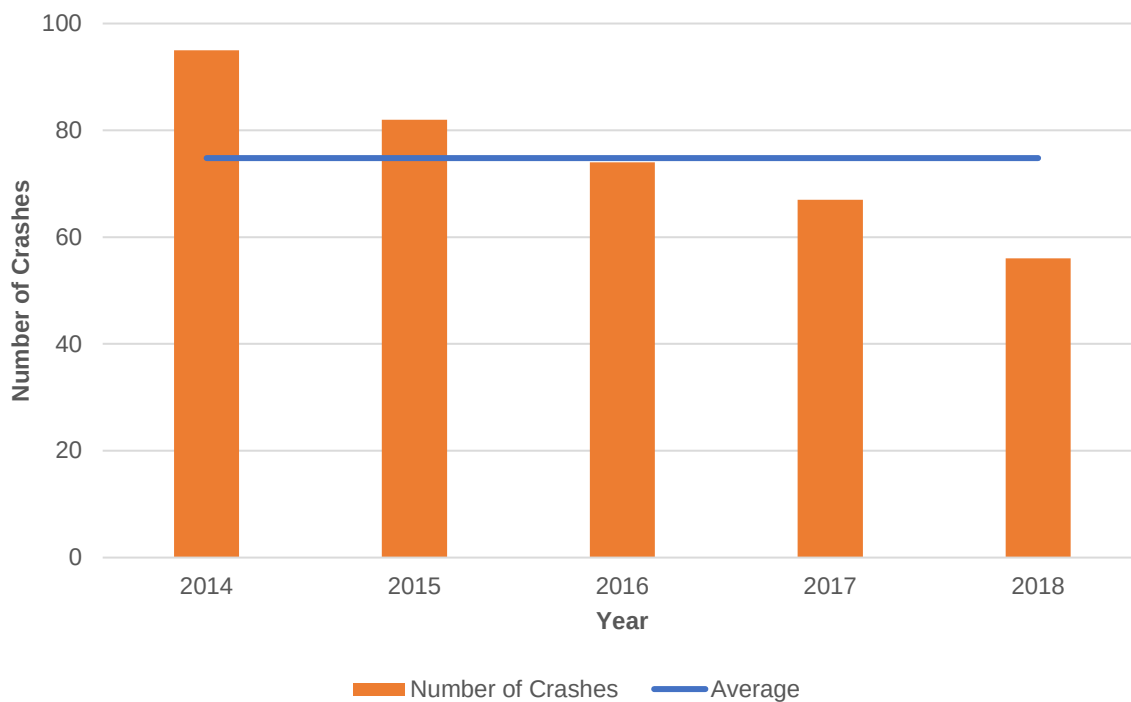


Figure 5.11: Summary of Reported Crashes between 2014 and 2018 – Route Option 2

Casualties

Of the 374 reported crashes in the five-year period ending 2018, 236 crashes resulted in 310 casualties. This equates to an average of 62 casualties per year. Table 5.3 summarises the crash severity and number of casualties. No one was killed and 90 people were seriously injured.

Table 5.3: Crash Severity and Number of Casualties – Route Option 2

Crash Severity	No. of Crashes	%	No. of Casualties
Fatal	0	0%	0
Serious Injury	48	13%	79
Moderate Injury	109	29%	148
Minor/Other Injury	79	21%	83
Non-casualty (towaway)	138	37%	0
Total	374	100%	310

Crash Types

Table 5.4 provides a breakdown of all crash types which occurred along Route Option 2, including the number of crashes and casualties. Between 2014 and 2018, the most common type of crash was 'rear end' (138 of these reflecting 37% of all reported crashes), followed by 56 'right through' crashes (15% of all reported crashes) and 18 'left off carriageway into object/parked vehicle' crashes (5% of all reported crashes).

Table 5.4: Crash Type and Number of Casualties – Route Option 2

Crash Type	No. of Crashes	%	No. of Casualties	%
Accident or broken down	1	0%	0	0%
Animal (not ridden)	1	0%	2	1%
Cross traffic	16	4%	18	6%
Emerging from driveway	7	2%	5	2%
From footpath	3	1%	3	1%
Head on (not overtaking)	5	1%	9	3%
Lane change left	11	3%	8	3%
Lane change right	9	2%	6	2%
Lane sideswipe	2	1%	1	0%
Leaving parking	3	1%	0	0%
Left far	1	0%	1	0%
Left near	2	1%	2	1%
Left off carriageway into object/parked vehicle	18	5%	16	5%
Left off carriageway to right	1	0%	0	0%
Left rear	7	2%	8	3%
Left turn sideswipe	1	0%	0	0%
Off carriageway left on left bend into object/parked vehicle	3	1%	1	0%
Off carriageway left on right bend	1	0%	1	0%
Off carriageway left on right bend into object/parked vehicle	6	2%	2	1%
Off carriageway right on left bend into object/parked vehicle	4	1%	3	1%
Off carriageway right on right bend	1	0%	1	0%
Off carriageway to left	5	1%	2	1%
Other adjacent	1	0%	1	0%
Other manoeuvring	1	0%	1	0%
Other opposing	3	1%	1	0%
Other same direction	17	5%	7	2%
Out of control	1	0%	1	0%
Out of control on carriageway	1	0%	1	0%
Out of control on carriageway	4	1%	3	1%
Parked	3	1%	3	1%
Pedestrian emerging	2	1%	3	1%
Pedestrian playing, working, lying, standing on carriageway	2	1%	2	1%
Rear end	138	37%	101	33%
Reversing	1	0%	0	0%
Right far	5	1%	3	1%
Right near	17	5%	23	7%
Right off carriageway into object/parked vehicle	1	0%	1	0%
Right rear	8	2%	6	2%
Right through	56	15%	63	20%

Crash Type	No. of Crashes	%	No. of Casualties	%
Right turn sideswipe	1	0%	0	0%
Two left turning	1	0%	0	0%
U-turn	2	1%	1	0%
Vehicle door	1	0%	0	0%
Total	374	100%	310	100%

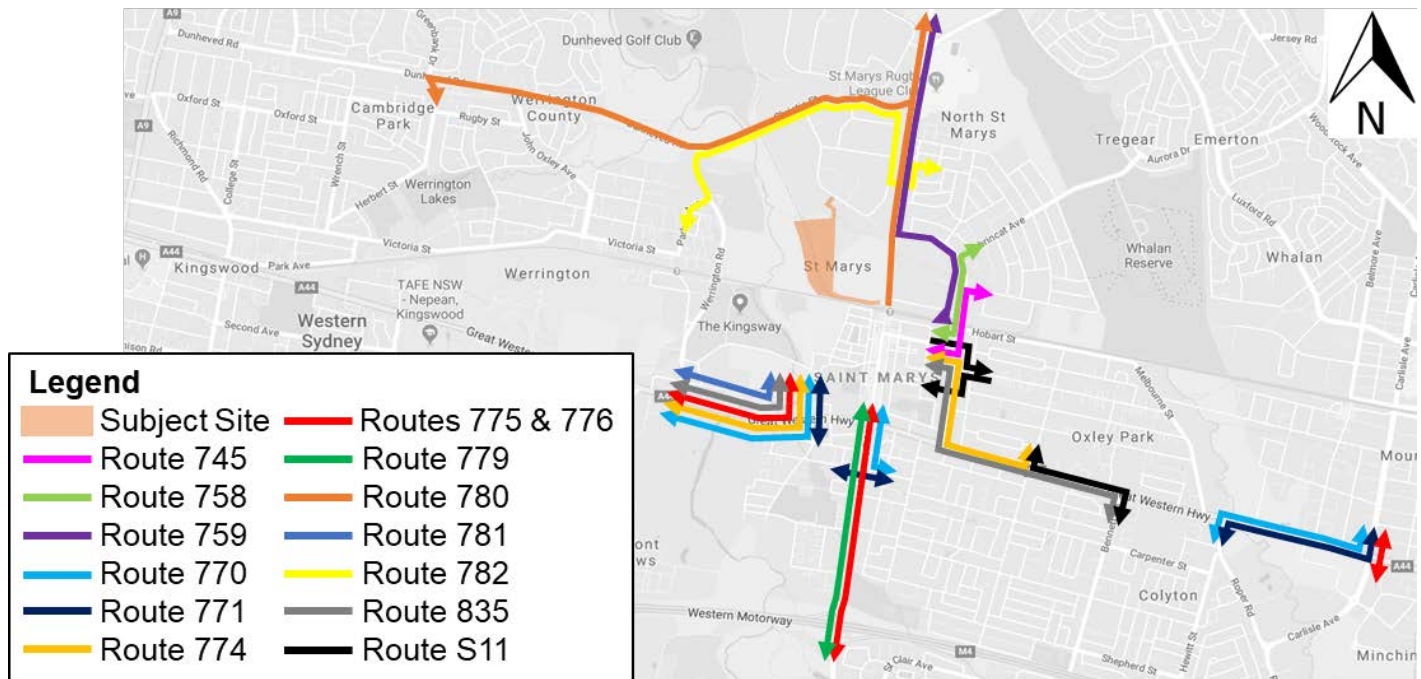
5.3.4 Public Transport

Buses

Bus routes operating along Route Option 2 and service frequencies are summarised in Table 5.5. A map of the bus routes where they use Route Option 2 is shown in Figure 5.12.

Table 5.5: Bus Routes and Frequency – Route Option 2

Route No.	Route Description	Direction of Travel	Service Frequency
745	St Marys to Norwest Hospital via Stanhope Gardens	Both directions	60 mins (Monday to Saturday)
758	St Marys to Mount Druitt via Tregear & Shalvey	Both directions	30 mins (Monday to Saturday) 60 mins (Sunday and public holidays)
759	St Marys to Mount Druitt via Ropes Crossing	Both directions	30 mins (peak periods) 60 mins (off-peak periods)
770	Mount Druitt to Penrith via St Marys	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
771	Mount Druitt to St Marys via Colyton	Both directions	30 mins (peak periods) 60 mins (off-peak periods)
774	Mount Druitt to Penrith via Nepean Hospital	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
775	Mount Druitt to Penrith via Erskine Park	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
776	Mount Druitt to Penrith via St Clair	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
779	Erskine Park to St Marys	St Marys to Erskine Park	30 mins (AM peak)
		Erskine Park to St Marys	30 mins (PM peak)
780	Mount Druitt to Penrith via Ropes Crossing	Both directions	10-30 mins (peak periods) 30 mins (off-peak periods) 60 mins (weekends and public holidays)
781	St Marys to Penrith via Glenmore Park	Penrith to St Marys	3 services (AM peak)
		St Marys to Penrith	1 service (PM peak)
782	St Marys to Penrith via Werrington	Both directions	60 mins (off-peak and mid-Saturday periods)
835	UWS to Prairiewood	Both directions	30 mins (peak periods)
S11	St Clair to St Marys	St Marys to St Clair	1 service (AM peak)
		St Clair to St Marys	4 services (off-peak periods)



Adapted from Google Maps

Figure 5.12: Bus Routes – Route Option 2

5.3.5 Active Transport

Cycling routes along Option Route 2 are shown in Figure 5.13, nearly all of which are on-road. There is a shared path along the southern side of the Great Western Highway between Charles Hackett Drive/Pages Road and the Western Sydney University Werrington South Campus.

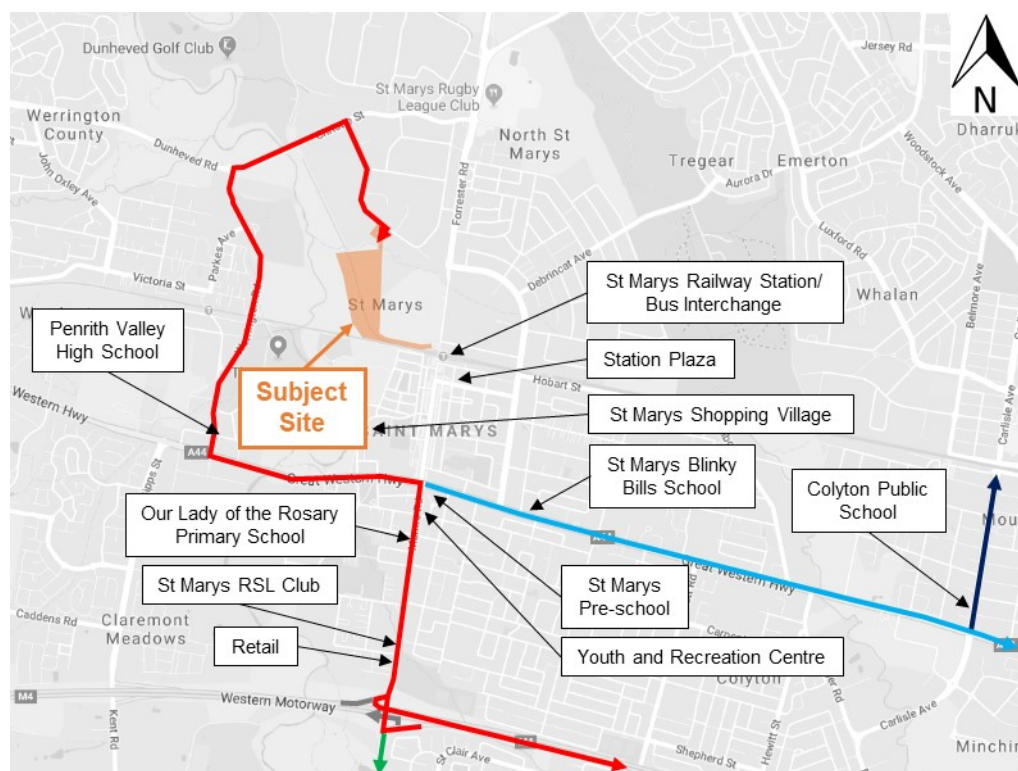


Source: https://www.rms.nsw.gov.au/maps/cycleway_finder

Figure 5.13: Cycleways – Route Option 2

5.3.6 Pedestrian Generators

The key pedestrian generators along Route Option 2 are shown in Figure 5.14.



Adapted from Google Maps

Figure 5.14: Pedestrian Generators – Route Option 2

5.4 Impact Assessment

5.4.1 Link and Volume Capacity Impacts

Table 5.6 shows the weekly bidirectional existing and additional car, light truck and heavy truck volumes for 6am-6pm, 6pm-10pm and 10pm-6pm at each tube count location along Route Option 2.

Table 5.6: Existing and Additional Vehicle Trip Profile – Route Option 2

Location	Period	Existing Volume			Additional Volume*		
		Cars	Light Trucks	Heavy Trucks	Cars	Light Trucks	Heavy Trucks
Christie Street west of Lee Holm Drive	6am-6pm	98,742	9,697	1,883	-	-	394
	6pm-10pm	22,066	1,195	129	-	-	8
	10pm-6am	13,293	1,285	274	-	-	34
Werrington Road south of The Kingsway	6am-6pm	75,211	8,207	1,133	-	-	394
	6pm-10pm	19,757	1,475	70	-	-	8
	10pm-6am	13,671	1,411	136	-	-	34
Mamre Road at No. 58	6am-6pm	105,247	11,414	5,093	-	-	331
	6pm-10pm	24,824	1,342	643	-	-	7
	10pm-6am	18,036	1,525	659	-	-	29

*Worst-case scenario based on a hypothetical calculation of all trucks being semi-trailers

The impacts of additional trucks on link capacity are minimal with most locations. The majority of links experience less than a 10% increase in truck traffic (except on Christie Street and on Werrington Road which are closer to 20%-30%) and a maximum 1%-5% increase in total traffic. Overall this increase in truck traffic is considered negligible.

5.4.2 Intersection/Mid-block LoS Impacts

Table 5.7 summarises the 2030 With Development Route Option 2 intersection performance.

Table 5.7: Intersection SIDRA Results Summary – 2030 With Development – Route Option 2

Intersection	AM Peak				PM Peak			
	DoS (v/c)	Average Delay (s)	LoS	95th Percentile Queue (m)	DoS (v/c)	Average Delay (s)	LoS	95th Percentile Queue (m)
Great Western Highway/Werrington Road/Reserve Road	1.21	78	F	762	1.02	57	E	390
Great Western Highway/Queen Street/Mamre Road	0.93	57	E	351	0.98	48	D	277
Great Western Highway/Carlisle Avenue	0.80	44	D	199	0.79	46	D	278
Mamre Road/M4 (south)	0.67	20	B	218	1.21	54	D	592
Mamre Road/M4 (north)	0.84	28	B	274	0.95	36	C	570
Great Western Highway/Glossop Street	0.63	38	C	224	0.90	32	C	197
Christie Street/Dunheved Road/Werrington Road	0.81	28	B	233	0.61	28	B	171

¹Green shading indicates that the intersection will operate below practical capacity.

²Orange shading indicates that the intersection will operate above practical capacity, but below theoretical capacity.

³Red shading indicates that the intersection will operate above theoretical capacity.

The following intersections are forecast to operate above theoretical capacity during the following peaks:

- Great Western Highway/Werrington Road/Reserve Road – AM and PM peaks
- Mamre/M4 south – PM peak.

The following intersections are forecast to operate above practical capacity during the following peaks:

- Great Western Highway/Queen Street/Mamre Road – AM and PM peaks
- Mamre/M4 north – PM peak.

The following intersection approaches are forecast to have significant queues during the following peaks:

- Great Western Highway/Werrington Road/Reserve Road:
 - Werrington Road north approach – AM and PM peaks (762 and 390 metres respectively).
- Great Western Highway/Queen Street/Mamre Road:
 - Mamre Road south approach – AM peak (351 metres).
- Mamre/M4 south:
 - Mamre Road south approach – PM peak (592 metres).
- Mamre/M4 north:
 - Mamre Road north approach – PM peak (570 metres)
 - Mamre Road south approach – PM peak (305 metres).

Consequently, the following mid-block impacts are forecast:

- Werrington Road north approach at the Great Western Highway/Werrington Road/Reserve Road intersection will extend beyond the Rance Road intersection
- Mamre Road south approach queues at the Great Western Highway/Queen Street/Mamre Road will extend beyond the Saddington Street intersection
- Mamre Road north approach queues at the Mamre/M4 north intersection will extend beyond the Hall Street intersection
- Mamre Road south approach queues at the Mamre/M4 north intersection will extend beyond the Mamre/M4 south intersection and onto the M4 westbound off-ramp.

The above issues occur in the 2030 without development case and are only marginally affected by Freight Hub truck-traffic.

5.4.3 Safety Impacts

The movement of B-doubles out of Lee Holm Road into Christie Street in peak periods may require westbound through traffic to slow down and let these vehicles in, as occurs now. Right turns into Lee Holm Road by B-doubles may similarly require oncoming cars to slow down on observing a turning B-double given clearance times. These issues would be exacerbated in peak times when gaps are limited.

Werrington Road is not suited to be an articulated truck route, particularly during the day where its narrow profile at its southern end near the school brings trucks quite close to pedestrians, cyclists and parked cars. While articulated trucks make these movements now, increasing these movements by 20%-30% during daytime periods is considered undesirable. This is less of an issue after hours as there is little activity fronting this road and no direct residential driveway frontage.

5.4.4 Amenity Impacts

There are no residential frontages on Werrington Road but there are some houses backing onto the road which are in close proximity. The only part of this route with residential frontages is Mamre Road which has about 1.8km of residential frontage length along the route. In terms of night-time impacts, the following increases in trucks are expected under this option:

- Werrington Road: +15% trucks at night (7 p.h.)
- Mamre Road: +7.7% trucks at night (6 p.h.)

There are 2 x school zones along this route option with one along Werrington Road and one along Mamre Road. The Werrington Road school zone is within a single lane each way roadway with parking lanes and a pedestrian crossing.

5.4.5 Public and Active Transport Impacts

Existing bus services along Route Option 2 are infrequent running every 30 minutes during peak periods and are not expected to be subject to any major impacts due to the additional trucks from the Freight Hub. No parking is permitted in the kerbside lanes on the Great Western Highway and along Mamre Road where all of their bus stops are 'in-lane'. No bus stops are currently provided on Werrington Road.

The only shared path currently provided along Route Option 2 is along the southern side of the Great Western Highway between Charles Hackett Drive/Pages Road and the Western Sydney University Werrington South Campus. On-road cycling routes are identified on Christie Street, Forrester Road between Ropes Crossing Boulevard/Links Road and Glossop Street, and Werrington Road. None of

these routes have marked facilities none are identified as 'low-difficulty'. Only very experienced cyclists would be expected to travel on them out of peak periods.

5.4.6 Potential Mitigation Measures

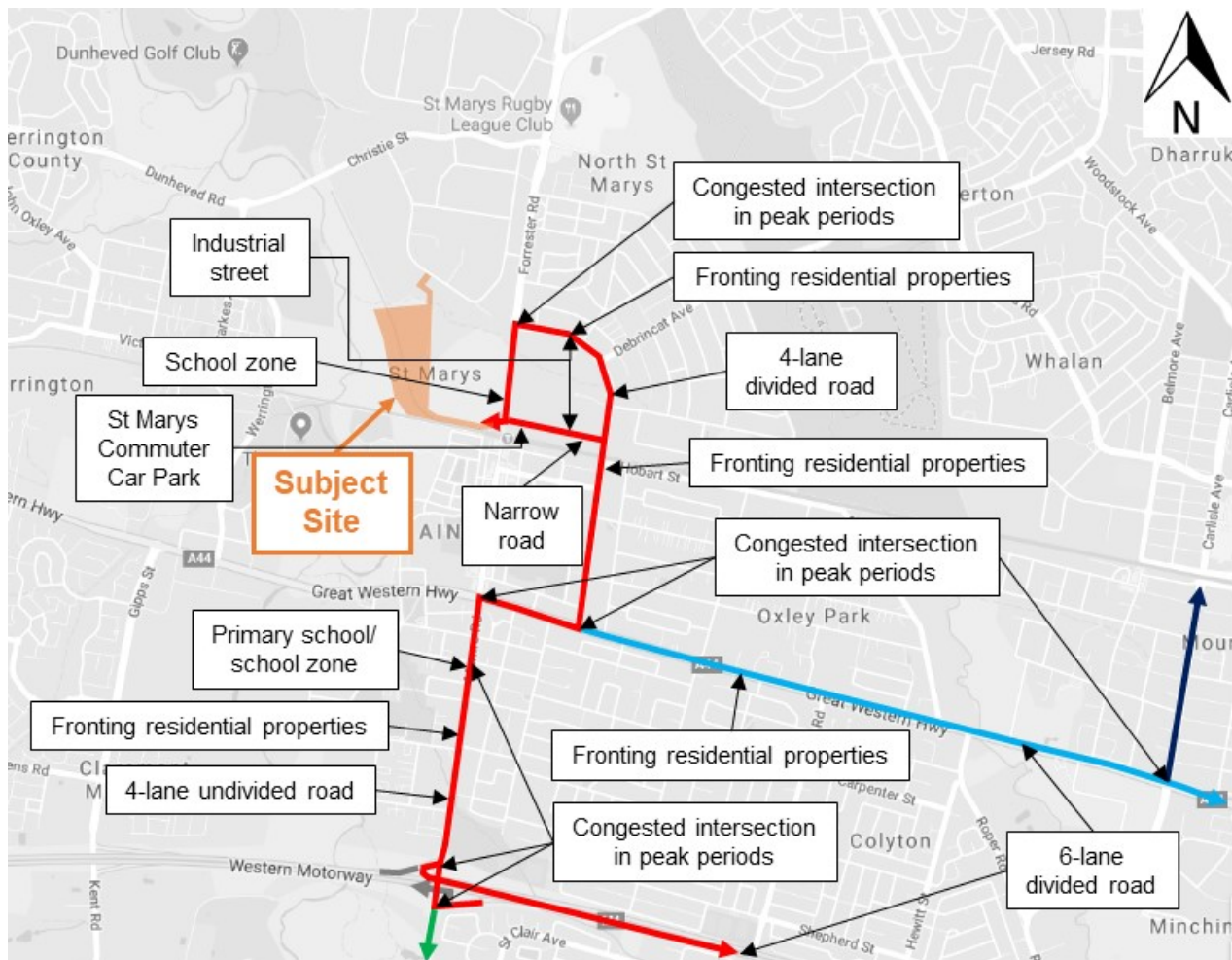
The key potential impact associated with the Freight Hub truck movements under Option 2 is the left turn movement out of Lee Holm Road onto Christie Street (and the return right turn-in movement) in peak hours. This issue could be mitigated with signalisation of the intersection however a much larger footprint would be required to provide two through lanes in each direction. Such an upgrade is not warranted solely by the Freight Hub if this route was chosen (as this is a prevailing issue) and a small contribution to these works would seem appropriate if they were to be undertaken by others.

There are no obvious mitigation measures for the use of Werrington Road by articulated trucks, which occurs now. The state government has plans to upgrade Werrington Road which would alleviate these existing issues however there is no current commitment to this project. The Freight Hub traffic, if using Route 2, would have insufficient additional worsening of these existing issues to justify any major upgrade works.

6. ROUTE OPTION 3

6.1 Key Traffic and Transport Features

The key traffic and transport features (i.e. congested intersections, road types, land uses, active transport facilities etc.) along Route Option 3 are described in Figure 6.1.



Adapted from Google Maps

Figure 6.1: Key Traffic and Transport Features – Route Option 3

6.2 Route Metrics

6.2.1 Travel Distances and Travel Times

The travel distances and travel times between the site access and study area extents of each travel path along Route Option 3 are summarised in Table 6.1.

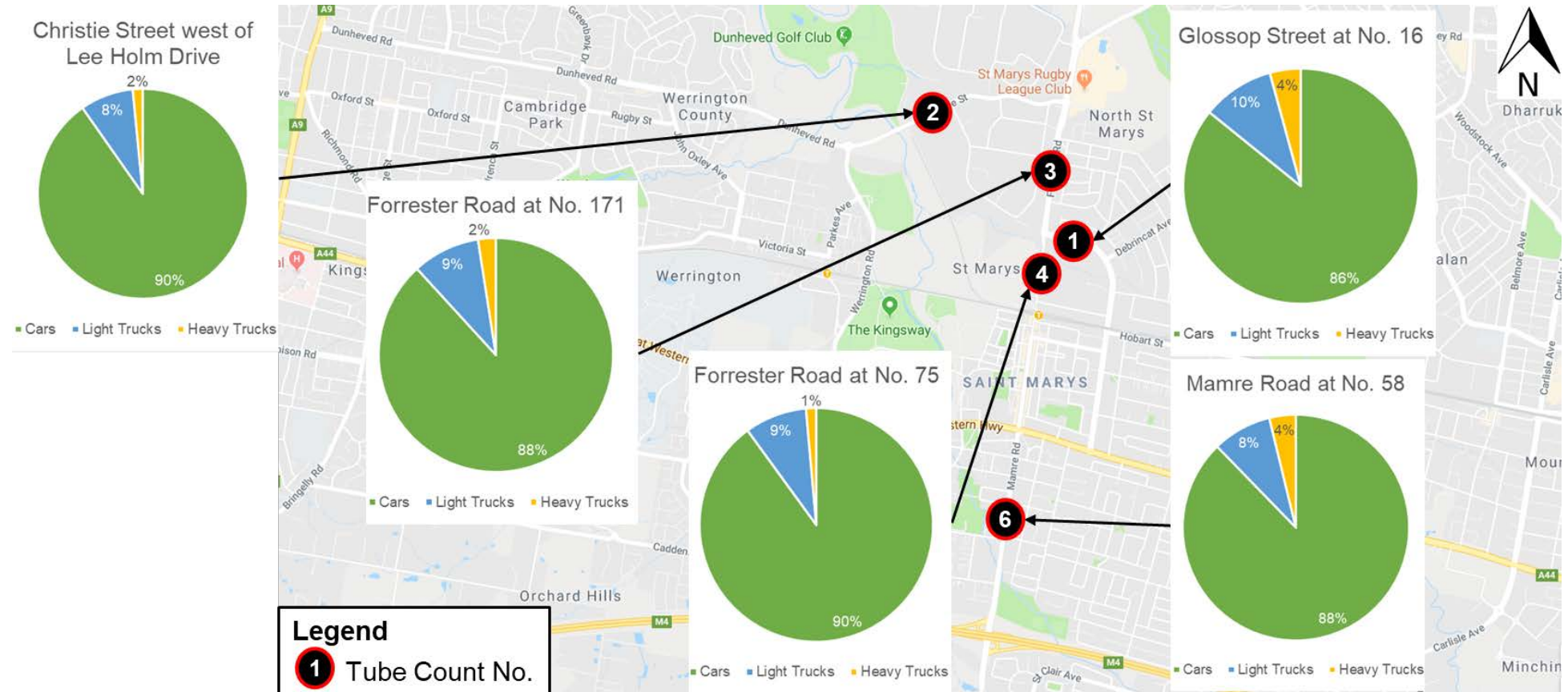
Table 6.1: Travel Distances and Travel Times from Access Point – Route Option 3

Route (see Figure 6.1)	Inbound		Outbound	
	Travel Distance from M4	Travel Time from M4*	Travel Distance to M4	Travel Time to M4*
Option 3	4.3km	5-16 minutes	5.2km	6-18 minutes

*Typical across a 24-hour period (min-max)
Source: Google Maps Journey Planner

6.2.2 Vehicle Classes

Classified bidirectional tube count and speed surveys were undertaken by Traffic Data and Control between 12:00am Tuesday, 3 December and 12:00am Tuesday, 10 December 2019 at five locations along Route Option 3. Figure 6.2 shows the aggregated weekly bidirectional car, light truck and heavy truck volume split at each location. The full tube counts and speed data for each location are provided in **Appendix A**.



Adapted from Google Maps

Figure 6.2: Weekly Bidirectional Vehicle Class Volume Split at Each Location – Route Option 3

6.2.3 24/7 Vehicle Trip Profile

The bidirectional 24/7 vehicle trip profile at each location is shown from Figure 6.3 to Figure 6.7. The 7/12 was a Saturday and 8/12 was a Sunday.

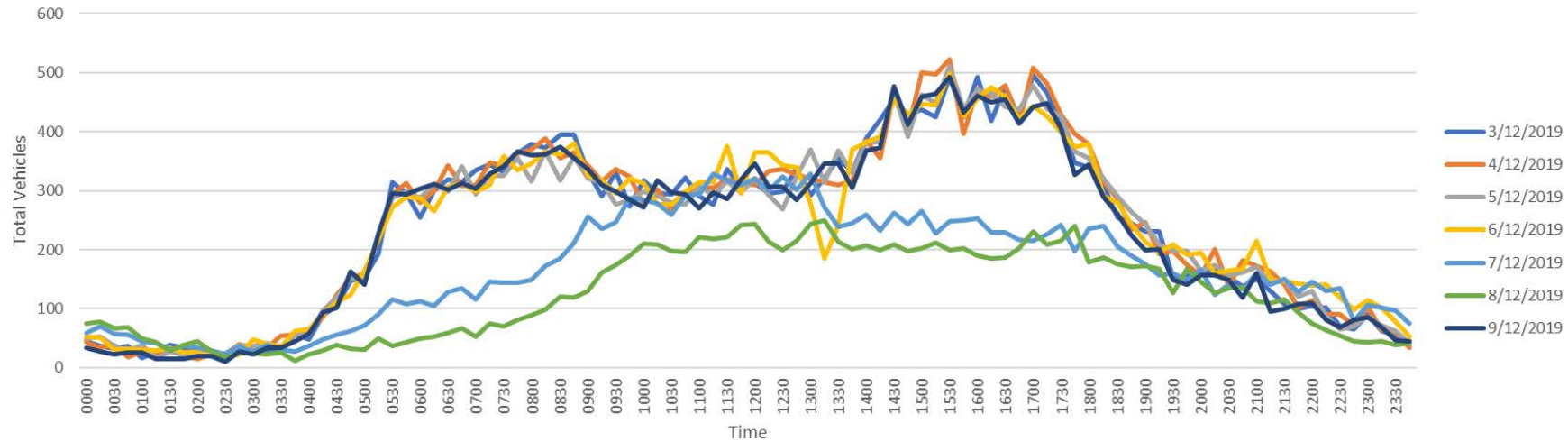


Figure 6.3: 24/7 Vehicle Trip Profile – Glossop Street at No. 16

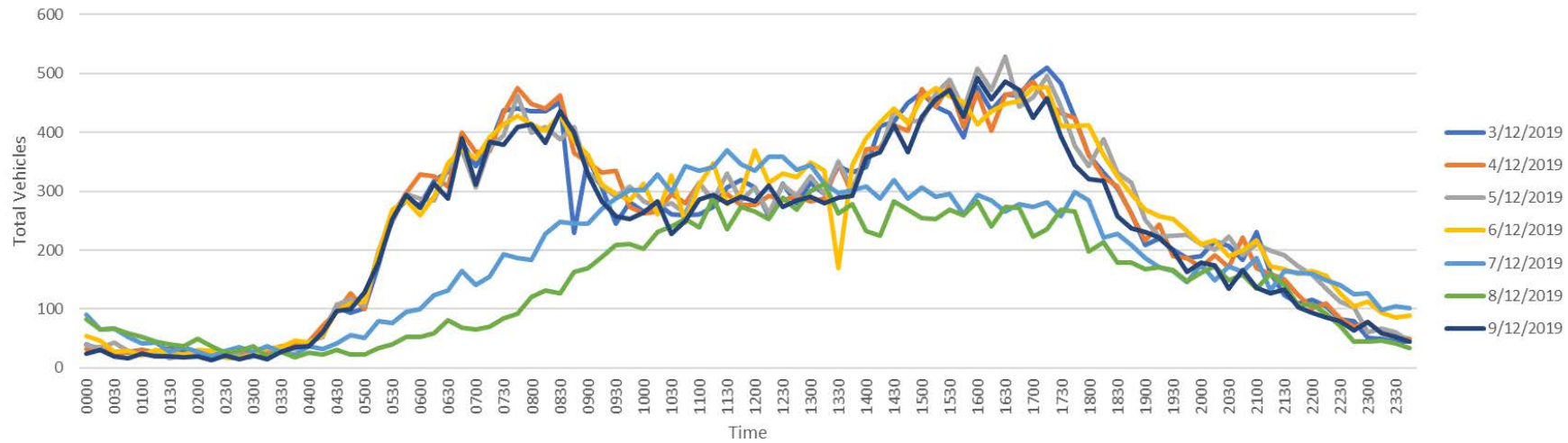


Figure 6.4: 24/7 Vehicle Trip Profile – Christie Street west of Lee Holm Drive

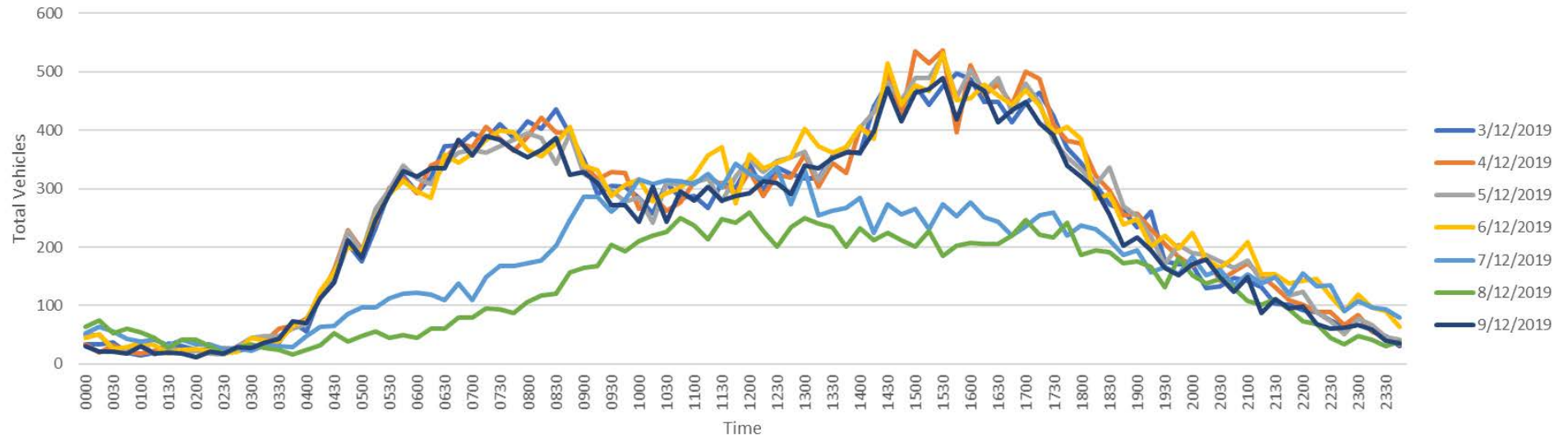


Figure 6.5: 24/7 Vehicle Trip Profile – Forrester Road at No. 171

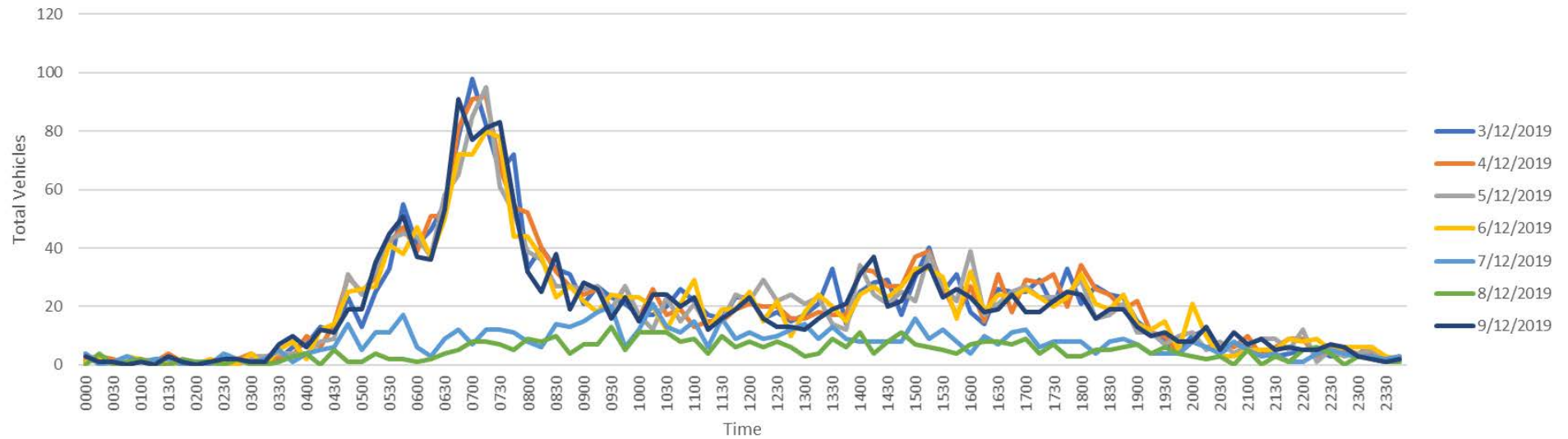


Figure 6.6: 24/7 Vehicle Trip Profile – Forrester Road at No. 75 Northbound

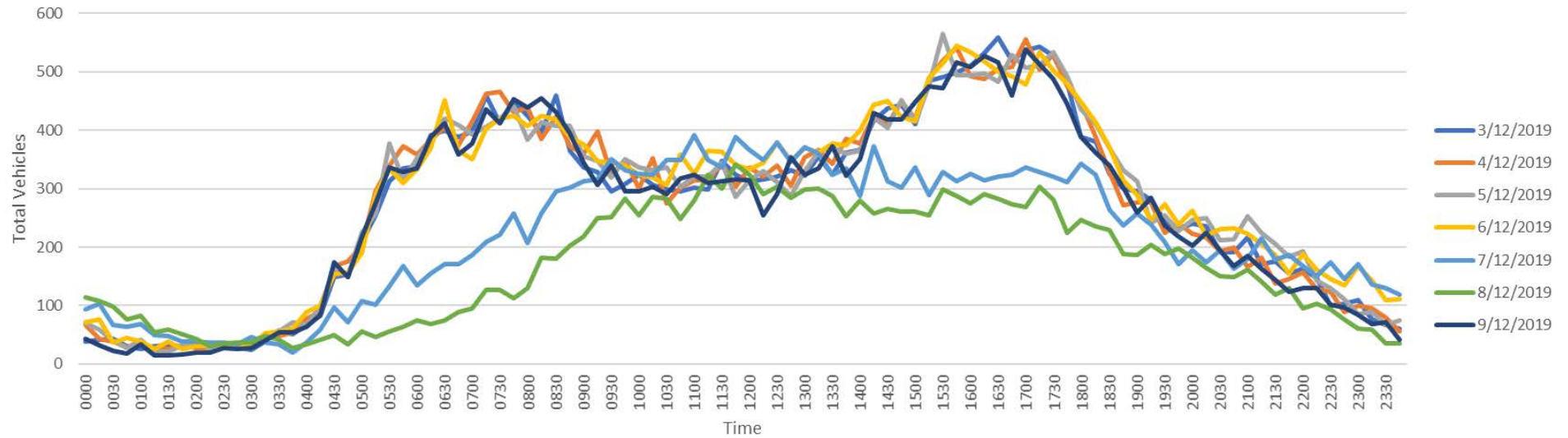


Figure 6.7: 24/7 Vehicle Trip Profile – Mamre Road at No. 58

6.3 Existing Conditions

6.3.1 Road Function, Design and Condition

The existing function, design and condition of key roads along Route Option 3 is summarised in Table 6.2.

Table 6.2: Existing Condition of Surrounding Roads – Route Option 3

Name	Classification	Function	Design	Condition
Harris Street	Local Road	Local Road and primary access to St Marys Railway Station Park 'n' Ride multi-level car park	2 lanes (two-way) - Undivided (dashed lines along entire section) - Parking permitted on both sides (marked bays from about 215 metres west of Glossop Street) - Section approximately 215 metres east of Glossop Street is narrow, restricting two-way traffic to one lane	- Pavement in good condition - Entire section sealed
Forrester Road (south of Glossop Street)	Local Road	Local Industrial Road	2 lanes (two-way) - Undivided (double lines between intersections/access driveways) 30-metre median parking lane provided southbound south of Glossop Street 220-metre parking lane provided southbound north of Harris Street - Right turn lane provided along southbound carriageway - Cul-de-sac and limited short-term parking at southern end outside St Marys Railway Station	- Most of the pavement in good condition - Entire section sealed
Forrester Road (north of Glossop Street)	Regional Road	Sub-arterial Road	4 wide lanes (two-way) - Divided - Some parking permitted northbound - Parking lanes provided southbound	- Pavement in good condition - Entire section sealed
Glossop Street	Regional Road	Sub-arterial Road	4 wide lanes (two-way) - Divided - No Stopping (6am-10am and 3pm-7pm Mon-Fri) southbound between Elm Street and Debrincat Avenue, no parking permitted elsewhere - Right turn lanes provided at key intersections	- Pavement in good condition - Entire section sealed

Name	Classification	Function	Design	Condition
Great Western Highway	State Road	Arterial Road	6 lanes (two-way) - Divided - No parking permitted - Right turn lanes provided at key intersections	- Pavement in good condition - Entire section sealed
Mamre Road	State Road	Arterial Road	4 lanes (two-way) - Divided between Hall Street and Banks Drive intersections (undivided elsewhere) - No parking permitted - Right turn lanes provided at key intersections	- Pavement in good condition - Sealed between Great Highway and M4, unsealed south of M4
M4	State Road	Arterial Road	6 lanes (two-way) - Divided	- Pavement in good condition - Shoulders sealed

6.3.2 Intersection Capacity/Suitability

The capacity (i.e. number of approach lanes, turning facilities and performance) and suitability (i.e. geometric constraints) of key intersections along Option Route 3 are summarised below.

Glossop Street / Harris Street

This is a left-in/left-out priority-controlled intersection where vehicles over 7 metres long (buses excepted) are not permitted to turn left from Glossop Street (south) into Harris Street (west) as indicated by signage in Figure 6.8. The south approach is shown in Figure 6.9. Furthermore, as parking is permitted on both sides of Harris Street, long vehicles turning left from Glossop Street are likely to cross the double lines.



Figure 6.8: Glossop Street/Harris Street Intersection – Glossop Street south approach left turn restriction signage



Figure 6.9: Glossop Street/Harris Street Intersection – Glossop Street south approach

Forrester Road / Harris Street

This is a priority-controlled T-intersection with one lane on each approach, however, there is sufficient width for turning vehicles to pass by through vehicles (Basic Auxiliary Right turn treatment). The proposed site access is located immediately to the south of the intersection on the western side as shown in Figure 6.10. B-doubles entering the site from Harris Street would have to undertake a staggered turning manoeuvre to enter the driveway (i.e. left then right) which would appear more like an angled through movement.



Figure 6.10: Forrester Road/Harris Street Intersection – Harris Street east approach

Forrester Road / Glossop Street

This is a signalised intersection is currently operating at an acceptable Level of Service (LoS) B and under practical capacity (DOS 0.90). The design of the intersection (i.e. wide lanes and turn radii) means that articulated trucks are able to undertake single-lane manoeuvres. Future traffic growth in the area generally will result in a LoS F and longer queues, particularly on the Forrester Road north and Glossop Street east approaches. SIDRA modelling concluded that converting the left turn lane

from the northern approach into a slip lane will improve capacity and its LoS (subject to operational and safety considerations).

Great Western Highway / Glossop Street

This is a signalised T-intersection with dual right turn lanes on the Glossop Street north and Great Western Highway east approaches. From the eastern approach, articulated trucks need to use both lanes when turning right, though this is typical at older intersections across Greater Sydney. Likewise, articulated trucks on the Great Western Highway west approach (see Figure 6.11) need to use lanes 1 and 2 when turning left. The potential for a new, separate left turn lane is unlikely given site constraints. In any case, the intersection is forecast to continue to operate within practical capacity and at a LoS C in 2030.



Figure 6.11: Great Western Highway/Glossop Street – Great Western Highway west approach

Great Western Highway / Carlisle Avenue

This is a signalised intersection with dual right turn lanes on the Carlisle Avenue north and Great Western Highway east approaches, and one right turn lane on the Carlisle Avenue south and Great Western Highway west approaches. There is also one left turn lane and one left turn/through lane on the north approach and one left turn (buses excepted) on the south approach. The intersection is forecast to continue to operate within practical capacity and at a LoS D in 2030.

Great Western Highway / Queen Street / Mamre Road

This is a signalised intersection with one right turn lane on both Great Western Highway approaches and one left turn slip lane on the Great Western Highway east and Mamre Road south approaches. It is currently operating at a LoS D and under practical capacity and is forecast to operate within its capacity in 2030.

Mamre Road / M4 (north)

This is a signalised T-intersection with one extended right turn lane from the Mamre Road north approach into the M4 eastbound 'G-loop' and one signalised left turn slip lane with a pedestrian crossing/bus only through lane on the Mamre Road south approach. There are also signalised dual left turn lanes on the M4 eastbound off-ramp. The intersection is currently operating above practical capacity but at a LoS B, and with through phase time optimisation the intersection would operate at around practical capacity in 2030.

Mamre Road / M4 (south)

This is a signalised T-intersection with one left turn slip lane/bus only through lane on the Mamre Road north approach and one extended right turn lane from the Mamre Road south approach into the M4 westbound G-loop. There is also one left turn lane on the M4 westbound off-ramp. The intersection is currently operating above its practical capacity in the PM peak. It is forecast to operate similarly in 2030.

6.3.3 Crash History

General Trends

The most recent five years of crash data (January 2014-December 2018) was obtained from Transport for NSW for Route Option 3. During the five-year period, a total of 413 crashes were reported, equating to an average of 83 crashes per year. The crash data was mapped using GIS software and is provided in **Appendix D** in terms of crash severity and type (road user movement describing the first impact of the crash) along with a detailed record list.

Figure 6.12 shows the trends in the number of crashes per year between 2014 and 2018 aggregated across Route Option 3. The number of crashes had decreased every year and reduced overall by 36% during the five-year period.

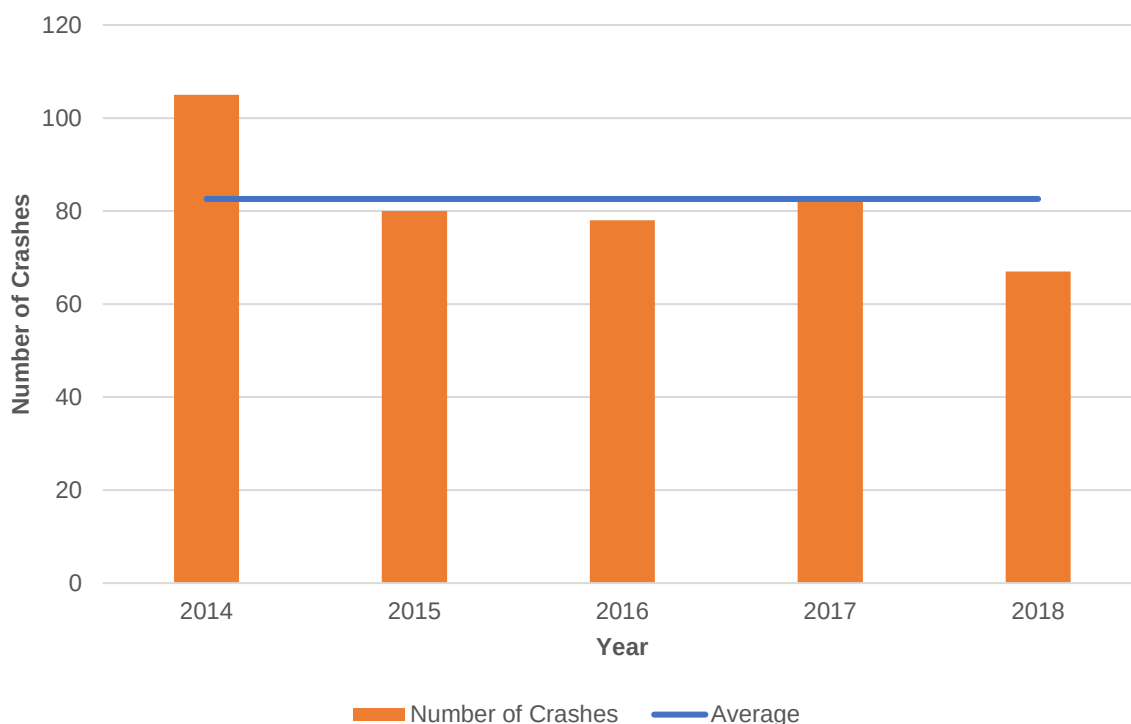


Figure 6.12: Summary of Reported Crashes between 2014 and 2018 – Route Option 3

Casualties

Of the 413 reported crashes in the five-year period ending 2018, 262 crashes resulted in 340 casualties. This equates to an average of 68 casualties per year. Table 6.3 summarises the crash severity and number of casualties. Three crashes each resulted in one fatality, including:

- One in 2015 at the Glossop Street/Adelaide Street intersection. It was classified as 'right near', occurred at dusk and also resulted in four injuries

- One in 2017 at the Forrester Road/Glossop Street intersection. It was classified as 'off end of road/T-intersection' and occurred in daylight
- One in 2018 on Forrester Road just north of Griffiths Street. It was as 'rear end', occurred in darkness and also resulted in one injury.

None of these fatalities were caused by articulated trucks (defined as "any articulated tanker, semi-trailer, low loader, road train or B-double" by the NSW Centre for Road Safety). 92 people were seriously injured.

Table 6.3: Crash Severity and Number of Casualties – Route Option 3

Crash Severity	No. of Crashes	%	No. of Casualties
Fatal	3	1%	8
Serious Injury	59	14%	92
Moderate Injury	121	29%	158
Minor/Other Injury	79	19%	82
Non-casualty (towaway)	151	37%	0
Total	413	100%	340

Crash Types

Table 6.4 provides a breakdown of all crash types which occurred along Route Option 3, including the number of crashes and casualties. Between 2014 and 2018, the most common type of crash was 'rear end' (144 of these reflecting 35% of all reported crashes), followed by 55 'right through' crashes (13% of all reported crashes) and 32 'right near' crashes (8% of all reported crashes).

Table 6.4: Crash Type and Number of Casualties – Route Option 3

Crash Type	No. of Crashes	%	No. of Casualties	%
Accident or broken down	1	0%	0	0%
Animal (not ridden)	1	0%	2	1%
Cross traffic	12	3%	14	4%
Emerging from driveway	6	1%	4	1%
From footpath	2	0%	2	1%
Head on (not overtaking)	4	1%	9	3%
Lane change left	12	3%	8	2%
Lane change right	8	2%	5	1%
Lane sideswipe	3	1%	2	1%
Leaving parking	3	1%	0	0%
Left far	1	0%	1	0%
Left near	8	2%	7	2%
Left off carriageway into object/parked vehicle	21	5%	19	6%
Left off carriageway to right	1	0%	0	0%
Left rear	7	2%	8	2%
Left turn sideswipe	3	1%	2	1%
Off carriageway left on left bend	1	0%	1	0%
Off carriageway left on left bend into object/parked vehicle	3	1%	1	0%

Crash Type	No. of Crashes	%	No. of Casualties	%
Off carriageway left on right bend into object/parked vehicle	9	2%	4	1%
Off carriageway right on left bend into object/parked vehicle	4	1%	3	1%
Off carriageway to left	4	1%	2	1%
Off end of road/T-intersection	1	0%	1	0%
Other adjacent	1	0%	1	0%
Other manoeuvring	1	0%	1	0%
Other opposing	4	1%	1	0%
Other same direction	21	5%	8	2%
Out of control on carriageway	2	0%	2	1%
Out of control on carriageway	4	1%	3	1%
Parked	3	1%	3	1%
Pedestrian emerging	2	0%	3	1%
Pedestrian far side	1	0%	1	0%
Pedestrian near side	4	1%	4	1%
Pedestrian playing, working, lying, standing on carriageway	2	0%	2	1%
Rear end	144	35%	108	32%
Reversing	1	0%	0	0%
Right far	6	1%	4	1%
Right near	32	8%	37	11%
Right off carriageway into object/parked vehicle	3	1%	2	1%
Right rear	9	2%	7	2%
Right through	55	13%	58	17%
Two left turning	1	0%	0	0%
Two right turning	1	0%	0	0%
U-turn	1	0%	0	0%
Total	1	0%	0	0%

6.3.4 Public Transport

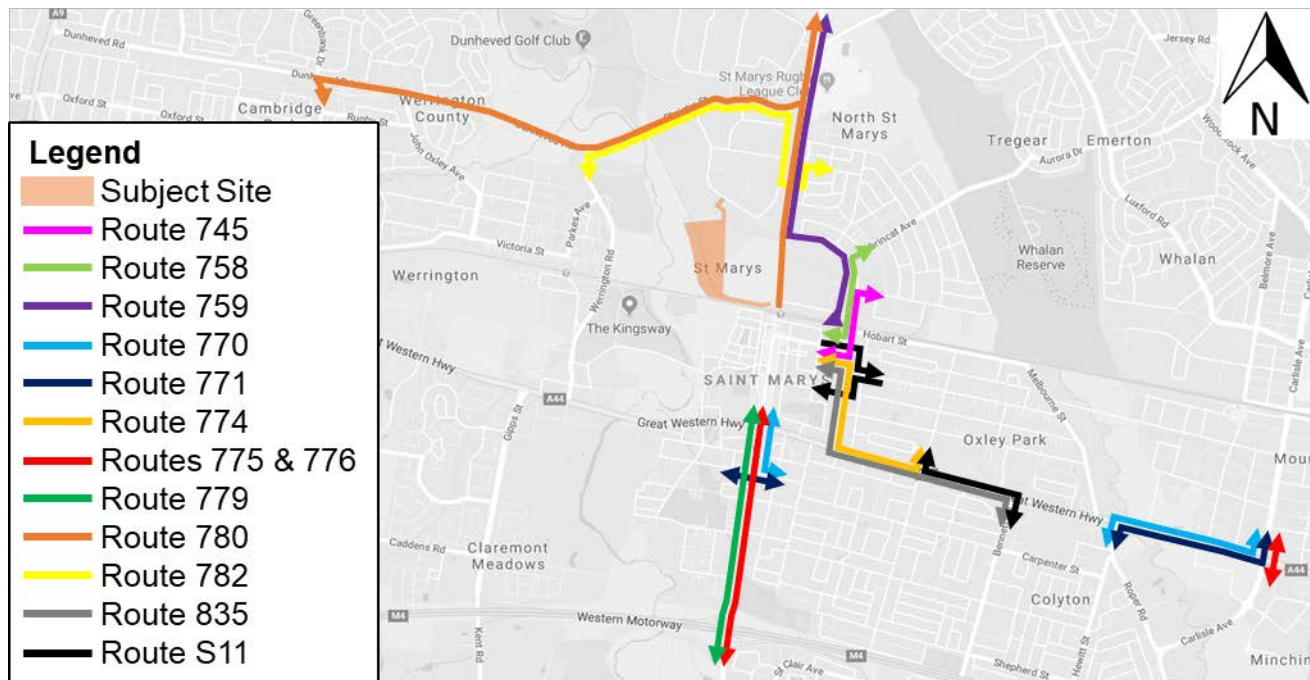
Buses

Bus routes operating along Route Option 3 and service frequencies are summarised in Table 6.5. A map of the bus routes where they use Route Option 3 is shown in Figure 6.13.

Table 6.5: Bus Routes and Frequency – Route Option 2

Route No.	Route Description	Direction of Travel	Service Frequency
745	St Marys to Norwest Hospital via Stanhope Gardens	Both directions	60 mins (Monday to Saturday)
758	St Marys to Mount Druitt via Tregear & Shalvey	Both directions	30 mins (Monday to Saturday) 60 mins (Sunday and public holidays)
759	St Marys to Mount Druitt via Ropes Crossing	Both directions	30 mins (peak periods) 60 mins (off-peak periods)

Route No.	Route Description	Direction of Travel	Service Frequency
770	Mount Druitt to Penrith via St Marys	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
771	Mount Druitt to St Marys via Colyton	Both directions	30 mins (peak periods) 60 mins (off-peak periods)
774	Mount Druitt to Penrith via Nepean Hospital	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
775	Mount Druitt to Penrith via Erskine Park	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
776	Mount Druitt to Penrith via St Clair	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
779	Erskine Park to St Marys	St Marys to Erskine Park	30 mins (AM peak)
		Erskine Park to St Marys	30 mins (PM peak)
780	Mount Druitt to Penrith via Ropes Crossing	Both directions	10-30 mins (peak periods) 30 mins (off-peak periods) 60 mins (weekends and public holidays)
782	St Marys to Penrith via Werrington	Both directions	60 mins (off-peak and mid-Saturday periods)
835	UWS to Prairiewood	Both directions	30 mins (peak periods)
S11	St Clair to St Marys	St Marys to St Clair	1 service (AM peak)
		St Clair to St Marys	4 services (off-peak periods)

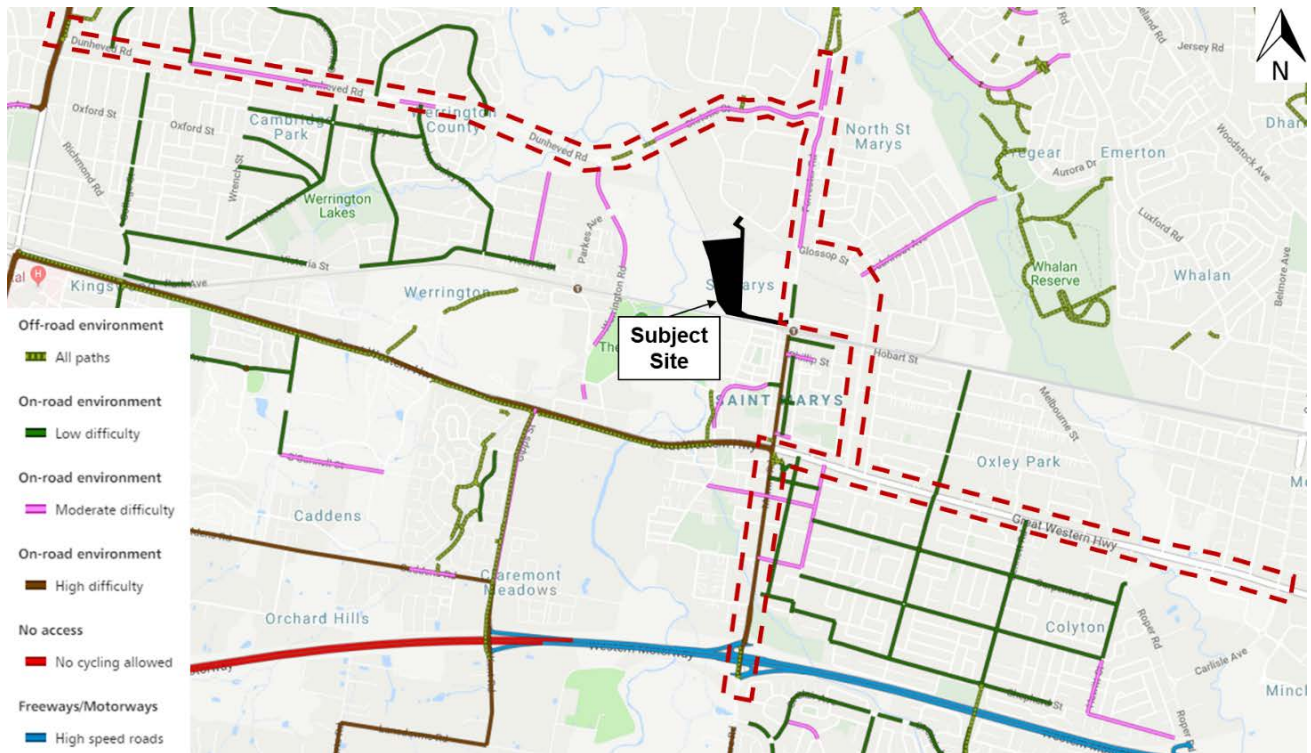


Adapted from Google Maps

Figure 6.13: Bus Routes – Route Option 3

6.3.5 Active Transport

Cycling routes along Option Route 3 are shown in Figure 6.14, nearly all of which is on-road.

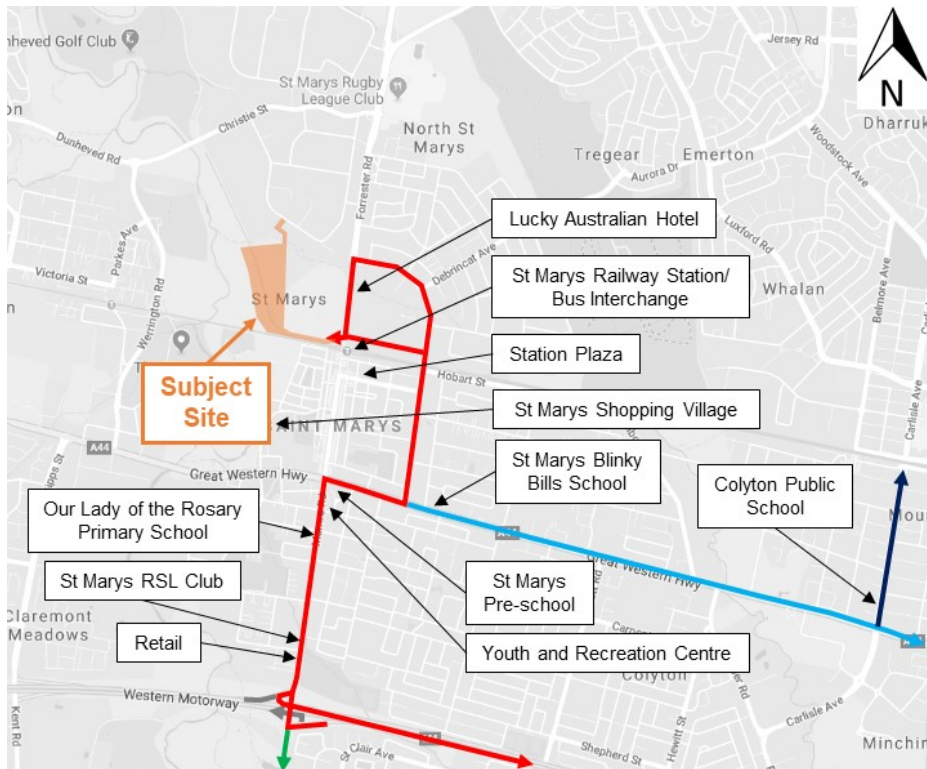


Source: https://www.rms.nsw.gov.au/maps/cycleway_finder

Figure 6.14: Cycleways – Route Option 3

6.3.6 Pedestrian Generators

The key pedestrian generators along Route Option 3 are shown in Figure 6.15.



Adapted from Google Maps

Figure 6.15: Pedestrian Generators – Route Option 3

6.4 Impact Assessment

6.4.1 Link Volume and Capacity Impacts

Table 6.6 shows the weekly bidirectional existing and additional car, light truck and heavy truck volumes for 6am-6pm, 6pm-10pm and 10pm-6pm at each tube count location along Route Option 3.

Table 6.6: Existing and Additional Vehicle Trip Profile – Route Option 3

Location	Period	Existing Volume			Additional Volume*		
		Cars	Light Trucks	Heavy Trucks	Cars	Light Trucks	Heavy Trucks
Glossop Street at No. 16	6am-6pm	88,912	11,778	4,912	-	-	197
	6pm-10pm	19,310	1,056	417	-	-	4
	10pm-6am	13,987	1,286	735	-	-	17
Forrester Road at No. 171	6am-6pm	95,808	11,470	2,975	-	-	12
	6pm-10pm	20,032	1,001	219	-	-	0
	10pm-6am	15,204	1,378	457	-	-	1
Forrester Road at No. 75	6am-6pm	15,757	1,775	259	-	-	197
	6pm-10pm	3,629	98	19	-	-	4
	10pm-6am	2,506	222	66	-	-	17
Mamre Road at No. 58	6am-6pm	105,247	11,414	5,093	-	-	331
	6pm-10pm	24,824	1,342	643	-	-	7
	10pm-6am	18,036	1,525	659	-	-	29

**Worst-case scenario based on a hypothetical calculation of all trucks being semi-trailers*

The impacts of additional trucks on link capacity are minimal with most locations subject to much less than 10% increase in truck traffic and a maximum 1%-2% increase in total traffic. The only exception is on Forrester Road (south) along which there are no residential properties.

Harris Street is too narrow to accommodate B-doubles and the use of this street would conflict excessively with pedestrians, cyclists and traffic accessing the station.

Forrester Road, Glossop Street and Mamre Road already carry large volumes of articulated trucks and are well suited to cater for the relatively minor increase in trucks from an operational capacity perspective.

6.4.2 Intersection/Mid-block LoS Impacts

Table 6.7 summarises the 2030 With Development Route Option 3 intersection performance.

Table 6.7: Intersection SIDRA Results Summary – 2030 With Development – Route Option 3

Intersection	AM Peak				PM Peak			
	DoS (v/c)	Average Delay (s)	LoS	95th Percentile Queue (m)	DoS (v/c)	Average Delay (s)	LoS	95th Percentile Queue (m)
Great Western Highway/Queen Street/Mamre Road	0.92	55	D	355	1.09	53	D	404
Great Western Highway/Carlisle Avenue	0.80	44	D	199	0.79	46	D	278
Mamre Road/M4 (south)	0.67	20	B	218	1.21	54	D	592
Mamre Road/M4 (north)	0.84	28	B	274	0.95	36	C	570
Great Western Highway/Glossop Street	0.66	39	C	230	0.90	33	C	209
Glossop Street/Harris Street	0.52	12	A	6	0.55	12	A	4
Forrester Road/Harris Street	0.20	11	A	8	0.24	11	A	8
Forrester Road/Glossop Street	0.90	25	B	278	0.88	32	C	310

¹Green shading indicates that the intersection will operate below practical capacity.

²Orange shading indicates that the intersection will operate above practical capacity, but below theoretical capacity.

³Red shading indicates that the intersection will operate above theoretical capacity.

The following intersections are forecast to operate above theoretical capacity during the following peaks:

- Great Western Highway/Queen Street/Mamre Road – PM peak
- Mamre/M4 south – PM peak.

The following intersections are forecast to operate above practical capacity during the following peaks:

- Great Western Highway/Queen Street/Mamre Road – AM peak
- Mamre/M4 north – PM peak.

The following intersection approaches are forecast to have significant queues during the following peaks:

- Great Western Highway/Queen Street/Mamre Road:
 - Mamre Road south approach – AM and PM peaks (355 and 404 metres respectively).
- Mamre/M4 south:
 - Mamre Road south approach – PM peak (592 metres).
- Mamre/M4 north:
 - Mamre Road north approach – PM peak (570 metres)
 - Mamre Road south approach – PM peak (305 metres).
- Forrester Road/Glossop Street:
 - Glossop Street east approach – PM peak (310 metres).

Consequently, the following mid-block impacts are forecast:

- Mamre Road south approach queues at the Great Western Highway/Queen Street/Mamre Road will extend beyond the Saddington Street intersection
- Mamre Road north approach queues at the Mamre/M4 north intersection will extend beyond the Hall Street intersection

- Mamre Road south approach queues at the Mamre/M4 north intersection will extend beyond the Mamre/M4 south intersection and onto the M4 westbound off-ramp.

The above issues occur in the '2030 without development' case and are only marginally affected by Freight Hub truck-traffic.

6.4.3 Safety Impacts

Most of this route is free from significant sight line and road safety impacts associated with the introduction of the Freight Hub truck-traffic. Forrester Road (south of Glossop Street) has wide travel lanes and limited parking, with very few pedestrians or cyclists along it. Glossop Street, Great Western Highway and Mamre Road are all 4-lane truck carrying roads.

The exception is Harris Street. Large trucks on Harris would obscure sight lines for local movements and impact cyclists. There would be conflicts between trucks and parked cars and increased incidence of vehicles having to prop and give way in one-way wide segments.

6.4.4 Amenity Impacts

Heavy vehicles on Harris Street would conflict with pedestrians, cyclists, parking, driveways and two-way traffic operations. Glossop Street and Mamre Road have residential frontages. In total, this route passes about 5.3km of residential frontages. Increases in truck traffic on key roads is minimal, as follows:

- Glossop Street: +10% trucks at night (7 p.h.)
- Mamre Road: +7.7% trucks at night (6 p.h.)

There are two school zones along this route at Forrester Road (south) and along Mamre Road, although the Forrester (south) school is very small with a staff of six.

6.4.5 Public and Active Transport Impacts

Existing bus services along Route Option 3 are generally infrequent running every 30 minutes during peak periods and are not expected to be impacted by a minor increase in truck traffic. No parking is permitted in the kerbside lanes on Forrester Road northbound, along Glossop Street, along the Great Western Highway or along Mamre Road where all bus stops are 'in-lane'. Bus stops on Forrester Road southbound are located within road shoulders allowing vehicles to pass unobstructed.

No shared paths are currently provided along Route Option 3. On-road cycling routes are only provided on Forrester Road between Ropes Crossing Boulevard/Links Road and Glossop Street, and on Mamre Road between the Great Western Highway and the M4. None of these are defined as 'low-difficulty' and only experienced cyclists would be expected to travel on them outside of peak periods.

6.4.6 Potential Mitigation Measures

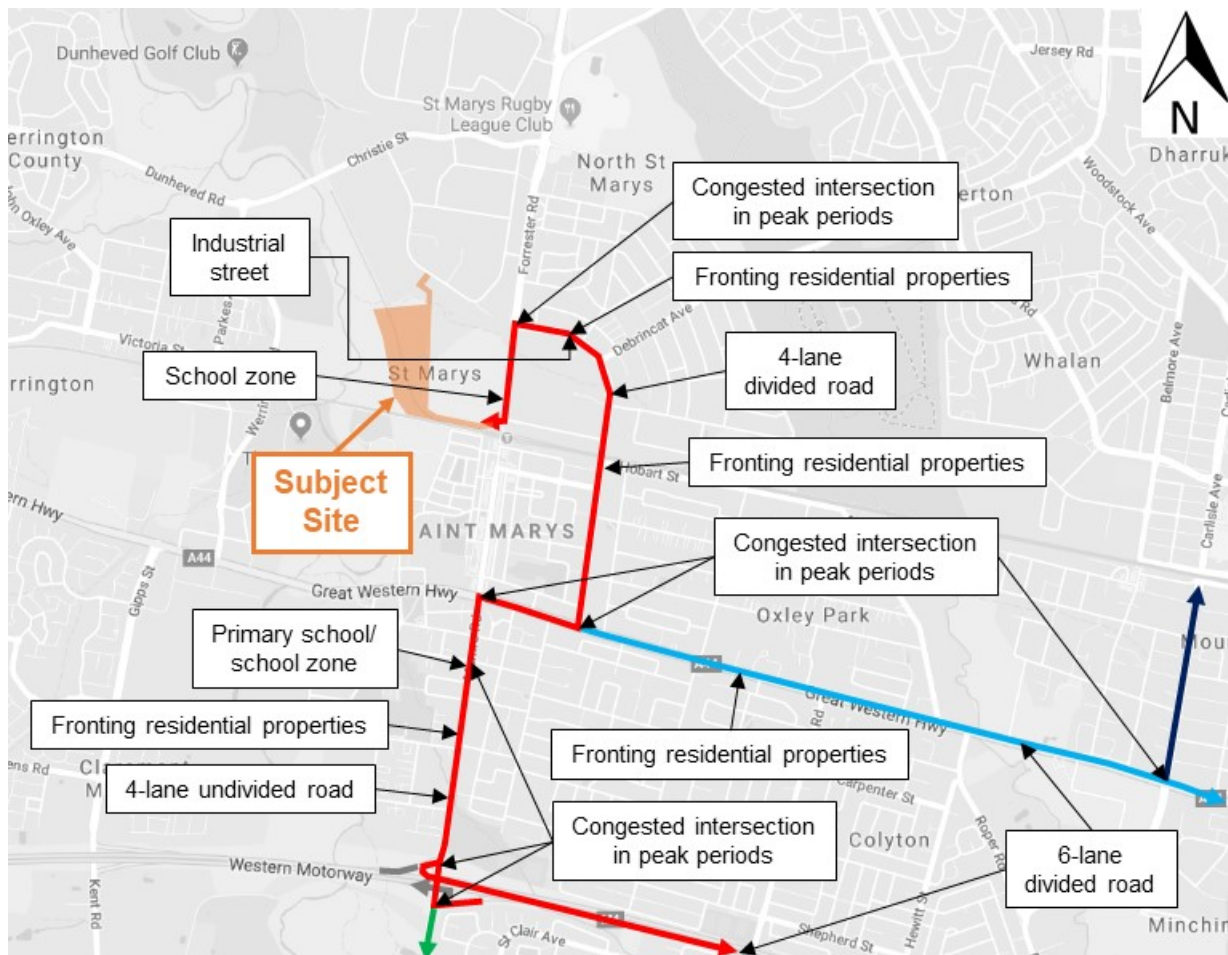
Intersection upgrades at Forrester Road/Glossop Street, as well as phase time optimisations at other intersections have already been proposed through previous investigations. If implemented, these measures will generally cater for future traffic growth (irrespective of the Freight Hub).

Pedestrians have been observed walking along the western side of Forrester Road (south) and then crossing diagonally to the east near the Harris Road intersection and towards the station. While not ideal, this small number of pedestrians could continue this behaviour or, preferably, be directed through signage to continue on the western side of the street to the south of the proposed driveway with a pedestrian refuge-crossing provided just south of the driveway.

7. ROUTE OPTION 4

7.1 Key Traffic and Transport Features

The key traffic and transport features (i.e. congested intersections, road types, land uses, active transport facilities etc.) along Route Option 4 are described in Figure 7.1.



Adapted from Google Maps

Figure 7.1: Key Traffic and Transport Features – Route Option 4

7.2 Route Metrics

7.2.1 Travel Distance and Travel Times

The travel distance and travel times between the site access and study area extents of each travel path along Route Option 4 are summarised in Table 7.1.

Table 7.1: Travel Distance and Travel Times from Access Point – Route Option 4

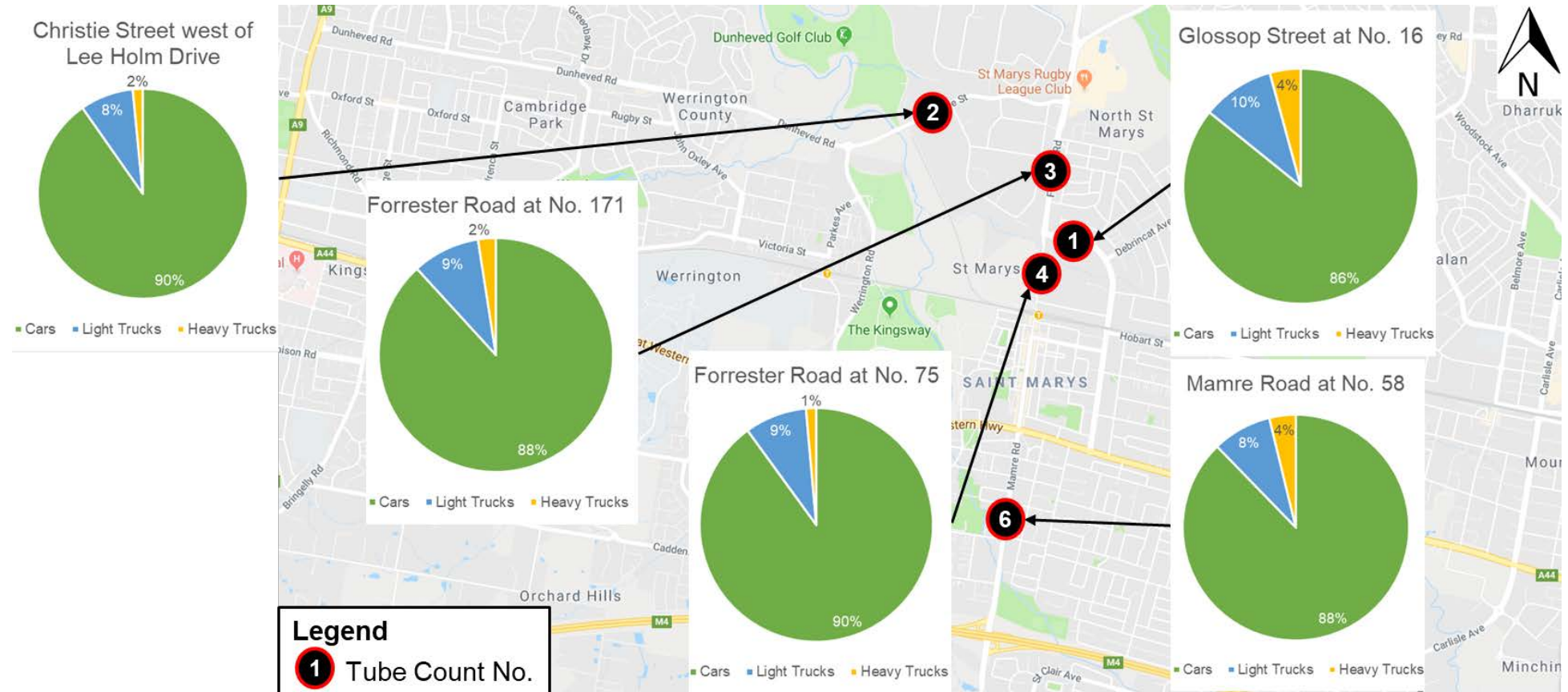
Route (see Figure 7.1)	Travel Distance to M4	Travel Time to M4*
Option 4	5.2 km	6-18 minutes

*Typical across a 24-hour period (min-max)

Source: Google Maps Journey Planner

7.2.2 Vehicle Classes

Classified bidirectional tube count and speed surveys were undertaken by Traffic Data and Control between 12:00am Tuesday, 3 December and 12:00am Tuesday, 10 December 2019 at five locations along Route Option 4. Figure 7.2 shows the aggregated weekly bidirectional car, light truck and heavy truck volume split at each location. The full tube counts and speed data for each location are provided in **Appendix A**.



Adapted from Google Maps

Figure 7.2: Weekly Bidirectional Vehicle Class Volume Split at Each Location – Route Option 4

7.2.3 24/7 Vehicle Trip Profile

The bidirectional 24/7 vehicle trip profile at each location is shown from Figure 7.3 to Figure 7.7. The 7/12 was a Saturday and 8/12 was a Sunday.

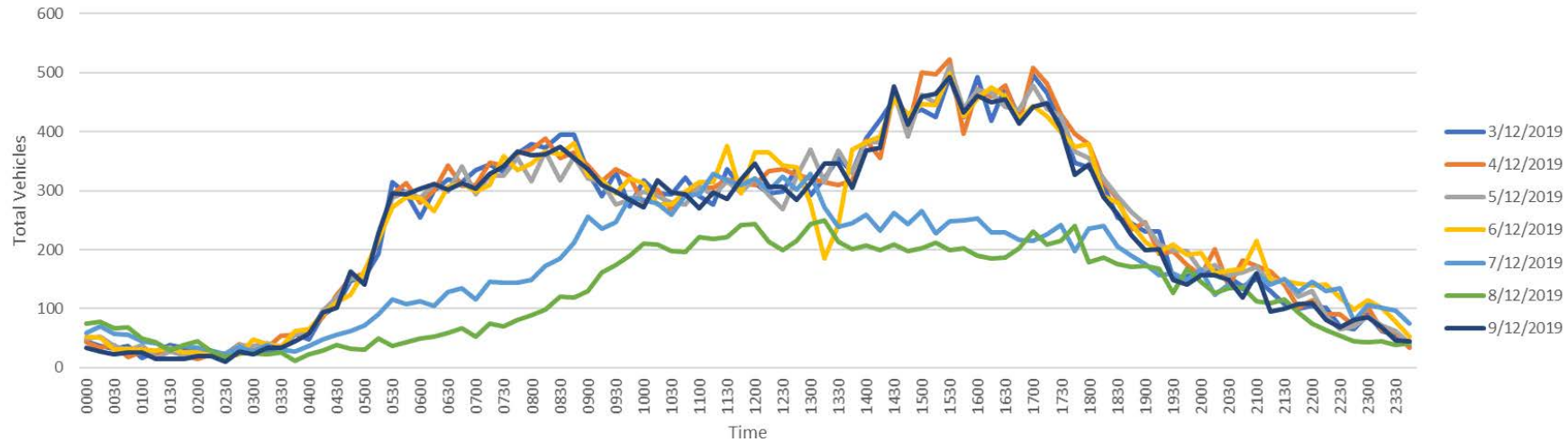


Figure 7.3: 24/7 Vehicle Trip Profile – Glossop Street at No. 16

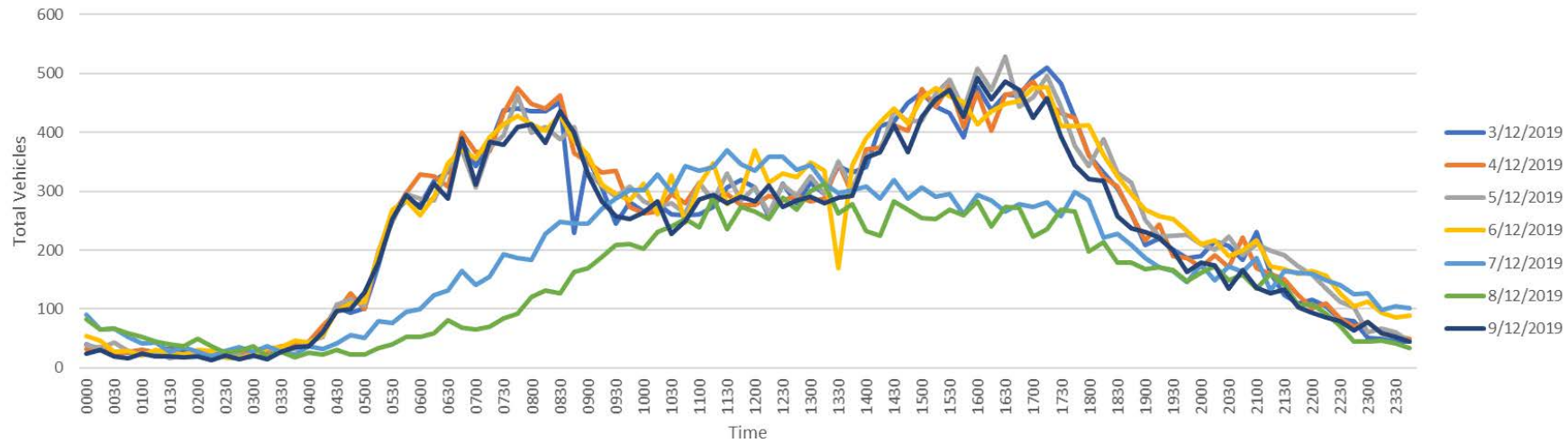


Figure 7.4: 24/7 Vehicle Trip Profile – Christie Street west of Lee Holm Drive

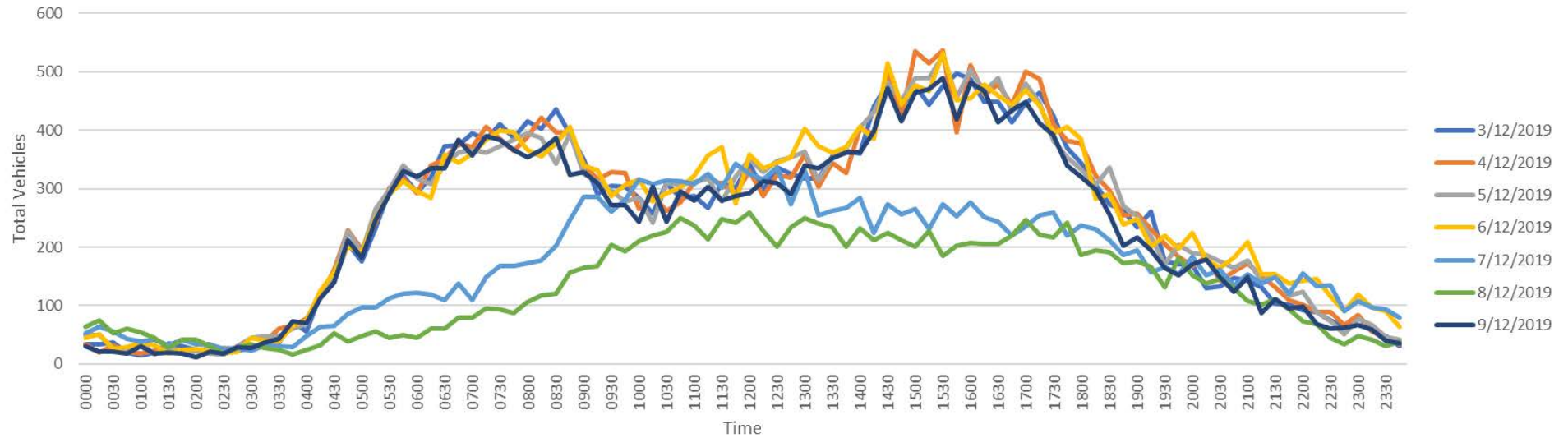


Figure 7.5: 24/7 Vehicle Trip Profile – Forrester Road at No. 171

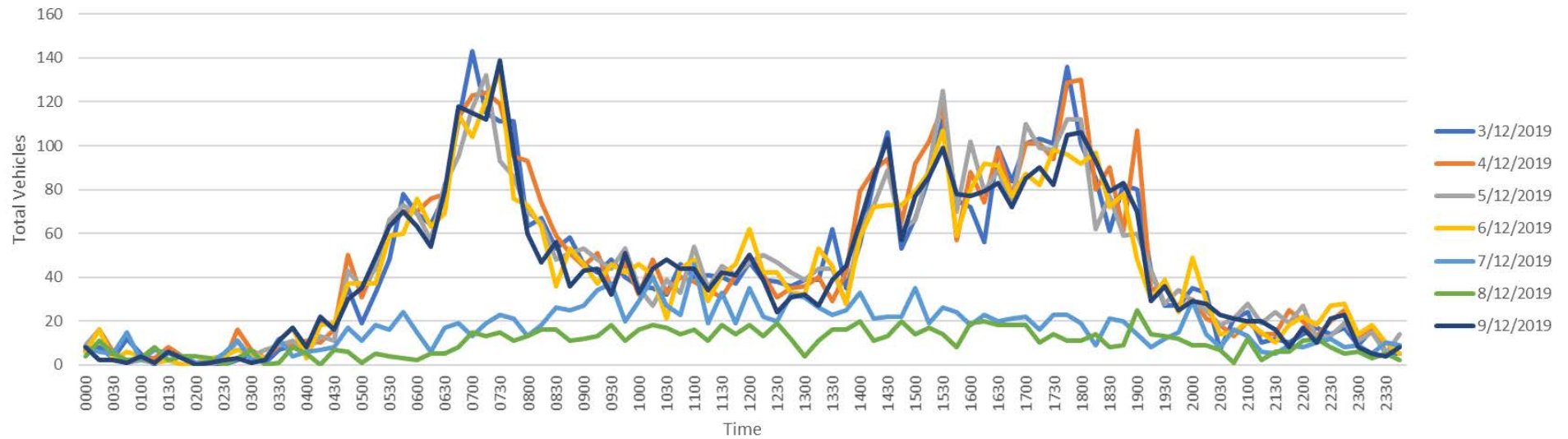


Figure 7.6: 24/7 Vehicle Trip Profile – Forrester Road at No. 75

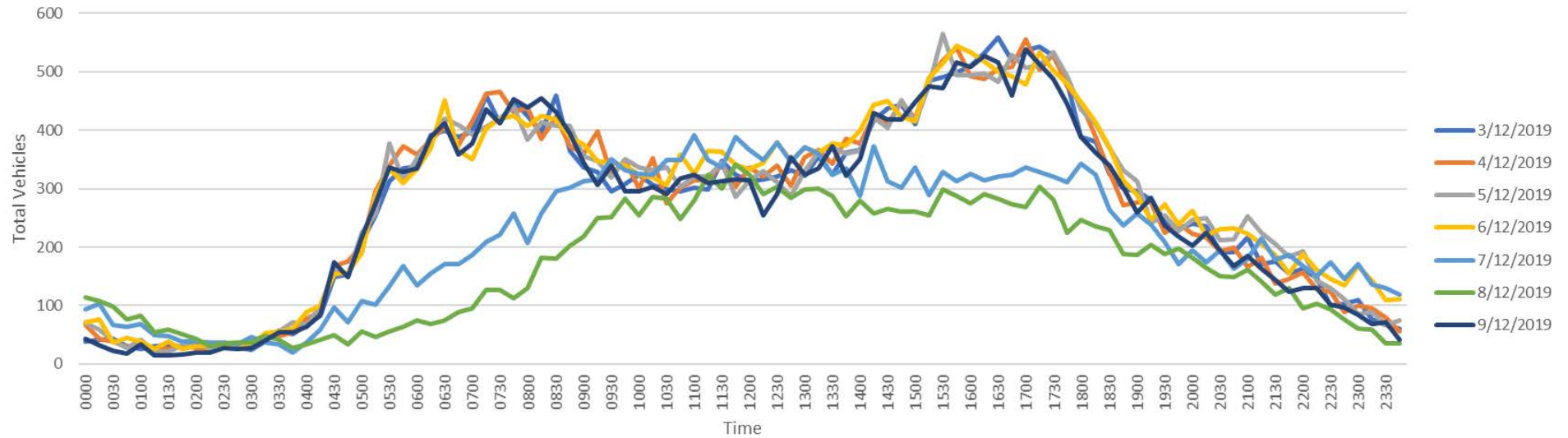


Figure 7.7: 24/7 Vehicle Trip Profile – Mamre Road at No. 58

7.3 Existing Conditions

7.3.1 Road Function, Design and Condition

The existing function, design and condition of key roads along Route Option 4 is summarised in Table 7.2.

Table 7.2: Existing Condition of Surrounding Roads – Route Option 4

Name	Classification	Function	Design	Condition
Forrester Road (south of Glossop Street)	Local Road	Local Industrial Road	2 lanes (two-way) - Undivided (double lines between intersections/access driveways) 30-metre median parking lane provided southbound south of Glossop Street 220-metre parking lane provided southbound north of Harris Street - Right turn lane provided along southbound carriageway - Cul-de-sac and limited short-term parking at southern end outside St Marys Railway Station	- Most of the pavement in good condition - Entire section sealed
Forrester Road (north of Glossop Street)	Regional Road	Sub-arterial Road	4 wide lanes (two-way) - Divided - Some parking permitted northbound - Parking lanes provided southbound	- Pavement in good condition - Entire section sealed
Glossop Street	Regional Road	Sub-arterial Road	4 wide lanes (two-way) - Divided - No Stopping (6am-10am and 3pm-7pm Mon-Fri) southbound between Elm Street and Debrincat Avenue, no parking permitted elsewhere - Right turn lanes provided at key intersections	- Pavement in good condition - Entire section sealed
Great Western Highway	State Road	Arterial Road	6 lanes (two-way) - Divided - No parking permitted - Right turn lanes provided at key intersections	- Pavement in good condition - Entire section sealed

Name	Classification	Function	Design	Condition
Mamre Road	State Road	Arterial Road	4 lanes (two-way) - Divided between Hall Street and Banks Drive intersections (undivided elsewhere) - No parking permitted - Right turn lanes provided at key intersections	- Pavement in good condition - Sealed between Great Highway and M4, unsealed south of M4
M4	State Road	Arterial Road	6 lanes (two-way) - Divided	- Pavement in good condition - Shoulders sealed

7.3.2 Intersection Capacity/Suitability

The capacity (i.e. number of approach lanes, turning facilities and performance) and suitability (i.e. geometric constraints) of key intersections along Option Route 4 are summarised below.

Forrester Road / Harris Street

This is a priority-controlled T-intersection with one lane on all approaches and the proposed site access located immediately to the south on the western side. The right turn lane along Forrester Road southbound only extends to the previous driveway. Chevron marking is then provided until Harris Street.

Forrester Road / Glossop Street

This is a signalised intersection is currently operating at an acceptable Level of Service (LoS) B and under practical capacity (DOS 0.90). The design of the intersection (i.e. wide lanes and turn radii) means that articulated trucks are able to undertake single-lane manoeuvres. Future traffic growth in the area generally will result in a LoS F and longer queues, particularly on the Forrester Road north and Glossop Street east approaches. SIDRA modelling concluded that converting the left turn lane from the northern approach into a slip lane will improve capacity and its LoS (subject to operational and safety considerations).

Great Western Highway / Glossop Street

This is a signalised T-intersection with dual right turn lanes on the Glossop Street north and Great Western Highway east approaches. From the eastern approach, articulated trucks need to use both lanes when turning right, though this is typical at older intersections across Greater Sydney. Likewise, articulated trucks on the Great Western Highway west approach (see Figure 7.8) need to use lanes 1 and 2 when turning left. The potential for a new, separate left turn lane is unlikely given site constraints. In any case, the intersection is forecast to continue to operate within practical capacity and at a LoS C in 2030.



Figure 7.8: Great Western Highway/Glossop Street – Great Western Highway west approach

Great Western Highway / Carlisle Avenue

This is a signalised intersection with dual right turn lanes on the Carlisle Avenue north and Great Western Highway east approaches, and one right turn lane on the Carlisle Avenue south and Great Western Highway west approaches. There is also one left turn lane and one left turn/through lane on the north approach and one left turn (buses excepted) on the south approach. The intersection is forecast to continue to operate within practical capacity and at a LoS D in 2030.

Great Western Highway / Queen Street / Mamre Road

This is a signalised intersection with one right turn lane on both Great Western Highway approaches and one left turn slip lane on the Great Western Highway east and Mamre Road south approaches. It is currently operating at a LoS D and under practical capacity and is forecast to operate within its capacity in 2030.

Mamre Road / M4 (north)

This is a signalised T-intersection with one extended right turn lane from the Mamre Road north approach into the M4 eastbound 'G-loop' and one signalised left turn slip lane with a pedestrian crossing/bus only through lane on the Mamre Road south approach. There are also signalised dual left turn lanes on the M4 eastbound off-ramp. The intersection is currently operating above practical capacity but at a LoS B, and with through phase time optimisation the intersection would operate at around practical capacity in 2030.

Mamre Road / M4 (south)

This is a signalised T-intersection with one left turn slip lane/bus only through lane on the Mamre Road north approach and one extended right turn lane from the Mamre Road south approach into the M4 westbound G-loop. There is also one left turn lane on the M4 westbound off-ramp. The intersection is currently operating above its practical capacity in the PM peak. It is forecast to operate similarly in 2030.

7.3.3 Crash History

General Trends

The most recent five years of crash data (January 2014-December 2018) was obtained from Transport for NSW for Route Option 4. During the five-year period, a total of 412 crashes were reported, equating to an average of 82 crashes per year. The crash data was mapped using GIS software and is provided in **Appendix E** in terms of crash severity and type (road user movement describing the first impact of the crash) along with a detailed record list.

Figure 7.9 shows the trends in the number of crashes per year between 2014 and 2018 aggregated across Route Option 4. The number of crashes had decreased every year and reduced overall by 37% during the five-year period.

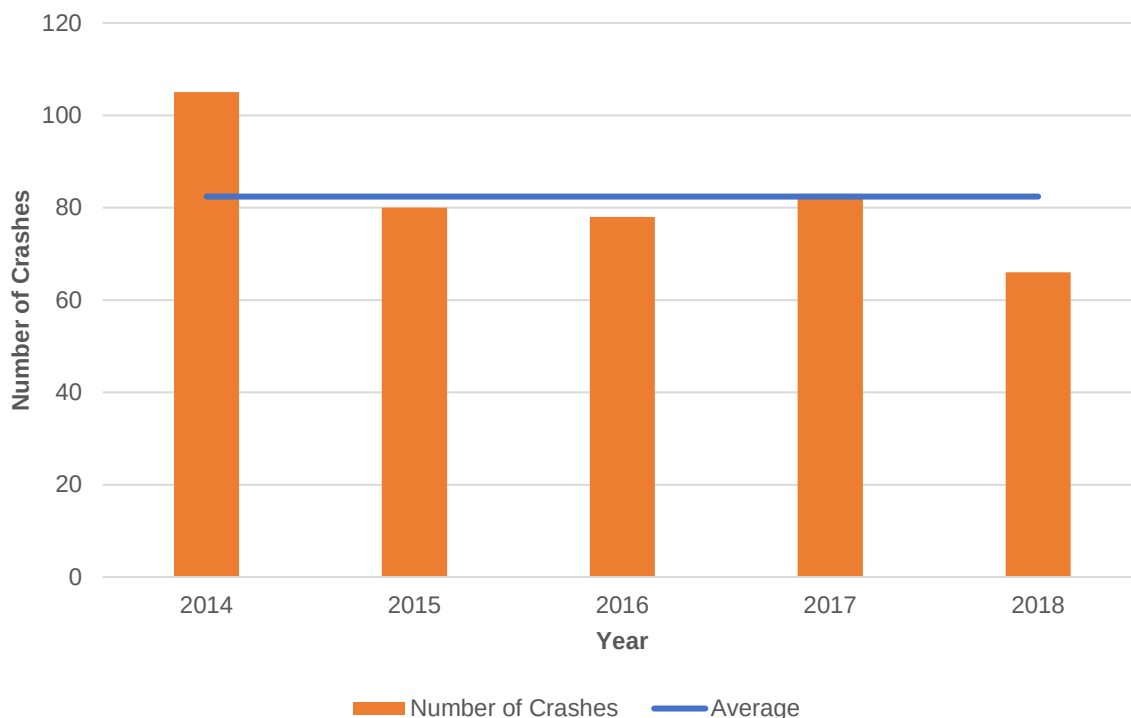


Figure 7.9: Summary of Reported Crashes between 2014 and 2018 – Route Option 4

Casualties

Of the 412 reported crashes in the five-year period ending 2018, 262 crashes resulted in 340 casualties. This equates to an average of 68 casualties per year. Table 7.3 summarises the crash severity and number of casualties. Three crashes each resulted in one fatality, including:

- One in 2015 at the Glossop Street/Adelaide Street intersection. It was classified as 'right near', occurred at dusk and also resulted in four injuries
- One in 2017 at the Forrester Road/Glossop Street intersection. It was classified as 'off end of road/T-intersection' and occurred in daylight
- One in 2018 on Forrester Road just north of Griffiths Street. It was as 'rear end', occurred in darkness and also resulted in one injury.

None of these fatalities were caused by articulated trucks (defined as "any articulated tanker, semi-trailer, low loader, road train or B-double" by the NSW Centre for Road Safety). 92 people were seriously injured.

Table 7.3: Crash Severity and Number of Casualties – Route Option 4

Crash Severity	No. of Crashes	%	No. of Casualties
Fatal	3	1%	8
Serious Injury	59	14%	92
Moderate Injury	121	29%	158
Minor/Other Injury	79	19%	82
Non-casualty (towaway)	150	36%	0
Total	412	100%	340

Crash Types

Table 7.4 provides a breakdown of all crash types which occurred along Route Option 4, including the number of crashes and casualties. Between 2014 and 2018, the most common type of crash was 'rear end' (144 of these reflecting 35% of all reported crashes), followed by 55 'right through' crashes (13% of all reported crashes) and 32 'right near' crashes (8% of all reported crashes).

Table 7.4: Crash Type and Number of Casualties – Route Option 4

Crash Type	No. of Crashes	%	No. of Casualties	%
Accident or broken down	1	0%	0	0%
Animal (not ridden)	1	0%	2	1%
Cross traffic	12	3%	14	4%
Emerging from driveway	6	1%	4	1%
From footpath	2	0%	2	1%
Head on (not overtaking)	4	1%	9	3%
Lane change left	12	3%	8	2%
Lane change right	8	2%	5	1%
Lane sideswipe	3	1%	2	1%
Leaving parking	3	1%	0	0%
Left far	1	0%	1	0%
Left near	8	2%	7	2%
Left off carriageway into object/parked vehicle	20	5%	19	6%
Left off carriageway to right	1	0%	0	0%
Left rear	7	2%	8	2%
Left turn sideswipe	3	1%	2	1%
Off carriageway left on left bend	1	0%	1	0%
Off carriageway left on left bend into object/parked vehicle	3	1%	1	0%
Off carriageway left on right bend into object/parked vehicle	9	2%	4	1%
Off carriageway right on left bend into object/parked vehicle	4	1%	3	1%
Off carriageway to left	4	1%	2	1%
Off end of road/T-intersection	1	0%	1	0%
Other adjacent	1	0%	1	0%
Other manoeuvring	1	0%	1	0%
Other opposing	4	1%	1	0%

Crash Type	No. of Crashes	%	No. of Casualties	%
Other same direction	21	5%	8	2%
Out of control on carriageway	2	0%	2	1%
Out of control on carriageway	4	1%	3	1%
Parked	3	1%	3	1%
Pedestrian emerging	2	0%	3	1%
Pedestrian far side	1	0%	1	0%
Pedestrian near side	4	1%	4	1%
Pedestrian playing, working, lying, standing on carriageway	2	0%	2	1%
Rear end	144	35%	108	32%
Reversing	1	0%	0	0%
Right far	6	1%	4	1%
Right near	32	8%	37	11%
Right off carriageway into object/parked vehicle	3	1%	2	1%
Right rear	9	2%	7	2%
Right through	55	13%	58	17%
Two left turning	1	0%	0	0%
Two right turning	1	0%	0	0%
U-turn	1	0%	0	0%
Total	412	100%	340	100%

7.3.4 Public Transport

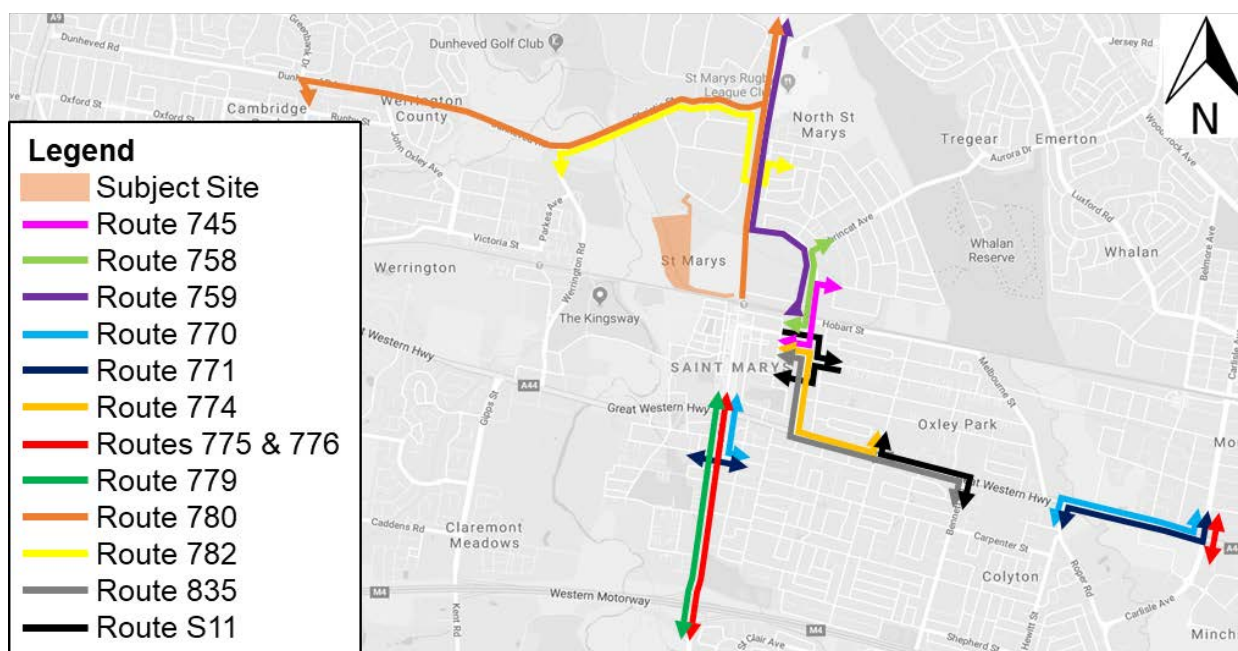
Buses

Bus routes operating along Route Option 4 and service frequencies are summarised in Table 7.5. A map of the bus routes where they use Route Option 4 is shown in Figure 7.10.

Table 7.5: Bus Routes and Frequency – Route Option 4

Route No.	Route Description	Direction of Travel	Service Frequency
745	St Marys to Norwest Hospital via Stanhope Gardens	Both directions	60 mins (Monday to Saturday)
758	St Marys to Mount Druitt via Tregear & Shalvey	Both directions	30 mins (Monday to Saturday) 60 mins (Sunday and public holidays)
759	St Marys to Mount Druitt via Ropes Crossing	Both directions	30 mins (peak periods) 60 mins (off-peak periods)
770	Mount Druitt to Penrith via St Marys	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
771	Mount Druitt to St Marys via Colyton	Both directions	30 mins (peak periods) 60 mins (off-peak periods)
774	Mount Druitt to Penrith via Nepean Hospital	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
775	Mount Druitt to Penrith via Erskine Park	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)

Route No.	Route Description	Direction of Travel	Service Frequency
776	Mount Druitt to Penrith via St Clair	Both directions	30 mins (Monday to Friday) 60 mins (weekends and public holidays)
779	Erskine Park to St Marys	St Marys to Erskine Park	30 mins (AM peak)
		Erskine Park to St Marys	30 mins (PM peak)
780	Mount Druitt to Penrith via Ropes Crossing	Both directions	10-30 mins (peak periods) 30 mins (off-peak periods) 60 mins (weekends and public holidays)
782	St Marys to Penrith via Werrington	Both directions	60 mins (off-peak and mid-Saturday periods)
835	UWS to Prairiewood	Both directions	30 mins (peak periods)
S11	St Clair to St Marys	St Marys to St Clair	1 service (AM peak)
		St Clair to St Marys	4 services (off-peak periods)

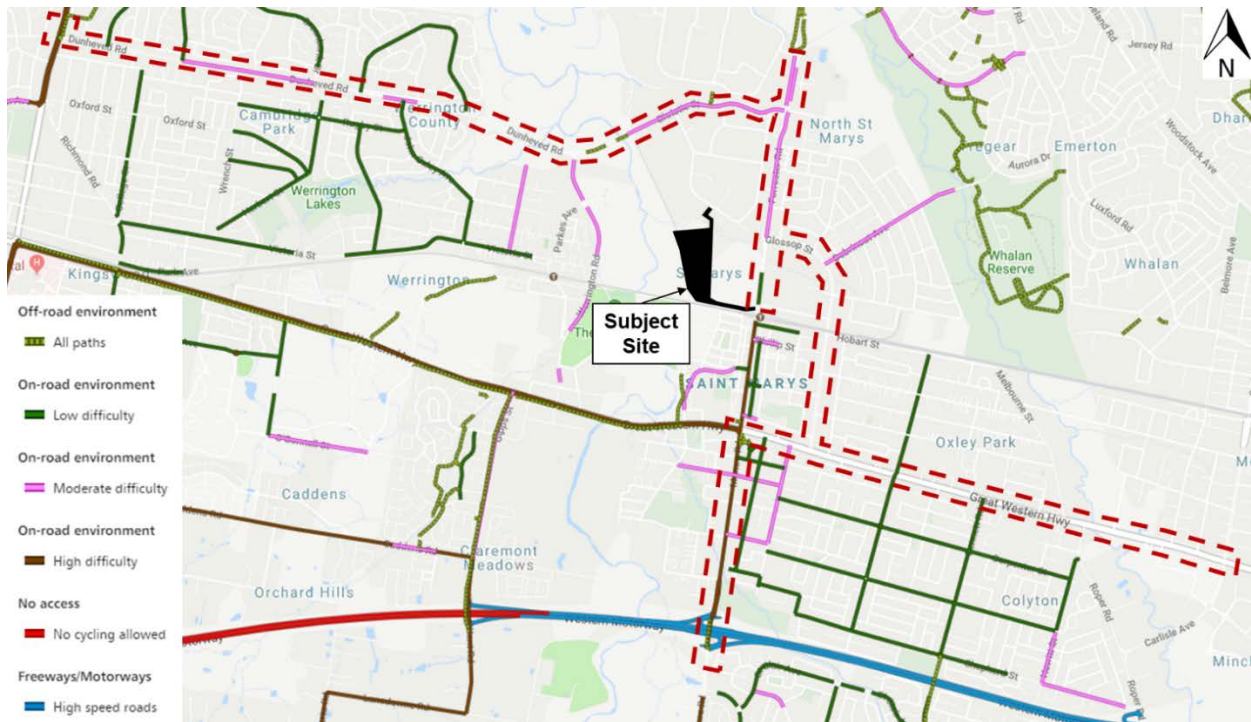


Adapted from Google Maps

Figure 7.10: Bus Routes – Route Option 4

7.3.5 Active Transport

Cycling routes along Option Route 4 are shown in Figure 7.11, nearly all of which is on-road.

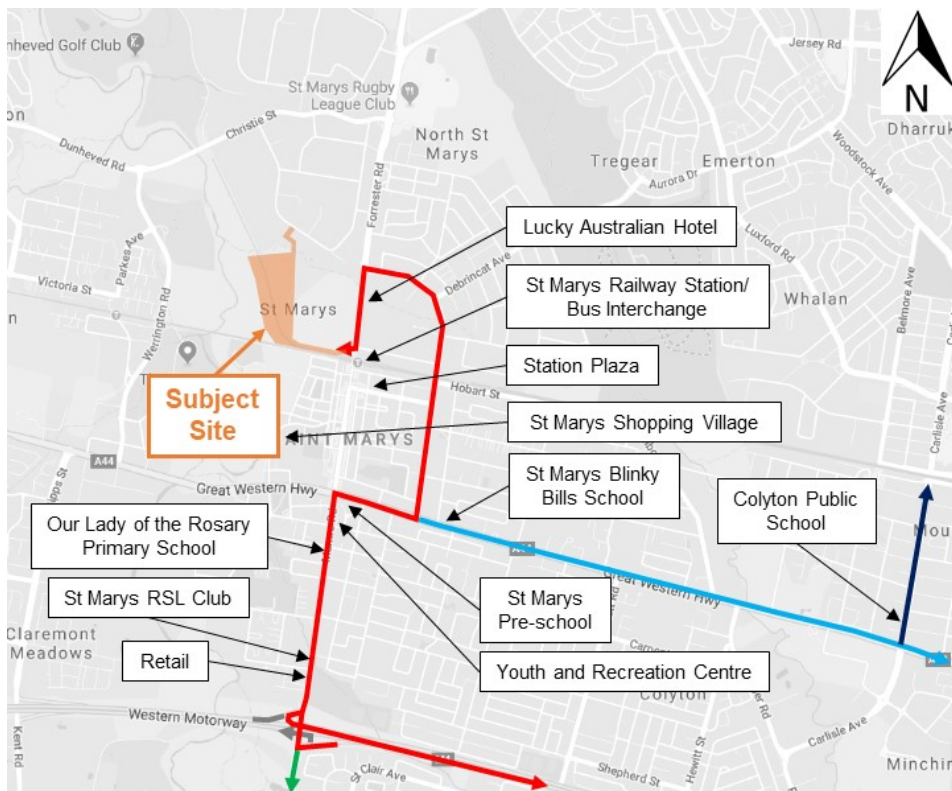


Source: https://www.rms.nsw.gov.au/maps/cycleway_finder

Figure 7.11: Cycleways – Route Option 4

7.3.6 Pedestrian Generators

The key pedestrian generators along Route Option 4 are shown in Figure 7.12.



Adapted from Google Maps

Figure 7.12: Pedestrian Generators – Route Option 4

7.4 Impact Assessment

7.4.1 Link Volume and Capacity Impacts

Table 7.6 shows the weekly bidirectional existing and additional car, light truck and heavy truck volumes for 6am-6pm, 6pm-10pm and 10pm-6pm at each tube count location along Route Option 4.

Table 7.6: Existing and Additional Vehicle Trip Profile – Route Option 4

Location	Period	Existing Volume			Additional Volume*		
		Cars	Light Trucks	Heavy Trucks	Cars	Light Trucks	Heavy Trucks
Glossop Street at No. 16	6am-6pm	88,912	11,778	4,912	-	-	394
	6pm-10pm	19,310	1,056	417	-	-	8
	10pm-6am	13,987	1,286	735	-	-	34
Forrester Road at No. 171	6am-6pm	95,808	11,470	2,975	-	-	12
	6pm-10pm	20,032	1,001	219	-	-	0
	10pm-6am	15,204	1,378	457	-	-	1
Forrester Road at No. 75	6am-6pm	15,757	1,775	259	-	-	394
	6pm-10pm	3,629	98	19	-	-	8
	10pm-6am	2,506	222	66	-	-	34
Mamre Road at No. 58	6am-6pm	105,247	11,414	5,093	-	-	331
	6pm-10pm	24,824	1,342	643	-	-	7
	10pm-6am	18,036	1,525	659	-	-	29

**Worst-case scenario based on a hypothetical calculation of all trucks being semi-trailers*

The impacts of additional trucks on link capacity are minimal with most locations subject to much less than 10% increase in truck traffic and a maximum 1%-2% increase in total traffic. The only exception is on Forrester Road (south) along which there are no residential properties.

Harris Street is simply too narrow to accommodate B-doubles and the use of this street would conflict excessively with pedestrians, cyclists and traffic accessing the station.

Forrester Road, Glossop Street and Mamre Road already carry large volumes of articulated trucks and are well suited to cater for the relatively minor increase in trucks from an operational capacity perspective.

7.4.2 Intersection/Mid-block LoS Impacts

Table 7.7 summarises the 2030 With Development Route Option 4 intersection performance.

Table 7.7: Intersection SIDRA Results Summary – 2030 With Development – Route Option 4

Intersection	AM Peak				PM Peak			
	DoS (v/c)	Average Delay (s)	LoS	95th Percentile Queue (m)	DoS (v/c)	Average Delay (s)	LoS	95th Percentile Queue (m)
Great Western Highway/Queen Street/Mamre Road	0.92	55	D	355	1.09	53	D	404
Great Western Highway/Carlisle Avenue	0.80	44	D	199	0.79	46	D	278
Mamre Road/M4 (south)	0.67	20	B	218	1.21	54	D	592
Mamre Road/M4 (north)	0.84	28	B	274	0.95	36	C	570
Great Western Highway/Glossop Street	0.66	39	C	230	0.90	33	C	209
Glossop Street/Harris Street	0.52	13	A	7	0.55	13	A	4
Forrester Road/Harris Street	0.16	8	A	5	0.21	8	A	6
Forrester Road/Glossop Street	0.90	26	B	278	0.90	34	C	344

¹Green shading indicates that the intersection will operate below practical capacity.

²Orange shading indicates that the intersection will operate above practical capacity, but below theoretical capacity.

³Red shading indicates that the intersection will operate above theoretical capacity.

The following intersections are forecast to operate above theoretical capacity during the following peaks:

- Great Western Highway/Queen Street/Mamre Road – PM peak
- Mamre/M4 south – PM peak.

The following intersections are forecast to operate above practical capacity during the following peaks:

- Great Western Highway/Queen Street/Mamre Road – AM peak
- Mamre/M4 north – PM peak.

The following intersection approaches are forecast to have significant queues during the following peaks:

- Great Western Highway/Queen Street/Mamre Road:
 - Mamre Road south approach – AM and PM peaks (355 and 404 metres respectively).
- Mamre/M4 south:
 - Mamre Road south approach – PM peak (592 metres).
- Mamre/M4 north:
 - Mamre Road north approach – PM peak (570 metres)
 - Mamre Road south approach – PM peak (305 metres).
- Forrester Road/Glossop Street:
 - Glossop Street east approach – PM peak (344 metres).

Consequently, the following mid-block impacts are forecast:

- Mamre Road south approach queues at the Great Western Highway/Queen Street/Mamre Road will extend beyond the Saddington Street intersection
- Mamre Road north approach queues at the Mamre/M4 north intersection will extend beyond the Hall Street intersection

- Mamre Road south approach queues at the Mamre/M4 north intersection will extend back beyond the Mamre/M4 south intersection and onto the M4 westbound off-ramp
- Glossop Street east approach queues at the Forrester Road/Glossop Street intersection will extend to the Telford Place intersection.

The above issues occur in the 2030 without development case and are only marginally affected by Freight Hub truck-traffic.

7.4.3 Safety Impacts

Most of this route is free from significant sight line and road safety impacts associated with the introduction of the Freight Hub truck-traffic. Forrester Road (south of Glossop Street) has wide travel lanes and limited parking, with very few pedestrians or cyclists along it. Glossop Street, Great Western Highway and Mamre Road are all 4-lane truck carrying roads.

7.4.4 Amenity Impacts

Glossop Street and Mamre Road have residential frontages and Route Option 4 passes about 5.3km of residential frontage length. The following truck volume increases are forecast for the 10:00PM to 7:00 Pm weeknight period:

- Glossop Street: +10% trucks at night (7 p.h.)
- Mamre Road: +7.7% trucks at night (6 p.h.)
- There are two school zones along this route at Forrester Road (south) and along Mamre Road, although the Forrester (south) school is very small with a staff of six.

7.4.5 Public and Active Transport Impacts

Existing bus services along Route Option 4 are generally infrequent running every 30 minutes during peak periods and are not expected to be impacted by a minor increase in truck traffic. No parking is permitted in the kerbside lanes on Forrester Road northbound, along Glossop Street, along the Great Western Highway or along Mamre Road where all bus stops are 'in-lane'. Bus stops on Forrester Road southbound are located within road shoulders allowing vehicles to pass unobstructed.

No shared paths are currently provided along Route Option 4. On-road cycling routes are only provided on Forrester Road between Ropes Crossing Boulevard/Links Road and Glossop Street, and on Mamre Road between the Great Western Highway and the M4. None of these are defined as 'low-difficulty' and only experienced cyclists would be expected to travel on them outside of peak periods

7.4.6 Potential Mitigation Measures

Intersection upgrades at Forrester Road/Glossop Street, as well as phase time optimisations at other intersections have already been proposed through previous investigations. If implemented, these measures will generally cater for future traffic growth (irrespective of the Freight Hub).

Pedestrians have been observed walking along the western side of Forrester Road (south) and then crossing diagonally to the east near the Harris Road intersection and towards the station. While not ideal, this small number of pedestrians could continue this behaviour or, preferably, be directed through signage to continue on the western side of the street to the south of the proposed driveway with a pedestrian refuge-crossing provided just south of the driveway.

8. OPTIONS EVALUATION

8.1 Evaluation Criteria

The key criteria selected for option evaluation and their relative importance (weightings) are shown in Table 8.1.

Table 8.1: Evaluation Criteria

Impact Criterion	Weighting (%)	Reasoning for Criterion
Route length to the M4 (for: emissions, operating costs)	10%	To minimise impacts on the environment and operating costs to the community (longer = higher score)
Travel time to the M4 (for: efficiency/value of time)	10%	To minimise operating costs to PN and exposure time to other modes of transport (longer = higher score)
Traffic capacity impacts (# intersections x severity)	20%	To minimise congestion impacts on other traffic (more intersections x greater severity = higher score)
Traffic safety impacts (# conflict points x severity)	30%	To minimise changes to safety risk to other modes (more conflict points x higher volumes = higher score)
Amenity impacts (number of sensitive receptors x sensitivity)	30%	To minimise noise, air pollution and visual intrusion to sensitive land uses (more receptors x receptor importance = higher score)

Travel distance and travel time have each been allocated a weighting of 10% given that they represent similar efficiency attributes. Also, the weighting has been 'slanted' towards safety and amenity given the purpose of the evaluation is primarily related to assessing concerns raised by PCC.

8.2 Evaluation Scoring

The scoring for each option under each criterion is provided in Table 8.2.

Table 8.2: Option Impact Level Scoring (Higher Score = Greater Impact)

Criterion	Option 1	Option 2	Option 3	Option 4	Key reasonings
Route length to the M4 (for: emissions, operating costs)	10	10	6	7	Option 1 & 2 are much longer than Options 3 & 4 given the distance needed to travel north along Lee Holm Road and east or west along Christie Street before turning south towards the preferred destination of the M4 interchange.
Travel time to the M4 (for: efficiency/value of time)	10	9	7	7	Option 1 & 2 are much longer than Options 3 & 4 given the distance needed to travel north along Lee Holm Road and east or west along Christie Street before turning south towards the preferred destination of the M4 interchange
Traffic capacity impacts (# intersections x severity)	9	10	10	5	Options 1 & 2 impact more intersections than Options 3 & 4 and will create peak period delays at Lee Holm/Christie. Option 3 has a significant impact at its left turn from Glossop into Harris.
Traffic safety impacts (# conflict points x severity)	10	9	8	6	Option 1 & 2 impact more intersections and pass through more 2-lane links with parking where safety risks are greater. The difference between Option 3 & Option 4 is Option 3's impacts on Harris Street.
Amenity impacts (number of sensitive receptors x sensitivity)	10	7	9	9	Option 1, 3 & 4 using Forrester Road and Glossop Street pass by far more residential properties than Option 2 does which is centred on Werrington Road which has no direct residential frontage.
Weighted Total	9.8	8.7	8.4	6.9	

The key difference between the options is that Options 1 & 2 rely on Lee Holm Road, Christie Street and Werrington Road and Options 3 & 4 rely on Forrester Road (south) and Glossop Street. Both options use Great Western Highway and Mamre Road for access to/from the M4.

Options 3 & 4 are more time and cost efficient than Options 1 & 2 now, and the efficiency gap will increase significantly in the future given the development to the north of St Marys and its growing impact on Werrington Road. Options 3 & 4 do pass more residential properties than Option 2 but overall have a lower safety risk at intersections and they generally run on wider roads for more of the route. When considering impacts on residential amenity, there will be 6-7 additional trucks per hour (about 8%-10%) passing residences on Glossop Street at night.

Overall, the marginal amenity impacts of additional truck traffic using Options 3 & 4 is considered to be less significant than the scale of the safety and efficiency impacts into the future with Freight Hub trucks using the Options 1 & 2 routes through Lee Holm Road-Christie Street and Werrington Road. That is, access off Forrester Road (south) is preferred. Option 3 however is not considered acceptable given its multiple impacts along Harris Street and its costs of implementation leaving Option 4 as the preferred option.

The calculations for each criterion are summarised in Figure 8.1.

Travel distance		1	2	3	4				
	Inbound	7.8	7.7	4.3	5.2				
	Outbound	7.8	7.7	5.2	5.2				
	Sum	15.6	15.4	9.5	10.4	15.6			
	Score	10	10	6	7				
Travel time		1	2	3	4				
	Inbound	16.5	15	11	12				
	Outbound	16.5	15	12	12				
	Sum	33	30	23	24	33			
	Score	10	9	7	7				
Intersection Impacts									
Route 1	Int	Lee Holm/Christie	Christie/Forrester	Forrester/Glassop	Glassop/GWH	GWH/Mamre	Mamre/M4	Score	21
	Sev	8	3	2	2	2	2	19	Score (/10)
									9
Route 2	Int	Lee Holm/Christie	Werr/Christie	Werr/GWH	GWH/Mamre	Mamre/M4		Score	Score (/10)
	Sev	8	4	4	2	2		20	10
Route 3	Int	Forrester/Harris	Glossop/Harris	Forrester/Glassop	Glassop/GWH	GWH/Mamre	Mamre/M4	Score	Score (/10)
	Sev	2	9	4	2	2	2	21	10
Route 4	Int	Forrester/Glassop	Glassop/GWH	GWH/Mamre	Mamre/M4			Score	Score (/10)
	Sev	4	2	2	2			10	5
Safety Impacts									
Location	Risk	Impact	Impact	Impact	Impact				
		1	2	3	4				
Lee Holm	2	5	5						
Lee Holm/Christie	6	8	8						
Christie/Forrester	5	6							
Forrester (north)	1	2							
Forrester/Glossop	6	5		4	4				
Forrester (south)	1			4	4				
Harris	5			10					
Glossop	4	2		2	2				
Glossop/GWH	5	4		4	4				
Christie (east)	4	2							
Christie (west)	4		2						
Christie/Werrington	5		4						
Werrington	3		3						
Werrington/GWH	7		4						
GWH (east)	4	2	2	2	2				
GWH (west)	4	2	2	2	2				
GWH/Mamre	9	4	4	4	4				
Mamre	4	3	3	3	3				
M4 I/C	10	2	2	2	2				
TOTAL (risk x impact)		240	207	190	140	240			
Score (/10)		10	9	8	6				
Amenity Impacts									
Item	Importance	Impact	Impact	Impact	Impact				
		1	2	3	4				
Residence frontage (km)	10	5.4	1.8	4.5	4.5				
Schools (#)	10	2	3	2	2				
Recreational site (#)	3	2	2	3	3				
Retail areas (#)	5	1	1	1	1				
TOTAL (importance x impact)		85	59	79	79	85			
Score (/10)		10	7	9	9				

Figure 8.1: Route Scoring Calculations

8.3 Route Assessment Summary

A summary of the assessment of each route between the truck access point and the M4 (i.e. the primary route) is provided in Table 8.3.

Table 8.3: Route Assessment Summary

Option	Volume, Capacity, Geometry Impacts	Safety Impacts	Amenity Impacts	Truck Movement Efficiency
1	1%-2% increase at key intersections – minimal impact on volumes or capacity - Lee Holm is an industrial collector but is narrow in parts due to street parking - Christie, Forrester, Glossop, Mamre already carry large trucks. - Christie is only a two lane road with on street parking	60 KSI crashes in last 5 years - Sight line concerns with right turn out of Lee Holm by slow moving trucks - Swept path concerns for left turns into Lee Holm for slow moving trucks	- Forrester (north), Glossop, Mamre have residential frontages. Passes about 5.4km of residential frontage length - Forrester (north): + 12% trucks at night (7 p.h.) - Glossop: +10% trucks at night (7 p.h.) - Mamre: +7.7% trucks at night (6 p.h.) 1 x school zone (Mamre Road) - Glossop-Forrester (north), Christie, Mamre are bus routes	9 (min), 24 (max) minutes to/from the M4 7.8 km to the M4 - Peak delays entering and exiting Lee Holm at Christie Street, particularly for right turns out. - Future traffic growth from catchments north of Christie/Forrester will impact the roundabout meaning increasing delays for trucks over time
2	1%-2% increase at key intersections – minimal impact on volumes or capacity - Lee Holm is an industrial collector but is narrow in parts due to street parking - Christie and Werrington single lane each way with small roundabouts but already carry large trucks. - Werrington south of Gipps has a constrained urban (slow speed) cross section. - Truck sweeps across both lanes from Werrington into Great Western	48 KSI crashes in last 5 years - Sight line concerns with left turn out of Lee Holm by slow moving trucks - Narrow parking lane for passing truck propped to turn right into Lee Holm - Werrington not ideal for a daytime truck route with sensitive conflicting uses and narrow road profile with on street parking near the school.	- No residential frontages on Werrington but houses backing onto road in close proximity in parts - Mamre has residential frontages and passes about 1.8km of residential frontage length - Werrington: +15% trucks at night (7 p.h.) - Mamre: +7.7% trucks at night (6 p.h.) 2 x school zones (Werrington, Mamre) - Great Western between Werrington and Mamre has multiple bus routes. Mamre a bus route	8 (min), 22 (max) minutes to/from M4 7.7 km to the M4 - Delays at Christie/Dunheved – at capacity and worsening over time - Werrington/Great Western heavily congested in peaks due to lack of capacity in Werrington Road

Option	Volume, Capacity, Geometry Impacts	Safety Impacts	Amenity Impacts	Truck Movement Efficiency
3	1%-2% increase at key intersections – minimal impact on volumes or capacity 8%-13% increase in Harris Street – moderate impact - Left turn from Glossop to Harris and catering for trucks in Harris would require substantial widening works - Forrester (south) already carries B-doubles and is wide enough	62 KSI crashes in last 5 years - Forrester (south) has wide travel lanes and limited parking - Glossop, Great Western, Mamre are 4-lane truck carrying roads - Large trucks on Harris would obscure sight lines for local movements and impact cyclists	- Heavy vehicles on Harris would conflict with pedestrians, cyclists, parking, driveways and two-way traffic operations - Glossop, Mamre have residential frontages. Passes about 4.5km of residential frontage length - Glossop: +10% trucks at night (7 p.h.) - Mamre: +7.7% trucks at night (6 p.h.) 2 x school zones (Forrester south, Mamre Road), although Forrester (south) school is very small - Glossop-Forrester (north), Christie, Mamre are bus routes	6 (min), 18 (max) minutes to/from M4 4.3 km inbound and 5.2 km outbound km to the M4 - Ease of access via Forrester (south) due to limited opposing traffic - Signals provide for controlled movements along the entire route - Uses roads which still have peak period capacity
4	1%-2% increase at key intersections – minimal impact on volumes or capacity - Forrester (south) already carries B-doubles and is wide enough	62 KSI crashes in last 5 years - Forrester (south) has wide travel lanes and limited parking – minimal impacts - Glossop, Great Western, Mamre are 4-lane truck carrying roads	- Glossop, Mamre have residential frontages. Passes about 4.5km of residential frontage length - Glossop: +10% trucks at night (7 p.h.) - Mamre: +7.7% trucks at night (6 p.h.) 2 x school zones (Forrester south, Mamre Road), although Forrester (south) school is very small - Glossop-Forrester (north), Christie, Mamre are bus routes	6 (min), 18 (max) minutes to/from M4 5.2km to the M4 - Ease of access via Forrester (south) due to limited opposing traffic - Signals provide for controlled movements along the entire route - Uses roads which still have peak period capacity

8.4 Preferred Option

Based on the route option evaluation and considering safety, amenity, capacity and pavement and broader environmental impacts (based on route length) the preferred truck route option for the St Marys Freight Hub is **Option 4**.

8.5 Route Option 4-N

Option 4 is substantially better than the other options based on safety, capacity and efficiency in general but does pass a number of residential properties after dark. An additional option has been considered (Option 4-N) as an alternative night-time (10:00PM-7:00AM) route aiming to provide a lesser night-time amenity impact on fronting residential properties. For these hours, Route 4-N would apply to approximately 60 (13.8%) of the 436 two-way daily truck movements to/from the site. Given that the truck access will be via Forrester Road (south) under the preferred option, and that Option 2 passes the fewest residential frontages, Option 4-N uses the route of Forrester Road (south)-Forrester Road (north)-Christie Street-Werrington Road-Great Western Highway-Mamre Road-M4, as shown in Figure 8.2.

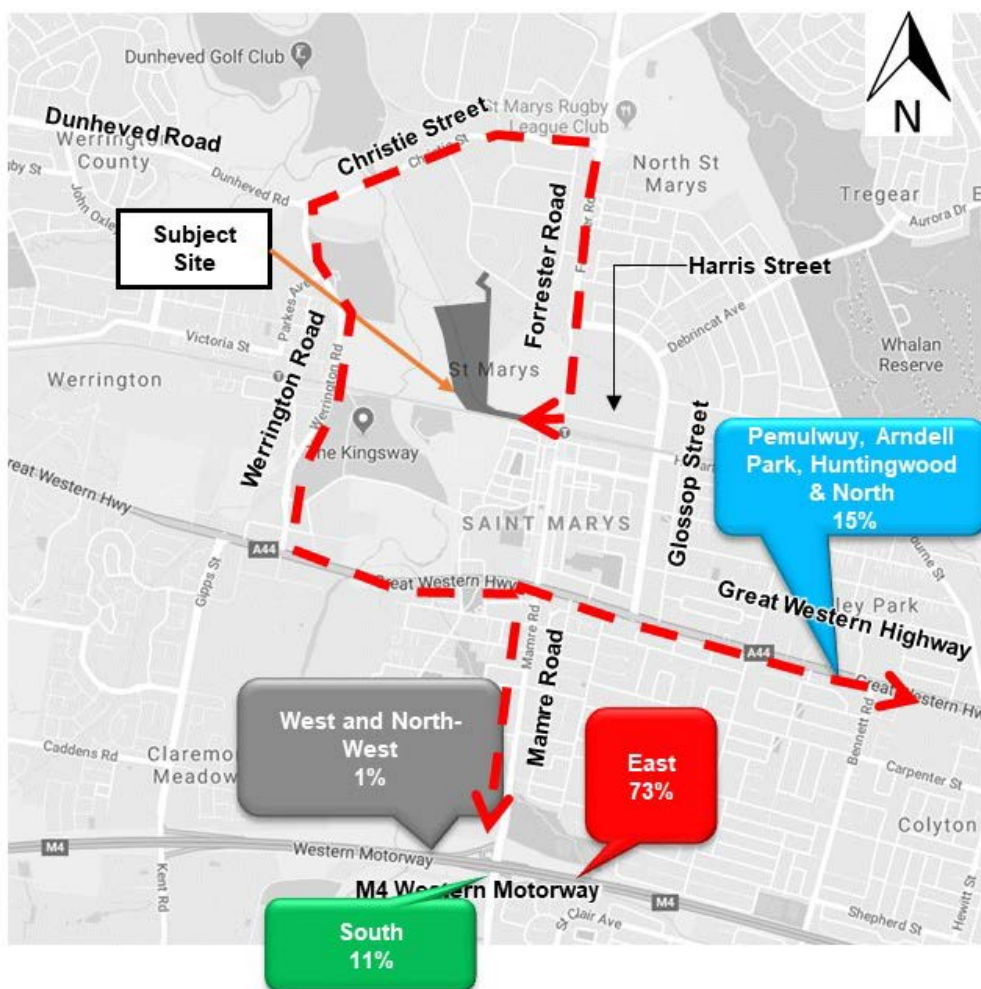


Figure 8.2: Route Option 4-N (10:00PM-7:00AM)

This option:

- Has a route length (to/from the M4) of 8.9km, 3.7km (1.7 times) longer than Route Option 4
- Involves a travel time (at night, to/from the M4) of approximately 13 minutes, double the travel time via Route 4

- Passes 2.8 km of residential frontage (1.0 km on Forrester Road north and 1.8 km on Mamre Road) much less than the 5.3 km of residential frontage under Route Option 4
- Has minimal capacity and safety implications at night when traffic volumes are low.

This inclusion of Option 4-N for night-time truck movement will ensure that:

- The efficiency benefits of Option 4 are realised for most of the time during the day
- The amenity impacts of Option 4 are minimised at night when they are most sensitive with Option 4-N having fewer night-time receptors
- The safety concerns of Option 2 (on which Option 4-N is mostly based) are reduced because movements will be at night when there is far less traffic and parking on those roads with safety concerns.

9. CONCLUSIONS

Truck Trip Generation and Regional Benefits

The St Marys Freight Hub will provide a far more efficient distribution source for Pacific National's western Sydney customers than continuing to truck containers to and from Port Botany to these areas.

The truck trip generation of the site is intrinsically restricted to the number of train paths per day approved by Sydney trains; which stands at five trains in and five trains out per day. The number of truck movements to distribute full containers and return empty containers to the St Marys Freight Hub is a maximum of 218 truck movements in and 218 truck movements out per day. Based on a rational distribution profile across the day, given customer operator hours and the business efficiencies of 'evening out' the handling of containers across the day, a maximum of 15 trucks in and 15 trucks out per hour is forecast. This is not a large volume of trucks, equating to one truck in and one truck out every four minutes.

It is important to note that truck traffic generation calculations have been based on a hypothetical worst-case situation of a very low efficiency rate of 1.25 TEUs per truck; that is, assuming all trucks are semi-trailers. The average containers per truck is more likely to be much higher through using a combination of semi-trailers, B-doubles and high productivity vehicles. This would result in a truck-traffic generation around half of the truck volumes used as the basis for calculations in this report.

The Freight Hub will reduce the length of many truck trips that are currently accessing customers via Port Botany (1 truck from St Marys replaces 9 to 10 trucks from Port Botany). It is very difficult to quantify this reduction in absolute terms, however, assuming that St Marys represents the centre of the market which receives its containers from Port Botany, approximately 55km per one-way truck trip generated will be reduced on the broader network. With 436 truck trips per day (218 in and 218 out), this equates to 23,980 truck-kms per day removed off the regional road network, or 8,752,700 truck-kms per annum; albeit presuming the worst-case (hypothetical) truck trip generation assumption for the site. In any case, the site generates enormous benefits to reducing broader congestion, reducing the economic cost of freight for the community and reducing emissions on the environment.

Route Options Assessment

A comprehensive review of alternative routes was completed for the major truck movements between the site and the Great Western Highway and M4 corridors which are the key routes for distribution. The initial assessment considered potential truck access points via Lee Holm Road or via the southern end of Forrester Road. The options scan also considered the proximity, availability and condition of approved 25m-26m B-double routes surrounding the site. The options assessment did not contemplate any new or upgraded major north-south road corridors nearby because none are currently committed by government or council and there is no reasonable nexus between the relatively small volume of truck trips generated by the Freight Hub and the justification for construction or contribution to a new major north-south road link or upgrade by the Freight Hub.

Four potentially-feasible alternative route options were identified with Route Option 1 and Option 2 assuming truck access would be provided solely off Lee Holm Road and Option 3 and Option 4 based on truck access solely off the southern end of Forrester Road.

The comprehensive assessment of the four routes considered their travel distances and times for efficiency and broader economic impact purposes, impacts on intersection congestion, safety impacts on all other road users and amenity impacts to sensitive land uses fronting the routes. A multi-criteria evaluation was completed with the following key findings:

- **Travel distance:** Option 1 & 2 are much longer than Options 3 & 4 given the distance needed to travel north along Lee Holm Road and east or west along Christie Street before turning south towards the preferred destination of the M4 interchange.
- **Travel time:** Option 1 & 2 are much longer than Options 3 & 4 given the distance needed to travel north along Lee Holm Road and east or west along Christie Street before turning south towards the preferred destination of the M4 interchange.
- **Traffic capacity and intersection impacts:** Options 1 & 2 impact more intersections than Options 3 & 4 and will create peak period delays at Lee Holm/Christie. Option 3 has a significant impact at its left turn from Glossop into Harris.
- **Safety impacts:** Option 1 & 2 impact more intersections and pass through more 2-lane links with parking where safety risks are greater. The difference between Option 3 & Option 4 is Option 3's impacts on Harris Street.
- **Amenity impacts:** Option 1, 3 & 4 using Forrester Road and Glossop Street pass by far more residential properties than Option 2 does which is centred on Werrington Road which has no direct residential frontage.

Of all the options, **Option 4** (*Forrester south – Glossop – Great Western – Mamre – M4*) scored with the least impacts, almost 30% better than Option 1 and almost 20% better than Option 2. Furthermore, it is logical that the route with the shortest travel distances on approved B-double routes, which are currently used by many other B-doubles, be the preferred route from this assessment.

Based on a recent Road Safety Audit completed for Forrester Road between (and including) the Glossop Street intersection and the southern end of Forrester Road at St Marys Railway Station, Option 4 will not introduce any significant safety issues which cannot be mitigated by minor works near the site access.

Appendix A: Tube Count and Speed Data



Eastbound

3/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	28	24	2	2	54.6	61.8
0015	16	15	1	0	58.8	64.1
0030	21	20	1	0	59.2	62.2
0045	23	21	2	0	57.8	65.4
0100	5	4	0	1	58.8	-
0115	13	9	2	2	54.5	67.2
0130	26	22	3	1	57	67.6
0145	15	12	2	1	53	62.7
0200	13	10	3	0	61.1	69.8
0215	19	17	1	1	57.4	63
0230	14	10	3	1	58.4	66.7
0245	11	9	1	1	56	65.7
0300	16	13	1	2	57.4	67.5
0315	17	10	5	2	53.7	60.2
0330	16	12	3	1	56.6	62.8
0345	27	23	2	2	55.8	62.1
0400	18	13	3	2	55.8	63.8
0415	44	37	4	3	57.4	66
0430	55	44	8	3	58.5	64.5
0445	65	49	13	3	59.2	66
0500	92	71	17	4	58.2	67
0515	98	81	10	7	59.4	66.4
0530	129	94	24	11	59.2	67.1
0545	124	91	23	10	59.6	65.9
0600	121	90	17	14	57.9	64.5
0615	131	92	33	6	59	66.6
0630	173	131	26	16	58.4	65
0645	141	105	27	9	58	66.7
0700	173	133	31	9	59.8	66.2
0715	150	124	20	6	57.7	64.8
0730	182	141	30	11	56.1	62.4
0745	200	160	26	14	58.1	64.6
0800	221	177	28	16	57.6	64.6
0815	208	169	30	9	58.1	65
0830	213	187	21	5	58.3	64.4
0845	219	181	33	5	57.9	64.4
0900	180	126	47	7	55	63.2
0915	157	128	21	8	57.2	64.9
0930	155	113	26	16	53.2	61.2
0945	126	84	24	18	55.2	61.7
1000	177	125	38	14	54.9	62.3
1015	128	99	22	7	57	62.2
1030	145	104	28	13	55.7	62.3
1045	143	109	28	6	56.6	62.7
1100	138	97	33	8	58.3	65.2
1115	146	118	19	9	56.9	63.5
1130	175	134	31	10	56.9	63.4
1145	147	113	29	5	58.5	65.2
1200	170	125	35	10	56.8	64.1
1215	149	116	26	7	56.8	63
1230	145	107	27	11	56.5	62.8
1245	166	134	25	7	57.1	62.8
1300	167	131	27	9	58.2	64.3
1315	156	119	29	8	57.9	64.3
1330	179	138	30	11	56.3	63
1345	168	134	27	7	58.1	66.8
1400	213	177	27	9	57.4	63.9
1415	245	198	36	11	57.9	64.5
1430	270	232	31	7	59.6	65.9
1445	227	180	40	7	57.5	64.3
1500	280	245	19	16	58.5	64.8
1515	212	181	27	4	58	64.4
1530	274	238	31	5	59.7	65.9
1545	243	198	38	7	60.2	66.1
1600	264	236	21	7	58.7	65.3
1615	231	201	19	11	58.9	66.8
1630	266	230	26	10	59.9	66.2
1645	209	189	14	6	57.7	64.3
1700	277	252	17	8	58.4	64.3
1715	236	214	18	4	60.8	66.6
1730	215	192	17	6	58.9	64.1
1745	183	165	14	4	57.1	63.2
1800	184	167	16	1	58.1	62.8
1815	140	129	8	3	59.8	66.2
1830	113	98	12	3	58.6	64.6
1845	128	115	11	2	59.6	66.5
1900	125	117	7	1	59.7	65
1915	109	99	5	5	58.1	64
1930	82	73	8	1	58.3	63.9
1945	79	74	4	1	58.5	66.4
2000	99	89	8	2	57.1	62.8
2015	83	78	4	1	56.1	63.5
2030	84	76	6	2	55.7	63.1
2045	74	69	4	1	54.5	63.6
2100	73	65	8	0	52.4	58.6
2115	72	68	3	1	51	57.1
2130	59	52	5	2	55.2	62.5
2145	45	40	3	2	54.7	61.4
2200	65	65	0	0	55.1	59.6
2215	48	48	0	0	56.8	65.7
2230	36	31	3	2	59.2	67.4
2245	37	35	1	1	57.1	63.8
2300	62	55	6	1	56.8	63.4
2315	27	27	0	0	56	63.9
2330	29	27	1	1	57.4	62.4
2345	14	13	0	1	54.4	64.7
07-09	1566	1272	219	75	57.9	64.6
09-16	5081	4003	821	257	57.4	64.3
16-18	1881	1679	146	56	58.9	65
00-00	11866	9793	1546	527	57.8	64.6

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	16	14	2	0	58.1	67.3
0015	21	17	3	1	59.9	66.2
0030	11	7	3	1	58.5	67.6
0045	14	12	0	2	59.2	66.7
0100	11	9	1	1	58	63
0115	14	13	0	1	59.1	69.1
0130	13	9	3	1	57.9	66.3
0145	19	15	2	2	60.2	67.7
0200	15	14	0	1	60.2	67.7
0215	8	6	1	1	59.6	-
0230	9	6	3	0	57.4	-
0245	14	12	2	0	57.6	64.5
0300	10	9	1	0	59.2	-
0315	8	7	1	0	61.2	-
0330	13	12	1	0	62	73.9
0345	30	23	2	5	57.6	65.3
0400	29	18	5	6	60.7	66.2
0415	44	33	7	4	59.3	64.7
0430	50	43	3	4	58.7	68.6
0445	82	69	10	3	59.2	66.2
0500	62	57	2	3	60.9	68.2
0515	95	83	5	7	61.7	70.6
0530	185	164	9	12	59.6	65.7
0545	172	146	7	19	60.1	68
0600	133	108	14	11	58.7	66.4
0615	169	148	14	7	59.6	65.2
0630	146	126	13	7	58.9	64.6
0645	174	145	19	10	58.4	66.2
0700	161	137	13	11	58.9	65
0715	194	153	24	17	52.6	61.8
0730	150	128	12	10	55.2	64.1
0745	163	138	13	12	57.3	63.7
0800	158	130	17	11	56.1	62.6
0815	164	133	16	15	56.7	63.5
0830	182	155	17	10	55.6	62.7
0845	175	148	22	5	53.7	62.6
0900	151	119	20	12	57	64.1
0915	134	97	20	17	56	61.5
0930	176	142	22	12	55.9	61.6
0945	147	124	17	6	55.7	61.7
1000	140	100	29	11	55.3	61.4
1015	167	140	20	7	56.7	63.3
1030	148	125	18	5	57.5	64.7
1045	179	142	28	9	56.6	64.3
1100	153	119	22	12	55.2	61.5
1115	130	103	18	9	56.3	62.5
1130	162	131	16	15	55	62.1
1145	159	131	22	6	55.9	63.7
1200	142	110	20	12	56.5	63.2
1215	147	112	22	13	57.6	62.9
1230	154	119	24	11	56.7	62.6
1245	172	135	23	14	57	65.2
1300	125	95	21	9	57.1	64
1315	165	130	24	11	53.2	63.4
1330	176	142	22	12	55.8	61.9
1345	164	121	27	16	57.8	64.8
1400	175	129	29	17	56.2	63.6
1415	175	148	21	6	56.7	63.2
1430	185	150	25	10	55.5	63.7
1445	203	163	25	15	55.5	63.7
1500	157	127	21	9	58.4	64.8
1515	213	190	16	7	58.1	65
1530	218	190	16	12	56.3	62.8
1545	182	158	15	9	57.6	64
1600	229	199	19	11	56	62.6
1615	187	167	12	8	57.3	64.6
1630	211	186	15	10	57.8	64.3
1645	214	193	9	12	59.1	64.2
1700	219	201	9	9	56.2	63.2
1715	230	210	14	6	57.3	64.3
1730	197	181	5	11	57.1	64.3
1745	165	153	7	5	58.3	63.7
1800	156	150	6	0	58.1	63.8
1815	169	158	9	2	59.4	66.5
1830	142	129	5	8	58.1	65.2
1845	117	105	4	8	59.4	64.6
1900	105	94	6	5	58.4	63.2
1915	122	112	7	3	57.6	62.5
1930	70	64	4	2	59.5	66.4
1945	76	72	2	2	57.9	63.8
2000	65	62	2	1	58.8	64.7
2015	82	77	3	2	57.6	64.6
2030	69	65	2	2	52.3	61.8
2045	63	56	5	2	33.7	47.4
2100	78	75	1	2	37.6	45.2
2115	57	55	1	1	36.4	47.6
2130	48	45	3	0	46.6	56.9
2145	55	54	0	1	57.7	65
2200	40	38	1	1	54.9	60.7
2215	54	51	1	2	58.4	63.9
2230	34	28	2	4	57.6	64
2245	28	27	1	0	57.4	64.2
2300	29	28	0	1	59.2	62.5
2315	35	34	0	1	59.1	66.2
2330	27	26	0	1	56.5	60.8
2345	21	20	0	1	58.3	68.8
07-09	1347	1122	134	91	55.7	63
09-16	4599	3692	603	304	56.4	63.4
16-18	1652	1490	90	72	57.4	63.9
00-00	10907	9254	1025	628	56.7	63.9

Eastbound

4/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	22	19	2	1	56.5	63.9
0015	15	15	0	0	57.2	66
0030	27	23	4	0	57.5	64.5
0045	11	8	0	3	48.8	58.2
0100	12	10	2	0	58.8	70
0115	11	8	3	0	53.8	59.7
0130	14	14	0	0	59.9	67.6
0145	11	8	2	1	49.9	58.1
0200	7	6	0	1	57.5	-
0215	13	10	2	1	53.2	59.8
0230	14	12	1	1	52.8	64.6
0245	27	22	4	1	60.8	67
0300	17	12	2	3	56.1	62.3
0315	20	16	3	1	56.1	62.1
0330	28	21	6	1	58.4	68.4
0345	28	22	4	2	56.9	62.7
0400	39	34	3	2	56	64.8
0415	43	34	8	1	55.4	63.9
0430	71	55	11	5	58.8	65.4
0445	73	55	14	4	58.1	65.6
0500	79	65	14	0	59.2	65.5
0515	111	88	14	9	57.9	66.2
0530	136	102	25	9	59.1	66.5
0545	123	99	16	8	59.1	69.5
0600	135	89	34	12	57.1	66.6
0615	151	116	27	8	58.5	66.1
0630	169	135	17	17	58.9	66.2
0645	136	113	11	12	58.7	65.6
0700	153	124	22	7	59.8	66.6
0715	177	146	21	10	59.6	66.9
0730	180	146	24	10	57.9	64.6
0745	201	164	29	8	57.7	63.8
0800	214	174	27	13	57.9	63.5
0815	234	196	28	10	58.1	64.2
0830	221	187	22	12	56.6	64.3
0845	204	170	27	7	57.9	63.9
0900	187	144	29	14	55.8	62.4
0915	154	119	25	10	56.4	64.2
0930	160	123	25	12	57	65.5
0945	171	133	27	11	56.2	63
1000	127	85	32	10	56.6	64.6
1015	158	119	32	7	56.3	62.9
1030	128	94	25	9	55.6	62.2
1045	130	97	26	7	55.7	62.1
1100	156	113	30	13	53.4	60.8
1115	164	124	24	16	53.6	61.2
1130	160	118	37	5	54	61.4
1145	146	104	31	11	55.2	61.2
1200	166	115	40	11	54.7	61.4
1215	169	130	27	12	55.5	63.4
1230	177	132	31	14	54.3	61.6
1245	155	117	30	8	55.9	63.5
1300	180	124	36	20	55.4	64.5
1315	132	94	22	16	57.1	63.4
1330	186	142	33	11	54.2	59.6
1345	158	125	26	7	53.4	61.1
1400	193	164	20	9	57.8	63.3
1415	198	156	28	14	56.9	63.4
1430	267	225	30	12	59.3	65.5
1445	220	173	36	11	57.4	64.1
1500	305	270	25	10	59.1	65.9
1515	270	226	35	9	55.8	63.4
1530	292	255	28	9	58.4	64.3
1545	194	168	19	7	59	65.2
1600	256	222	23	11	58.1	63.4
1615	241	208	24	9	58.3	63.5
1630	255	220	29	6	57.5	64.2
1645	224	202	19	3	57.9	63.5
1700	275	255	16	4	59	64.7
1715	232	211	17	4	58.3	64.3
1730	225	198	24	3	57.8	63.7
1745	209	186	15	8	58.8	65
1800	198	180	16	2	57.5	64.1
1815	171	150	18	3	54.9	61
1830	141	125	12	4	59.8	66.2
1845	105	93	10	2	57.8	63.8
1900	133	124	8	1	57.3	64.2
1915	103	97	5	1	57.7	63.3
1930	102	90	10	2	56.4	63.1
1945	89	84	4	1	57.8	63.7
2000	77	70	6	1	55.3	61.6
2015	101	94	4	3	55.3	62
2030	65	59	4	2	53.4	59.8
2045	101	92	9	0	53.4	59.2
2100	98	93	4	1	55.4	61.5
2115	84	75	8	1	53.1	58.5
2130	80	74	2	4	55.4	60.5
2145	58	55	3	0	54.8	61.1
2200	55	50	2	3	55.3	63.4
2215	44	39	3	2	56.3	61.9
2230	49	46	3	0	54.6	61.2
2245	36	35	0	1	54.6	62.4
2300	72	67	3	2	57.7	64.4
2315	37	35	0	2	55	63.4
2330	36	35	0	1	58.4	63.9
2345	15	15	0	0	55.8	59
07-09	1584	1307	200	77	58.1	64.6
09-16	5103	3989	809	305	56.3	63.4
16-18	1917	1702	167	48	58.2	64.1
00-00	12197	10086	1539	572	57	63.9

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	21	20	1	0	58.4	68.1
0015	18	14	2	2	58	65.5
0030	11	10	1	0	59.5	66.3
0045	7	5	1	1	58.2	-
0100	16	14	1	1	57.7	66.1
0115	10	8	2	0	55.9	-
0130	15	10	2	3	57.4	67.1
0145	10	7	2	1	58.4	-
0200	7	5	1	1	58.9	-
0215	9	5	4	0	58.3	-
0230	9	9	0	0	61.2	-
0245	13	9	3	1	58.4	68.9
0300	12	9	2	1	58.5	65.3
0315	13	12	0	1	61.2	66.9
0330	26	23	2	1	57.7	65.3
0345	28	24	2	2	60	65.2
0400	24	21	2	1	56.5	67.2
0415	42	38	1	3	59.9	67.5
0430	52	46	3	3	60.4	66.4
0445	79	70	6	3	60.8	68
0500	81	75	3	3	60	66.8
0515	107	96	5	6	62	69.4
0530	158	141	10	7	59.1	66.1
0545	190	167	10	13	59.4	66.4
0600	144	130	8	6	59.3	66.2
0615	149	133	8	8	60.2	67
0630	173	147	17	9	58.4	65.5
0645	172	149	13	10	57.8	63.7
0700	157	133	16	8	59.3	65.3
0715	170	148	10	12	57.8	64.1
0730	162	127	22	13	56.8	64.2
0745	162	140	16	6	55.1	65.3
0800	156	124	19	13	56.4	62.3
0815	155	129	20	6	56.2	62
0830	135	110	17	8	57.2	64.1
0845	160	131	15	14	57.4	63.7
0900	156	123	22	11	56.5	63.4
0915	162	133	14	15	56.8	62.6
0930	176	140	26	10	55.3	61.9
0945	153	124	20	9	58.1	64.2
1000	149	117	24	8	56.4	62.9
1015	144	106	22	16	56.7	62.9
1030	139	106	20	13	56.4	63
1045	166	123	29	14	52.6	61.4
1100	149	113	29	7	57.6	64.8
1115	141	111	15	15	58	63.4
1130	159	132	20	7	57	64.4
1145	169	132	26	11	55.8	61.9
1200	144	115	16	13	56.7	61.8
1215	164	131	18	15	57	63.3
1230	160	118	25	17	57	64.6
1245	172	135	23	14	56.9	63.5
1300	141	96	29	16	57	64.4
1315	182	154	21	7	57.8	64.3
1330	123	90	18	15	57.2	65.2
1345	160	138	13	9	56.3	61.2
1400	193	163	19	11	57.6	63.9
1415	157	130	20	7	57.7	65.2
1430	201	162	27	12	54.2	62.6
1445	184	150	23	11	57	62.9
1500	196	163	24	9	57.9	63
1515	227	197	17	13	57.4	64.3
1530	230	200	18	12	57.3	64.6
1545	202	177	16	9	57	63.2
1600	216	189	19	8	54.5	61.6
1615	219	195	16	8	58	65.9
1630	224	200	17	7	55.4	63.9
1645	194	173	11	10	56.7	63.3
1700	234	212	12	10	57.5	63.7
1715	249	229	13	7	58	63.5
1730	204	195	4	5	58.1	63.7
1745	187	172	8	7	58.5	63
1800	181	172	7	2	58.1	64.6
1815	145	134	8	3	58.2	63.9
1830	145	132	7	6	58.2	66.6
1845	129	118	4	7	59.8	65
1900	114	103	6	5	58.8	64.2
1915	90	82	5	3	59.1	67.4
1930	96	90	3	3	58.3	65.1
1945	85	81	1	3	58.2	63.2
2000	79	74	2	3	56.9	63.7
2015	100	91	6	3	56.4	63.2
2030	72	68	2	2	58.3	64.9
2045	80	78	2	0	57.6	61.7
2100	75	73	2	0	59.1	65.3
2115	79	78	1	0	57.7	64.1
2130	61	59	1	1	56.1	61.2
2145	44	39	3	2	56	63
2200	59	55	1	3	56.5	62.5
2215	47	44	1	2	57.3	63.4
2230	41	37	0	4	57.1	64.5
2245	35	30	0	5	55.3	59.8
2300	31	30	0	1	57.5	63.4
2315	27	26	1	0	59.4	64.5
2330	24	21	2	1	56.4	62.3
2345	19	17	2	0	63.9	72.5
07-09	1257	1042	135	80	57	64.1
09-16	4699	3779	594	326	56.8	63.5
16-18	1727	1565	100	62	57.1	63.7
00-00	11137	9515	1008	614	57.4	64.1

Eastbound

5/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	22	18	3	1	54.4	59.3
0015	35	30	2	3	56.5	61.2
0030	17	16	1	0	53.6	59.2
0045	11	8	2	1	52.7	59.4
0100	17	15	1	1	53.4	64.7
0115	11	10	0	1	52.5	63.8
0130	17	14	2	1	56.8	63.3
0145	9	8	1	0	55.7	
0200	11	8	3	0	53.1	66.5
0215	8	8	0	0	58.9	-
0230	13	10	3	0	53.5	61.5
0245	29	25	4	0	60.3	65.4
0300	19	12	3	4	53.4	59.9
0315	20	15	5	0	55.7	65.4
0330	25	18	5	2	54.8	61.8
0345	37	31	4	2	56.9	63.7
0400	28	23	3	2	58.6	65.8
0415	54	44	8	2	57.2	65.8
0430	60	52	6	2	59.4	68.7
0445	71	60	10	1	59	66.5
0500	81	68	11	2	58.8	66.1
0515	121	84	31	6	57.6	65.6
0530	137	107	26	4	59.1	67.3
0545	122	101	14	7	59.6	65.6
0600	145	104	23	18	57.5	64.8
0615	129	94	29	6	58.2	66.7
0630	141	113	22	6	58.8	65.3
0645	150	117	25	8	58.7	65.2
0700	149	116	23	10	57.9	64.5
0715	159	132	19	8	58	63.5
0730	167	142	14	11	57.5	64.5
0745	190	155	19	16	57.4	63.6
0800	184	154	18	12	56.6	63.5
0815	216	179	29	8	57.3	64.4
0830	181	153	23	5	56.3	62
0845	202	169	23	10	55.7	63.1
0900	171	143	21	7	56.9	62.7
0915	142	108	29	5	55.5	61.7
0930	154	109	32	13	55	62.3
0945	146	99	37	10	55.6	61.2
1000	147	115	24	8	57	63.4
1015	147	108	33	6	56	63.7
1030	134	103	19	12	55.4	61.5
1045	130	100	26	4	55.8	62.3
1100	157	113	30	14	56	62.2
1115	146	99	32	15	55	60.8
1130	168	119	34	15	55.7	62.5
1145	148	114	23	11	56.9	64
1200	177	126	42	9	56.8	63.2
1215	137	98	26	13	56.2	63.5
1230	145	118	19	8	59.4	67.3
1245	154	111	29	14	57.2	64.2
1300	202	153	38	11	57.2	65.6
1315	147	115	23	9	56.7	64
1330	170	123	38	9	58	64.6
1345	171	138	26	7	56.3	64.3
1400	206	156	41	9	58.6	66.4
1415	205	168	24	13	58.4	66.5
1430	277	243	29	5	59.2	66.6
1445	211	176	25	10	58.5	65.9
1500	257	219	23	15	58.4	64.4
1515	251	210	32	9	57.9	64.5
1530	285	246	26	13	58.9	64.1
1545	235	202	27	6	59.7	66.1
1600	266	232	23	11	58.3	64.1
1615	248	218	23	7	60.3	65.9
1630	269	249	15	5	59.1	65.5
1645	223	201	19	3	58.9	65.2
1700	271	244	19	8	59.2	64.7
1715	241	212	19	10	58.7	63.8
1730	215	191	21	3	56.9	63.2
1745	185	160	16	9	57.9	63.9
1800	189	166	17	6	58.6	64.1
1815	145	134	11	0	57.8	64.7
1830	157	139	16	2	57.7	63.5
1845	131	122	8	1	57.9	63.9
1900	113	101	7	5	57.3	63.9
1915	97	89	6	2	58.3	64.7
1930	98	95	3	0	57.5	64.1
1945	98	93	3	2	57.6	64.8
2000	83	77	4	2	56.5	64.5
2015	86	79	5	2	55.9	61.7
2030	94	88	5	1	57.6	64.7
2045	91	86	2	3	56.9	62
2100	90	84	5	1	56	61.3
2115	76	71	4	1	58	63.3
2130	68	67	1	0	58.1	62.9
2145	73	65	7	1	55.7	63.1
2200	66	64	1	1	54.8	59.2
2215	42	40	1	1	54.2	63.7
2230	28	26	2	0	60	72.5
2245	31	27	3	1	57.1	63.5
2300	55	52	2	1	57.8	64.3
2315	37	34	2	1	57.2	65.4
2330	32	30	2	0	56.9	65.9
2345	17	15	1	1	56.7	67.1
07-09	1448	1200	168	80	57	63.7
09-16	5020	3932	808	280	57.3	64.1
16-18	1918	1707	155	56	58.7	64.8
00-00	11923	9896	1496	531	57.6	64.3

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	27	22	3	2	57.3	63.1
0015	18	16	1	1	55.2	63.4
0030	19	18	0	1	54.7	61.2
0045	18	16	1	1	57.3	63.4
0100	22	20	2	0	56.3	61.7
0115	5	5	0	0	59.6	-
0130	11	9	1	1	57.1	62.2
0145	12	11	1	0	57.4	67.2
0200	14	12	0	2	57.8	64.8
0215	12	12	0	0	57.1	60.9
0230	11	8	0	3	60.7	76.2
0245	9	8	1	0	62.7	-
0300	18	10	6	2	60.5	68.5
0315	22	16	4	2	60.3	67.5
0330	10	9	0	1	58.1	-
0345	20	18	1	1	62.4	68.6
0400	27	22	3	2	58.7	63.7
0415	42	36	4	2	63.4	69.9
0430	58	50	3	5	60.1	66.9
0445	81	71	5	5	59.2	66.2
0500	68	66	1	1	60.9	67.7
0515	103	94	3	6	62.1	68.8
0530	151	131	9	11	58.2	65.6
0545	177	150	10	17	59.7	67.5
0600	142	123	8	11	61	68.8
0615	182	156	15	11	58.1	65.5
0630	158	134	10	14	57.9	64.1
0645	191	160	15	16	57.5	65
0700	145	119	16	10	58.8	65.5
0715	166	137	17	12	57.8	64.3
0730	159	135	15	9	57.3	63
0745	165	145	12	8	57.1	64.4
0800	132	114	13	5	57.6	63.7
0815	150	127	16	7	56.5	63
0830	137	114	15	8	57.2	62.7
0845	155	131	15	9	56.5	64.4
0900	150	118	26	6	56.6	63.6
0915	173	129	29	15	55.8	62.7
0930	122	93	19	10	54.6	60.3
0945	139	108	19	12	56.4	64.3
1000	151	110	27	14	57.3	63.2
1015	143	120	16	7	56	62.6
1030	146	114	20	12	57.1	63.4
1045	146	106	22	18	57.6	64.4
1100	151	120	27	4	56.7	63.4
1115	146	107	27	12	57.7	64.6
1130	148	114	25	9	56.3	62.8
1145	149	117	25	7	56.8	64
1200	143	109	25	9	56.2	64.3
1215	155	118	28	9	56.1	64.4
1230	124	99	17	8	58.1	65.1
1245	169	132	25	12	56	62.9
1300	167	127	25	15	54.7	61.9
1315	168	136	24	8	57.1	64.7
1330	198	158	33	7	55	63.5
1345	159	135	17	7	58.8	64.3
1400	176	136	29	11	58	64.7
1415	177	146	17	14	55.8	62.5
1430	189	158	21	10	57.3	64.3
1445	180	150	19	11	57.3	65.9
1500	206	177	24	5	55.8	62.3
1515	198	172	17	9	57.5	63.7
1530	227	190	27	10	56.1	63
1545	204	178	15	11	58.8	64.5
1600	204	171	22	11	54.6	62.7
1615	218	189	17	12	57.8	65.7
1630	173	155	12	6	57.9	63.9
1645	215	191	15	9	57.3	63.6
1700	208	189	11	8	55.6	63.1
1715	198	175	11	12	57.6	63.9
1730	211	192	10	9	56.5	63.9
1745	182	161	9	12	58.4	63.3
1800	166	148	8	10	57.5	64.2
1815	175	159	11	5	57.9	64.5
1830	133	122	6	5	57.9	63.9
1845	133	123	8	2	56.4	63.3
1900	130	123	4	3	58.9	64.6
1915	111	101	8	2	57.7	63.4
1930	101	93	2	6	59.2	65.1
1945	100	95	3	2	57.7	63.9
2000	81	76	3	2	57.6	63.3
2015	88	82	2	4	58.1	63.8
2030	62	59	1	2	57.8	63
2045	71	67	1	3	59	66.8
2100	81	81	0	0	57.6	66.3
2115	68	64	3	1	57.1	63
2130	79	77	1	1	55.5	61.6
2145	48	43	4	1	58.1	63.5
2200	64	56	4	4	57.2	64.7
2215	45	41	0	4	56.6	64.4
2230	37	36	0	1	55.7	61.4
2245	39	36	1	2	57.7	62.6
2300	32	31	1	0	59.4	66.1
2315	35	33	0	2	56.6	60.8
2330	30	28	1	1	58.6	65.3
2345	25	24	0	1	60	70
07-09	1209	1022	119	68	57.3	63.9
09-16	4604	3677	645	282	56.7	63.5
16-18	1609	1423	107	79	56.9	63.8
00-00	10984	9323	1050	611	57.3	64.1

Eastbound

Westbound



6/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	23	17	6	0	55.5	66.7
0015	27	25	2	0	61.6	68.3
0030	15	13	0	2	55.4	65.3
0045	16	16	0	0	55.8	64.6
0100	14	10	3	1	55.4	61.3
0115	16	15	1	0	54.4	58.5
0130	19	18	1	0	53.8	63
0145	14	12	1	1	54.5	64.7
0200	16	14	2	0	59.1	69.4
0215	7	6	1	0	51.6	-
0230	10	6	3	1	52.8	-
0245	13	12	1	0	57.3	61.8
0300	33	25	8	0	53.5	60.1
0315	25	20	3	2	54.3	59.4
0330	16	14	2	0	56.2	63
0345	36	32	2	2	56.6	64.2
0400	33	28	2	3	59	69.9
0415	52	42	7	3	56.1	66
0430	65	54	6	5	58.6	64.5
0445	58	44	9	5	57	65.6
0500	88	71	16	1	59.8	65.8
0515	108	78	23	7	57.2	64.4
0530	120	83	25	12	60.1	66.6
0545	131	101	20	10	59.2	66.7
0600	157	118	29	10	58	66.6
0615	126	92	25	9	58.9	68
0630	156	122	26	8	58.7	65.7
0645	136	107	15	14	57.6	64.9
0700	148	125	19	4	58.7	64.9
0715	161	133	21	7	57.6	64.1
0730	197	167	23	7	56.7	63.4
0745	189	157	22	10	57.2	63.5
0800	200	161	31	8	57.4	65.3
0815	186	157	22	7	56.7	62.8
0830	208	174	25	9	55.7	64.3
0845	212	181	20	11	57.3	64.1
0900	170	123	42	5	56.1	62.8
0915	157	123	21	13	56.5	62.7
0930	151	117	29	5	56.6	63.2
0945	165	121	34	10	55	62.1
1000	149	119	19	11	56.3	62.5
1015	138	106	29	3	57.4	64
1030	134	99	28	7	56.3	63.2
1045	152	107	35	10	55.5	61.2
1100	157	109	35	13	55.9	62.4
1115	166	119	28	19	55.6	61.9
1130	199	139	44	16	53.4	60.5
1145	139	105	25	9	55.1	61.2
1200	203	161	30	12	54.6	62.2
1215	180	145	28	7	57.3	64.1
1230	182	139	34	9	56.3	61.7
1245	168	128	33	7	56.9	62.4
1300	112	92	16	4	54.5	61.9
1315	0	0	0	0	-	-
1330	85	67	12	6	49.6	56.6
1345	189	152	27	10	53	61
1400	202	172	23	7	58.8	65.3
1415	208	166	34	8	58.9	66.2
1430	259	223	25	11	59.2	66.4
1445	248	215	26	7	57.9	63.7
1500	257	217	33	7	58.1	63.8
1515	239	213	19	7	58.8	64.8
1530	277	235	35	7	58.2	64.4
1545	221	183	28	10	59.6	66.4
1600	253	220	25	8	58.7	64.6
1615	253	216	30	7	58.7	65.7
1630	247	227	15	5	58.8	63.9
1645	215	193	13	9	57.8	64.8
1700	248	222	22	4	59.3	65.5
1715	204	184	18	2	59.4	65.4
1730	189	172	15	2	58.6	63.7
1745	183	166	15	2	59.7	65.4
1800	187	162	23	2	59	64.9
1815	142	132	8	2	59.3	64.4
1830	133	120	10	3	59.8	66.8
1845	117	110	6	1	58.7	64.6
1900	103	95	8	0	58.2	64.8
1915	97	92	3	2	58.1	64.9
1930	107	100	6	1	57.3	64
1945	101	95	6	0	57	62.1
2000	110	104	5	1	56.9	61.9
2015	81	76	2	3	56.5	62.8
2030	87	81	5	1	55.1	60.3
2045	99	95	4	0	55.5	61.7
2100	118	111	5	2	53.7	59.1
2115	79	77	1	1	54.9	60.8
2130	83	82	1	0	55.1	59.3
2145	77	75	1	1	55.2	60.9
2200	76	73	2	1	55.2	62
2215	63	60	3	0	56.2	65.1
2230	62	59	1	2	56.5	63.5
2245	53	52	1	0	56.3	64.3
2300	76	76	0	0	56.3	61.9
2315	52	48	2	2	55.5	61.1
2330	40	36	2	2	56.8	61.5
2345	21	21	0	0	52.9	57.1
07-09	1501	1255	183	63	57.1	64.1
09-16	4907	3895	772	240	56.7	63.5
16-18	1792	1600	153	39	58.9	64.8
00-00	11894	9977	1452	465	57.3	64.1

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	29	26	1	2	57.9	64.4
0015	24	24	0	0	62.8	72.9
0030	15	14	1	0	58.4	64.7
0045	16	13	2	1	58.6	66.1
0100	16	14	1	1	57.2	63.5
0115	13	11	0	2	57.4	64.9
0130	14	12	2	0	55.1	63.2
0145	12	11	0	1	60.1	77.5
0200	11	11	0	0	57.5	71.9
0215	14	10	1	3	59.8	66
0230	7	5	1	1	47.6	-
0245	9	7	1	1	63.2	-
0300	14	14	0	0	58.8	73
0315	15	13	1	1	59.6	68.8
0330	19	15	2	2	57.1	68.4
0345	26	20	2	4	59.1	66.5
0400	32	25	4	3	61.7	67.7
0415	39	34	2	3	57.9	65.5
0430	46	43	2	1	60.2	66.6
0445	65	56	4	5	58.9	67.8
0500	76	63	12	1	60.2	69.9
0515	108	99	3	6	61.3	68.3
0530	151	129	10	12	61	67.7
0545	158	139	8	11	59.5	66.9
0600	131	109	9	13	59.1	68.2
0615	140	120	10	10	61.2	67.9
0630	151	128	13	10	57.6	64.8
0645	177	148	15	14	58.1	66.1
0700	151	118	19	14	58.3	65.5
0715	149	123	13	13	58.2	66.4
0730	161	130	22	9	55.8	61.9
0745	146	119	18	9	55	61.2
0800	146	122	16	8	56.8	65.7
0815	181	147	28	6	54.9	62.6
0830	154	124	22	8	55	61.1
0845	169	131	25	13	56.5	63.3
0900	155	126	17	12	54.4	60.9
0915	161	122	25	14	56.7	62.4
0930	144	109	23	12	57.1	64.3
0945	156	123	23	10	55.5	62.5
1000	163	139	17	7	55.4	61.6
1015	138	98	21	19	56.1	61.9
1030	142	114	16	12	56.9	62.9
1045	146	113	21	12	56.3	62.5
1100	158	122	24	12	56.2	63.2
1115	149	104	32	13	55.2	62.2
1130	177	141	21	15	54.9	61.1
1145	157	136	15	6	57.4	63.2
1200	161	130	24	7	56.3	64
1215	184	157	15	12	55.1	62.4
1230	161	131	23	7	57.9	65.5
1245	171	143	21	7	56.8	62.5
1300	166	135	20	11	56.9	62.1
1315	185	149	29	7	54.8	62.8
1330	157	128	24	5	57.2	63.7
1345	180	141	26	13	56.6	62.8
1400	180	152	21	7	57.7	64.2
1415	184	141	30	13	56.2	62.9
1430	195	156	27	12	57.4	64.8
1445	182	150	19	13	56.1	63.5
1500	190	161	18	11	57	62.8
1515	206	181	12	13	55.4	63
1530	222	190	18	14	57.9	65.2
1545	206	176	22	8	57.1	63
1600	204	184	10	10	57.3	65.3
1615	222	198	17	7	56.1	64.1
1630	213	186	19	8	56.4	63
1645	206	190	9	7	57.7	65
1700	196	179	12	5	56.7	63.5
1715	223	210	5	8	57.9	64.1
1730	211	197	8	6	57	64.3
1745	191	174	10	7	57	61.6
1800	192	172	16	4	57.5	63.7
1815	148	131	8	9	58.1	64.1
1830	146	138	3	5	58.3	64.6
1845	126	114	7	5	57.4	61.6
1900	111	103	4	4	57.5	62.6
1915	99	89	9	1	59.3	65
1930	101	97	2	2	58.4	64.6
1945	91	85	5	1	57.5	63.3
2000	85	79	4	2	57.6	62
2015	78	73	3	2	59.4	66.1
2030	77	71	2	4	57.6	64.8
2045	68	64	1	3	58.3	65.1
2100	97	92	2	3	55.7	61.5
2115	69	66	3	0	58.4	64.2
2130	64	62	1	1	58.3	63.6
2145	65	64	1	0	57.3	62.5
2200	63	60	3	0	56.8	63.1
2215	77	73	3	1	57.8	63.4
2230	56	54	2	0	58.1	63.6
2245	45	43	2	0	57.4	62.7
2300	38	35	3	0	56.1	62.7
2315	49	46	1	2	58.7	66.9
2330	38	34	1	3	57.6	62.6
2345	32	28	2	2	59.5	64.8
07-09	1257	1014	163	80	56.3	63.4
09-16	4776	3868	604	304	56.4	63
16-18	1666	1518	90	58	57	64.1
00-00	11242	9586	1052	604	57.1	63.9

Site 1, Glossop St - At #16, North St Marys

Eastbound

7/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	27	27	0	0	56.5	61.8
0015	29	29	0	0	56.7	61.1
0030	29	29	0	0	55.1	60.3
0045	28	28	0	0	56.5	63
0100	15	13	2	0	56.7	64.9
0115	20	17	1	2	50.6	56.1
0130	17	17	0	0	56	59.5
0145	23	22	1	0	57.7	63.4
0200	22	19	3	0	54.9	63
0215	19	17	2	0	57.6	65.7
0230	9	9	0	0	54.5	-
0245	23	23	0	0	57.4	62.9
0300	14	14	0	0	56	64.6
0315	17	17	0	0	58.3	62.5
0330	20	18	2	0	59.3	66.2
0345	12	12	0	0	56.1	65.7
0400	25	23	1	1	56.9	63.5
0415	33	33	0	0	60	63.8
0430	34	32	2	0	58	64.9
0445	28	23	5	0	60.2	67.6
0500	42	38	3	1	58.7	67.8
0515	40	34	4	2	59.4	67.1
0530	48	40	7	1	58.6	65.4
0545	49	38	9	2	57.8	66.8
0600	48	41	6	1	58.5	64.1
0615	55	41	12	2	57.6	65.8
0630	67	52	13	2	57.8	67.1
0645	62	49	13	0	57.5	65.4
0700	50	41	9	0	58.9	68.5
0715	77	67	8	2	58.6	65
0730	79	70	8	1	59.4	65.2
0745	83	74	7	2	58.2	63.3
0800	70	63	7	0	60.2	65.5
0815	88	75	9	4	57.6	65.9
0830	95	80	11	4	56.9	63.1
0845	110	103	7	0	58.7	64
0900	138	115	19	4	58.6	64.8
0915	138	120	15	3	57.8	63.6
0930	124	113	9	2	57.7	64.2
0945	146	139	7	0	58.8	64.1
1000	142	128	10	4	58.7	64.3
1015	139	122	16	1	58.6	65.3
1030	132	120	10	2	57.3	63
1045	156	141	12	3	57.9	63.2
1100	157	150	6	1	59.3	64.5
1115	164	143	15	6	57.4	62.6
1130	155	142	12	1	59	64
1145	157	139	13	5	57.5	64.1
1200	179	170	8	1	56.4	62.1
1215	161	147	11	3	58.6	64
1230	164	151	12	1	58.2	64.6
1245	143	132	8	3	59	65.1
1300	174	153	19	2	57.8	64.4
1315	132	120	11	1	57.7	64.3
1330	125	115	8	2	58.9	64.3
1345	132	121	11	0	59	64.1
1400	149	137	11	1	59.3	66.2
1415	119	107	10	2	58.2	64.1
1430	142	135	7	0	58.5	64.7
1445	125	112	10	3	59.2	65
1500	138	131	4	3	58.9	64.6
1515	135	129	6	0	57.8	64.4
1530	117	107	10	0	57.4	63
1545	126	111	14	1	57.7	64.3
1600	145	136	7	2	57.4	62.7
1615	119	112	7	0	57.7	63.9
1630	120	111	8	1	58.8	65.1
1645	112	106	6	0	58.2	63.4
1700	102	97	5	0	57.6	62.9
1715	114	104	9	1	58.1	63.5
1730	109	101	8	0	58.1	62.6
1745	97	92	4	1	58	63.2
1800	127	122	4	1	57.2	63.7
1815	119	115	3	1	57.6	65
1830	109	104	5	0	54.9	60.8
1845	100	93	7	0	58	64.6
1900	89	80	9	0	55.8	61.2
1915	82	79	3	0	56.4	64.5
1930	98	96	2	0	55.9	61.9
1945	70	68	2	0	57.8	64.8
2000	90	87	3	0	55.7	61
2015	71	66	4	1	55	61.8
2030	70	69	0	1	54.8	61.4
2045	63	61	2	0	56.7	60.3
2100	87	85	2	0	54	59.2
2115	63	59	3	1	54.6	59.8
2130	66	62	4	0	57.2	62.3
2145	60	58	2	0	56.3	62.8
2200	87	84	3	0	56.4	61.8
2215	64	63	1	0	55.3	60.3
2230	71	67	4	0	53.1	58.8
2245	45	44	1	0	54.8	60.7
2300	52	49	2	1	58	62.2
2315	45	39	4	2	57.1	63.7
2330	52	51	1	0	55.1	60.7
2345	42	42	0	0	54.9	61.2
07-09	652	573	66	13	58.5	65
09-16	4009	3650	304	55	58.2	64.1
16-18	918	859	54	5	58	63.2
00-00	8256	7580	581	95	57.7	63.7

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	31	29	1	1	57.3	64.3
0015	41	40	1	0	58.9	70.1
0030	28	28	0	0	60.1	69.3
0045	28	27	1	0	57.5	63.2
0100	29	28	0	1	59	64.8
0115	22	21	1	0	58.4	65.1
0130	14	13	1	0	58.7	68.2
0145	14	13	0	1	57.8	66.2
0200	12	12	0	0	62.6	68.1
0215	10	9	1	0	59.7	-
0230	13	12	1	0	61.5	65.9
0245	12	12	0	0	58.2	63.7
0300	13	11	0	2	58	71.9
0315	22	19	1	2	61.3	68.3
0330	10	10	0	0	62.3	-
0345	15	13	1	1	62	70.5
0400	11	10	0	1	64.7	72.9
0415	15	15	0	0	61.4	73.2
0430	22	21	1	0	57.8	64.1
0445	34	28	5	1	59.8	68.7
0500	30	28	1	1	60.3	66.4
0515	51	48	2	1	60.7	67.9
0530	67	64	3	0	61.2	69.2
0545	59	54	4	1	60.1	67
0600	65	53	9	3	60	68.4
0615	49	45	3	1	61.5	68
0630	61	52	6	3	59.5	68.2
0645	73	59	9	5	58.3	63.3
0700	66	56	9	1	61.2	66.6
0715	69	56	11	2	58.5	65.1
0730	65	58	6	1	59	66.8
0745	61	56	3	2	60.3	68
0800	78	67	9	2	58.8	64.9
0815	85	80	4	1	57.5	64.3
0830	90	80	9	1	58	62.9
0845	101	90	8	3	58.6	64.8
0900	118	111	4	3	58.2	63.4
0915	97	93	4	0	60.6	67.9
0930	123	109	10	4	56.5	63.4
0945	142	124	16	2	58.2	63.6
1000	143	131	6	6	57.4	63.4
1015	139	128	9	2	58.1	63.4
1030	127	113	11	3	57.7	62.8
1045	136	123	7	6	57.7	64.6
1100	137	127	9	1	58.2	64.3
1115	164	156	5	3	58.7	64.7
1130	163	153	9	1	58.9	65.5
1145	152	138	13	1	57.5	63.7
1200	142	133	4	5	58.3	63.2
1215	139	129	9	1	58.6	65
1230	160	151	7	2	57.7	62.4
1245	158	143	9	6	58.7	63.9
1300	155	143	8	4	59.2	66.6
1315	139	134	3	2	59.9	66.2
1330	114	106	6	2	60.2	67.5
1345	113	105	5	3	60.1	66.5
1400	110	103	7	0	59.6	65.3
1415	114	105	6	3	58.9	64.4
1430	121	109	7	5	58.3	65.4
1445	118	110	6	2	59.9	67
1500	127	120	4	3	60.3	66.8
1515	92	88	4	0	60	65.5
1530	131	122	6	3	60.6	67.8
1545	123	116	6	1	60.2	66.5
1600	108	98	7	3	59.3	65
1615	110	106	1	3	59.5	66.5
1630	109	105	1	3	61	67.7
1645	105	99	4	2	58.9	66.3
1700	113	109	3	1	60.4	65.7
1715	112	108	3	1	59.4	64.8
1730	133	129	2	2	60.1	66.8
1745	100	97	0	3	59.6	65.3
1800	108	100	5	3	59.6	65.5
1815	121	116	2	3	57.5	63.1
1830	96	93	1	2	59.3	64.4
1845	90	84	5	1	56.9	62.7
1900	87	84	2	1	60.1	66.2
1915	75	72	2	1	59.3	65.3
1930	62	57	4	1	60.6	65.3
1945	78	77	1	0	57.9	62.7
2000	76	76	0	0	56.9	63.7
2015	53	52	1	0	58.9	65.1
2030	71	68	3	0	58.4	63.7
2045	70	67	2	1	57.8	63.8
2100	73	73	0	0	60	68.2
2115	78	76	2	0	58.6	65.9
2130	85	81	4	0	57.6	63
2145	68	65	1	2	58.8	66.4
2200	59	58	1	0	57.7	62.6
2215	66	64	1	1	57.5	63.9
2230	63	62	1	0	60.1	65.1
2245	35	35	0	0	57.1	59.3
2300	54	53	0	1	57.1	64.6
2315	57	56	0	1	56.9	62.6
2330	44	44	0	0	57.9	63.4
2345	32	31	1	0	60.4	68.1
07-09	615	543	59	13	58.9	65.3
09-16	3697	3423	200	74	58.8	65
16-18	890	851	21	18	59.8	66.1
00-00	7754	7235	371	148	59	65.3

Site 1, Glossop St - At #16, North St Marys

Eastbound

8/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	31	30	1	0	53.3	61.1
0015	35	35	0	0	55	62.9
0030	32	30	2	0	56.7	64.1
0045	39	39	0	0	58.6	63.4
0100	29	29	0	0	56.5	63.5
0115	26	25	1	0	55.4	63.2
0130	16	16	0	0	54.7	61.6
0145	17	15	2	0	56.3	64.7
0200	25	22	2	1	55.8	63.1
0215	11	11	0	0	57.7	64.5
0230	12	12	0	0	59.6	68.5
0245	13	12	1	0	56.2	65.5
0300	16	16	0	0	57.6	63.4
0315	15	13	2	0	58.9	64.5
0330	11	11	0	0	59.1	68.9
0345	4	3	1	0	49.3	-
0400	15	15	0	0	56.9	62.6
0415	13	13	0	0	58.4	66.4
0430	27	26	1	0	56.7	62.7
0445	23	20	2	1	59.9	66.7
0500	20	19	1	0	56	64.8
0515	20	19	1	0	59.8	67.1
0530	14	12	2	0	58.7	65.9
0545	22	19	2	1	59.2	65.9
0600	18	15	2	1	56.9	65
0615	22	20	2	0	58.8	63
0630	23	22	1	0	57.4	64.9
0645	39	36	2	1	57.9	63.9
0700	34	33	1	0	59.8	65.7
0715	49	43	5	1	59.4	64.7
0730	46	44	2	0	59.3	65.9
0745	44	42	2	0	59	65.8
0800	51	46	5	0	57.9	64.3
0815	61	54	5	2	58.1	65.7
0830	66	60	5	1	58	63.7
0845	72	69	2	1	59.2	64.1
0900	76	73	3	0	57.6	63.3
0915	92	84	6	2	59.9	65.4
0930	96	93	3	0	58.4	63.6
0945	88	84	3	1	58.2	62.9
1000	107	100	7	0	56.9	63.1
1015	110	101	8	1	57.9	62.3
1030	96	89	6	1	58.6	65.2
1045	110	101	7	2	58.7	63.5
1100	123	112	10	1	58.9	64.3
1115	107	97	9	1	58.9	65.5
1130	108	98	9	1	59.2	64.6
1145	120	110	8	2	58.4	64.6
1200	129	115	13	1	58.5	64
1215	94	86	8	0	59.4	65.9
1230	93	88	4	1	57.5	62.6
1245	107	99	5	3	59.4	66.7
1300	125	119	4	2	58.3	64.5
1315	123	115	8	0	57.5	62.9
1330	109	104	5	0	58.5	64.1
1345	90	87	1	2	58.5	64.8
1400	96	88	7	1	58.4	64.1
1415	94	87	7	0	58.4	64
1430	99	93	6	0	58	64.3
1445	103	98	3	2	59.4	65.3
1500	103	98	5	0	58.5	64.8
1515	128	122	6	0	57.9	62.1
1530	82	80	2	0	56.3	60.9
1545	106	101	5	0	58.1	65.3
1600	98	89	9	0	58.2	64
1615	91	85	6	0	57.9	63.5
1630	98	98	0	0	60.4	65.6
1645	113	107	6	0	58.7	66
1700	115	107	7	1	58.2	64.4
1715	115	109	5	1	57.8	63
1730	100	92	7	1	59.3	64.1
1745	127	123	3	1	57.2	63.5
1800	92	85	6	1	56.7	63
1815	100	91	8	1	59.1	66
1830	97	87	8	2	59	65.1
1845	84	78	5	1	56.3	62.8
1900	105	100	5	0	57.8	63.5
1915	88	79	8	1	56.8	64.3
1930	65	61	4	0	56.4	62.9
1945	90	86	4	0	58.4	65.3
2000	84	76	7	1	56	62.2
2015	71	69	1	1	56.8	62.5
2030	82	76	6	0	56.3	62.6
2045	67	60	1	6	56.7	63
2100	63	59	4	0	56.4	62.6
2115	52	51	1	0	56.9	60.7
2130	60	56	2	2	57	64.4
2145	56	53	3	0	56.6	63
2200	38	36	2	0	55.5	58.6
2215	30	28	2	0	54.8	63.4
2230	21	21	0	0	58.7	64.8
2245	23	23	0	0	55.4	60.9
2300	18	16	0	2	52.9	59.4
2315	18	16	1	1	55.4	64.7
2330	16	15	0	1	57.2	64.6
2345	22	18	3	1	54.2	63.1
07-09	423	391	27	5	58.8	64.7
09-16	2914	2722	168	24	58.4	63.9
16-18	857	810	43	4	58.4	64.1
00-00	6224	5818	347	59	58	63.9

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	44	43	1	0	59.4	65.2
0015	43	43	0	0	57.5	61.4
0030	35	35	0	0	58.3	64.1
0045	29	29	0	0	59.8	68.7
0100	20	20	0	0	57.4	62.9
0115	17	17	0	0	60	68.5
0130	13	13	0	0	59	67.4
0145	22	22	0	0	58.8	64.3
0200	20	18	2	0	61.3	69.8
0215	17	17	0	0	58.8	64.4
0230	6	6	0	0	63.5	-
0245	11	11	0	0	69	91.8
0300	8	8	0	0	60.5	-
0315	8	8	0	0	58	-
0330	14	14	0	0	56.6	63.4
0345	7	5	2	0	59.8	-
0400	8	7	1	0	57	-
0415	16	15	1	0	60.2	69.6
0430	11	10	0	1	63.6	76.6
0445	9	7	1	1	57.9	-
0500	11	9	2	0	62.6	67.6
0515	29	29	0	0	58.4	65
0530	22	19	3	0	61.1	69
0545	21	20	1	0	58.6	66.9
0600	32	32	0	0	59.7	64.5
0615	30	29	1	0	62.5	67
0630	36	32	4	0	59.9	68.4
0645	27	25	2	0	60.9	69.9
0700	18	17	0	1	58.6	66.6
0715	26	24	2	0	60.1	66.3
0730	24	22	1	1	60.7	68.2
0745	37	34	2	1	57.4	63.9
0800	38	36	2	0	59.3	66.3
0815	37	33	2	2	59.2	66.3
0830	55	51	4	0	58.2	64.8
0845	47	44	2	1	58.8	67.9
0900	53	51	2	0	58.3	65.3
0915	69	68	1	0	58.9	63.6
0930	78	71	5	2	59.4	64.8
0945	101	96	3	2	59.4	67.1
1000	103	95	7	1	59.1	65.7
1015	98	92	6	0	59.1	64.2
1030	102	97	5	0	57.8	65.8
1045	86	84	1	1	60.5	67
1100	98	95	2	1	59.3	64.6
1115	111	102	7	2	57.5	62.1
1130	114	109	1	4	58.7	63.3
1145	122	121	0	1	58.7	62.7
1200	114	110	4	0	59.9	66.8
1215	119	116	0	3	59.3	65.2
1230	106	103	3	0	60.6	66.4
1245	108	105	2	1	60.2	66.9
1300	119	113	6	0	59	64.4
1315	126	121	3	2	60.6	65.5
1330	105	101	3	1	58.9	66.3
1345	111	107	2	2	59.8	65.4
1400	111	108	1	2	58.9	65
1415	105	101	2	2	58.3	63.7
1430	109	105	2	2	60.5	66.7
1445	95	92	1	2	60	66.3
1500	100	97	2	1	59.7	65.8
1515	83	77	3	3	61.8	69.7
1530	117	106	8	3	59.9	66.3
1545	96	95	0	1	59.3	65.4
1600	92	90	2	0	60	67.7
1615	94	89	5	0	59.1	65.6
1630	88	85	1	2	59.7	66.1
1645	89	86	1	2	58.6	64.2
1700	116	109	3	4	59.5	65.3
1715	93	93	0	0	59.8	64.1
1730	115	111	3	1	60.1	66.3
1745	113	111	1	1	60.2	65.8
1800	86	85	1	0	60.9	68.2
1815	87	81	4	2	59.9	67.9
1830	79	77	2	0	59.5	65.5
1845	86	79	4	3	58.3	64.2
1900	68	66	2	0	59.2	64.6
1915	79	77	1	1	58.7	64.6
1930	61	59	2	0	58.4	64.6
1945	78	76	0	2	57.6	63.4
2000	62	58	2	2	58.1	63.8
2015	56	51	3	2	58.2	65
2030	52	51	1	0	55.6	62.6
2045	69	65	2	2	57.7	63.7
2100	49	49	0	0	59.9	66.2
2115	57	57	0	0	58.8	63.1
2130	55	54	0	1	57.5	61.1
2145	38	36	1	1	59.1	66.7
2200	37	35	0	2	60.7	68.6
2215	34	31	0	3	57.5	62.1
2230	33	31	1	1	58.9	66.1
2245	21	20	0	1	61.1	68.2
2300	25	25	0	0	58.2	62.7
2315	26	24	0	2	58	63.9
2330	22	20	1	1	59	65.6
2345	19	17	1	1	60.3	68.4
07-09	282	261	15	6	58.9	66.2
09-16	2859	2738	82	39	59.4	65.3
16-18	800	774	16	10	59.7	65.5
00-00	5786	5540	162	84	59.3	65.3

Eastbound

9/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	19	15	4	0	58	66.2
0015	13	13	0	0	53.9	62.5
0030	11	6	4	1	52.9	63.3
0045	10	10	0	0	62.2	-
0100	10	6	2	2	52.6	-
0115	6	6	0	0	52.6	-
0130	10	10	0	0	58.3	-
0145	7	6	1	0	56.4	-
0200	10	7	0	3	55.7	-
0215	14	8	6	0	55.6	58.6
0230	3	2	1	0	56.9	-
0245	20	15	3	2	57.3	66.1
0300	19	11	5	3	54.3	59.9
0315	15	10	3	2	52.6	58.5
0330	15	13	1	1	58.4	67.5
0345	20	17	1	2	56.3	65
0400	36	23	10	3	56.6	65.1
0415	53	42	7	4	56.1	64
0430	52	44	7	1	59.1	64.3
0445	74	61	12	1	57	66.6
0500	80	57	20	3	57.7	65.7
0515	110	89	17	4	57.5	63.3
0530	122	97	15	10	59.3	66.4
0545	121	93	20	8	58.4	65.8
0600	168	128	27	13	56.7	64.4
0615	154	112	29	13	57.5	64.5
0630	152	114	29	9	59.8	66.8
0645	141	106	20	15	57.1	65.5
0700	161	123	30	8	58.1	64.1
0715	154	124	19	11	56.7	62.6
0730	192	156	24	12	56.7	62.6
0745	199	167	25	7	56.5	63.5
0800	195	164	21	10	57.6	63.3
0815	205	171	24	10	57.2	64.1
0830	199	159	29	11	56.9	62.8
0845	192	157	26	9	55.2	61.8
0900	176	150	20	6	56.5	62.5
0915	157	118	26	13	55.6	62.8
0930	167	127	34	6	55.6	62.4
0945	155	114	31	10	56	61.5
1000	125	98	19	8	55.5	62.8
1015	147	103	36	8	57	63.7
1030	155	113	34	8	55.5	62.4
1045	148	114	23	11	56.9	63.5
1100	140	107	25	8	55.1	62.1
1115	154	123	24	7	54.9	61.7
1130	140	113	22	5	56	63.7
1145	163	125	22	16	54.9	62.9
1200	164	135	23	6	56.9	63.3
1215	148	111	21	16	55.7	63.1
1230	152	116	29	7	56.5	64.4
1245	142	109	22	11	56.1	61.6
1300	167	140	21	6	58.3	65.4
1315	160	123	27	10	56.7	62.4
1330	171	132	27	12	55.9	62.7
1345	154	125	21	8	56.4	64
1400	201	163	28	10	57.2	65.4
1415	187	155	21	11	55.9	62.1
1430	296	264	28	4	58.5	65
1445	221	187	24	10	58.4	65
1500	257	213	32	12	57.1	63.4
1515	226	194	25	7	57.8	64.8
1530	275	223	37	15	58.5	64.4
1545	229	191	22	16	58.4	64.1
1600	253	218	26	9	58.8	66.2
1615	248	203	34	11	58.2	63.4
1630	254	213	26	15	56.7	63
1645	218	199	17	2	58.5	64.3
1700	249	230	14	5	58.7	64.4
1715	228	201	21	6	58.6	64.1
1730	210	192	15	3	58.4	64.9
1745	154	137	14	3	60.1	65.9
1800	170	153	16	1	59.4	65.9
1815	139	124	13	2	58.5	64.6
1830	140	127	10	3	58	64
1845	117	107	8	2	58.1	64.1
1900	96	82	10	4	56.9	62.6
1915	95	83	9	3	57.9	65.6
1930	83	70	10	3	56.4	62.3
1945	71	67	2	2	56.8	63.3
2000	78	71	5	2	55.5	61
2015	89	82	5	2	55.5	64.1
2030	84	75	8	1	56.6	62.5
2045	59	53	4	2	56.4	62.5
2100	93	85	7	1	56.3	63.3
2115	39	36	1	2	55.4	64.4
2130	58	52	4	2	57.8	65.7
2145	55	50	3	2	57.6	64.1
2200	60	50	5	5	54.2	60.5
2215	43	40	2	1	55.6	61.6
2230	30	27	2	1	56.5	63.8
2245	44	42	0	2	56.5	61.6
2300	64	53	9	2	56.8	63.4
2315	41	33	4	4	55.5	63.4
2330	25	22	2	1	52.7	60.7
2345	20	19	1	0	58.4	67
07-09	1497	1221	198	78	56.8	63
09-16	4977	3986	724	267	56.8	63.4
16-18	1814	1593	167	54	58.4	64.6
00-00	11546	9524	1473	549	57.2	63.7

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	14	12	1	1	63.9	76.5
0015	15	14	1	0	62.3	77.2
0030	11	10	0	1	59.2	68.6
0045	15	15	0	0	59.6	68.2
0100	15	13	0	2	60.9	70.7
0115	8	6	1	1	59.5	-
0130	4	3	0	1	58.8	-
0145	7	6	0	1	65.1	-
0200	9	8	1	0	59.9	-
0215	6	4	1	1	59.3	-
0230	7	6	0	1	62.5	-
0245	7	7	0	0	55.2	-
0300	4	2	2	0	51	-
0315	18	14	3	1	60.4	68.3
0330	19	15	1	3	57.5	67.7
0345	25	23	0	2	58.9	62.6
0400	21	17	1	3	59.6	66.5
0415	41	31	6	4	59.2	64.6
0430	49	45	4	0	60	68
0445	89	79	7	3	60.1	67.1
0500	60	53	3	4	60.8	70.2
0515	118	109	7	2	61.7	70.3
0530	173	145	18	10	58.7	66.6
0545	172	144	12	16	57.8	64.3
0600	135	119	7	9	59.1	65
0615	157	140	12	5	60.1	66.5
0630	149	133	11	5	57.5	62.6
0645	171	152	8	11	56.8	63
0700	142	117	10	15	57.8	64.4
0715	174	142	19	13	56.4	63
0730	149	126	17	6	57.6	64.4
0745	168	139	18	11	55.6	63.1
0800	165	140	18	7	57	63.6
0815	157	134	16	7	56	62.5
0830	176	152	14	10	57.6	63.9
0845	163	147	11	5	55.8	62.6
0900	160	130	25	5	56	62.1
0915	152	121	20	11	54.3	61.4
0930	131	93	27	11	55.7	62.1
0945	130	103	20	7	56.2	61.4
1000	146	108	22	16	55	63.2
1015	170	143	20	7	55.6	63.1
1030	142	111	17	14	55.3	64.1
1045	145	108	22	15	56.7	62.8
1100	130	103	19	8	56.2	63.8
1115	143	113	23	7	55.5	62.2
1130	146	119	20	7	55.2	62.6
1145	156	131	18	7	54	64.5
1200	182	151	21	10	55.6	62.1
1215	159	126	22	11	56.6	63.7
1230	154	109	30	15	55.9	63.2
1245	143	115	17	11	58.4	66
1300	146	120	22	4	54.1	62.6
1315	186	150	25	11	56.7	62.5
1330	175	138	20	17	57.1	62.6
1345	151	127	19	5	57.9	62.9
1400	167	138	23	6	58.3	64.6
1415	185	150	26	9	56.9	63.6
1430	180	144	21	15	57.9	64.8
1445	191	149	29	13	58.1	65
1500	203	164	21	18	56.6	64.5
1515	238	199	24	15	55.8	64.8
1530	217	191	16	10	57.2	64.4
1545	204	173	19	12	58.4	65.9
1600	208	184	20	4	56.7	64.6
1615	202	179	13	10	57.9	65.1
1630	201	173	18	10	56.4	63.8
1645	196	177	13	6	57.2	64.6
1700	193	179	7	7	58.9	66.2
1715	221	203	13	5	57.2	63.7
1730	195	182	8	5	56.8	63.5
1745	173	154	11	8	58.7	63.9
1800	174	159	8	7	58.2	63
1815	150	140	8	2	58.9	64.3
1830	121	110	4	7	60.1	66.7
1845	108	96	9	3	59.3	66.4
1900	103	97	3	3	58.6	64.1
1915	105	97	7	1	59.8	66.1
1930	66	63	3	0	60.6	66.9
1945	69	64	3	2	58	64
2000	79	76	1	2	58.6	63.5
2015	68	65	2	1	59.1	65.9
2030	65	57	5	3	58.8	67
2045	60	52	4	4	59.1	64.9
2100	67	63	2	2	57.9	63.6
2115	56	50	2	4	58	65.2
2130	42	40	1	1	61.5	68.9
2145	53	46	2	5	57.5	65.4
2200	49	47	1	1	59.4	65.2
2215	38	31	2	5	59.4	65.7
2230	38	28	3	7	57.9	65.2
2245	37	35	1	1	58.2	62.5
2300	22	20	1	1	61.5	72.8
2315	28	26	2	0	58.5	63.1
2330	21	17	2	2	59.4	67.2
2345	24	23	1	0	58.5	64.7
07-09	1294	1097	123	74	56.7	63.2
09-16	4632	3727	608	297	56.4	63.5
16-18	1589	1431	103	55	57.4	64.3
00-00	10677	9082	1018	577	57.4	64.3

Eastbound

3/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	20	17	2	1	61.8	70.1
0015	14	13	1	0	60.2	66
0030	12	9	2	1	58.5	63
0045	15	15	0	0	57.5	63
0100	9	8	0	1	63.8	-
0115	8	7	1	0	65.4	-
0130	18	17	0	1	58.7	64.5
0145	14	11	3	0	61.7	68.8
0200	9	8	0	1	72	-
0215	15	13	2	0	61.7	70.1
0230	11	9	2	0	66.7	79.4
0245	9	6	3	0	56.6	-
0300	13	12	1	0	62.3	65.8
0315	12	11	1	0	60.7	66.3
0330	18	14	4	0	62.5	66.8
0345	19	16	2	1	62.3	71.1
0400	24	20	4	0	62.8	71.9
0415	39	37	1	1	62.2	67.3
0430	75	63	9	3	60.5	66.5
0445	61	52	9	0	62.1	68.2
0500	67	61	6	0	61.2	68.2
0515	133	113	17	3	59.3	65.3
0530	188	165	21	2	55.8	62.6
0545	190	164	23	3	58.7	65.3
0600	194	159	30	5	54.2	63.5
0615	195	156	36	3	54.1	61.3
0630	213	179	32	2	53	60.1
0645	273	234	33	6	49.6	57
0700	219	202	16	1	56.6	61.9
0715	260	226	29	5	54.6	59.6
0730	265	243	16	6	48.6	57.8
0745	282	257	23	2	49.7	58.7
0800	265	230	30	5	47.6	58
0815	256	235	19	2	49.6	58.4
0830	261	226	33	2	46.2	56.9
0845	129	114	11	4	56.3	61.7
0900	201	174	22	5	50.1	60.8
0915	148	125	17	6	51.3	59.4
0930	129	114	9	6	56.2	64.4
0945	156	128	26	2	55.2	60.1
1000	136	119	14	3	54.4	60.8
1015	146	122	21	3	53.5	61.4
1030	136	118	12	6	55.5	60.1
1045	120	102	14	4	54.9	62.4
1100	142	121	18	3	53.4	61.4
1115	134	116	14	4	54.2	62.4
1130	158	141	13	4	54.3	61
1145	164	140	22	2	50.3	59.6
1200	145	121	17	7	51.1	62.8
1215	124	106	15	3	56.2	63.9
1230	144	117	21	6	55.1	62.7
1245	144	131	9	4	53.1	60.7
1300	151	125	22	4	52	60.4
1315	153	121	25	7	53.6	61.6
1330	145	131	12	2	55.4	61.9
1345	152	127	18	7	50.8	61.7
1400	147	131	14	2	55.8	63.4
1415	184	152	28	4	50.9	60.3
1430	177	161	15	1	46.6	56.1
1445	199	169	24	6	37.9	52.6
1500	226	204	18	4	48	56.1
1515	177	160	15	2	54.6	62.3
1530	212	189	22	1	56.4	63
1545	168	146	21	1	57.7	63.7
1600	192	176	14	2	54	63.4
1615	153	133	19	1	58.3	64.1
1630	164	153	11	0	58.9	63.4
1645	200	192	8	0	58.4	63.2
1700	205	193	10	2	58.5	64
1715	260	238	21	1	57.8	63
1730	196	189	6	1	60.1	64.3
1745	158	153	4	1	61.9	67
1800	139	132	7	0	59.7	63.7
1815	154	151	3	0	62.1	67.3
1830	125	121	4	0	60.3	65.7
1845	117	109	7	1	63.1	68.2
1900	98	93	5	0	61.8	68.2
1915	87	80	6	1	62.1	66.6
1930	99	96	3	0	60.3	64.8
1945	105	96	8	1	59.3	64.8
2000	98	95	3	0	60.3	65.3
2015	121	118	3	0	58.6	63.8
2030	117	110	7	0	57.9	63.1
2045	91	86	5	0	60.3	65.2
2100	91	86	5	0	60.4	65.3
2115	67	64	3	0	59.7	64.1
2130	54	51	3	0	61.3	64.6
2145	63	61	2	0	61.6	65.7
2200	56	53	2	1	59.4	65.8
2215	62	59	3	0	59.2	68
2230	43	41	2	0	63	70.1
2245	37	34	3	0	62.5	70.4
2300	18	18	0	0	61.9	72.8
2315	26	25	0	1	62.8	69.4
2330	20	20	0	0	62.9	69.7
2345	23	21	1	1	61.2	69.7
07-09	1937	1733	177	27	50.7	59
09-16	4418	3811	498	109	52.5	61.2
16-18	1528	1427	93	8	58.4	63.7
00-00	11662	10380	1098	184	54.9	62.8

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	20	18	2	0	64.7	70.6
0015	17	17	0	0	63	71.3
0030	15	11	4	0	64.5	71.2
0045	10	10	0	0	61.7	-
0100	22	19	2	1	61.1	67.5
0115	17	13	4	0	64.1	74.6
0130	16	13	2	1	62.8	68.8
0145	13	10	3	0	63.7	71.2
0200	13	12	1	0	62	67.9
0215	13	11	1	1	60	72.5
0230	7	7	0	0	64	-
0245	7	5	2	0	62.9	-
0300	7	6	1	0	64.4	-
0315	14	12	2	0	58.8	64
0330	9	9	0	0	62.6	-
0345	15	14	1	0	59.3	63.4
0400	13	12	1	0	65.6	75.5
0415	24	17	5	2	60.5	66.9
0430	28	27	1	0	64.6	72.4
0445	33	27	3	3	60.2	65.9
0500	34	28	3	3	59.4	63.9
0515	41	34	5	2	58.6	64.6
0530	72	63	8	1	62.2	69.5
0545	94	85	6	3	59.8	65.5
0600	82	73	7	2	59.5	64.8
0615	123	102	16	5	59	64.2
0630	120	106	11	3	59.3	65.3
0645	112	96	14	2	54.1	62.1
0700	123	104	15	4	56.7	62.9
0715	118	100	16	2	58.3	65
0730	173	160	11	2	53.6	62.3
0745	158	151	5	2	57.1	63.1
0800	171	151	15	5	52.2	60.5
0815	180	167	10	3	54.7	61.7
0830	191	177	9	5	53.5	58.7
0845	100	87	8	5	57	63.2
0900	156	142	11	3	55.6	61.8
0915	159	143	14	2	56.1	61.4
0930	116	100	13	3	56.6	62.5
0945	125	105	16	4	56.9	64.3
1000	130	111	16	3	57.7	63.1
1015	132	114	14	4	59.8	64.5
1030	124	108	12	4	58.3	64.1
1045	139	116	19	4	57.7	63
1100	118	97	17	4	58.4	65.3
1115	139	117	15	7	58.3	64.4
1130	148	119	19	10	57.8	63.4
1145	155	140	13	2	56.7	63.4
1200	162	132	27	3	56.4	63.9
1215	134	110	21	3	57.7	63
1230	169	144	17	8	54.9	64.3
1245	136	112	21	3	57.2	64.9
1300	163	145	14	4	58	62
1315	143	122	18	3	60.1	67.6
1330	197	168	21	8	57	63.4
1345	179	147	25	7	56.9	61.7
1400	194	168	18	8	55.4	62.1
1415	226	199	22	5	57.5	63.5
1430	241	217	21	3	51.3	58.1
1445	251	219	30	2	47.2	55.3
1500	242	216	24	2	51.2	58.6
1515	267	242	22	3	56.1	62.1
1530	220	201	17	2	58.4	63.5
1545	223	200	21	2	58.1	64.1
1600	284	252	28	4	55.9	63.7
1615	285	261	22	2	55.6	63.4
1630	300	278	20	2	56.9	63.2
1645	263	242	21	0	57.7	64.5
1700	288	266	20	2	59.4	63.4
1715	250	233	17	0	60.7	65.9
1730	287	271	15	1	61.2	66.3
1745	266	254	12	0	59.5	65.9
1800	222	206	16	0	60.3	64.9
1815	178	165	12	1	62.2	67.3
1830	180	169	10	1	63	68
1845	146	138	8	0	62.2	67.7
1900	110	101	9	0	62.9	68.1
1915	133	123	10	0	62.4	67
1930	102	93	8	1	61.3	67.6
1945	82	80	2	0	60.9	66
2000	91	83	7	1	59.7	64.8
2015	94	89	4	1	59.1	63
2030	90	79	11	0	59.1	65
2045	93	90	3	0	59.1	64.9
2100	139	133	6	0	57.6	61.9
2115	95	87	8	0	59.1	63
2130	69	64	4	1	59.9	63.3
2145	47	47	0	0	60.3	65.4
2200	59	56	3	0	61.2	65.9
2215	43	40	3	0	60	64.9
2230	40	39	1	0	61.1	68.7
2245	43	42	1	0	61.1	65.3
2300	33	30	3	0	60.1	65.4
2315	24	21	3	0	62.9	67.2
2330	24	22	2	0	62.3	69.3
2345	22	21	0	1	63.6	72.5
07-09	1214	1097	89	28	55.1	61.9
09-16	4788	4154	518	116	56.1	62.8
16-18	2223	2057	155	11	58.3	64.4
00-00	11375	10183	1001	191	57.7	64.1

Eastbound

4/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	15	13	2	0	63.4	71.1
0015	18	16	1	1	59.5	65.4
0030	11	8	3	0	57.2	65.4
0045	9	8	0	1	57.9	-
0100	10	6	3	1	67.4	-
0115	15	13	0	2	58.6	64.9
0130	14	12	1	1	60	64.5
0145	7	4	3	0	60.8	-
0200	9	9	0	0	69.5	-
0215	13	11	1	1	64.1	70.7
0230	12	11	0	1	63.4	67.4
0245	11	8	3	0	60.9	67.4
0300	10	8	2	0	65.3	-
0315	19	17	1	1	65	70.2
0330	22	20	2	0	64.7	72.5
0345	21	19	1	1	62.2	69.7
0400	30	23	5	2	60.8	67.6
0415	46	39	6	1	63.3	69.8
0430	68	62	6	0	63.4	68.7
0445	95	81	14	0	59.8	67.2
0500	68	66	2	0	62.9	68.4
0515	147	119	27	1	59.1	64.7
0530	188	152	33	3	58.4	63.7
0545	207	171	29	7	57.1	63
0600	232	200	28	4	57.8	63.2
0615	199	174	22	3	57	63
0630	192	163	26	3	52	60.7
0645	280	250	26	4	48	59
0700	236	214	19	3	51.8	59.8
0715	253	229	20	4	52.6	59.6
0730	288	257	25	6	49.5	57.4
0745	267	249	15	3	45.2	56.3
0800	269	241	24	4	48.8	59
0815	244	218	21	5	53.7	60.1
0830	267	249	14	4	52.2	59.2
0845	222	207	14	1	52.8	60.7
0900	193	167	17	9	50	59.2
0915	185	158	22	5	49.8	59.4
0930	169	141	22	6	52.8	61.2
0945	147	125	19	3	53	62.1
1000	139	119	18	2	54.3	61.4
1015	132	100	25	7	51.4	61
1030	156	132	20	4	51.6	61.5
1045	124	109	12	3	55.9	63.2
1100	161	137	22	2	54.4	61.1
1115	136	115	16	5	55.8	61.5
1130	147	126	16	5	53.8	60.8
1145	131	104	21	6	57.3	64.3
1200	137	116	20	1	55.7	60.4
1215	150	124	21	5	55.4	62
1230	144	128	13	3	52.4	60.3
1245	151	125	22	4	55.5	63.7
1300	137	117	16	4	53.4	63.2
1315	150	125	18	7	54.1	60.7
1330	155	127	22	6	54.5	63
1345	137	120	12	5	51.8	64.9
1400	144	124	18	2	54.9	61.9
1415	183	155	24	4	51.8	61.9
1430	166	152	12	2	47.8	59.9
1445	173	155	13	5	50.1	62.1
1500	213	189	17	7	42.4	57.2
1515	193	169	17	7	55.3	62.8
1530	206	190	14	2	53.2	61.9
1545	154	144	6	4	59.8	64.9
1600	183	170	11	2	51	61.2
1615	167	155	9	3	59.4	64.1
1630	166	154	10	2	59.8	64.8
1645	205	195	9	1	58.7	61.9
1700	188	178	10	0	58.6	64.4
1715	210	192	18	0	59.1	64.7
1730	179	160	18	1	60.5	65.3
1745	188	176	12	0	58.2	63.4
1800	188	177	9	2	59.1	64.7
1815	148	142	6	0	59.1	63.5
1830	134	121	11	2	58.9	64.4
1845	110	103	7	0	59.6	65
1900	92	89	2	1	61.9	66.6
1915	112	101	11	0	60.7	66.8
1930	83	80	2	1	61.5	67.4
1945	100	94	6	0	59.6	64.4
2000	94	90	3	1	59.5	63.4
2015	87	84	3	0	56.3	60.6
2030	75	68	7	0	58.4	63.5
2045	101	98	3	0	57.8	62.5
2100	69	64	4	1	59.3	66.2
2115	69	67	2	0	60	64.7
2130	78	74	3	1	59.2	63.8
2145	49	47	2	0	58.8	64.4
2200	47	44	2	1	59.2	63.9
2215	42	42	0	0	57.9	64.1
2230	38	36	2	0	59.1	63.2
2245	41	39	1	1	60.8	68.1
2300	32	29	2	1	59.9	65.2
2315	19	19	0	0	60.1	68.9
2330	25	25	0	0	57.4	65
2345	26	22	2	2	58.5	62.8
07-09	2046	1864	152	30	50.7	59.2
09-16	4413	3793	495	125	52.9	61.7
16-18	1486	1380	97	9	58.2	64.1
00-00	11772	10475	1081	216	54.9	62.8

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	17	17	0	0	60.5	65.8
0015	17	17	0	0	62.7	71.5
0030	10	9	1	0	62.3	-
0045	19	14	3	2	62.7	69.7
0100	21	19	2	0	65	73.6
0115	10	8	1	1	63.6	-
0130	16	13	3	0	62.1	68.5
0145	11	8	1	2	62.4	76.7
0200	16	10	5	1	60.8	64.6
0215	10	9	1	0	64	-
0230	8	7	1	0	61.3	-
0245	14	10	3	1	63.7	72
0300	12	11	1	0	67.4	78.5
0315	8	7	0	1	63.7	-
0330	14	11	3	0	62.3	73
0345	19	14	5	0	63.9	70.2
0400	15	12	1	2	60.8	69.2
0415	26	18	4	4	61.5	69.4
0430	27	25	2	0	64.9	72.9
0445	32	24	5	3	62.5	68.2
0500	31	23	6	2	61.6	68.4
0515	51	45	5	1	61.2	66.5
0530	71	59	12	0	59.6	65.5
0545	90	82	7	1	59.9	67.6
0600	96	83	11	2	60.9	67.1
0615	126	115	9	2	51.1	65
0630	116	102	11	3	69.6	65.7
0645	120	111	7	2	54.5	62.9
0700	130	119	6	5	58.4	62.6
0715	115	107	6	2	58.5	64.5
0730	145	130	10	5	55.9	62.8
0745	208	185	21	2	51.2	59.1
0800	180	163	15	2	56.7	61.7
0815	197	180	14	3	56.1	60.7
0830	195	177	15	3	57	61.7
0845	142	127	11	4	57.2	63.2
0900	156	143	10	3	57.1	63.1
0915	147	126	17	4	53.1	59.7
0930	165	149	15	1	56.6	63
0945	126	105	15	6	57.2	62.5
1000	124	98	18	8	56.6	63
1015	134	105	26	3	58.2	64.8
1030	140	119	11	10	55.2	61.8
1045	155	123	28	4	58.2	64.2
1100	154	131	19	4	57	62.6
1115	146	113	29	4	59.7	65.3
1130	148	127	15	6	58.2	63
1145	146	122	21	3	57.2	62.6
1200	140	113	22	5	56.3	64.4
1215	142	119	13	10	59.2	64.9
1230	140	123	15	2	59.8	64.3
1245	141	121	15	5	58.5	64.2
1300	146	128	14	4	56.5	63
1315	138	120	15	3	59.5	64.4
1330	192	163	24	5	58.1	64.3
1345	159	140	12	7	57.9	62.6
1400	227	198	24	5	54.8	61.6
1415	191	169	18	4	56.2	63.2
1430	246	220	20	6	55.7	61.9
1445	230	200	27	3	54.8	62.5
1500	261	235	22	4	53.8	61.2
1515	250	230	17	3	56	62.9
1530	274	248	21	5	53.9	60.8
1545	255	231	20	4	56.2	63.5
1600	284	259	23	2	54.8	62.5
1615	236	216	17	3	59.7	64.2
1630	298	284	14	0	59.6	63.7
1645	263	241	20	2	59.3	64.3
1700	298	279	18	1	59	63.2
1715	241	223	16	2	60.4	65.7
1730	253	242	11	0	60.2	65.7
1745	236	218	16	2	60.6	64.5
1800	173	160	12	1	61.8	65.9
1815	176	169	6	1	61.2	67.5
1830	174	151	19	4	60.8	64.8
1845	150	138	11	1	61.8	66.1
1900	124	114	10	0	62	69.6
1915	132	125	7	0	62.4	67.9
1930	106	94	12	0	60.2	65.3
1945	87	79	7	1	60.9	65.9
2000	77	70	6	1	61	67.1
2015	105	101	3	1	57.7	64
2030	96	90	6	0	59.9	64.9
2045	120	115	5	0	59.2	63.7
2100	100	96	4	0	60.2	66.6
2115	91	89	2	0	59.8	63.2
2130	73	68	5	0	58.1	65.2
2145	74	67	3	4	59.4	65.1
2200	55	53	1	1	59.1	63.6
2215	67	62	4	1	60.7	68.5
2230	46	45	1	0	64	73.4
2245	29	29	0	0	60.6	67
2300	45	42	2	1	61.8	67.4
2315	40	34	5	1	62	66.7
2330	29	26	2	1	62.6	68.9
2345	23	23	0	0	61.6	67.8
07-09	1312	1188	98	26	56.1	62.1
09-16	4873	4219	523	131	56.6	63
16-18	2109	1962	135	12	59.1	64.3
00-00	11509	10292	999	218	58.1	64.3

Eastbound

5/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	16	14	2	0	62.7	70.4
0015	18	17	1	0	58.1	63.4
0030	17	14	3	0	60.7	64.4
0045	13	12	0	1	57.7	64
0100	9	9	0	0	58	-
0115	17	15	1	1	58.8	66.1
0130	4	2	1	1	67.6	-
0145	13	11	1	1	56.5	62.8
0200	9	8	1	0	65.1	-
0215	12	9	2	1	59.9	67.6
0230	11	10	1	0	64.9	70.3
0245	12	10	2	0	58.6	67.7
0300	11	10	1	0	67.8	79.6
0315	17	9	6	2	60.8	66.7
0330	21	18	2	1	65.2	75.4
0345	18	13	5	0	62	73.1
0400	29	23	5	1	63.9	70.7
0415	37	31	5	1	61.1	67.4
0430	74	63	11	0	63.1	68.5
0445	86	76	9	1	61.5	66.9
0500	69	60	8	1	62.2	67.1
0515	155	126	27	2	58.4	63.2
0530	165	146	18	1	58.3	63.5
0545	200	169	25	6	56.2	62.1
0600	186	160	23	3	58.8	64.8
0615	178	154	20	4	59.3	65
0630	217	188	22	7	56.2	62
0645	235	212	20	3	56.2	62.6
0700	201	180	15	6	57.3	63
0715	245	217	26	2	54.7	61.2
0730	250	231	17	2	55.8	61.1
0745	265	234	24	7	52.4	60.1
0800	231	208	19	4	56.2	61.2
0815	253	228	18	7	50.1	58.7
0830	214	194	13	7	52.8	58.9
0845	214	194	18	2	51.7	60.5
0900	196	168	21	7	53.1	62.7
0915	157	129	24	4	53.8	61.9
0930	141	119	17	5	52.8	62.8
0945	157	130	22	5	55.2	61.2
1000	149	124	18	7	53.6	59.7
1015	134	111	19	4	53	62.8
1030	160	125	29	6	56.4	62.4
1045	125	101	18	6	57.6	64.3
1100	162	140	19	3	54.4	60.6
1115	148	118	26	4	52.5	61.5
1130	166	141	21	4	55.4	61
1145	146	116	24	6	54.5	60.8
1200	160	132	24	4	52.8	63
1215	121	104	15	2	54.2	63.3
1230	143	121	21	1	56.2	61.8
1245	147	121	17	9	53	63
1300	145	124	16	5	51.7	63.8
1315	146	126	18	2	54.1	64.1
1330	147	125	19	3	47.2	59.8
1345	140	110	22	8	53.4	62.1
1400	153	129	18	6	57.9	62.6
1415	177	156	17	4	56.4	62.1
1430	162	141	19	2	54	63.2
1445	184	163	16	5	56	62.3
1500	197	175	19	3	55.9	62.3
1515	196	180	15	1	53.7	63.9
1530	201	177	22	2	56.6	63.4
1545	197	182	14	1	55.4	62
1600	204	185	18	1	46.3	58.5
1615	178	163	13	2	55.1	63
1630	182	164	16	2	59.3	64
1645	191	179	10	2	60.7	65.7
1700	170	159	10	1	59.8	66.1
1715	193	181	10	2	60.5	64.8
1730	161	146	14	1	59.6	65.1
1745	144	138	6	0	59.3	67.7
1800	155	147	8	0	60.7	66.2
1815	170	162	6	2	60.8	67.9
1830	149	135	11	3	59.6	63.8
1845	145	137	7	1	61.1	65.9
1900	119	115	4	0	61.4	66.4
1915	98	92	6	0	60.9	65.4
1930	104	100	4	0	59.9	65.7
1945	111	106	5	0	59.7	65.9
2000	106	104	2	0	58.4	64.1
2015	106	103	3	0	59.4	64.6
2030	132	124	6	2	58.6	63.7
2045	105	96	9	0	60.6	67.3
2100	111	107	4	0	59.8	66.1
2115	105	103	2	0	60.1	65
2130	109	106	2	1	58.4	65.6
2145	97	91	5	1	59.2	63
2200	82	79	2	1	60	65.2
2215	75	75	0	0	59.6	65.3
2230	63	58	4	1	61.8	68.5
2245	54	47	6	1	60.5	66.4
2300	32	30	2	0	63.6	68.3
2315	25	23	1	1	63.8	71
2330	22	19	1	2	62.1	68.6
2345	22	21	1	0	61.1	71.1
07-09	1873	1686	150	37	53.8	60.7
09-16	4457	3788	550	119	54.4	62.3
16-18	1423	1315	97	11	57.4	64.6
00-00	11899	10558	1120	221	56.4	63.5

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	23	23	0	0	61.2	66.2
0015	15	13	1	1	58.4	64.4
0030	26	25	0	1	64.9	72.8
0045	16	16	0	0	66.2	70.1
0100	14	14	0	0	57.3	63.3
0115	10	9	1	0	58.9	-
0130	12	11	1	0	63.1	69.2
0145	10	9	0	1	64.3	-
0200	12	9	2	1	63.1	77.9
0215	13	11	1	1	63.6	76.5
0230	14	11	2	1	64.1	71.1
0245	9	8	1	0	62.4	-
0300	8	6	2	0	63	-
0315	15	12	3	0	61.5	73.9
0330	9	8	1	0	64.8	-
0345	14	10	4	0	61.9	68
0400	15	12	2	1	61	69.2
0415	16	12	1	3	65.1	75.9
0430	33	27	6	0	64.7	75.9
0445	29	23	6	0	63.1	70
0500	37	32	4	1	63.1	72.5
0515	41	37	4	0	60.7	66.6
0530	83	69	11	3	60.6	65.1
0545	95	86	8	1	57.8	63.9
0600	101	88	8	5	59.4	66.9
0615	107	93	10	4	60	67.1
0630	122	106	10	6	60.1	65.9
0645	134	117	12	5	56.2	66.1
0700	106	91	13	2	61.7	68.9
0715	130	111	16	3	56.8	63.6
0730	145	133	8	4	58.8	65
0745	197	187	10	0	59.4	63
0800	169	147	18	4	58.2	62.2
0815	156	135	15	6	55.6	62
0830	175	156	13	6	57.7	64.1
0845	195	173	16	6	53.8	61.4
0900	135	116	15	4	56.8	63.2
0915	153	131	22	0	53.7	63.1
0930	149	119	21	9	57.5	63.5
0945	151	130	17	4	60	65
1000	134	114	14	6	58.3	65.8
1015	140	115	18	7	56.5	64.4
1030	120	107	9	4	60.3	66
1045	137	109	16	12	60.3	67
1100	153	116	29	8	55.2	61.4
1115	137	111	24	2	59.6	65.9
1130	164	137	20	7	56.1	61.3
1145	139	119	15	5	58.5	63.9
1200	147	120	22	5	56.3	64.4
1215	142	119	17	6	57.5	65.3
1230	168	140	19	9	58.7	64.7
1245	145	126	17	2	57.3	63.6
1300	180	154	18	8	56	62.5
1315	150	130	14	6	57.5	63.9
1330	203	171	24	8	54.2	60.4
1345	165	138	23	4	56.5	63.2
1400	207	179	18	10	57.1	63.9
1415	190	162	24	4	56.3	63.7
1430	275	241	28	6	55.2	62.8
1445	234	202	29	3	55.5	62.1
1500	223	206	14	3	56.9	63.3
1515	269	240	25	4	55.8	61.6
1530	289	259	27	3	56.3	62.4
1545	242	225	13	4	57.7	64.1
1600	305	288	15	2	56.1	62.5
1615	294	272	17	5	58.5	63.5
1630	347	319	23	5	52.4	61.9
1645	253	229	24	0	60.6	64.6
1700	290	267	23	0	58.7	64.3
1715	303	290	12	1	60.6	65.7
1730	282	263	16	3	58	62.6
1745	234	224	9	1	61.1	65.7
1800	188	177	11	0	61.2	65.3
1815	219	204	14	1	61.6	67
1830	183	170	12	1	61.2	65.5
1845	169	157	11	1	60.5	65.2
1900	132	120	10	2	60.3	65.9
1915	125	119	6	0	61.2	64.9
1930	120	109	11	0	59.6	64.9
1945	115	107	6	2	59	62.6
2000	104	99	5	0	60.7	66.5
2015	94	92	2	0	61.8	65.3
2030	91	82	8	1	60.2	65.1
2045	86	84	2	0	59.4	65.2
2100	99	95	4	0	60.7	66.2
2115	94	90	3	1	60	65.7
2130	83	80	3	0	59.7	67.5
2145	75	70	4	1	59.2	63.1
2200	76	70	6	0	59.4	64.6
2215	59	58	1	0	62	68.9
2230	50	48	2	0	59.7	64.2
2245	49	44	2	3	60.7	66.7
2300	28	25	2	1	62.6	68.8
2315	41	37	4	0	61	66.8
2330	38	34	3	1	62.8	69.5
2345	22	18	4	0	65.2	74.3
07-09	1273	1133	109	31	57.5	63.2
09-16	4941	4236	552	153	56.9	63.5
16-18	2308	2152	139	17	58	63.9
00-00	11895	10607	1037	251	58.2	64.4

Eastbound

6/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	26	25	0	1	60.6	66.4
0015	22	20	1	1	58.9	64.9
0030	10	9	0	1	59.9	-
0045	13	13	0	0	61.1	67.1
0100	8	5	2	1	57.5	-
0115	19	15	2	2	60.2	65.3
0130	8	7	1	0	62.6	-
0145	12	12	0	0	61.3	72.7
0200	19	17	1	1	62	69.7
0215	18	18	0	0	67.7	74.2
0230	13	13	0	0	64.1	73.8
0245	10	8	2	0	60.1	-
0300	13	12	1	0	65.1	73.9
0315	16	13	3	0	64.6	70.2
0330	25	23	0	2	62.2	70.6
0345	26	18	5	3	65.8	73.5
0400	20	14	4	2	62.3	72.8
0415	34	30	4	0	63.3	72.1
0430	67	59	8	0	62.8	68.5
0445	79	70	8	1	61.8	68.2
0500	77	64	12	1	61.3	68.3
0515	143	117	25	1	60.5	65.7
0530	191	171	19	1	58.8	64.5
0545	197	167	30	0	58.4	64.3
0600	179	149	22	8	55.2	63.4
0615	181	157	20	4	56.5	64.9
0630	232	201	26	5	58.3	63
0645	255	226	23	6	52.8	61.1
0700	229	199	27	3	54.8	62.4
0715	241	223	16	2	56	60.5
0730	264	246	17	1	53.8	60.3
0745	267	234	28	5	52.2	61
0800	251	227	16	8	49.3	59.6
0815	227	203	22	2	52.6	60.1
0830	261	237	20	4	51.5	59
0845	234	209	19	6	49.1	57.7
0900	197	173	18	6	51.3	60.1
0915	150	119	27	4	50.5	60.3
0930	144	126	15	3	52.8	62.3
0945	148	133	10	5	55.5	62.6
1000	168	149	17	2	51.7	59.6
1015	132	98	25	9	55	60.8
1030	152	139	12	1	53.7	60
1045	131	111	17	3	52.6	61.2
1100	151	122	22	7	49.3	61
1115	166	144	17	5	53.7	63.7
1130	133	109	20	4	49.8	60.8
1145	166	135	25	6	57.2	63.7
1200	154	135	15	4	57.9	62.1
1215	145	123	15	7	49.8	59.4
1230	174	144	23	7	54.8	62.6
1245	149	127	18	4	52.2	61
1300	163	143	18	2	54.2	61.9
1315	169	149	18	2	51	59.8
1330	76	68	7	1	53.3	62.3
1345	167	142	18	7	52	64.2
1400	167	138	27	2	44.3	59.8
1415	186	165	19	2	58.2	64.6
1430	202	186	15	1	57.7	62.3
1445	179	152	21	6	55.7	63.7
1500	208	184	23	1	55.4	61.3
1515	209	196	13	0	53.7	63
1530	187	172	13	2	55.7	62.3
1545	158	150	8	0	58.5	64.3
1600	174	159	13	2	54.8	63.6
1615	175	160	13	2	59.9	65.6
1630	164	150	13	1	60.7	67.8
1645	171	161	9	1	57.5	64.5
1700	190	181	8	1	59.2	63.4
1715	208	197	10	1	59.1	63.7
1730	175	169	6	0	60.5	65
1745	194	185	9	0	59.3	65.4
1800	190	181	7	2	58.2	62.1
1815	153	148	5	0	60.2	65.2
1830	162	145	16	1	58.2	63
1845	134	127	6	1	59.3	64.4
1900	119	107	11	1	60.1	64.6
1915	116	108	7	1	59.5	66
1930	118	113	4	1	60.4	65.5
1945	108	102	5	1	60.6	65.3
2000	110	105	4	1	56.5	62.1
2015	115	107	7	1	59.5	64
2030	101	97	3	1	59.2	64.6
2045	90	88	2	0	60.5	66.4
2100	101	96	5	0	58.3	63.9
2115	83	80	3	0	59.3	64.2
2130	93	88	5	0	60.3	64.1
2145	78	78	0	0	60.8	65
2200	83	77	5	1	60.8	68.1
2215	79	77	2	0	58.5	63.4
2230	71	67	4	0	60.3	67.6
2245	48	45	3	0	62	66.1
2300	60	56	2	2	59.3	65.3
2315	47	44	1	2	61.4	64.2
2330	31	31	0	0	59.8	66.5
2345	37	37	0	0	62.3	70.5
07-09	1974	1778	165	31	52.4	60.1
09-16	4531	3932	496	103	53.6	61.9
16-18	1451	1362	81	8	58.9	64.8
00-00	12196	10929	1068	199	55.9	63.2

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	28	26	0	2	65.9	78.1
0015	24	22	2	0	60.7	66.6
0030	18	16	2	0	61.5	65.1
0045	16	14	1	1	61.1	66.8
0100	13	12	0	1	61.5	67.4
0115	11	10	0	1	66.7	78.4
0130	17	15	1	1	61.8	66.7
0145	11	10	0	1	64	76.6
0200	12	12	0	0	62.3	71.2
0215	11	9	1	1	62	64.8
0230	5	3	2	0	56.7	-
0245	6	6	0	0	66.7	-
0300	9	6	2	1	58.7	-
0315	17	13	3	1	60.2	67.3
0330	10	8	2	0	63.8	-
0345	20	17	2	1	65.7	71.7
0400	23	19	4	0	61.4	69.2
0415	21	17	3	1	63.1	69.3
0430	29	24	3	2	62.4	67.2
0445	31	28	3	0	64.6	70.3
0500	35	30	5	0	60.4	67.2
0515	51	41	9	1	60.3	66.6
0530	77	68	6	3	61.6	68
0545	88	75	10	3	57	68.2
0600	80	70	9	1	60.6	69.2
0615	109	99	10	0	61.4	67.4
0630	116	100	14	2	59.6	63.5
0645	116	107	6	3	58.8	63.5
0700	127	108	17	2	58.9	64.1
0715	150	128	15	7	56.9	64.1
0730	149	137	9	3	59.2	64.4
0745	161	147	11	3	58.1	64.2
0800	163	147	12	4	56	62
0815	176	162	12	2	58	62.7
0830	169	157	10	2	57.4	62.3
0845	152	140	10	2	54	61.7
0900	164	143	18	3	55.6	62.3
0915	161	129	23	9	56	62.2
0930	152	123	24	5	53.8	61
0945	137	119	13	5	57.6	62.9
1000	145	128	14	3	56	61.2
1015	129	109	16	4	57.7	62.8
1030	175	154	17	4	56.5	63.2
1045	115	94	19	2	57.9	64.9
1100	160	132	25	3	56.1	63.4
1115	181	150	23	8	54.1	61.2
1130	145	124	16	5	56.8	64.6
1145	131	114	13	4	57.5	62.6
1200	216	183	26	7	53.7	61.9
1215	170	138	26	6	55.9	62.8
1230	156	142	9	5	56.9	63.2
1245	175	148	21	6	58.7	63.5
1300	186	172	10	4	57.7	63.7
1315	165	141	20	4	54.8	63.7
1330	93	80	12	1	54.9	63.5
1345	177	149	25	3	54.7	63.7
1400	223	195	17	11	55.3	63.2
1415	231	202	24	5	58.6	64.6
1430	239	220	16	3	57.9	63.5
1445	236	221	15	0	58.1	64.1
1500	250	232	15	3	54.4	61.4
1515	266	242	20	4	57.7	62.8
1530	274	249	22	3	52.4	62.1
1545	294	262	28	4	57.3	62.6
1600	240	219	18	3	55.1	62.3
1615	260	239	20	1	59.8	64.3
1630	285	270	14	1	60.2	65
1645	282	268	12	2	58.3	64.1
1700	285	262	21	2	59.3	63.7
1715	268	251	15	2	60.9	64.7
1730	235	221	14	0	60.7	64.8
1745	217	200	16	1	59.8	65
1800	222	213	8	1	58.2	63.4
1815	209	197	9	3	58.3	63.1
1830	163	151	10	2	58.8	63.6
1845	162	151	10	1	61.5	66.2
1900	150	148	2	0	61.6	65
1915	141	129	11	1	61.1	66.2
1930	135	127	8	0	59.8	63.9
1945	124	115	8	1	60.5	65
2000	100	97	3	0	60.6	64.8
2015	102	97	5	0	60.9	66.7
2030	88	82	5	1	59.1	66.2
2045	109	102	5	2	58.1	63.8
2100	116	113	3	0	58.6	63.1
2115	89	87	2	0	59	62.8
2130	74	70	4	0	60.3	65.5
2145	81	79	2	0	59.5	64.9
2200	81	79	2	0	59.2	65.5
2215	78	72	5	1	59.5	64.3
2230	56	49	6	1	60.3	67.8
2245	56	55	1	0	61.6	66.3
2300	53	52	1	0	60.3	66.7
2315	47	42	4	1	63.9	70.7
2330	55	54	0	1	62.2	67.5
2345	51	48	3	0	61.2	67.3
07-09	1247	1126	96	25	57.3	63.2
09-16	5146	4495	527	124	56.2	62.8
16-18	2072	1930	130	12	59.3	64.3
00-00	12011	10837	970	204	58	64.1

Eastbound

7/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	44	40	3	1	60.9	69.2
0015	23	22	0	1	59.8	64.8
0030	26	25	1	0	61.4	67.4
0045	25	25	0	0	64.1	72.2
0100	17	16	1	0	62.5	73.7
0115	18	16	1	1	62.3	67.6
0130	13	13	0	0	64.9	71.5
0145	18	16	1	1	63	76.3
0200	12	10	2	0	62.3	71
0215	8	7	1	0	63.1	-
0230	20	17	2	1	61	67.7
0245	19	17	1	1	65.5	71.3
0300	15	13	2	0	65.6	70.7
0315	14	14	0	0	60.4	63.6
0330	16	15	1	0	63	72
0345	15	15	0	0	63.9	75.4
0400	23	20	0	3	62.9	74.2
0415	24	21	2	1	64.6	69.7
0430	28	26	1	1	65.2	74
0445	43	38	3	2	64.1	71.5
0500	25	23	2	0	66.5	74.1
0515	49	45	4	0	63.9	68.9
0530	46	39	7	0	63.7	70.5
0545	60	53	4	3	64.6	70.1
0600	63	51	10	2	65.2	70.6
0615	76	68	7	1	61.6	66.9
0630	62	53	8	1	61.5	69.6
0645	82	75	7	0	60.8	70.6
0700	81	59	20	2	62.1	68.3
0715	73	70	3	0	63.5	69.1
0730	101	94	6	1	61.8	66.4
0745	89	82	7	0	62.2	67.5
0800	78	72	6	0	60.9	67
0815	102	89	9	4	60.7	65.4
0830	127	108	16	3	58.4	62.8
0845	127	115	10	2	59.8	65.7
0900	125	111	11	3	59.5	66.6
0915	144	131	13	0	61	66.8
0930	131	121	9	1	60	66.1
0945	149	135	12	2	59.6	63.4
1000	144	137	7	0	59.2	65
1015	164	150	13	1	59.5	65.3
1030	151	140	8	3	60.6	65.2
1045	186	167	17	2	59	64.4
1100	175	159	15	1	59.5	63.3
1115	178	164	14	0	60.2	64.1
1130	181	172	8	1	59.6	64.6
1145	193	176	14	3	59.5	65.1
1200	155	141	12	2	59.5	64.3
1215	185	171	14	0	59	62.8
1230	173	163	8	2	60.6	64.8
1245	181	169	11	1	60.4	66.2
1300	163	153	8	2	61.2	66.1
1315	165	153	12	0	59.8	64.8
1330	147	136	10	1	61.8	68.2
1345	140	130	8	2	62.2	66.3
1400	141	133	8	0	60.1	66.2
1415	142	131	11	0	59.5	63.7
1430	156	145	11	0	61	66.4
1445	130	126	3	1	61.5	66.6
1500	153	148	4	1	61.2	66.4
1515	159	150	9	0	61	65.3
1530	143	138	4	1	61	66.1
1545	124	117	7	0	62.2	67
1600	152	144	8	0	60.1	65.7
1615	130	126	4	0	59.7	64.7
1630	126	122	4	0	60.8	66
1645	146	141	4	1	60.8	65.3
1700	138	127	9	2	61.5	66.4
1715	130	127	3	0	60.7	65.9
1730	132	130	2	0	60.8	65.6
1745	156	147	8	1	59.4	63.4
1800	141	134	7	0	60.1	65.2
1815	120	115	4	1	60.6	65.6
1830	101	100	1	0	60.8	66
1845	105	98	7	0	60.8	66.6
1900	95	87	7	1	59.5	64.1
1915	74	71	3	0	61	65
1930	98	95	3	0	59.7	65.5
1945	86	83	3	0	61.2	66
2000	87	84	2	1	61	66.1
2015	77	72	4	1	59.9	65.7
2030	82	80	2	0	60.8	64.7
2045	82	75	7	0	60	65.1
2100	84	82	1	1	59.5	64.9
2115	61	59	1	1	60.3	65.8
2130	81	76	5	0	60.3	64.2
2145	79	79	0	0	59.2	63
2200	72	71	1	0	58.8	64.1
2215	83	82	1	0	58.9	62.8
2230	81	79	2	0	58.8	64.2
2245	66	63	2	1	59	66.4
2300	51	48	2	1	61.6	67.9
2315	53	49	3	1	62.1	67.6
2330	50	48	2	0	59.4	64.6
2345	54	53	1	0	59.9	65.7
07-09	778	689	77	12	60.9	66.4
09-16	4378	4067	281	30	60.3	65.3
16-18	1110	1064	42	4	60.4	65.3
00-00	9113	8496	542	75	60.6	65.9

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	46	43	3	0	59.5	66.5
0015	42	40	2	0	61.6	66.7
0030	41	38	1	2	61.6	66.1
0045	28	27	1	0	64.5	72.3
0100	25	21	2	2	62.2	67.9
0115	25	24	1	0	63.4	71.2
0130	15	14	1	0	63.6	71
0145	17	15	1	1	63.9	72.9
0200	16	15	1	0	65.2	77.1
0215	11	11	0	0	60	68.4
0230	9	9	0	0	65.3	-
0245	16	16	0	0	69.7	77.7
0300	13	11	0	2	65.4	78.2
0315	22	22	0	0	60.6	67.8
0330	12	10	2	0	63.2	70.7
0345	8	7	1	0	63.1	-
0400	13	12	1	0	65.5	76.2
0415	8	7	1	0	62.6	-
0430	13	8	4	1	67	75.9
0445	13	12	1	0	69.1	77.2
0500	26	23	1	2	62.9	69
0515	30	28	1	1	62.2	68.6
0530	30	29	1	0	64	70
0545	35	30	2	3	64.8	72.9
0600	37	27	10	0	65.6	71.3
0615	48	46	2	0	63.8	71.4
0630	70	60	8	2	62.7	67.8
0645	83	78	5	0	62.6	67.7
0700	59	51	6	2	60.4	68.4
0715	82	74	5	3	61.9	67.7
0730	92	82	10	0	60	65.5
0745	98	95	3	0	62.3	67
0800	105	93	10	2	61.2	67.7
0815	126	115	11	0	59.7	64.8
0830	121	110	9	2	60.3	65.9
0845	118	107	8	3	61.2	66.9
0900	120	113	7	0	59.8	64.1
0915	126	117	7	2	61.3	65
0930	157	140	14	3	60	66.8
0945	152	142	9	1	60.5	64.6
1000	157	146	11	0	60.8	65.9
1015	165	154	9	2	60.6	65.5
1030	148	135	13	0	61.7	65.5
1045	157	147	9	1	61.7	66.9
1100	159	150	8	1	61.5	66.8
1115	163	146	15	2	59.7	64.8
1130	189	179	8	2	60	64.6
1145	153	142	11	0	60.9	66.8
1200	180	163	15	2	59.2	64.3
1215	174	159	15	0	58.3	63
1230	186	174	9	3	61.1	65.9
1245	156	140	15	1	61.1	67.4
1300	181	172	7	2	60.7	67.3
1315	148	137	11	0	61	66.4
1330	150	141	8	1	61.3	67.2
1345	162	148	13	1	61.9	67.8
1400	167	151	14	2	60.3	64.7
1415	145	132	11	2	58.8	65.2
1430	163	152	9	2	62.5	67.7
1445	157	148	7	2	61.6	67
1500	153	145	8	0	61.7	66.4
1515	132	128	4	0	62.8	67.7
1530	152	145	6	1	62.2	66.8
1545	137	132	4	1	62	66.6
1600	142	135	6	1	61	64.8
1615	154	144	9	1	61.2	66.6
1630	139	131	8	0	60.4	64.6
1645	132	128	4	0	61.6	66.4
1700	135	129	5	1	61	64.9
1715	151	145	6	0	60.5	65
1730	126	121	5	0	61.6	65.7
1745	143	139	4	0	61.7	65.8
1800	144	138	5	1	60.2	64.1
1815	101	99	2	0	62.4	69
1830	126	119	7	0	61	65
1845	103	99	4	0	60.9	66
1900	92	87	5	0	61.7	66.1
1915	96	90	5	1	61.4	66.7
1930	67	62	5	0	62	68.9
1945	60	60	0	0	62.8	67.1
2000	88	86	2	0	60.7	66.8
2015	72	71	0	1	59.9	64.6
2030	90	85	4	1	61	65
2045	81	76	5	0	61.3	67.6
2100	102	98	4	0	60	65.1
2115	71	68	2	1	59.8	64.5
2130	83	79	4	0	61.8	67.1
2145	83	79	4	0	61.5	67.8
2200	87	81	6	0	60.2	64.4
2215	66	64	1	1	60.2	66.6
2230	60	55	4	1	58.9	61.5
2245	59	57	2	0	60.9	65.3
2300	76	74	2	0	60.5	66.3
2315	45	42	1	2	62.2	68.2
2330	54	50	3	1	62.7	69
2345	47	45	1	1	62.7	67.8
07-09	801	727	62	12	60.8	66.4
09-16	4389	4078	277	34	60.9	66.1
16-18	1122	1072	47	3	61.1	65.5
00-00	9017	8424	517	76	61.1	66.4

Eastbound

8/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	43	42	1	0	60	64.8
0015	30	26	3	1	61.6	66.6
0030	31	29	1	1	60.3	64
0045	23	23	0	0	60	66.2
0100	32	31	1	0	64.7	70.8
0115	21	20	0	1	61.4	67.9
0130	21	19	2	0	60.9	67.7
0145	21	19	0	2	58.7	61.2
0200	25	24	1	0	61.7	67.9
0215	15	14	1	0	60.3	68.5
0230	13	12	1	0	70.4	78.1
0245	17	14	2	1	63.9	69.7
0300	19	18	1	0	61.5	67.1
0315	9	9	0	0	63.4	-
0330	14	13	1	0	65	72.4
0345	12	11	1	0	65.5	79.2
0400	16	14	2	0	65.7	74.7
0415	15	15	0	0	62.2	68.7
0430	15	14	1	0	60.2	67.6
0445	15	14	1	0	68.1	82.9
0500	10	10	0	0	61.1	-
0515	20	17	2	1	64.3	68.4
0530	14	11	3	0	59.4	63.9
0545	31	28	3	0	66.3	73.2
0600	28	27	1	0	62.8	69.9
0615	32	29	2	1	63.1	69.8
0630	38	36	1	1	62.5	68.8
0645	37	34	2	1	61.6	66.9
0700	40	35	5	0	62.4	71
0715	28	27	1	0	65.1	70.4
0730	50	46	2	2	58.9	67.1
0745	48	44	3	1	60.3	64.6
0800	58	52	5	1	62.6	70.2
0815	61	55	5	1	61.9	66.7
0830	70	66	4	0	63.8	69
0845	70	67	3	0	62.6	68.7
0900	83	74	8	1	62.2	68.6
0915	81	78	3	0	60.9	66
0930	100	96	4	0	60.8	65.9
0945	98	91	7	0	61.2	67.7
1000	96	91	4	1	61.1	68.4
1015	120	114	6	0	61.3	66.4
1030	131	120	9	2	58.7	65.2
1045	140	133	7	0	59.5	63.9
1100	126	118	7	1	60	65.5
1115	134	126	7	1	59.9	64.6
1130	123	120	3	0	59.9	64.6
1145	140	134	5	1	60.1	64.4
1200	135	128	6	1	61.4	66.6
1215	118	110	8	0	61.7	66.2
1230	154	149	5	0	61	66.2
1245	131	125	6	0	60.4	65.1
1300	159	154	5	0	60.8	66.2
1315	159	150	9	0	60.8	65.2
1330	138	132	5	1	61.3	66.3
1345	159	153	6	0	59.9	66.1
1400	112	100	10	2	60.4	66.8
1415	119	113	6	0	61.4	66.1
1430	151	143	8	0	60.1	65
1445	130	121	8	1	61.4	66.6
1500	132	125	7	0	61.6	66.4
1515	130	121	7	2	61.4	66.5
1530	133	129	4	0	58.6	62.8
1545	145	137	7	1	59.6	65.7
1600	154	149	5	0	60.8	65
1615	128	123	4	1	62.1	68
1630	127	122	4	1	61.6	67.1
1645	136	132	3	1	61.8	64.8
1700	122	115	7	0	60.2	66.8
1715	121	118	2	1	60.2	64.4
1730	127	125	2	0	59.8	64.8
1745	111	105	5	1	60.6	64.9
1800	91	86	4	1	61	67.4
1815	97	92	4	1	59.9	65.8
1830	84	80	3	1	60.4	65.9
1845	77	74	3	0	60.2	64.4
1900	82	79	2	1	60.7	65.2
1915	73	71	2	0	60.6	66
1930	91	85	5	1	60.7	65.9
1945	68	62	6	0	60	64.5
2000	81	77	3	1	60.4	64.6
2015	79	77	1	1	60.4	64.1
2030	80	80	0	0	61	66.7
2045	83	80	3	0	60.8	65.4
2100	69	68	1	0	59.7	65.7
2115	97	91	6	0	58.8	63.5
2130	87	85	2	0	59.7	64.7
2145	58	55	2	1	59.8	65.9
2200	48	45	3	0	60.8	65.5
2215	52	52	0	0	58.8	67.9
2230	32	31	0	1	59.8	62.6
2245	18	17	1	0	61	68.1
2300	19	18	1	0	62.4	76.5
2315	27	27	0	0	63	66.4
2330	20	20	0	0	61.4	68
2345	21	20	1	0	62.7	70.9
07-09	425	392	28	5	62.2	68.4
09-16	3577	3385	177	15	60.6	65.8
16-18	1026	989	32	5	60.9	66.1
00-00	7179	6811	324	44	60.8	66.2

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	39	39	0	0	61.2	67.3
0015	35	35	0	0	60.6	66.4
0030	36	36	0	0	60.3	65.1
0045	36	34	1	1	62.5	70.8
0100	21	19	0	2	62	72.2
0115	23	22	1	0	64.1	71
0130	19	19	0	0	63.9	68.8
0145	16	16	0	0	62.9	70.7
0200	24	22	1	1	61.9	66.6
0215	22	21	1	0	62.4	67.9
0230	12	10	1	1	70.9	108.3
0245	12	12	0	0	66.5	78.2
0300	18	16	2	0	62.7	68.1
0315	10	10	0	0	63.7	-
0330	13	13	0	0	61.3	73.7
0345	5	4	1	0	64.8	-
0400	10	9	1	0	64.2	-
0415	8	8	0	0	62.7	-
0430	15	11	3	1	64.2	68.8
0445	7	6	1	0	68.2	-
0500	13	11	2	0	67	90.9
0515	13	13	0	0	65.2	72.3
0530	26	25	0	1	65.9	72.2
0545	22	20	2	0	64.2	69.5
0600	25	22	1	2	64	74.8
0615	26	23	3	0	66.4	77.4
0630	43	40	3	0	62.6	68.8
0645	31	25	3	3	61.4	67.8
0700	25	25	0	0	65.5	73
0715	42	39	2	1	63	70.9
0730	34	32	1	1	61.6	67.4
0745	44	42	2	0	63.1	69.5
0800	63	57	5	1	61.1	66.2
0815	70	64	4	2	59.7	65.9
0830	57	51	5	1	61.3	67.2
0845	93	88	5	0	62.4	67.5
0900	86	81	5	0	62.2	68.4
0915	107	100	6	1	60.1	65.4
0930	108	106	2	0	62.4	67.4
0945	112	107	5	0	60.7	65.5
1000	107	102	5	0	62	66.5
1015	110	106	3	1	62	67.4
1030	109	108	1	0	60.4	66
1045	112	106	4	2	61.9	67.3
1100	113	111	1	1	61.6	65.9
1115	155	139	16	0	60.5	65.3
1130	112	108	3	1	59.8	64.1
1145	133	124	9	0	61.9	66.9
1200	131	129	2	0	62.8	67
1215	135	130	5	0	61.6	67.1
1230	135	131	3	1	62.3	67.6
1245	137	129	7	1	60.6	65.9
1300	141	131	10	0	60.7	65.8
1315	154	148	6	0	61.8	65.9
1330	125	120	5	0	60.6	64.3
1345	119	115	4	0	61.4	65.7
1400	121	110	9	2	59.6	64.7
1415	105	99	6	0	61	66.4
1430	131	122	5	4	62.6	68
1445	139	131	8	0	60.7	66.1
1500	123	116	7	0	62.1	67
1515	122	115	7	0	61.6	65.3
1530	136	132	3	1	60	64.1
1545	114	105	7	2	59.4	63.9
1600	129	124	5	0	62.5	67.1
1615	112	104	5	3	61.6	66.6
1630	146	141	5	0	63.3	68
1645	136	134	2	0	62	66.2
1700	101	98	3	0	63.8	68.3
1715	114	107	6	1	61.2	65.5
1730	142	141	1	0	61.4	66.7
1745	154	151	3	0	60.4	66
1800	107	105	2	0	63	67.6
1815	117	114	3	0	61.7	66.7
1830	94	89	5	0	62.5	68.1
1845	102	92	9	1	61.7	65.4
1900	86	80	5	1	62.1	67
1915	98	95	2	1	62.3	68.4
1930	75	68	6	1	61.6	65.6
1945	79	76	3	0	63	67.5
2000	81	77	4	0	61.1	66
2015	94	89	3	2	60.9	64.4
2030	69	66	2	1	60.8	65.2
2045	75	74	1	0	59.1	64.4
2100	65	55	10	0	61.6	67.9
2115	62	60	2	0	61.2	69.1
2130	53	51	2	0	62.7	67.3
2145	48	46	2	0	61.3	65.1
2200	60	58	2	0	60.8	65.3
2215	40	39	0	1	60.9	68
2230	40	39	1	0	60.3	66.1
2245	27	24	3	0	58.5	62.9
2300	26	26	0	0	62.2	68.7
2315	19	19	0	0	66	72.2
2330	22	22	0	0	62.3	68.6
2345	12	10	1	1	58.4	69.2
07-09	428	398	24	6	61.9	67.5
09-16	3432	3261	154	17	61.2	66.1
16-18	1034	1000	30	4	62	66.8
00-00	7025	6674	303	48	61.6	66.8

Eastbound

9/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	8	7	1	0	62.7	-
0015	14	14	0	0	62.6	67.7
0030	7	5	1	1	64.4	-
0045	12	10	2	0	61.8	70
0100	12	11	1	0	60.5	77.5
0115	8	7	1	0	60.1	-
0130	10	8	2	0	59.2	-
0145	7	6	1	0	59.1	-
0200	11	8	3	0	64.2	75
0215	5	4	1	0	54.4	-
0230	12	12	0	0	64.7	74.7
0245	10	10	0	0	64.2	-
0300	11	8	3	0	61.4	68.6
0315	9	8	1	0	71	-
0330	14	11	3	0	66.4	77.3
0345	22	22	0	0	65.5	75.9
0400	19	16	3	0	61.7	70.7
0415	36	29	6	1	60.1	68.6
0430	67	58	9	0	61.7	67.1
0445	72	62	10	0	62.3	68.6
0500	97	78	17	2	59.8	66.1
0515	125	105	18	2	61.8	66.6
0530	182	157	23	2	57.1	63.5
0545	209	185	22	2	59	64.6
0600	194	155	34	5	54.3	61.5
0615	201	172	26	3	56.5	62.9
0630	185	148	32	5	55.6	62.1
0645	258	220	32	6	53	61.7
0700	215	188	24	3	52.9	62.5
0715	254	232	20	2	56.5	61
0730	242	213	24	5	52.9	61.2
0745	261	240	19	2	55.3	59.2
0800	239	215	23	1	54.9	60.8
0815	233	208	20	5	54	60.8
0830	254	234	15	5	48.9	60.8
0845	199	183	12	4	53.4	61.7
0900	175	151	18	6	50.1	60.5
0915	160	128	25	7	53.8	61.7
0930	133	109	21	3	55.6	62.8
0945	152	124	24	4	55.8	61
1000	136	106	25	5	52.2	61.5
1015	139	124	11	4	53.1	60.1
1030	128	106	17	5	51.9	61.8
1045	121	101	18	2	56.2	62
1100	144	127	13	4	59.4	64.1
1115	150	124	21	5	53.9	62.4
1130	129	114	12	3	55.9	61.9
1145	132	113	15	4	55.9	62.1
1200	142	115	24	3	58.5	64.1
1215	152	124	18	10	53.1	63
1230	134	118	13	3	57.5	64.4
1245	135	108	25	2	50.9	62.3
1300	139	119	18	2	57.8	63.7
1315	130	105	23	2	55.2	63.5
1330	147	120	22	5	52.1	62.9
1345	144	118	23	3	53.9	62.1
1400	177	159	15	3	56.8	61.4
1415	157	145	10	2	53.8	61.7
1430	160	144	12	4	45.9	59.9
1445	161	147	11	3	52.7	61.9
1500	180	166	12	2	52.5	59.7
1515	204	183	18	3	56.7	63.2
1530	198	186	10	2	56.6	63.5
1545	171	151	18	2	55.8	62.9
1600	185	170	15	0	57.5	63.4
1615	177	165	11	1	58.2	64.3
1630	202	186	16	0	56.7	63
1645	181	174	7	0	59.4	65.3
1700	163	146	15	2	60.7	64.9
1715	186	171	14	1	60.7	65.3
1730	169	156	12	1	60.6	65.4
1745	142	136	6	0	60.2	64.5
1800	151	140	11	0	59.4	64.6
1815	161	154	5	2	56.6	63.7
1830	95	88	7	0	60.1	66.3
1845	95	89	4	2	59.6	65.7
1900	106	93	11	2	58.7	64.4
1915	98	94	3	1	58.6	65.2
1930	90	86	3	1	58	63.7
1945	81	75	5	1	59	64.2
2000	96	92	4	0	58.4	63.1
2015	82	75	7	0	57.7	63
2030	64	62	1	1	59.1	65.7
2045	82	79	1	2	59.2	65.7
2100	67	59	8	0	60.3	64.7
2115	70	67	3	0	60.5	66.5
2130	62	61	1	0	60	66.6
2145	50	45	5	0	58.7	62.7
2200	43	40	3	0	61.2	69.4
2215	41	39	1	1	56.8	62.1
2230	38	36	1	1	59.1	65.5
2245	35	34	1	0	58.6	63.4
2300	32	27	5	0	61.2	68.9
2315	23	20	3	0	60.2	67.3
2330	20	18	0	2	60.4	69.8
2345	25	24	1	0	58.6	64.4
07-09	1897	1713	157	27	53.6	60.8
09-16	4230	3635	492	103	54.4	62.3
16-18	1405	1304	96	5	59.2	64.4
00-00	11056	9785	1091	180	56.1	63.2

Westbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	16	13	3	0	64.1	75.8
0015	16	14	2	0	69.4	79.2
0030	12	11	1	0	63.4	70
0045	4	3	1	0	69.3	-
0100	12	8	2	2	64.2	77.4
0115	11	10	1	0	61.4	76
0130	9	7	2	0	65.7	-
0145	10	8	0	2	62.6	-
0200	9	7	2	0	64.9	-
0215	8	6	2	0	60	-
0230	9	9	0	0	64.5	-
0245	5	3	2	0	64.3	-
0300	10	9	1	0	62.1	-
0315	6	4	1	1	66.3	-
0330	14	13	1	0	62.9	74
0345	13	10	3	0	65.5	71.1
0400	17	17	0	0	64.6	71.9
0415	25	17	6	2	57.1	68.1
0430	30	26	2	2	64.8	70.7
0445	27	23	3	1	63	69.8
0500	31	25	6	0	63.3	68.8
0515	53	45	8	0	60.5	64.7
0530	70	65	5	0	63	68.1
0545	85	76	7	2	59.9	67
0600	78	66	12	0	59.4	65.2
0615	111	99	9	3	58.4	64.3
0630	103	90	10	3	59	64.7
0645	132	120	12	0	59	64.8
0700	96	84	9	3	61.4	67.4
0715	130	117	10	3	57.1	62.9
0730	137	128	7	2	56.2	61.2
0745	148	130	13	5	55.1	60.5
0800	174	156	14	4	55	62.8
0815	149	137	10	2	59.2	65
0830	181	162	18	1	55.7	62.4
0845	200	180	17	3	56	61.5
0900	153	132	15	6	54.7	60.5
0915	122	101	16	5	55.8	62
0930	124	100	18	6	53.9	61
0945	101	85	14	2	59.8	66.4
1000	128	103	20	5	53.6	62.6
1015	143	123	18	2	55.3	63.7
1030	99	84	13	2	57.6	62.5
1045	128	108	16	4	58.8	64.6
1100	142	116	24	2	58.8	62.5
1115	144	125	18	1	58.3	63.2
1130	150	128	20	2	57.8	62
1145	159	135	17	7	57.8	63.4
1200	141	117	23	1	58.2	64.7
1215	158	128	24	6	57.4	63.7
1230	140	114	19	7	58.3	65.5
1245	150	127	19	4	56.8	61.9
1300	152	119	25	8	57.8	62.8
1315	150	123	25	2	57.9	62.5
1330	142	123	16	3	57.2	63.6
1345	148	130	17	1	59	64.6
1400	180	154	24	2	59.7	64.8
1415	209	183	21	5	56.3	62.4
1430	252	228	22	2	55.2	62.5
1445	205	186	14	5	56.7	63
1500	246	225	16	5	52.5	60.8
1515	252	227	24	1	55.5	61.9
1530	274	251	18	5	56	63.1
1545	255	229	21	5	54.1	61.6
1600	307	276	28	3	55.2	62.5
1615	279	246	30	3	57.1	64.3
1630	284	260	22	2	53	62.9
1645	291	276	13	2	58.8	63.6
1700	261	249	11	1	60.6	65.1
1715	272	255	17	0	60.3	65.3
1730	224	211	13	0	61.3	65.3
1745	203	185	16	2	61	65.7
1800	170	155	15	0	62.4	67.3
1815	157	147	8	2	61.3	67.2
1830	162	152	9	1	62.3	66.5
1845	142	125	14	3	60.8	64.5
1900	124	110	12	2	61.7	68
1915	123	117	6	0	59.9	66.2
1930	109	101	8	0	60.1	64.7
1945	82	72	10	0	61.6	66.8
2000	83	77	5	1	60.3	64.9
2015	92	82	7	3	60	66.1
2030	70	65	5	0	61.8	66.1
2045	84	76	8	0	59.2	63
2100	69	66	2	1	60.8	65.8
2115	56	49	6	1	61.9	68
2130	71	68	3	0	61.1	66.5
2145	53	48	3	2	62.4	67.5
2200	51	48	3	0	60.1	65.2
2215	44	43	1	0	59.6	65.6
2230	41	37	3	1	59.4	66.9
2245	28	26	1	1	59.8	65.5
2300	46	43	2	1	60.9	66.8
2315	36	33	3	0	62.4	68.5
2330	33	32	1	0	62.5	69.9
2345	20	18	2	0	61.7	73.2
07-09	1215	1094	98	23	56.7	62.6
09-16	4647	4004	537	106	56.6	62.8
16-18	2121	1958	150	13	58.2	64.4
00-00	10855	9650	1026	179	58.1	64.3

Northbound

3/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	11	9	1	1	60.5	66
0015	18	16	2	0	61.7	69.6
0030	12	8	4	0	62.3	72.9
0045	10	10	0	0	62	-
0100	10	9	1	0	60.6	-
0115	9	9	0	0	68.6	-
0130	13	10	3	0	60.1	67.2
0145	15	14	1	0	62	67.8
0200	10	10	0	0	62	-
0215	9	7	2	0	61.5	-
0230	7	5	2	0	61.9	-
0245	12	12	0	0	59.5	65.5
0300	14	11	3	0	64.8	74.1
0315	16	14	1	1	64.1	74
0330	21	19	2	0	66.4	71.8
0345	42	37	4	1	65	73.7
0400	35	30	3	2	64.7	73.5
0415	69	53	10	6	63.7	69.7
0430	74	69	4	1	65.9	71.5
0445	111	100	9	2	64.9	71.2
0500	85	71	10	4	64.3	72.2
0515	104	89	11	4	63.5	69.7
0530	137	113	19	5	63.7	69.4
0545	148	122	18	8	64	71.4
0600	138	113	15	10	62.9	70.6
0615	165	137	22	6	62.3	68.2
0630	150	125	19	6	62.7	68.8
0645	173	147	22	4	63.2	70
0700	158	134	21	3	61.3	68.4
0715	159	132	16	11	60.3	66.8
0730	178	142	27	9	60.1	67.2
0745	134	114	16	4	61.3	67.7
0800	167	121	34	12	60.8	67.5
0815	141	120	16	5	60.5	66.7
0830	184	145	34	5	60.5	67.9
0845	157	128	20	9	59.1	66.1
0900	164	125	31	8	60.6	68
0915	136	115	12	9	61.3	67.3
0930	144	114	22	8	60.2	66.2
0945	168	142	24	2	58	65.9
1000	133	98	30	5	58.1	65.5
1015	144	109	28	7	60.6	66.8
1030	160	127	28	5	59.3	67.1
1045	154	120	28	6	59.1	66.2
1100	150	115	29	6	61.6	68.6
1115	134	112	17	5	60.9	66.6
1130	151	121	28	2	59.2	66
1145	171	133	30	8	59.3	65
1200	163	122	33	8	58.7	66.3
1215	162	122	28	12	59.2	66.2
1230	164	126	33	5	60.1	66.8
1245	171	116	45	10	58.9	66.1
1300	175	133	34	8	57.1	64.7
1315	169	136	28	5	60	67.3
1330	180	153	21	6	60.9	68
1345	203	159	37	7	59.7	67.9
1400	182	151	25	6	58.7	67.2
1415	217	186	27	4	59.9	66.5
1430	249	220	24	5	59.4	66.6
1445	219	178	36	5	60.3	66.8
1500	237	208	25	4	60.1	65.9
1515	235	208	25	2	60.9	66.6
1530	247	224	20	3	61.4	68.2
1545	256	225	26	5	61.4	67.5
1600	281	251	25	5	60.4	67.9
1615	262	238	21	3	61.1	67.7
1630	252	231	18	3	61.8	68.1
1645	230	214	13	3	61.9	67.7
1700	247	233	13	1	60.7	66.7
1715	253	228	25	0	61.1	67.8
1730	220	207	11	2	59.8	67.3
1745	184	172	10	2	61.7	67.9
1800	186	178	8	0	60.4	65.9
1815	172	160	12	0	60.4	67.5
1830	142	134	6	2	61.3	67.8
1845	139	132	5	2	60.2	65.2
1900	129	117	12	0	59.8	65.4
1915	162	152	8	2	60	65.8
1930	92	88	3	1	59.5	66.8
1945	84	83	0	1	59.4	65.7
2000	78	73	5	0	58.9	66.8
2015	60	57	2	1	58	65.9
2030	61	56	3	2	59.2	65.1
2045	75	71	2	2	59.5	65.6
2100	79	72	6	1	58.3	65.7
2115	66	64	2	0	60.8	66.6
2130	50	49	1	0	58.5	64.3
2145	52	52	0	0	59.1	67.9
2200	38	37	0	1	61	69.3
2215	45	45	0	0	59.8	66.5
2230	34	27	5	2	59.9	67.2
2245	33	31	1	1	59.9	66.5
2300	27	26	1	0	63.3	72.5
2315	29	28	1	0	62.6	73
2330	27	24	2	1	62.8	74.7
2345	15	13	0	2	61	69.4
07-09	1278	1036	184	58	60.5	67.3
09-16	5038	4098	774	166	59.9	66.8
16-18	1929	1774	136	19	61	67.7
00-00	11738	10046	1367	325	60.7	67.5

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	23	19	3	1	60.6	76.9
0015	15	14	1	0	63.3	72.7
0030	24	23	1	0	62.7	71.4
0045	10	9	1	0	61.3	-
0100	4	4	0	0	60.9	-
0115	10	8	2	0	64	-
0130	22	20	1	1	60.1	68.9
0145	15	14	1	0	61	66.7
0200	14	13	1	0	67	72.8
0215	17	15	2	0	59.5	64.6
0230	13	11	2	0	64.1	71.9
0245	10	9	1	0	59.1	-
0300	13	11	2	0	59.1	65.3
0315	15	9	4	2	61.9	68.5
0330	16	15	1	0	62.2	73.9
0345	30	27	2	1	63.5	73.3
0400	21	19	1	1	61.9	70.1
0415	50	46	3	1	63.1	71.5
0430	69	64	5	0	62	68.6
0445	94	77	16	1	61.2	70.6
0500	91	78	10	3	64.4	70.7
0515	128	115	6	7	63.4	71
0530	160	136	19	5	63.6	69.1
0545	174	153	16	5	64.5	71.8
0600	156	137	12	7	62.8	68.7
0615	154	132	21	1	63.7	71.6
0630	223	181	33	9	62.4	67.6
0645	202	176	17	9	61.7	66.9
0700	237	215	17	5	62.7	67.7
0715	225	202	19	4	62.1	67.1
0730	233	207	18	8	61.2	67.3
0745	253	225	19	9	61.7	67.5
0800	248	220	21	7	60.2	67.2
0815	261	231	25	5	61.6	67.9
0830	251	229	16	6	60.2	65.9
0845	236	206	26	4	61	66.5
0900	187	157	27	3	59.3	64.6
0915	154	134	15	5	61	65.3
0930	161	131	16	14	60.5	67.6
0945	135	100	21	14	60.1	66
1000	152	120	25	7	59.4	66.2
1015	114	98	12	4	60.8	67.1
1030	149	120	22	7	59.9	65.5
1045	130	101	24	5	59.3	65.9
1100	137	108	23	6	61.5	66.8
1115	133	111	19	3	60.3	65.7
1130	158	136	19	3	60.2	65.9
1145	130	103	23	4	61.8	68.9
1200	180	152	24	4	63.5	69.2
1215	135	116	15	4	61.8	68.8
1230	172	140	23	9	60.7	65.7
1245	155	136	13	6	60.2	65.4
1300	143	115	26	2	59.6	67.1
1315	149	126	21	2	60.9	66.7
1330	175	149	18	8	60.6	66
1345	161	132	26	3	60.7	66.1
1400	178	148	25	5	60.9	66.4
1415	223	179	34	10	60.2	66.4
1430	231	202	24	5	59	66.1
1445	219	175	34	10	59.4	65.2
1500	239	218	14	7	58.6	65
1515	209	191	17	1	60.7	65.9
1530	228	198	26	4	61.3	67.4
1545	241	209	27	5	60.7	66.1
1600	206	186	14	6	58.8	64.8
1615	187	172	12	3	61.4	67.1
1630	196	177	16	3	60.4	66.5
1645	183	174	8	1	60.7	66.9
1700	199	183	12	4	61.5	67
1715	211	193	16	2	62.6	67.9
1730	204	193	10	1	62.7	68.3
1745	185	174	10	1	63.6	68.4
1800	158	151	7	0	62.2	67.9
1815	134	123	10	1	64.1	70.2
1830	132	119	12	1	63.3	69.5
1845	123	115	8	0	62.2	67.8
1900	105	101	4	0	61.8	66.4
1915	98	92	5	1	61.1	66.9
1930	83	78	4	1	61.1	66.8
1945	87	84	3	0	60.8	66.3
2000	91	85	6	0	58.9	65.4
2015	70	68	2	0	58.7	63.9
2030	72	68	2	2	60.8	65.7
2045	72	68	2	2	60.1	69.7
2100	63	56	6	1	59.4	64.7
2115	66	66	0	0	59.1	64.9
2130	53	51	2	0	60.8	65.3
2145	50	47	3	0	58.4	65
2200	54	53	1	0	60.1	67.3
2215	43	43	0	0	60.8	66.5
2230	40	37	2	1	60	71.7
2245	30	30	0	0	60.4	68.8
2300	54	51	2	1	59.7	66.4
2315	26	25	0	1	60.4	65.2
2330	20	19	1	0	60.8	70.9
2345	15	15	0	0	58.6	64.3
07-09	1944	1735	161	48	61.3	67.3
09-16	4778	4005	613	160	60.4	66.2
16-18	1571	1452	98	21	61.5	67.3
00-00	11805	10372	1138	295	61.2	67.3

Northbound

4/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	18	18	0	0	60.8	67.9
0015	11	11	0	0	60	68
0030	10	6	4	0	59.6	-
0045	14	11	1	2	61.1	67.7
0100	7	6	1	0	58.1	-
0115	13	11	2	0	61.9	70.8
0130	15	11	2	2	60.3	68.2
0145	10	6	3	1	61.1	-
0200	8	5	3	0	58.2	-
0215	9	6	3	0	64.9	-
0230	14	11	3	0	61.4	66.8
0245	13	9	1	3	61.9	72.8
0300	10	7	3	0	63.9	-
0315	20	19	1	0	64.9	71.3
0330	29	24	4	1	62.6	68.9
0345	40	35	4	1	63.5	68.3
0400	33	28	5	0	63.1	71
0415	63	53	7	3	62.9	71.2
0430	78	67	9	2	65.3	72.9
0445	123	109	12	2	64.7	72
0500	87	75	8	4	63.4	70.5
0515	112	97	13	2	64.5	70.9
0530	143	119	18	6	64	71.6
0545	157	134	19	4	63.5	69.7
0600	136	115	17	4	64.2	71.5
0615	161	137	20	4	63.2	68.9
0630	153	128	19	6	62.5	69.6
0645	167	143	22	2	62.3	68.5
0700	137	114	15	8	62.8	68.9
0715	159	138	17	4	63.4	69.3
0730	147	113	27	7	60.2	67.6
0745	128	104	20	4	62.2	68.2
0800	151	124	20	7	60.6	68.4
0815	152	131	21	0	60.7	66.6
0830	154	124	24	6	59.7	66.8
0845	161	121	33	7	60.5	67.9
0900	154	124	20	10	60.6	67.1
0915	137	102	24	11	61.4	67.4
0930	162	126	29	7	59.6	67.5
0945	151	113	30	8	59.5	66.1
1000	143	114	21	8	59.5	66.4
1015	132	102	21	9	61.8	68.1
1030	144	117	16	11	60.6	65.9
1045	151	119	24	8	59.5	66.1
1100	159	114	41	4	59.3	65.3
1115	164	125	30	9	58.9	65.3
1130	161	131	22	8	61	66.2
1145	160	119	35	6	58.7	65.5
1200	162	126	27	9	57.9	66.2
1215	141	107	26	8	60.7	67.1
1230	143	109	26	8	60.7	67.5
1245	170	142	22	6	60.2	67.1
1300	191	135	38	18	60	68.4
1315	163	135	25	3	62.5	69.8
1330	173	135	28	10	60.9	69.4
1345	184	152	20	12	59.7	65.8
1400	218	176	34	8	58.9	66.6
1415	210	179	25	6	60.4	67.4
1430	273	226	36	11	58.9	67.1
1445	215	186	24	5	59	66.1
1500	269	236	26	7	58.1	65.4
1515	254	223	27	4	60.5	66.1
1530	289	255	28	6	59.2	67
1545	229	194	30	5	59.9	67
1600	289	262	23	4	58.1	63.9
1615	266	237	25	4	58.7	65.2
1630	270	246	22	2	61	67.6
1645	254	238	14	2	61.4	67.3
1700	284	261	18	5	59.5	65.9
1715	280	256	20	4	60.4	65.6
1730	213	207	6	0	60	65.3
1745	197	182	14	1	59.6	66.7
1800	190	180	7	3	60.3	66.7
1815	158	150	8	0	59.8	67.6
1830	161	147	9	5	60.4	66.8
1845	133	124	5	4	58.5	66.6
1900	149	138	9	2	61	67
1915	120	113	6	1	59.6	65.9
1930	103	95	6	2	59.5	67.5
1945	91	87	3	1	60.1	65.4
2000	91	89	1	1	60.6	66.3
2015	97	93	4	0	60.5	67.7
2030	78	72	6	0	60.4	67.7
2045	61	57	4	0	59.7	65.7
2100	72	65	7	0	59.7	66.6
2115	74	71	3	0	59.2	64.4
2130	53	52	0	1	62.1	69.9
2145	54	50	2	2	59.7	65.7
2200	57	55	1	1	59.8	64.9
2215	50	47	1	2	60.3	66.8
2230	41	39	1	1	59.3	66.6
2245	33	26	5	2	61.8	68.9
2300	21	18	1	2	61.5	70.3
2315	27	24	2	1	62.2	70.7
2330	21	20	0	1	58.7	65.8
2345	19	17	2	0	63.3	72.2
07-09	1189	969	177	43	61.2	68
09-16	5102	4122	755	225	59.8	66.8
16-18	2053	1889	142	22	59.8	66.1
00-00	11952	10210	1371	371	60.5	67.3

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	16	13	3	0	58.7	65
0015	9	7	0	2	57.9	-
0030	22	19	2	1	63.9	76.7
0045	7	6	0	1	60.8	-
0100	10	8	2	0	67.3	-
0115	9	6	3	0	65.4	-
0130	14	13	0	1	60.3	65.1
0145	11	8	2	1	59.6	68.3
0200	3	3	0	0	60.2	-
0215	12	10	2	0	61.1	65.6
0230	14	12	1	1	60.1	71.3
0245	13	10	3	0	64.9	70.9
0300	15	11	3	1	60.6	67.4
0315	19	15	2	2	64.2	75.8
0330	32	25	7	0	65.4	74.2
0345	25	23	1	1	62.1	68.5
0400	44	41	2	1	63.5	70.7
0415	53	45	7	1	63.9	73.5
0430	83	76	4	3	62.5	70.5
0445	106	90	13	3	62.3	69.3
0500	109	97	12	0	63.4	71.2
0515	129	116	10	3	63.8	71.2
0530	158	133	23	2	64.1	70.9
0545	160	142	12	6	62.5	68.7
0600	156	132	20	4	66.2	72.5
0615	179	158	16	5	62.8	68.6
0630	197	174	17	6	62.6	68.9
0645	210	189	13	8	62.7	69.5
0700	234	211	18	5	63	69
0715	246	216	22	8	62.5	68.9
0730	239	215	16	8	61.7	66.6
0745	237	210	22	5	59.8	65.8
0800	238	214	17	7	61.8	67.9
0815	269	238	21	10	59.3	64.8
0830	243	214	18	11	60.7	66.5
0845	234	211	20	3	60.9	66.7
0900	189	166	16	7	61.4	66.6
0915	179	149	21	9	60.2	64.6
0930	167	141	18	8	62.9	69.3
0945	176	143	23	10	60.2	67.4
1000	122	98	17	7	60.3	66.2
1015	156	125	25	6	63.2	68.6
1030	119	97	13	9	61.4	67.9
1045	125	99	22	4	61	68.6
1100	152	122	20	10	61	67.9
1115	153	133	14	6	60	66.2
1130	147	120	23	4	61.3	67.5
1145	130	99	21	10	59.9	66.7
1200	168	134	24	10	60.8	67.7
1215	146	117	22	7	61.8	66.8
1230	181	152	21	8	60.8	66.9
1245	149	117	23	9	62.5	70.1
1300	167	133	24	10	61.5	67.6
1315	140	116	16	8	62	68.2
1330	172	143	22	7	61.5	67.3
1345	143	119	17	7	61.1	68.8
1400	185	164	15	6	60	67.1
1415	183	148	26	9	60.7	66.1
1430	225	196	17	12	56.2	66.6
1445	207	180	20	7	60.6	66.6
1500	266	242	21	3	59.4	65.7
1515	261	230	24	7	59	65.5
1530	248	227	18	3	55.8	65.1
1545	167	149	16	2	59.3	66.1
1600	222	198	18	6	51.9	56.3
1615	195	175	17	3	53.9	57.9
1630	209	186	19	4	60.5	65.9
1645	190	180	9	1	61.8	68.1
1700	217	201	14	2	60.6	66.6
1715	208	188	17	3	60.4	65.5
1730	198	174	22	2	61	66.8
1745	185	170	12	3	60.6	65.9
1800	188	176	10	2	61.4	67.8
1815	164	148	14	2	61.1	65.4
1830	136	124	9	3	62.4	69.3
1845	121	112	8	1	60	65.3
1900	109	102	7	0	61.6	67.6
1915	110	103	5	2	62.6	71.8
1930	102	94	7	1	60.9	66.9
1945	93	87	5	1	61	66.7
2000	77	72	3	2	58.9	63.4
2015	86	82	3	1	58.4	65.5
2030	65	64	1	0	59.6	67.4
2045	97	91	5	1	58.5	65.3
2100	101	94	5	2	58.3	64.5
2115	76	73	2	1	58	63.1
2130	79	74	4	1	58.2	63.9
2145	55	53	2	0	60.3	64.7
2200	44	40	3	1	62	68.7
2215	39	37	2	0	59	63.2
2230	48	45	2	1	59.3	64.4
2245	34	33	0	1	59.5	64.8
2300	63	59	2	2	60.6	68.8
2315	29	29	0	0	59.4	65.7
2330	24	23	0	1	63	70.2
2345	15	15	0	0	58.9	65.8
07-09	1940	1729	154	57	61.2	67.1
09-16	4823	4059	559	205	60.3	67
16-18	1624	1472	128	24	58.8	65
00-00	12157	10672	1120	365	60.7	67.1

Northbound

5/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	26	21	3	2	59.4	65.1
0015	22	19	1	2	54.7	65.7
0030	13	13	0	0	61.4	70.7
0045	13	13	0	0	60.8	68.9
0100	20	19	1	0	59.6	64.1
0115	8	7	1	0	58.7	-
0130	12	10	1	1	61.4	70.8
0145	10	10	0	0	58.6	-
0200	13	10	1	2	60.2	68.8
0215	10	9	0	1	61.4	-
0230	7	7	0	0	61.7	-
0245	13	11	2	0	63.6	68.9
0300	21	16	5	0	62.6	71.2
0315	25	17	6	2	64.1	70.8
0330	20	18	2	0	63.9	71.5
0345	22	20	2	0	65.4	74.2
0400	38	28	8	2	61.9	70
0415	67	55	9	3	65.1	72.2
0430	76	61	12	3	63.5	71.3
0445	126	116	8	2	65.3	72.1
0500	91	80	9	2	66.5	72.1
0515	121	105	16	0	65.1	71.9
0530	136	110	18	8	61.7	67.8
0545	156	134	16	6	64.5	70.9
0600	142	119	14	9	64	71.7
0615	152	133	13	6	63.1	68.6
0630	159	128	24	7	61	67.7
0645	161	135	20	6	61.7	68.9
0700	144	114	27	3	60.2	67.7
0715	137	108	23	6	60.6	66.7
0730	157	138	12	7	58	66.6
0745	153	135	15	3	61.5	67.1
0800	164	134	26	4	59.7	65.2
0815	150	125	20	5	59.7	67
0830	133	105	23	5	58.2	64.4
0845	145	119	20	6	58.1	65
0900	143	114	25	4	60.3	66.5
0915	159	123	27	9	59.4	65
0930	138	106	27	5	60	65.7
0945	140	103	30	7	59.4	65.9
1000	147	106	34	7	60.6	67.3
1015	121	95	21	5	60.3	65.3
1030	168	132	28	8	59.4	65
1045	167	124	27	16	58.6	65.5
1100	153	111	32	10	58.6	66.2
1115	157	129	21	7	60.5	67.2
1130	132	105	25	2	58.7	66.1
1145	164	128	29	7	56.9	63.6
1200	200	156	35	9	57.2	65.5
1215	184	139	36	9	59.2	67
1230	192	151	33	8	58.8	66.1
1245	165	139	20	6	58.6	65.4
1300	177	143	26	8	57.3	65.1
1315	158	122	32	4	58.2	66.3
1330	191	152	30	9	59.2	66.8
1345	200	165	31	4	60.6	67.5
1400	217	179	31	7	59.6	67.6
1415	212	187	23	2	59.8	67.1
1430	241	202	34	5	60.7	67.3
1445	219	186	28	5	61.3	68.6
1500	242	213	25	4	60.6	66.2
1515	247	218	22	7	60.6	67.7
1530	266	238	23	5	60	66.6
1545	248	213	28	7	61.3	67.1
1600	255	223	29	3	61	67.9
1615	263	238	20	5	61.4	68.1
1630	251	229	19	3	61	66.8
1645	251	225	23	3	61.1	66.6
1700	253	237	12	4	59.9	66.5
1715	247	228	18	1	59.9	65.9
1730	206	192	11	3	60.2	67.8
1745	184	174	8	2	62.1	68.8
1800	174	159	10	5	61.3	67
1815	172	158	14	0	60.2	65.9
1830	172	165	6	1	62.2	67.3
1845	143	137	5	1	60.4	66.4
1900	145	135	8	2	60.6	66.6
1915	121	114	6	1	59.4	66
1930	84	77	7	0	59.6	66.3
1945	100	97	1	2	59.5	65
2000	104	101	3	0	60.8	69
2015	105	97	5	3	59.3	65.7
2030	89	85	3	1	57.2	64.1
2045	81	76	4	1	59.6	67.9
2100	85	82	3	0	62.9	68.8
2115	73	68	3	2	59.6	66.1
2130	67	65	2	0	57.8	63
2145	57	50	6	1	59.9	66.2
2200	57	51	4	2	60.5	66.3
2215	51	49	0	2	58.4	68.3
2230	40	38	2	0	58.5	65.1
2245	33	30	0	3	59.3	64.1
2300	30	27	1	2	60.6	65
2315	33	32	0	1	60.2	66.7
2330	26	23	1	2	60.8	66.1
2345	24	24	0	0	63.9	70.2
07-09	1183	978	166	39	59.5	66.1
09-16	5148	4179	783	186	59.6	66.4
16-18	1910	1746	140	24	60.8	67
00-00	11987	10267	1375	345	60.4	67.1

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	23	17	4	2	60.6	66.7
0015	28	24	2	2	60.3	66.3
0030	14	13	0	1	59.9	70.2
0045	10	9	1	0	58.5	-
0100	16	15	1	0	57.8	64.7
0115	8	7	0	1	54.4	-
0130	15	11	2	2	60.6	70
0145	10	7	2	1	56.6	-
0200	10	8	2	0	60.4	-
0215	7	7	0	0	65.5	-
0230	9	6	3	0	60.6	-
0245	18	15	3	0	63.9	70.1
0300	24	19	3	2	75.9	119
0315	22	18	4	0	62.8	71.2
0330	27	23	4	0	63.2	68.5
0345	39	35	2	2	62.4	70.7
0400	30	26	4	0	64.1	72.5
0415	53	47	5	1	62	68.1
0430	77	72	5	0	64.5	73
0445	101	92	8	1	62.2	70.8
0500	100	89	10	1	64.4	72.5
0515	145	119	23	3	62.4	69
0530	163	143	18	2	63.9	69.8
0545	184	161	14	9	62.4	68.2
0600	175	150	19	6	63.2	70
0615	156	134	18	4	63.5	68.6
0630	182	157	20	5	60.7	66.2
0645	201	183	16	2	61.6	66.7
0700	222	202	11	9	61.8	67.1
0715	225	198	22	5	61.2	66.4
0730	216	197	13	6	61	67.4
0745	231	205	17	9	60.8	65.9
0800	231	205	14	12	59.6	65
0815	237	209	19	9	59.7	66.4
0830	209	189	17	3	59.3	65.4
0845	250	229	17	4	59.9	66.3
0900	182	150	22	10	60.2	67.6
0915	153	123	23	7	60.3	65.7
0930	159	133	20	6	59.9	68
0945	138	121	11	6	59.8	66.3
1000	138	112	22	4	60.5	67.2
1015	121	94	22	5	60.8	67.1
1030	141	112	22	7	60.8	65.4
1045	140	112	22	6	61	67.1
1100	158	127	23	8	61.4	67.5
1115	160	126	24	10	64.5	72.7
1130	146	118	21	7	62.7	68.8
1145	157	132	17	8	60.8	67.1
1200	150	118	30	2	62.2	68.3
1215	145	115	20	10	59.8	65.7
1230	155	134	16	5	63.2	69.4
1245	188	157	22	9	59.9	65.9
1300	186	154	23	9	61.8	65.5
1315	156	128	23	5	62	69.2
1330	161	134	22	5	63.6	70.5
1345	169	135	29	5	62.2	70.9
1400	187	160	25	2	61.4	67.5
1415	219	197	15	7	61	66.6
1430	240	211	27	2	61.7	69.3
1445	232	193	28	11	61.7	67.3
1500	248	220	22	6	58.3	65.9
1515	242	213	25	4	61.3	68.9
1530	262	235	23	4	60.2	65.8
1545	209	185	22	2	62.2	67.9
1600	248	225	18	5	58.7	64.3
1615	203	189	12	2	62.9	68.9
1630	238	226	10	2	60.1	66.4
1645	180	169	9	2	62.4	68
1700	227	212	11	4	60.4	66.2
1715	200	185	12	3	61.6	66.1
1730	176	156	19	1	61.5	68.3
1745	170	158	9	3	61.6	68.2
1800	159	144	14	1	62.4	68.9
1815	135	125	9	1	60.9	66.2
1830	164	149	12	3	60.5	67.4
1845	127	118	8	1	61	66.4
1900	108	99	6	3	60.2	65.9
1915	97	96	1	0	61.8	68.6
1930	86	85	1	0	60.9	66.8
1945	104	102	1	1	61.2	70.2
2000	86	79	6	1	60.4	67.1
2015	81	77	4	0	60.9	67.6
2030	87	80	4	3	61	67.7
2045	83	81	2	0	58.5	64.3
2100	92	87	5	0	59.1	64.3
2115	69	65	4	0	59.9	65.8
2130	83	82	0	1	59.6	64
2145	60	53	6	1	59.7	64.2
2200	66	64	1	1	60.5	65.7
2215	38	37	1	0	59.4	66.8
2230	33	29	2	2	63.6	70.6
2245	18	16	1	1	57	61.4
2300	47	45	1	1	61.9	69.3
2315	33	33	0	0	59.4	66.6
2330	20	16	2	2	60.6	68.8
2345	18	17	1	0	65.6	76.8
07-09	1821	1634	130	57	60.4	66.2
09-16	4942	4149	621	172	61.2	67.5
16-18	1642	1520	100	22	61	67
00-00	12146	10689	1136	321	61.2	67.3

Northbound

6/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	26	24	0	2	60.7	67.5
0015	26	24	1	1	61.6	66.9
0030	13	9	4	0	56.4	61
0045	16	13	3	0	64.1	75.7
0100	14	13	0	1	56.7	63.1
0115	15	13	2	0	60.5	68.4
0130	11	11	0	0	60.1	69.5
0145	10	8	0	2	66.3	-
0200	12	12	0	0	63.2	71.6
0215	13	10	1	2	62.6	71.8
0230	8	8	0	0	60	-
0245	14	12	1	1	61.9	72.9
0300	19	16	2	1	63.6	74.3
0315	23	18	5	0	63.9	71.2
0330	17	16	1	0	62.9	70.6
0345	32	28	3	1	64.9	73.1
0400	39	30	7	2	63.4	69.8
0415	72	64	6	2	62.5	68.2
0430	74	69	5	0	65.7	72
0445	108	97	5	6	64.6	71.2
0500	88	77	10	1	64.5	71.4
0515	113	99	10	4	64.9	71.3
0530	128	105	18	5	62.9	68.6
0545	152	130	14	8	63.3	70
0600	137	110	17	10	63.1	69.9
0615	135	124	8	3	63.8	69.6
0630	140	111	26	3	62.9	69.8
0645	165	133	26	6	62.4	69.1
0700	151	126	20	5	61.5	68.2
0715	153	122	21	10	60.6	67.8
0730	152	119	29	4	59.7	65.7
0745	150	118	27	5	60.7	67.7
0800	160	130	21	9	60.8	66.4
0815	156	121	23	12	61.1	67.1
0830	153	125	20	8	59.6	66
0845	170	121	40	9	59	65.4
0900	164	133	23	8	59.3	67
0915	153	121	28	4	60.6	66.9
0930	122	102	16	4	60.3	66.1
0945	134	106	19	9	59.2	67.3
1000	166	128	33	5	58.6	64.8
1015	152	105	33	14	60.3	66.4
1030	148	126	13	9	58.6	64.9
1045	169	139	25	5	59	64.7
1100	155	123	23	9	58.7	66.1
1115	184	145	30	9	58.5	64.4
1130	181	145	24	12	59.6	67
1145	158	130	23	5	58.4	65.2
1200	175	149	21	5	58.2	65.6
1215	170	119	37	14	58.7	65.7
1230	163	133	26	4	60.5	68.9
1245	184	156	26	2	60	66.5
1300	185	155	23	7	59	65.6
1315	187	157	27	3	60	66.9
1330	209	182	23	4	62.1	68
1345	212	179	26	7	60.5	67
1400	212	171	31	10	60.5	68.4
1415	214	180	25	9	59.3	66
1430	247	215	26	6	61.6	69.8
1445	229	199	23	7	61.3	66.6
1500	228	199	25	4	61	67.3
1515	238	213	16	9	60.4	67.9
1530	286	251	26	9	60.2	65.3
1545	249	223	21	5	60	65.9
1600	245	212	27	6	60.1	68
1615	251	226	21	4	61	67.4
1630	282	251	26	5	59.6	66.3
1645	248	222	25	1	60	66.9
1700	263	234	25	4	60.6	66.4
1715	244	230	13	1	59.6	65.3
1730	225	212	11	2	60.5	66.8
1745	228	211	17	0	60.6	66.2
1800	192	181	11	0	60.6	66.6
1815	146	136	10	0	59.9	65.7
1830	154	140	11	3	60.6	65.9
1845	130	122	5	3	61.2	66.8
1900	134	131	3	0	60.5	67.5
1915	104	88	14	2	59.5	66.4
1930	107	102	4	1	59.2	64.6
1945	92	85	6	1	59.9	66.4
2000	106	101	5	0	60.5	65.1
2015	98	95	2	1	58.5	63.5
2030	83	81	1	1	60.4	65.6
2045	81	76	4	1	60.5	66.1
2100	91	85	3	3	60	65.5
2115	73	64	9	0	59.6	65.5
2130	65	63	1	1	60.4	67
2145	59	58	1	0	61.6	67.5
2200	67	66	1	0	60.2	65.3
2215	72	68	3	1	60	68.6
2230	60	56	3	1	60	64.9
2245	48	46	2	0	61.4	68.1
2300	41	40	1	0	59.6	63.5
2315	56	55	0	1	61.1	67.5
2330	49	44	1	4	61.3	68.2
2345	36	35	0	1	61.3	67.6
07-09	1245	982	201	62	60.4	66.8
09-16	5274	4384	692	198	59.9	66.6
16-18	1986	1798	165	23	60.3	66.6
00-00	12269	10566	1334	369	60.5	67

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	19	16	2	1	60.9	70
0015	25	23	2	0	61	70.9
0030	12	11	0	1	64	74.4
0045	13	12	0	1	57	63.3
0100	22	17	4	1	57.5	63.1
0115	17	14	1	2	58.6	61.9
0130	7	6	1	0	58.2	-
0145	14	13	1	0	62.3	72.5
0200	13	10	2	1	62.4	72.1
0215	9	8	1	0	60.8	-
0230	9	8	1	0	59.5	-
0245	7	5	2	0	64.2	-
0300	26	20	6	0	60.7	69.7
0315	17	14	2	1	59.8	66
0330	21	17	2	2	62.8	71
0345	33	31	1	1	63	72.8
0400	36	29	3	4	61.2	68.5
0415	53	47	6	0	64.9	74.2
0430	82	73	4	5	63.1	70.5
0445	93	80	12	1	61.2	67.6
0500	103	90	12	1	64.2	71.9
0515	136	111	20	5	64.4	71.6
0530	162	142	13	7	63.8	69.6
0545	160	142	17	1	63.5	70.5
0600	158	133	22	3	63.9	69.7
0615	149	131	12	6	63.7	71.2
0630	218	203	9	6	62.8	68.8
0645	179	163	12	4	62	66.8
0700	209	190	17	2	61.6	66.4
0715	230	206	18	6	61.9	68.5
0730	248	228	15	5	60.2	65.6
0745	246	215	24	7	59.7	64.8
0800	206	181	17	8	58.5	65.9
0815	199	179	17	3	59.9	65.5
0830	224	195	15	14	59.4	65.5
0845	235	211	18	6	60	64.9
0900	176	150	22	4	61.5	66.4
0915	178	147	22	9	60.5	66.8
0930	166	140	23	3	60.6	66.6
0945	172	142	24	6	58.5	65.3
1000	150	127	17	6	60.8	67.9
1015	126	105	18	3	62	67.5
1030	144	121	19	4	61.3	68.3
1045	132	106	19	7	60.7	67.1
1100	167	129	26	12	53.6	61.5
1115	173	140	26	7	60.2	65.7
1130	190	144	37	9	59.7	65.5
1145	117	94	18	5	61.6	66.8
1200	184	166	13	5	60.7	66.8
1215	165	145	15	5	61.3	68
1230	181	156	21	4	60.9	66.7
1245	170	148	16	6	60.1	65.5
1300	217	188	19	10	57.8	65.2
1315	185	155	21	9	59.7	66.4
1330	153	129	16	8	60.1	66.2
1345	159	132	19	8	59.8	65.7
1400	194	169	23	2	61	68
1415	172	146	22	4	62.2	69.3
1430	267	240	25	2	61.3	67.6
1445	214	192	18	4	61.3	67.3
1500	248	217	24	7	57.2	63.7
1515	230	210	16	4	60	66.1
1530	246	224	19	3	60.2	65.5
1545	203	183	18	2	60.9	66.1
1600	210	186	17	7	61.6	68.2
1615	227	201	22	4	58	64.8
1630	178	161	14	3	59.1	67
1645	195	177	17	1	61.4	65.9
1700	206	184	20	2	61.8	68.4
1715	198	183	14	1	60.8	67.2
1730	170	162	7	1	61.3	67.7
1745	177	163	14	0	62.3	68.3
1800	193	174	18	1	61.6	66.9
1815	137	131	4	2	61.9	67.1
1830	136	130	5	1	62.1	67.9
1845	108	105	3	0	60.9	68.4
1900	114	106	8	0	61.5	68.1
1915	96	92	4	0	61	67.5
1930	113	109	4	0	60.3	65.2
1945	105	98	5	2	59.5	64.5
2000	118	110	8	0	59.7	65.9
2015	80	76	2	2	60.3	65.3
2030	81	78	3	0	59.7	65.9
2045	100	99	1	0	59.3	64.7
2100	117	113	4	0	56.1	61.4
2115	80	79	1	0	57.8	62.6
2130	89	87	1	1	58.1	63.6
2145	79	78	1	0	58.4	63.9
2200	75	71	2	2	58.7	64.8
2215	73	71	2	0	60.8	73.6
2230	56	53	0	3	60.5	65.7
2245	43	40	3	0	60	68.2
2300	78	77	0	1	59.1	65.1
2315	40	39	0	1	59.8	67.5
2330	41	37	2	2	62.6	72
2345	28	28	0	0	57.4	63.5
07-09	1797	1605	141	51	60.2	65.9
09-16	5079	4345	576	158	60.1	66.6
16-18	1561	1417	125	19	60.7	67.3
00-00	12410	11017	1093	300	60.6	67

Northbound

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Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	25	23	1	1	59.5	65.4
0015	31	31	0	0	60	68.1
0030	27	24	1	2	62.2	73
0045	24	23	1	0	58.5	65.7
0100	22	21	1	0	59.2	67.3
0115	21	21	0	0	60.6	74.5
0130	15	15	0	0	59.6	66.6
0145	19	16	1	2	60.4	66.1
0200	10	10	0	0	66.8	-
0215	15	13	2	0	62.2	70.2
0230	14	12	2	0	60.6	72.5
0245	14	13	0	1	62.5	65.9
0300	12	10	0	2	67	83.7
0315	13	11	0	2	62	75.7
0330	12	12	0	0	60.7	67.2
0345	13	10	2	1	63.1	74
0400	20	20	0	0	68.6	79.1
0415	24	22	2	0	63.8	69.7
0430	25	25	0	0	63.2	70.8
0445	43	39	3	1	63	72.8
0500	43	36	6	1	63.2	69.1
0515	55	47	5	3	63.4	70.9
0530	54	50	4	0	64.9	71.7
0545	63	54	7	2	62	67.9
0600	68	57	10	1	64.8	71
0615	52	45	6	1	64.2	71.9
0630	50	44	6	0	62.9	69.1
0645	65	50	11	4	61.5	66.3
0700	59	51	6	2	63.9	73.4
0715	71	56	13	2	60.1	65.7
0730	86	74	12	0	61	66.6
0745	77	72	2	3	61	68.6
0800	91	82	6	3	62.7	68
0815	97	84	11	2	62.5	68.8
0830	100	91	8	1	63.1	68.9
0845	124	106	16	2	59.3	65.5
0900	139	130	7	2	60.5	66.6
0915	132	116	16	0	59.7	67.3
0930	138	119	16	3	60.4	67
0945	141	125	16	0	59.5	66
1000	176	160	15	1	60.4	67.3
1015	166	151	12	3	59	65.5
1030	155	146	8	1	60.6	66.3
1045	149	138	10	1	59.6	66.8
1100	161	145	14	2	60.3	67.3
1115	155	141	13	1	60.5	67.8
1130	148	132	14	2	60.2	67.1
1145	184	162	18	4	59.3	65.3
1200	160	148	11	1	60	66.4
1215	154	142	11	1	61.6	68
1230	165	155	10	0	60.9	66.1
1245	133	121	9	3	59.6	65.9
1300	159	143	12	4	59.9	65.7
1315	132	129	3	0	62.1	70.4
1330	127	113	12	2	61	66.8
1345	134	124	10	0	61.1	68.7
1400	152	136	14	2	58.8	65.5
1415	109	99	8	2	62.7	70.4
1430	129	121	6	2	61	67.8
1445	131	127	4	0	62.4	69.7
1500	127	121	6	0	61.5	67.2
1515	110	104	5	1	62.5	68.6
1530	140	131	7	2	62.9	68
1545	127	119	8	0	63.3	69.8
1600	132	122	7	3	61.3	66.2
1615	122	116	5	1	60.4	66.4
1630	120	116	4	0	62.4	70
1645	106	101	4	1	61.5	67
1700	125	121	3	1	60.1	66.6
1715	136	130	5	1	59.3	65.5
1730	144	136	7	1	60.6	67.5
1745	118	113	5	0	60	66.6
1800	114	108	5	1	59.8	66.8
1815	106	99	6	1	59.1	67.1
1830	99	93	5	1	60.5	66.6
1845	82	77	5	0	58.5	63.7
1900	90	89	1	0	58.7	66.6
1915	75	70	2	3	58.6	64.4
1930	66	60	5	1	59.6	66.7
1945	76	74	1	1	59.6	65.5
2000	94	92	2	0	61.4	70
2015	82	79	2	1	59.2	67
2030	83	78	5	0	59.2	65.2
2045	74	71	2	1	59.7	65.7
2100	65	64	1	0	61	68.1
2115	75	74	0	1	59.3	65.1
2130	73	72	1	0	59.4	64.8
2145	58	56	2	0	60.1	65.6
2200	71	67	3	1	59	65.3
2215	67	65	0	2	59.3	65
2230	64	62	1	1	61.2	67.5
2245	41	40	1	0	60.4	65.9
2300	52	50	2	0	62.1	68.6
2315	47	44	2	1	61.9	70.7
2330	45	44	0	1	60.6	67.3
2345	36	35	0	1	59.5	66.1
07-09	705	616	74	15	61.6	67.5
09-16	4033	3698	295	40	60.7	67.3
16-18	1003	955	40	8	60.7	66.6
00-00	8325	7686	534	105	60.8	67.3

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	27	26	0	1	57.9	64.3
0015	33	32	0	1	61.3	65.9
0030	28	27	1	0	62.3	65.7
0045	19	19	0	0	60.9	65.3
0100	16	12	4	0	59	65.9
0115	21	19	0	2	56.7	62
0130	17	17	0	0	58.8	64.4
0145	23	22	0	1	61.9	69.6
0200	23	21	2	0	59.4	67.1
0215	19	18	1	0	62.7	67.9
0230	12	11	0	1	59.1	64.2
0245	13	13	0	0	60.4	68.2
0300	11	11	0	0	61.1	70.3
0315	19	19	0	0	59.6	63.5
0330	18	18	0	0	60.2	70.5
0345	16	16	0	0	61	72.7
0400	27	25	1	1	65.9	69.3
0415	39	38	0	1	63.4	67.9
0430	40	37	3	0	62.1	68.6
0445	43	40	3	0	63	69.6
0500	54	52	1	1	62.9	70.6
0515	41	38	2	1	65.9	74.5
0530	58	52	6	0	63.4	70.2
0545	57	54	3	0	62.8	69.9
0600	54	47	6	1	62.6	68.6
0615	66	56	9	1	68.8	80.4
0630	59	48	11	0	62.8	69.7
0645	72	62	9	1	62	69.9
0700	51	47	4	0	64.2	71.9
0715	77	69	6	2	63.3	72.1
0730	82	78	3	1	63.5	69.8
0745	90	86	3	1	62	67
0800	81	72	8	1	62.3	66.9
0815	80	71	7	2	62.5	69.3
0830	102	91	10	1	61	66.3
0845	123	116	7	0	62.9	68.7
0900	147	132	14	1	62	67.6
0915	154	136	17	1	62.2	69.1
0930	122	113	7	2	61.9	66.4
0945	140	136	3	1	62.4	66.9
1000	140	130	9	1	62.6	68.7
1015	142	131	11	0	61.4	68.2
1030	160	150	9	1	61.1	68
1045	164	153	9	2	62.1	69.4
1100	147	138	8	1	62.4	68.5
1115	170	157	11	2	61.4	67.7
1130	154	146	6	2	61.3	67.1
1145	158	147	8	3	61.8	69.1
1200	165	153	12	0	60.6	67.2
1215	162	153	8	1	62.2	68.9
1230	172	162	8	2	61.9	68
1245	141	128	8	5	63.7	69.8
1300	173	153	18	2	62.1	69.4
1315	123	113	10	0	62.9	70
1330	136	128	6	2	61	67.6
1345	133	125	7	1	62.4	68.6
1400	133	127	6	0	62.3	69.3
1415	116	104	11	1	61.7	67.9
1430	145	136	9	0	62.5	68.2
1445	125	118	7	0	61.9	67.5
1500	138	131	5	2	62.3	68.6
1515	121	117	4	0	61.7	68.5
1530	133	125	6	2	60.8	68.7
1545	125	115	10	0	62.5	70.2
1600	144	139	5	0	61.3	67
1615	129	125	4	0	63.3	68.8
1630	124	117	7	0	62.2	68.6
1645	114	105	8	1	62.5	68.1
1700	111	105	6	0	61.6	67.2
1715	118	113	5	0	61.7	68.4
1730	115	109	6	0	62.8	69.5
1745	102	95	6	1	62.3	68.1
1800	123	119	3	1	62.6	68.5
1815	124	120	3	1	61.9	68.9
1830	112	109	3	0	59.7	64.6
1845	105	101	4	0	61.9	67.9
1900	105	95	9	1	61.1	67
1915	81	79	2	0	59.8	66.1
1930	100	98	2	0	60.7	66.4
1945	77	73	3	1	61.5	68.8
2000	90	88	1	1	60.8	66.7
2015	70	65	4	1	58.3	65.3
2030	78	75	1	2	57.1	62
2045	60	57	3	0	59.9	64.3
2100	88	86	1	1	59.2	64.8
2115	62	58	3	1	57.9	62.4
2130	75	72	3	0	60.1	64.5
2145	62	61	1	0	59.6	64.4
2200	84	83	0	1	58.3	64.8
2215	66	64	2	0	57.7	62.6
2230	70	67	3	0	58.7	65.9
2245	49	47	1	1	59.1	66.2
2300	56	55	1	0	62.3	68.6
2315	50	45	3	2	61.8	68.9
2330	49	48	1	0	59	64.5
2345	43	43	0	0	58.5	65.4
07-09	686	630	48	8	62.6	68.8
09-16	4039	3757	247	35	61.9	68.2
16-18	957	908	47	2	62.2	68
00-00	8486	7953	461	72	61.7	68

Northbound

8/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	35	35	0	0	61	65.1
0015	37	36	1	0	60.3	66.5
0030	23	22	1	0	60.6	65.4
0045	21	21	0	0	63.6	72.5
0100	25	22	1	2	59.8	66.4
0115	21	20	1	0	60.5	66.9
0130	11	10	1	0	58.3	64.4
0145	22	22	0	0	61.4	71.3
0200	11	9	1	1	60.7	65.6
0215	17	15	2	0	64.4	73.9
0230	7	7	0	0	59.5	-
0245	11	10	1	0	65.4	77.8
0300	14	14	0	0	62.7	72.5
0315	13	12	1	0	60.4	69.2
0330	14	12	2	0	61.1	64.5
0345	9	5	3	1	57.2	-
0400	6	6	0	0	66.2	-
0415	18	18	0	0	61.3	66.9
0430	22	17	4	1	63.9	71
0445	15	15	0	0	63.6	72.4
0500	26	24	2	0	61	67
0515	31	30	1	0	62.6	67.4
0530	29	22	5	2	62.4	71.9
0545	25	25	0	0	64.2	75.1
0600	25	23	1	1	63.1	69.7
0615	35	30	5	0	62.8	71.7
0630	33	25	6	2	59	70.1
0645	36	31	3	2	59.6	65.5
0700	33	32	1	0	58.7	67.9
0715	38	37	1	0	59.9	67
0730	46	41	3	2	59.9	69.7
0745	41	36	3	2	62	70.9
0800	49	43	4	2	59.5	66.7
0815	55	51	3	1	60.9	67.9
0830	57	52	4	1	62.4	71.7
0845	81	76	5	0	63.3	70.9
0900	85	77	8	0	61.3	69.5
0915	78	70	7	1	61.1	66.8
0930	91	82	7	2	60.5	67.3
0945	96	90	5	1	60.6	66.2
1000	91	81	10	0	62.1	68.5
1015	102	97	5	0	61	67.7
1030	121	108	13	0	61.5	68
1045	125	119	5	1	60.2	65.2
1100	119	113	4	2	60.9	66.6
1115	117	112	5	0	61.4	68.3
1130	132	127	5	0	61.3	66.6
1145	114	110	3	1	61.8	68
1200	123	121	2	0	61.4	68.5
1215	120	117	3	0	61.7	67.7
1230	107	102	4	1	61.2	68
1245	125	116	8	1	62	67.5
1300	123	114	9	0	61.2	69.2
1315	118	115	3	0	62.5	68.5
1330	112	105	6	1	61.5	67.3
1345	112	105	5	2	62.7	68.9
1400	126	121	5	0	61.2	67.1
1415	107	99	7	1	61.3	68.2
1430	118	106	8	4	62	67
1445	104	97	7	0	61.7	68.3
1500	95	92	2	1	62.2	69.3
1515	96	94	2	0	64.1	70
1530	105	98	7	0	62.3	69
1545	92	84	6	2	61.3	68.8
1600	105	102	1	2	62.7	70.8
1615	106	94	9	3	61	67.8
1630	104	98	6	0	62.6	68.5
1645	106	102	4	0	61.5	68.2
1700	120	115	5	0	62.4	68.3
1715	109	106	2	1	61.6	68.2
1730	104	101	3	0	61	67
1745	112	108	2	2	60.7	66.6
1800	91	87	4	0	60	67
1815	92	89	1	2	60.3	67
1830	83	77	5	1	59.9	65.8
1845	83	77	3	3	59.1	64.8
1900	75	70	4	1	57.9	65.3
1915	77	71	5	1	59.7	66.5
1930	56	53	3	0	58.9	64.2
1945	84	81	1	2	59.9	66.2
2000	63	57	4	2	60.1	65.1
2015	64	60	3	1	58.8	64.8
2030	51	49	2	0	58.8	63.5
2045	59	56	2	1	60.7	65.2
2100	47	45	2	0	62.2	66.2
2115	43	41	2	0	61	68.7
2130	52	50	2	0	58.8	65
2145	37	36	1	0	60.9	68.7
2200	36	35	1	0	60.3	64.8
2215	37	36	1	0	61.2	68.5
2230	23	23	0	0	60.5	66.7
2245	15	15	0	0	60.3	66
2300	24	23	1	0	63.2	68.3
2315	26	25	0	1	63.8	68
2330	14	12	1	1	59.6	65.9
2345	17	14	2	1	60.7	69.9
07-09	400	368	24	8	61.1	69.1
09-16	3054	2872	161	21	61.6	68
16-18	866	826	32	8	61.7	68
00-00	6161	5786	309	66	61.2	67.7

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	29	28	1	0	57.6	63.8
0015	37	36	0	1	61.7	70.3
0030	29	26	2	1	60.1	65.3
0045	39	39	0	0	63.3	66.6
0100	29	29	0	0	61.8	72.2
0115	23	23	0	0	59.2	65.8
0130	17	16	1	0	56.8	64.3
0145	20	17	2	1	60.7	65.3
0200	30	29	0	1	58.8	63.7
0215	14	13	1	0	61.9	69.3
0230	11	11	0	0	63.6	71.6
0245	16	13	2	1	60.7	69.1
0300	20	19	1	0	61.5	70.2
0315	14	13	1	0	65.3	74.4
0330	10	10	0	0	67	-
0345	7	6	1	0	61.8	-
0400	18	16	2	0	62.8	69.6
0415	14	14	0	0	63.1	70
0430	31	31	0	0	61.6	65.7
0445	23	21	1	1	63	72.7
0500	22	21	1	0	61.1	66.8
0515	25	23	1	1	65.3	74.5
0530	15	15	0	0	63.5	71.5
0545	25	23	1	1	62.8	70.5
0600	20	18	1	1	63.7	73.1
0615	25	22	2	1	65.2	71.1
0630	27	25	1	1	62	70
0645	43	41	1	1	63.2	70.6
0700	46	43	3	0	61.8	71.7
0715	57	53	4	0	62.8	70.8
0730	47	46	0	1	62	67.8
0745	46	42	3	1	62.4	71.3
0800	57	55	2	0	59.2	65.9
0815	62	54	6	2	61.4	68.8
0830	63	61	2	0	63.1	70
0845	75	74	1	0	61.9	68.7
0900	80	75	4	1	62.8	69.3
0915	90	85	4	1	64.1	70.6
0930	113	109	4	0	63	69.6
0945	97	94	3	0	61.1	66.2
1000	119	109	9	1	62.1	67.7
1015	118	112	6	0	61.3	66.8
1030	105	97	6	2	61.7	68.3
1045	124	117	6	1	62.3	67.8
1100	118	109	9	0	62.4	69.2
1115	96	94	2	0	64	71.7
1130	116	110	6	0	62.6	67.4
1145	127	122	4	1	62.1	69
1200	136	128	6	2	62.6	68.9
1215	107	100	7	0	63.5	70.7
1230	93	92	1	0	62	66.7
1245	109	107	2	0	64	69.9
1300	127	125	1	1	62.4	68.5
1315	122	112	9	1	61.7	67.7
1330	122	120	2	0	62.2	67.2
1345	89	86	1	2	63.2	71.5
1400	106	100	6	0	63	69.6
1415	105	101	4	0	63.2	70.8
1430	106	101	4	1	62.2	68.9
1445	108	103	4	1	63.9	69.4
1500	106	100	6	0	62	68.4
1515	131	128	3	0	61.8	67.2
1530	80	75	3	2	61.2	67.8
1545	110	109	1	0	63	69.8
1600	102	97	5	0	63.3	70.1
1615	99	94	5	0	62.4	68.6
1630	101	99	1	1	64.3	70.7
1645	114	111	3	0	63.3	70.4
1700	127	122	3	2	61.1	68.3
1715	112	107	5	0	62.1	69.3
1730	112	106	5	1	61	65.8
1745	129	125	3	1	61	66
1800	96	91	5	0	59.9	67.7
1815	103	96	5	2	64.3	69.3
1830	108	103	3	2	63.2	68.3
1845	89	84	4	1	60.3	69.1
1900	101	94	6	1	60.7	67.4
1915	89	82	5	2	62.8	69.7
1930	75	71	4	0	61.4	67.2
1945	97	94	3	0	62	69.1
2000	89	79	7	3	60.6	65.7
2015	73	71	1	1	59.7	65.5
2030	94	92	2	0	58.9	66
2045	70	67	0	3	63.3	72.1
2100	60	59	1	0	60	65.1
2115	59	59	0	0	58.4	63
2130	59	56	3	0	61.4	68.2
2145	57	56	1	0	59.7	66.2
2200	37	35	2	0	60.8	68.2
2215	32	31	1	0	60.4	66.8
2230	21	21	0	0	61.1	67.6
2245	18	18	0	0	57.2	63.2
2300	24	23	1	0	58.5	66.6
2315	15	14	1	0	60.6	64.2
2330	16	16	0	0	62.1	71.3
2345	21	18	3	0	60.8	69.1
07-09	453	428	21	4	61.8	68.8
09-16	3060	2920	123	17	62.5	68.6
16-18	896	861	30	5	62.2	68.6
00-00	6545	6237	255	53	62	68.4

Northbound

9/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	16	16	0	0	69.4	88.7
0015	6	6	0	0	70.3	-
0030	12	11	1	0	62.4	67.1
0045	9	9	0	0	66.5	-
0100	12	9	3	0	75.7	125.6
0115	8	8	0	0	68.7	-
0130	7	7	0	0	63.2	-
0145	10	9	0	1	63.6	-
0200	5	4	1	0	61.2	-
0215	11	9	2	0	62.5	72.4
0230	13	10	1	2	63.3	72
0245	9	8	1	0	57.4	-
0300	7	4	3	0	63.2	-
0315	19	13	5	1	64.4	69.5
0330	20	17	2	1	63.4	73.4
0345	43	41	1	1	63.6	68.8
0400	33	27	3	3	61.4	68.7
0415	55	44	9	2	64.7	70.5
0430	72	64	7	1	64.2	70.6
0445	111	95	11	5	63.1	71.7
0500	88	75	11	2	63.3	69.7
0515	120	103	16	1	64.6	71.3
0530	134	110	18	6	63.4	70.2
0545	149	124	17	8	62.1	68.5
0600	132	110	17	5	63.2	69.5
0615	157	128	27	2	62.4	68.6
0630	138	116	16	6	61.4	66.8
0645	155	133	15	7	61.9	68
0700	153	124	22	7	61.6	67.9
0715	170	132	28	10	61.2	68.8
0730	131	114	15	2	60.3	67
0745	151	129	16	6	60.3	67.3
0800	141	110	26	5	60.1	67
0815	142	119	19	4	59.7	65.5
0830	149	118	27	4	58.7	65
0845	136	120	14	2	59.2	64.3
0900	141	110	27	4	60.8	67.8
0915	150	116	25	9	59.1	64.9
0930	129	103	19	7	59.3	67
0945	118	91	21	6	58.8	66.4
1000	120	85	27	8	60.3	67.1
1015	149	119	24	6	59.2	65.3
1030	112	82	19	11	58.7	64.8
1045	153	121	25	7	60	65.9
1100	162	134	24	4	60.3	66.7
1115	167	134	24	9	58.5	65
1130	146	119	23	4	60	67.5
1145	148	121	22	5	59.5	67.1
1200	155	131	18	6	60.8	66.8
1215	169	134	31	4	59.9	67.5
1230	159	119	28	12	59.2	64.6
1245	143	107	25	11	59.4	66.3
1300	170	134	21	15	59.5	68
1315	181	141	35	5	59.6	67.6
1330	191	152	26	13	58.9	67.5
1345	199	163	31	5	61	67.7
1400	189	162	20	7	58.9	66.1
1415	215	191	19	5	59.2	66.5
1430	224	194	23	7	59.3	66
1445	213	177	31	5	61.6	67.8
1500	246	207	31	8	59.3	65.3
1515	264	220	34	10	59.4	66.6
1530	260	225	33	2	60.4	67.5
1545	217	188	23	6	61.5	67.2
1600	262	235	22	5	59.8	66.4
1615	265	243	20	2	59.6	66.2
1630	214	186	25	3	60.3	66
1645	243	221	17	5	60.4	66.5
1700	238	229	8	1	60	66.8
1715	240	224	15	1	58.2	65.1
1730	210	198	11	1	61.1	66.8
1745	191	172	15	4	60.6	65.8
1800	197	182	13	2	60.6	65.2
1815	173	163	9	1	62	67.3
1830	115	106	8	1	62.1	69
1845	109	96	11	2	61.5	66.2
1900	132	123	7	2	61.1	66.4
1915	106	97	8	1	60.7	67.8
1930	80	74	6	0	61.3	65.8
1945	74	71	2	1	60.9	68.2
2000	85	80	2	3	59.9	66.3
2015	82	78	4	0	59.9	65.2
2030	68	57	9	2	59.4	65.7
2045	59	53	6	0	59.7	66.2
2100	63	60	1	2	60.6	66
2115	52	47	3	2	59.9	65.2
2130	50	48	1	1	63	71.2
2145	49	42	3	4	60	66.2
2200	43	42	1	0	60.3	69.4
2215	32	31	1	0	64.5	73
2230	34	32	0	2	60.4	68.7
2245	31	27	2	2	62.8	72.8
2300	20	18	2	0	62.2	68.4
2315	23	23	0	0	59.5	64.3
2330	19	16	1	2	61.3	64.4
2345	17	15	2	0	60.1	67.8
07-09	1173	966	167	40	60.2	66.9
09-16	4890	3980	709	201	59.8	66.8
16-18	1863	1708	133	22	59.9	66.2
00-00	11190	9545	1298	347	60.5	67.1

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	14	11	3	0	61.3	69.2
0015	15	15	0	0	57.4	66.9
0030	9	7	2	0	61.7	-
0045	8	7	1	0	68.6	-
0100	19	16	3	0	74	100.8
0115	10	10	0	0	67.9	-
0130	13	13	0	0	62.2	71.6
0145	7	6	1	0	58.9	-
0200	7	6	1	0	69	-
0215	10	6	4	0	61	-
0230	5	4	1	0	60.2	-
0245	20	16	3	1	64.9	80.4
0300	21	12	6	3	60.8	66
0315	17	12	3	2	61.3	66.5
0330	23	21	1	1	64.7	70.6
0345	30	29	1	0	63.2	71.9
0400	37	31	5	1	63.2	72.8
0415	57	48	8	1	64.6	72.4
0430	67	62	4	1	65.4	72.8
0445	101	87	12	2	62.7	71.5
0500	94	76	16	2	62.9	69.4
0515	127	109	15	3	64.2	70.8
0530	157	139	14	4	64.3	70.1
0545	181	162	16	3	61.9	67.5
0600	188	164	19	5	62.1	67.5
0615	177	154	19	4	63	69.8
0630	197	167	21	9	63	70.2
0645	228	201	19	8	61.6	67.3
0700	204	181	19	4	62.1	67.3
0715	220	198	15	7	60.7	66
0730	253	230	20	3	59.5	64.4
0745	215	199	13	3	60.3	65.9
0800	213	190	19	4	61.5	67.1
0815	224	201	17	6	61.2	68.3
0830	238	211	19	8	59.4	65.3
0845	188	167	14	7	59.7	64.4
0900	188	165	17	6	59.9	65.3
0915	159	134	18	7	58.2	64.8
0930	142	122	17	3	60.6	65.9
0945	154	126	21	7	60.8	67.1
1000	123	111	8	4	62.3	69
1015	155	119	33	3	60.9	66.2
1030	132	101	24	7	59.7	65.3
1045	142	119	18	5	61.2	67.1
1100	118	100	11	7	59.7	66.8
1115	136	115	16	5	60.3	67.5
1130	133	106	21	6	63.8	69.3
1145	139	112	19	8	61.2	66.1
1200	137	114	15	8	61.6	67.2
1215	144	120	15	9	62.2	68
1230	150	124	23	3	61.9	68.2
1245	147	125	17	5	61.2	67.5
1300	169	147	20	2	60.2	66.2
1315	153	127	15	11	58.2	65.1
1330	161	135	20	6	59.8	65.5
1345	162	144	14	4	61.2	68.9
1400	173	150	17	6	60.3	66.6
1415	183	161	15	7	61.7	67
1430	248	222	24	2	60.4	67
1445	203	171	25	7	59.9	65.9
1500	218	190	21	7	59.6	65.7
1515	207	181	22	4	59	67.6
1530	230	205	19	6	60.2	65.8
1545	201	170	16	15	61.5	67.6
1600	220	189	28	3	50.8	65.1
1615	203	172	22	9	59.7	65.3
1630	199	175	17	7	61.1	66.4
1645	191	178	12	1	60.7	66.1
1700	211	198	11	2	61	67.4
1715	172	161	7	4	59.9	65.3
1730	181	166	12	3	62.7	68.5
1745	148	138	10	0	62.8	69.2
1800	124	115	8	1	64.6	70.9
1815	126	118	7	1	62.2	70
1830	141	127	12	2	61.2	67
1845	94	86	6	2	62.2	67.8
1900	85	82	3	0	62.3	68.3
1915	88	85	3	0	62.7	68.4
1930	84	77	4	3	61.3	67
1945	78	73	3	2	60	66.2
2000	85	80	3	2	60.4	68.1
2015	97	90	6	1	59.6	65
2030	81	78	3	0	59.5	65.5
2045	65	59	2	4	59.2	65.1
2100	86	80	6	0	59.7	65.3
2115	35	33	2	0	59.1	63.1
2130	61	59	2	0	60.1	66.7
2145	46	45	1	0	60.2	65
2200	55	52	3	0	59.4	65.2
2215	37	35	2	0	59.5	64.5
2230	27	24	0	3	60	69.2
2245	31	31	0	0	60.5	66.6
2300	47	43	4	0	60.8	66.6
2315	35	32	0	3	64.2	69.6
2330	21	17	2	2	59.7	69
2345	18	16	2	0	62.2	70.1
07-09	1755	1577	136	42	60.5	66.1
09-16	4607	3916	521	170	60.6	66.6
16-18	1525	1377	119	29	59.6	66.6
00-00	11373	9998	1058	317	60.9	67.1

Northbound

3/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	5	5	0	0	57.8	-
0015	6	6	0	0	54.2	-
0030	2	1	1	0	52	-
0045	12	12	0	0	59	65.9
0100	3	1	1	1	45.9	-
0115	0	0	0	0	-	-
0130	4	2	2	0	54.1	-
0145	2	1	1	0	50	-
0200	0	0	0	0	-	-
0215	0	0	0	0	-	-
0230	0	0	0	0	-	-
0245	2	2	0	0	62.2	-
0300	2	0	0	2	44.5	-
0315	0	0	0	0	-	-
0330	5	5	0	0	46.2	-
0345	3	3	0	0	45.9	-
0400	2	1	1	0	55.4	-
0415	6	5	1	0	47.7	-
0430	7	6	0	1	47.8	-
0445	12	10	2	0	47.1	54.4
0500	6	4	2	0	45.8	-
0515	8	8	0	0	51.7	-
0530	15	12	2	1	48.2	61.7
0545	23	17	5	1	48.4	60.6
0600	28	21	5	2	48.3	57.2
0615	18	12	4	2	45.1	57.3
0630	22	17	5	0	47.1	56.5
0645	33	30	3	0	51.6	61.7
0700	45	42	3	0	50.8	59.9
0715	33	29	3	1	51.5	59.5
0730	45	43	2	0	51.7	58.7
0745	39	33	4	2	49.6	57.2
0800	30	26	4	0	48.5	59.9
0815	27	24	3	0	41.4	52.7
0830	20	20	0	0	44.8	52.6
0845	27	25	2	0	45.2	53
0900	25	19	6	0	46.5	55.6
0915	15	11	4	0	49.7	54.6
0930	25	16	7	2	49.2	57.3
0945	19	17	2	0	49.9	56.7
1000	19	13	5	1	47	56.9
1015	18	15	3	0	48.6	58.1
1030	12	8	3	1	52.6	64.7
1045	20	15	5	0	47.4	54.9
1100	18	14	4	0	54.6	62.4
1115	24	16	7	1	48.7	59.1
1130	24	15	8	1	48.1	57.1
1145	14	11	2	1	45.9	61.5
1200	24	18	6	0	43.7	61.1
1215	23	14	8	1	49.7	61.3
1230	20	13	7	0	48	55.8
1245	21	19	2	0	47.7	61.2
1300	22	16	5	1	46.9	59.9
1315	18	15	3	0	54.4	62.5
1330	29	26	3	0	50.2	60.2
1345	21	14	5	2	42.5	55.9
1400	30	26	4	0	51.2	57.4
1415	56	44	11	1	49.2	58
1430	77	72	5	0	46.7	58.2
1445	36	31	5	0	49	56.8
1500	37	31	5	1	50.1	61.6
1515	46	38	5	3	48.5	58.9
1530	87	84	3	0	47.6	55.8
1545	44	38	5	1	48.9	56.9
1600	54	53	1	0	52.2	58.7
1615	42	40	2	0	55.6	61.4
1630	73	68	5	0	55.8	62.6
1645	59	57	2	0	53.5	61.2
1700	76	75	0	1	54	61.1
1715	74	73	1	0	55.3	60.8
1730	81	79	2	0	54.6	59.7
1745	103	100	3	0	54.7	60.7
1800	80	79	1	0	53.9	61
1815	58	56	2	0	55.2	61.8
1830	37	37	0	0	55.8	62.9
1845	59	57	1	1	53	60.8
1900	65	64	1	0	54.6	61.1
1915	32	31	1	0	54.9	61.4
1930	19	18	1	0	51.9	56.2
1945	22	21	1	0	54.3	65.5
2000	25	24	1	0	51.3	60.2
2015	21	20	1	0	50.9	58.8
2030	3	3	0	0	47.7	-
2045	14	14	0	0	55.2	66.2
2100	18	17	1	0	47.4	52.2
2115	6	6	0	0	43.4	-
2130	9	9	0	0	43.7	-
2145	6	6	0	0	48.3	-
2200	9	9	0	0	52.9	-
2215	12	12	0	0	51.4	62.1
2230	11	11	0	0	57.3	68.3
2245	13	12	0	1	53.1	59.7
2300	5	5	0	0	47.5	-
2315	10	10	0	0	49.4	-
2330	4	4	0	0	55.4	-
2345	3	2	0	1	50.1	-
07-09	266	242	21	3	48.6	57.4
09-16	824	669	138	17	48.4	57.4
16-18	562	545	16	1	54.5	60.8
00-00	2419	2164	221	34	51	59.6

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	1	1	0	0	46.1	-
0015	2	1	0	1	53.6	-
0030	1	0	1	0	52.6	-
0045	0	0	0	0	-	-
0100	2	1	1	0	41.9	-
0115	0	0	0	0	-	-
0130	2	0	2	0	54.7	-
0145	1	0	1	0	52.9	-
0200	0	0	0	0	-	-
0215	1	0	0	1	44.9	-
0230	0	0	0	0	-	-
0245	0	0	0	0	-	-
0300	3	2	0	1	46.6	-
0315	1	1	0	0	55.7	-
0330	2	1	1	0	43.7	-
0345	6	6	0	0	51	-
0400	7	6	0	1	56.9	-
0415	13	12	1	0	58.2	64.2
0430	11	9	1	1	49.4	62.9
0445	23	20	2	1	51	56.3
0500	13	11	2	0	54.7	61.6
0515	25	19	5	1	53.9	60.4
0530	33	33	0	0	51.9	58.4
0545	55	50	5	0	51.9	57.7
0600	41	37	4	0	49.5	58.6
0615	46	43	3	0	52.2	60.6
0630	55	52	3	0	52.8	59.4
0645	78	74	4	0	50.3	56
0700	98	93	4	1	51.2	56.4
0715	82	78	3	1	51.3	57.7
0730	66	64	1	1	50.8	57
0745	72	67	5	0	48.4	53.8
0800	33	27	6	0	43.4	49.6
0815	40	35	4	1	40.9	51.2
0830	33	30	3	0	39.7	46.4
0845	31	25	5	1	38.1	51
0900	21	18	3	0	44.1	53.5
0915	27	16	8	3	38.9	49.9
0930	23	17	5	1	49.1	58.7
0945	21	15	6	0	45	59.1
1000	17	10	7	0	49.3	58.8
1015	17	17	0	0	53.4	62.2
1030	20	16	3	1	53	64.2
1045	26	13	13	0	46.3	50.9
1100	22	18	4	0	51.2	59.7
1115	17	13	2	2	47.9	54.1
1130	16	10	3	3	47.7	58.2
1145	23	17	5	1	49.6	57.7
1200	23	17	6	0	49.3	59.3
1215	16	14	2	0	51.9	64.2
1230	18	11	7	0	49.5	54.4
1245	15	10	4	1	49.4	55.7
1300	17	13	3	1	47.8	57.9
1315	21	13	7	1	43.7	53.3
1330	33	26	7	0	50.8	57.5
1345	14	11	3	0	50.2	57.9
1400	25	20	4	1	51.2	59.7
1415	28	20	8	0	46.3	53.2
1430	29	28	1	0	36.7	41.9
1445	17	14	2	1	39.7	44.8
1500	30	21	7	2	42.9	55
1515	40	33	5	2	40.8	51
1530	25	20	4	1	39.5	45.4
1545	31	26	5	0	42	51.5
1600	18	17	1	0	49.5	55.5
1615	14	14	0	0	54.3	59.9
1630	26	24	2	0	51.6	59.5
1645	25	22	3	0	49.1	56
1700	25	21	4	0	52.3	59.4
1715	29	24	5	0	50.6	57.2
1730	20	19	1	0	52.4	59.9
1745	33	33	0	0	53	59.8
1800	21	21	0	0	54.4	59
1815	27	26	1	0	52.3	60.3
1830	24	24	0	0	50.6	60.7
1845	23	23	0	0	52.2	62.4
1900	15	13	1	1	50.3	56
1915	11	10	1	0	51.6	57.3
1930	8	8	0	0	52.8	-
1945	5	5	0	0	48.4	-
2000	10	10	0	0	47.4	-
2015	12	12	0	0	48.4	55.1
2030	4	4	0	0	60.9	-
2045	7	6	0	1	48.6	-
2100	6	6	0	0	50.8	-
2115	4	4	0	0	44.2	-
2130	3	3	0	0	47.6	-
2145	4	4	0	0	58.8	-
2200	5	5	0	0	56.9	-
2215	5	5	0	0	50.2	-
2230	3	2	0	1	47.4	-
2245	4	4	0	0	50.5	-
2300	4	4	0	0	47.1	-
2315	6	6	0	0	55	-
2330	1	1	0	0	51.9	-
2345	2	2	0	0	47.8	-
07-09	455	419	31	5	47.5	55.3
09-16	632	477	134	21	46.1	56
16-18	190	174	16	0	51.5	58.3
00-00	1913	1657	220	36	48.8	56.9

Northbound

4/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	5	5	0	0	56.2	-
0015	13	13	0	0	54.1	64.8
0030	4	2	2	0	47.7	-
0045	1	1	0	0	43.3	-
0100	1	0	1	0	52.1	-
0115	2	1	1	0	53.9	-
0130	4	2	2	0	50.6	-
0145	3	2	1	0	60.9	-
0200	1	0	0	1	39	-
0215	0	0	0	0	-	-
0230	1	1	0	0	53.6	-
0245	14	14	0	0	61.7	66.6
0300	3	2	1	0	39	-
0315	2	2	0	0	49.3	-
0330	6	5	1	0	42.7	-
0345	6	6	0	0	49.5	-
0400	1	1	0	0	52.8	-
0415	4	4	0	0	50.3	-
0430	2	2	0	0	43.3	-
0445	20	18	2	0	50	55.6
0500	6	5	1	0	51.7	-
0515	16	8	5	3	43.8	53.5
0530	23	19	3	1	49	58.5
0545	23	17	5	1	48.8	65.3
0600	31	27	1	3	49.8	55.7
0615	25	21	2	2	51	61.5
0630	27	23	4	0	51.3	60.7
0645	32	29	3	0	50.6	57.1
0700	32	30	1	1	50.2	59.8
0715	32	31	1	0	51.9	57.8
0730	51	47	4	0	51.7	59.9
0745	41	37	4	0	50.2	56.8
0800	41	37	4	0	48.1	56.2
0815	34	28	4	2	42.7	49.7
0830	27	20	5	2	45.5	57.3
0845	24	16	8	0	42.9	55.6
0900	21	18	2	1	45.6	58.6
0915	25	20	5	0	43.7	56.9
0930	16	10	6	0	50.2	59
0945	20	18	2	0	51.5	62
1000	16	11	5	0	43.7	62.6
1015	22	17	4	1	52.5	61.7
1030	16	11	5	0	48.6	54.7
1045	21	18	3	0	48.4	54.7
1100	25	16	8	1	45.1	57
1115	19	12	5	2	46.1	54.5
1130	16	16	0	0	50.3	58
1145	22	17	5	0	52	67.4
1200	29	20	9	0	49.1	58.8
1215	21	17	3	1	53	59.9
1230	11	9	1	1	50.2	63.5
1245	19	16	3	0	49.6	58.5
1300	20	10	6	4	45.5	62.5
1315	22	15	7	0	48.9	62
1330	12	8	3	1	47.3	56.8
1345	25	22	3	0	50	56.3
1400	46	42	2	2	51.6	61.1
1415	57	51	5	1	52.6	60.4
1430	67	63	3	1	49.9	56.8
1445	38	35	3	0	48.9	57.2
1500	55	48	5	2	45.7	53.6
1515	63	56	7	0	49.6	56.4
1530	91	89	2	0	48.4	58
1545	40	37	3	0	52.6	61.4
1600	61	57	4	0	53.9	62.2
1615	59	55	4	0	54	61.2
1630	67	64	3	0	53.5	59.8
1645	59	56	3	0	52.6	59.9
1700	72	68	4	0	53.3	59.6
1715	73	70	3	0	51.6	59.2
1730	63	62	0	1	52.7	60
1745	109	107	2	0	53.8	60.3
1800	96	96	0	0	53	58.6
1815	54	52	1	1	52.2	56.7
1830	66	65	1	0	55	62.1
1845	42	42	0	0	51.9	58.4
1900	85	85	0	0	53.2	58.9
1915	23	22	1	0	53.2	63.2
1930	26	25	1	0	51.4	58.4
1945	21	21	0	0	54.3	63
2000	22	22	0	0	54.7	64.3
2015	15	14	1	0	51	58.2
2030	11	11	0	0	52.9	60
2045	7	7	0	0	53.3	-
2100	10	8	2	0	45.1	-
2115	11	10	1	0	54.5	62.3
2130	8	6	1	1	51.7	-
2145	16	15	1	0	52.4	57
2200	11	10	1	0	53.5	60.6
2215	10	10	0	0	54.6	-
2230	14	14	0	0	47	57.6
2245	20	20	0	0	54.4	59.7
2300	8	8	0	0	49.5	-
2315	13	12	1	0	47	54.4
2330	4	4	0	0	52.4	-
2345	6	6	0	0	45.5	-
07-09	282	246	31	5	48.4	57.1
09-16	855	722	115	18	49.2	58.3
16-18	563	539	23	1	53.2	60.2
00-00	2575	2322	216	37	50.9	58.9

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	2	2	0	0	63.8	-
0015	3	3	0	0	63.2	-
0030	2	2	0	0	42.2	-
0045	0	0	0	0	-	-
0100	2	0	1	1	48	-
0115	1	0	1	0	55.4	-
0130	4	2	2	0	51.2	-
0145	1	1	0	0	57.1	-
0200	0	0	0	0	-	-
0215	1	0	1	0	51.6	-
0230	0	0	0	0	-	-
0245	2	1	1	0	47	-
0300	4	2	1	1	46.1	-
0315	1	1	0	0	57.4	-
0330	3	3	0	0	52.9	-
0345	3	3	0	0	50.9	-
0400	10	10	0	0	58.2	-
0415	6	6	0	0	63.4	-
0430	14	12	1	1	54.3	67.1
0445	30	27	3	0	52.7	57.5
0500	25	23	2	0	56.1	61.8
0515	30	27	3	0	57.1	68.9
0530	42	36	5	1	53.4	57.7
0545	47	42	5	0	52.8	59.3
0600	39	39	0	0	54.5	59.4
0615	51	45	5	1	53.5	59.6
0630	51	45	5	1	50.6	58.5
0645	81	78	3	0	51.7	57.4
0700	91	88	3	0	49.9	54.9
0715	92	85	7	0	51.1	57.8
0730	68	68	0	0	47.9	54
0745	54	52	1	1	47.2	56.3
0800	52	52	0	0	42.9	51.5
0815	40	36	4	0	39.2	47.3
0830	32	30	2	0	43.8	50.6
0845	27	27	0	0	43.1	51.7
0900	24	22	2	0	40.4	51.2
0915	26	22	4	0	41.5	51.7
0930	19	15	4	0	50.4	56.9
0945	27	23	4	0	48.3	55.3
1000	16	12	3	1	53.4	68.4
1015	26	19	5	2	50.2	56.5
1030	17	11	4	2	50.3	58.1
1045	19	15	3	1	51.3	60.7
1100	13	12	1	0	49.1	54.5
1115	15	10	5	0	48.6	56.1
1130	15	12	2	1	43.8	52.7
1145	19	15	3	1	52.1	58.7
1200	21	13	7	1	48.7	59.4
1215	20	15	5	0	50.6	59.8
1230	20	15	4	1	51.1	60.3
1245	16	9	6	1	49.1	62.7
1300	16	10	5	1	45.3	59.6
1315	18	13	3	2	52.1	62.3
1330	17	13	2	2	50.7	62.1
1345	17	15	2	0	51.8	59.2
1400	33	29	4	0	51.8	57.6
1415	32	29	3	0	51.8	59.8
1430	27	25	2	0	44.3	52.5
1445	27	23	3	1	40.3	48.3
1500	37	30	7	0	39	46.9
1515	39	34	4	1	39.1	46.4
1530	27	27	0	0	41.4	45.1
1545	17	15	1	1	46	58.4
1600	27	23	2	2	51.2	58.2
1615	15	11	3	1	49.6	54.8
1630	31	29	1	1	51.4	59.8
1645	18	18	0	0	53.3	60.1
1700	29	25	4	0	49.6	58
1715	28	25	2	1	47.6	53.2
1730	31	29	2	0	46.8	54.3
1745	20	20	0	0	52.2	57.6
1800	34	33	1	0	52	59.3
1815	26	25	1	0	50.5	58.3
1830	24	23	1	0	55.6	66.3
1845	19	16	2	1	48.4	52.2
1900	22	22	0	0	51.3	58.1
1915	11	11	0	0	52.6	58.5
1930	10	10	0	0	52.8	-
1945	4	4	0	0	57.8	-
2000	8	7	1	0	48.4	-
2015	6	5	1	0	51.4	-
2030	7	6	1	0	51.3	-
2045	6	6	0	0	48.1	-
2100	10	9	1	0	42.7	-
2115	3	3	0	0	53	-
2130	6	6	0	0	47.9	-
2145	9	9	0	0	41.4	-
2200	9	9	0	0	50.6	-
2215	3	2	1	0	52.2	-
2230	6	6	0	0	44.4	-
2245	5	4	0	1	47.1	-
2300	4	2	2	0	46	-
2315	4	4	0	0	50.7	-
2330	2	2	0	0	45.1	-
2345	3	3	0	0	45.7	-
07-09	456	438	17	1	47	54.3
09-16	620	503	98	19	46.9	55.8
16-18	199	180	14	5	50	57.1
00-00	1971	1758	180	33	49.1	57.2

Site 4, 10m north of southbound school zone, Nth St Marys

Northbound

5/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	5	5	0	0	37.2	-
0015	15	15	0	0	54.7	62.3
0030	2	2	0	0	49.1	-
0045	1	1	0	0	54.6	-
0100	1	0	1	0	50.1	-
0115	0	0	0	0	-	-
0130	2	1	0	1	38.5	-
0145	0	0	0	0	-	-
0200	0	0	0	0	-	-
0215	0	0	0	0	-	-
0230	2	2	0	0	47.5	-
0245	11	11	0	0	59.3	63.4
0300	1	1	0	0	46.4	-
0315	4	4	0	0	42.4	-
0330	5	4	1	0	47.4	-
0345	7	6	1	0	50.5	-
0400	2	2	0	0	59	-
0415	5	4	1	0	50.8	-
0430	2	2	0	0	48	-
0445	12	12	0	0	53.6	58.6
0500	11	8	3	0	46.7	54.5
0515	12	8	3	1	48.3	56.6
0530	23	17	4	2	47.1	56.6
0545	28	25	2	1	52.6	68.3
0600	25	19	4	2	48.9	57.1
0615	20	17	3	0	49.1	58.2
0630	24	20	4	0	53	62.4
0645	30	23	4	3	48.8	61.3
0700	32	28	4	0	48.4	58.1
0715	37	35	2	0	49.5	61
0730	32	30	1	1	48.9	56.5
0745	34	32	2	0	51.7	59.4
0800	31	26	4	1	45.9	53.7
0815	29	26	2	1	47.6	54.2
0830	21	17	4	0	46.1	51.2
0845	24	22	2	0	47.1	51.8
0900	27	25	1	1	45.1	51.6
0915	21	20	1	0	46.5	59.1
0930	25	18	5	2	46	51.3
0945	26	21	4	1	49.8	61
1000	18	13	5	0	47.8	58.5
1015	15	12	3	0	45	53.9
1030	16	11	4	1	50	60.7
1045	18	15	3	0	45.1	52.6
1100	33	22	11	0	49.2	56.5
1115	22	15	5	2	47.5	60.3
1130	30	20	10	0	49	56.3
1145	17	14	2	1	46.8	56.5
1200	25	20	5	0	48.3	57.8
1215	21	19	2	0	50	59.6
1230	25	21	4	0	49.5	59
1245	18	15	2	1	48.2	61.8
1300	18	15	3	0	52.5	61.1
1315	21	18	3	0	48.9	59.1
1330	30	24	5	1	46.4	55.9
1345	16	14	2	0	50.4	61.3
1400	29	26	3	0	53.1	63.5
1415	49	44	5	0	50	56.4
1430	68	64	4	0	49	55
1445	37	33	3	1	45.9	53.3
1500	44	40	3	1	50.4	60.4
1515	52	48	4	0	50	57.4
1530	98	92	3	3	49.4	57.6
1545	48	43	5	0	50.9	60.7
1600	63	59	2	2	51	56.8
1615	62	60	2	0	52.7	58.9
1630	68	62	5	1	53.9	62.2
1645	47	44	3	0	53.7	61.2
1700	83	81	2	0	55.1	61.6
1715	76	72	4	0	53.7	62.5
1730	75	74	1	0	52.8	61.2
1745	98	98	0	0	52.4	57.5
1800	83	80	2	1	52.9	60.2
1815	46	44	2	0	52.1	59.4
1830	60	60	0	0	53.6	57.4
1845	38	37	1	0	48.5	56.5
1900	49	49	0	0	55	63
1915	32	32	0	0	53.6	60.3
1930	21	21	0	0	53.7	63
1945	24	24	0	0	54.1	61.2
2000	18	16	2	0	49.1	57.2
2015	20	20	0	0	52.3	59.3
2030	10	9	1	0	48.8	-
2045	17	16	1	0	54.5	61.6
2100	21	20	1	0	52.5	60.5
2115	10	10	0	0	48.6	-
2130	15	15	0	0	48.5	56.5
2145	14	14	0	0	50	57.8
2200	15	15	0	0	51.9	56.3
2215	11	11	0	0	52.7	64.3
2230	8	8	0	0	52	-
2245	16	16	0	0	52.9	61.5
2300	7	6	0	1	48	-
2315	10	10	0	0	49.2	-
2330	3	3	0	0	45.5	-
2345	12	11	1	0	51.7	61.6
07-09	240	216	21	3	48.3	56.9
09-16	867	742	110	15	48.9	57.6
16-18	562	540	19	3	53.2	60.3
00-00	2479	2254	192	33	50.7	59

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	4	4	0	0	38.5	-
0015	1	1	0	0	54.4	-
0030	1	0	0	1	46	-
0045	0	0	0	0	-	-
0100	1	0	1	0	49.8	-
0115	1	1	0	0	43.1	-
0130	0	0	0	0	-	-
0145	0	0	0	0	-	-
0200	0	0	0	0	-	-
0215	0	0	0	0	-	-
0230	0	0	0	0	-	-
0245	0	0	0	0	-	-
0300	3	3	0	0	57.9	-
0315	3	3	0	0	54.3	-
0330	4	3	1	0	46.6	-
0345	4	4	0	0	50.1	-
0400	4	4	0	0	53.5	-
0415	8	6	2	0	56.1	-
0430	9	8	1	0	58.8	-
0445	31	28	3	0	53	58.4
0500	24	19	5	0	53.9	61.6
0515	32	29	3	0	57.5	66.8
0530	43	37	6	0	51.8	58.2
0545	45	40	5	0	52.4	59.1
0600	44	41	3	0	53.3	61.1
0615	37	32	5	0	54.4	61.8
0630	58	53	5	0	49.1	56.5
0645	65	63	1	1	50.8	56.7
0700	85	80	5	0	51.5	56
0715	95	90	5	0	50.7	57.7
0730	61	60	1	0	50.3	58.4
0745	52	50	2	0	50.6	56.4
0800	39	37	1	1	42.6	50.2
0815	36	31	5	0	41.9	50.1
0830	27	26	1	0	44.6	50.1
0845	27	25	2	0	39.1	45.7
0900	26	22	4	0	42.3	53.6
0915	27	22	4	1	43.5	50.1
0930	19	16	3	0	49.7	57.1
0945	27	25	2	0	50.6	57.5
1000	17	11	6	0	51.1	59.5
1015	12	9	3	0	51.8	55.4
1030	23	16	7	0	48.3	58.8
1045	15	12	3	0	53.1	68.9
1100	21	16	4	1	48.5	55.1
1115	13	10	2	1	49.2	53.9
1130	15	10	3	2	48.8	54.3
1145	24	20	4	0	48.9	58.5
1200	22	16	6	0	51	62.3
1215	29	18	9	2	49.5	59.9
1230	22	17	5	0	49.1	59.7
1245	24	18	6	0	44.4	55
1300	21	15	5	1	51.8	60.4
1315	23	17	5	1	50.2	62.6
1330	14	10	3	1	51	63.2
1345	12	9	3	0	48.9	55.5
1400	34	25	7	2	47.7	57.9
1415	24	20	3	1	48.1	56.6
1430	21	18	3	0	44.3	54.2
1445	25	20	3	2	41.5	52.8
1500	22	19	3	0	44	56
1515	38	33	3	2	46.6	53.6
1530	27	20	5	2	41.8	48.1
1545	22	16	5	1	42.6	54.1
1600	39	33	5	1	49.6	59.2
1615	17	17	0	0	49.8	58
1630	21	21	0	0	49.7	56.1
1645	25	24	1	0	51.6	57.6
1700	27	27	0	0	53.8	59
1715	23	21	2	0	47.7	58.1
1730	23	22	1	0	52.1	58.6
1745	24	23	0	1	53.6	58.7
1800	29	27	2	0	52.6	60.8
1815	16	16	0	0	53.9	62.7
1830	17	17	0	0	52.5	56.4
1845	21	20	1	0	51.4	57.2
1900	11	10	0	1	54.8	63
1915	11	10	1	0	51.7	60.1
1930	7	7	0	0	53	-
1945	10	10	0	0	50.2	-
2000	11	9	2	0	47.6	65.5
2015	5	5	0	0	49.5	-
2030	8	6	2	0	46.1	-
2045	4	4	0	0	51.7	-
2100	7	7	0	0	43.6	-
2115	9	9	0	0	50.2	-
2130	9	9	0	0	48.8	-
2145	5	4	1	0	63	-
2200	12	11	0	1	52.9	65.6
2215	1	1	0	0	56	-
2230	5	5	0	0	46.7	-
2245	3	2	0	1	44.7	-
2300	4	4	0	0	51.5	-
2315	5	5	0	0	47.1	-
2330	2	2	0	0	52.3	-
2345	2	2	0	0	56.6	-
07-09	422	399	22	1	48.2	55.9
09-16	619	480	119	20	47.4	56.3
16-18	199	188	9	2	51	57.6
00-00	1876	1648	200	28	49.5	57.5

Northbound

6/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	5	5	0	0	53	-
0015	14	13	0	1	49.7	58.5
0030	2	1	1	0	44.6	-
0045	3	3	0	0	60	-
0100	2	2	0	0	50	-
0115	1	0	0	1	39.1	-
0130	1	1	0	0	45.7	-
0145	0	0	0	0	-	-
0200	1	1	0	0	57.4	-
0215	1	1	0	0	37.6	-
0230	3	2	0	1	49.9	-
0245	7	7	0	0	53.9	-
0300	1	1	0	0	61.4	-
0315	3	3	0	0	35.5	-
0330	6	6	0	0	49.6	-
0345	9	9	0	0	53.4	-
0400	1	1	0	0	49.1	-
0415	6	5	0	1	43.5	-
0430	5	4	1	0	44.6	-
0445	12	12	0	0	51.4	56.2
0500	11	10	1	0	51.5	57.6
0515	10	6	3	1	47.6	-
0530	18	17	1	0	46	56.2
0545	22	16	3	3	47.3	59.3
0600	29	25	3	1	53.1	63
0615	26	22	3	1	47.9	58.3
0630	19	13	3	3	48.5	61
0645	42	35	5	2	49.3	59.3
0700	32	28	4	0	49.1	55.7
0715	41	35	6	0	52.6	62.6
0730	55	52	3	0	50.9	57.7
0745	32	30	2	0	50.6	60.3
0800	29	27	2	0	48.5	55.3
0815	26	23	1	2	46.3	53.8
0830	13	11	1	1	42.8	51.8
0845	26	23	3	0	46.9	54
0900	24	16	8	0	46.6	56.3
0915	19	15	3	1	43.7	54.7
0930	22	20	2	0	49.6	62.6
0945	19	15	4	0	52.2	56.9
1000	23	18	3	2	46	55
1015	21	19	2	0	49.1	57.5
1030	9	7	2	0	55.1	-
1045	23	19	4	0	48	56.2
1100	19	16	2	1	46.6	50.8
1115	17	13	4	0	43.5	53.7
1130	22	16	5	1	48.8	60.3
1145	27	24	1	2	48.2	56.3
1200	37	33	4	0	47.8	57.8
1215	27	26	1	0	54.4	61.8
1230	20	14	6	0	51.3	59.6
1245	23	14	9	0	44.8	57.2
1300	14	10	4	0	49.3	66.8
1315	29	27	2	0	48.3	53.5
1330	25	21	2	2	46.3	53.7
1345	13	11	1	1	53.1	63.9
1400	34	29	5	0	53.6	64.5
1415	45	42	3	0	50.9	56.4
1430	50	45	4	1	47.9	57.3
1445	46	42	2	2	48.5	58.7
1500	46	38	8	0	49.5	56.5
1515	55	52	3	0	50.4	59.5
1530	77	71	6	0	49.8	58.8
1545	43	40	2	1	50.3	60.6
1600	48	44	4	0	54.8	60.3
1615	74	70	4	0	52.3	59.3
1630	67	64	3	0	52	58.6
1645	54	53	1	0	51.2	60.1
1700	61	56	4	1	52.3	60.5
1715	59	59	0	0	53	58.5
1730	78	76	2	0	53.5	60.2
1745	73	72	1	0	53.1	59
1800	61	61	0	0	54.2	58.9
1815	76	75	1	0	54	60.7
1830	53	50	3	0	53.8	60.8
1845	54	54	0	0	54.2	60.6
1900	34	33	1	0	52.2	60.7
1915	18	17	1	0	55.6	64.2
1930	24	24	0	0	49.9	54.7
1945	19	18	1	0	52.8	60.3
2000	28	28	0	0	53	58
2015	19	18	1	0	52.3	60.5
2030	11	11	0	0	52.7	62.1
2045	12	12	0	0	42.7	55.2
2100	15	14	1	0	50.2	66
2115	10	10	0	0	48.3	-
2130	5	5	0	0	49.5	-
2145	9	9	0	0	51.2	-
2200	14	13	1	0	51.7	56.8
2215	9	9	0	0	51.3	-
2230	22	22	0	0	54.1	62.9
2245	22	22	0	0	53.3	60.2
2300	8	8	0	0	53.2	-
2315	12	12	0	0	49.4	58.7
2330	7	7	0	0	52.4	-
2345	3	3	0	0	47.3	-
07-09	254	229	22	3	49.3	57.1
09-16	829	713	102	14	49.1	57.8
16-18	514	494	19	1	52.8	59.2
00-00	2402	2192	177	33	50.8	58.5

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	1	0	1	0	45.2	-
0015	2	2	0	0	43	-
0030	0	0	0	0	-	-
0045	3	3	0	0	38.3	-
0100	2	2	0	0	54.1	-
0115	0	0	0	0	-	-
0130	1	1	0	0	51.8	-
0145	0	0	0	0	-	-
0200	0	0	0	0	-	-
0215	2	2	0	0	40.6	-
0230	1	1	0	0	48.5	-
0245	0	0	0	0	-	-
0300	4	3	1	0	61	-
0315	0	0	0	0	-	-
0330	5	5	0	0	49	-
0345	8	7	0	1	48.6	-
0400	2	2	0	0	49.4	-
0415	12	12	0	0	73.5	98.9
0430	14	12	2	0	51.6	58.5
0445	25	25	0	0	53.5	58
0500	26	18	8	0	55.2	61.6
0515	27	25	2	0	55.7	69.5
0530	41	34	7	0	51.2	57.6
0545	38	33	5	0	52.9	58.7
0600	47	43	3	1	51.4	56.8
0615	37	35	2	0	52.6	59.5
0630	50	50	0	0	52.2	58.8
0645	72	71	1	0	51.4	57.8
0700	72	71	1	0	50.9	57.1
0715	80	77	3	0	50.7	58
0730	78	75	3	0	49.5	56.2
0745	44	42	1	1	49.4	55
0800	44	41	3	0	45.2	53.5
0815	37	33	4	0	45.8	56
0830	23	19	3	1	45.9	54.3
0845	27	21	6	0	44.7	52.4
0900	22	19	2	1	40.2	51.2
0915	18	15	3	0	42.2	53.2
0930	24	21	3	0	50.4	59.3
0945	23	21	2	0	48.6	58.4
1000	23	19	3	1	52.3	61.6
1015	20	15	4	1	47	57.9
1030	12	8	3	1	50.1	65
1045	21	16	4	1	48.5	54.7
1100	29	21	5	3	43.1	49.1
1115	12	9	3	0	49.6	61.4
1130	19	15	4	0	47.2	60.8
1145	19	14	5	0	48	53.5
1200	25	21	4	0	48.9	57.2
1215	15	12	3	0	48.6	56.7
1230	22	13	9	0	51.6	57.1
1245	10	8	1	1	47.7	-
1300	18	13	4	1	49.5	59.8
1315	24	20	4	0	48.1	55.7
1330	20	19	1	0	46.6	58.2
1345	15	10	5	0	52.7	61.5
1400	24	18	6	0	52	59.3
1415	27	22	4	1	50.9	58.8
1430	23	18	5	0	43	54.5
1445	27	27	0	0	44	53.1
1500	33	28	5	0	41.4	46.9
1515	33	26	2	5	43	53.1
1530	30	26	2	2	42.4	48.6
1545	16	13	3	0	44	49.5
1600	32	26	4	2	51.9	60.3
1615	18	16	1	1	49	59.2
1630	24	22	1	1	49.4	56.3
1645	23	19	3	1	53.1	61.5
1700	26	24	2	0	51	60.5
1715	23	21	2	0	53.2	60.7
1730	20	19	1	0	50.6	56.5
1745	23	21	2	0	52.1	58.1
1800	31	28	2	1	50.4	56.1
1815	21	20	1	0	54.1	64.5
1830	19	18	0	1	48	53.1
1845	24	22	1	1	50	57.6
1900	14	14	0	0	54.9	60.8
1915	12	11	1	0	52.8	59
1930	15	15	0	0	50.4	55.7
1945	5	5	0	0	52.2	-
2000	21	16	5	0	52.4	58.3
2015	10	9	1	0	47.7	-
2030	3	3	0	0	43.4	-
2045	3	2	1	0	34	-
2100	5	5	0	0	36.7	-
2115	5	5	0	0	51.1	-
2130	5	5	0	0	45.7	-
2145	9	8	1	0	51.6	-
2200	8	8	0	0	45.8	-
2215	9	8	1	0	53.4	-
2230	5	5	0	0	50.7	-
2245	6	6	0	0	45.9	-
2300	6	6	0	0	59.3	-
2315	6	6	0	0	53.3	-
2330	3	3	0	0	60.8	-
2345	2	2	0	0	44.5	-
07-09	405	379	24	2	48.6	56
09-16	604	487	99	18	46.8	55.8
16-18	189	168	16	5	51.4	58.7
00-00	1865	1650	185	30	49.5	57.2

Northbound

7/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	4	4	0	0	48.5	-
0015	6	6	0	0	55.1	-
0030	4	4	0	0	55	-
0045	12	12	0	0	48.3	57.1
0100	1	1	0	0	43.4	-
0115	5	5	0	0	49.3	-
0130	3	3	0	0	52.2	-
0145	4	4	0	0	54.9	-
0200	1	1	0	0	54.4	-
0215	1	1	0	0	54.1	-
0230	1	1	0	0	54.6	-
0245	9	9	0	0	52.8	-
0300	1	1	0	0	56.6	-
0315	0	0	0	0	-	-
0330	7	7	0	0	51.9	-
0345	3	3	0	0	51.5	-
0400	2	2	0	0	59	-
0415	2	2	0	0	39	-
0430	2	2	0	0	58.7	-
0445	3	3	0	0	47.4	-
0500	6	6	0	0	55.9	-
0515	7	5	0	2	52	-
0530	5	3	2	0	48.8	-
0545	7	4	2	1	49	-
0600	9	8	1	0	48.6	-
0615	3	1	2	0	35.6	-
0630	8	5	3	0	44.1	-
0645	7	5	1	1	37.1	-
0700	6	6	0	0	55.1	-
0715	7	7	0	0	54.1	-
0730	11	10	1	0	52.3	61.2
0745	10	10	0	0	51	-
0800	5	5	0	0	60.1	-
0815	12	8	3	1	45	54.2
0830	12	11	1	0	50.4	55.6
0845	12	12	0	0	54.2	66.1
0900	12	12	0	0	52.2	58.7
0915	16	12	4	0	51.6	60.8
0930	17	14	3	0	46.6	58.2
0945	14	14	0	0	53.4	58.2
1000	17	16	1	0	49.8	56
1015	19	18	1	0	54.9	63
1030	14	14	0	0	52.2	61.6
1045	12	11	0	1	47.2	55.6
1100	31	31	0	0	50.9	61.8
1115	13	12	1	0	53	60.2
1130	17	16	1	0	50	54.8
1145	10	9	0	1	50.9	-
1200	24	24	0	0	54.9	62.4
1215	13	12	1	0	50.6	56.7
1230	10	10	0	0	53.3	-
1245	20	19	1	0	55	63.3
1300	17	16	1	0	54.1	64.2
1315	17	15	2	0	51.7	61.2
1330	10	9	1	0	46.3	-
1345	16	16	0	0	55.5	62.8
1400	25	24	1	0	53.6	61.2
1415	13	12	1	0	51.8	59.2
1430	14	14	0	0	54.9	69.7
1445	14	13	1	0	56.1	63.1
1500	19	19	0	0	47.9	57.2
1515	10	9	1	0	48.7	-
1530	14	14	0	0	59.4	64
1545	16	16	0	0	56.9	68.8
1600	14	14	0	0	52	61.8
1615	13	13	0	0	49.4	58.6
1630	13	13	0	0	51.1	57.4
1645	10	10	0	0	54.2	-
1700	10	10	0	0	50.5	-
1715	10	10	0	0	51.6	-
1730	15	15	0	0	55.8	63.1
1745	15	15	0	0	52.9	58.1
1800	11	11	0	0	51.2	60.6
1815	5	5	0	0	50.9	-
1830	13	11	2	0	48.1	55.1
1845	11	11	0	0	51.8	55.5
1900	7	7	0	0	51.7	-
1915	4	4	0	0	48.3	-
1930	8	7	1	0	54.4	-
1945	11	11	0	0	52.2	62.4
2000	21	21	0	0	48.8	56.7
2015	8	8	0	0	54.4	-
2030	4	3	1	0	45.3	-
2045	8	7	0	1	48.5	-
2100	8	8	0	0	50.5	-
2115	3	3	0	0	49.5	-
2130	1	1	0	0	48.4	-
2145	8	8	0	0	53.1	-
2200	7	7	0	0	52.6	-
2215	6	6	0	0	51.8	-
2230	7	7	0	0	53.6	-
2245	4	4	0	0	56.2	-
2300	6	6	0	0	54.5	-
2315	2	2	0	0	50	-
2330	8	8	0	0	52.8	-
2345	6	6	0	0	48.2	-
07-09	75	69	5	1	51.9	61.9
09-16	444	421	21	2	52.4	60.2
16-18	100	100	0	0	52.3	59.8
00-00	919	870	41	8	51.7	59.9

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	4	4	0	0	45	-
0015	0	0	0	0	-	-
0030	1	1	0	0	47.7	-
0045	3	3	0	0	53.8	-
0100	1	0	1	0	47.6	-
0115	2	2	0	0	51.2	-
0130	2	2	0	0	56.1	-
0145	0	0	0	0	-	-
0200	0	0	0	0	-	-
0215	0	0	0	0	-	-
0230	4	4	0	0	51	-
0245	2	2	0	0	46.6	-
0300	1	1	0	0	58.2	-
0315	2	2	0	0	51.7	-
0330	5	5	0	0	49.9	-
0345	1	1	0	0	52.3	-
0400	4	4	0	0	56.4	-
0415	5	5	0	0	60.6	-
0430	6	5	1	0	51	-
0445	14	13	1	0	56.6	63.9
0500	5	5	0	0	61.4	-
0515	11	10	1	0	61.7	71
0530	11	10	1	0	48	51.9
0545	17	16	1	0	56.1	66.8
0600	6	5	1	0	52.3	-
0615	3	2	1	0	47	-
0630	9	7	2	0	51.9	-
0645	12	11	1	0	52.7	61.4
0700	7	7	0	0	54.6	-
0715	12	11	1	0	48.8	52.6
0730	12	11	1	0	52.8	57.1
0745	11	11	0	0	52.5	60.2
0800	8	8	0	0	56.1	-
0815	6	5	0	1	46.7	-
0830	14	14	0	0	52.9	59.9
0845	13	13	0	0	56.5	60.8
0900	15	15	0	0	52.2	60.5
0915	18	15	3	0	55.4	68.9
0930	20	18	2	0	51.8	58.3
0945	6	5	1	0	55.4	-
1000	12	12	0	0	51.7	58.7
1015	21	19	2	0	49.6	58.6
1030	13	10	3	0	52.1	58.7
1045	11	8	3	0	52.4	64.1
1100	15	15	0	0	53.6	64
1115	6	6	0	0	54	-
1130	16	15	0	1	53	59.4
1145	9	8	1	0	53.8	-
1200	11	10	1	0	54.8	59.1
1215	9	8	1	0	50.1	-
1230	10	9	1	0	52.6	-
1245	12	11	0	1	55.2	59.8
1300	14	10	3	1	51.2	61.2
1315	9	8	1	0	59.8	-
1330	13	12	1	0	53.9	62.3
1345	9	7	2	0	56.4	-
1400	8	8	0	0	52.5	-
1415	8	7	1	0	47.2	-
1430	8	6	1	1	51.4	-
1445	8	8	0	0	50.9	-
1500	16	14	2	0	50.3	57.1
1515	9	9	0	0	54.1	-
1530	12	11	0	1	51.9	56.1
1545	8	7	1	0	60.5	-
1600	4	4	0	0	50	-
1615	10	10	0	0	52.7	-
1630	7	7	0	0	49.4	-
1645	11	11	0	0	51.7	57.3
1700	12	11	1	0	49.2	54.1
1715	6	5	1	0	58.2	-
1730	8	8	0	0	57.3	-
1745	8	8	0	0	51.7	-
1800	8	8	0	0	55.2	-
1815	4	4	0	0	58	-
1830	8	7	1	0	49.8	-
1845	9	9	0	0	53.2	-
1900	7	7	0	0	49.1	-
1915	4	3	1	0	49.1	-
1930	4	4	0	0	53.6	-
1945	4	4	0	0	51.2	-
2000	8	8	0	0	52.4	-
2015	6	6	0	0	55.9	-
2030	4	2	1	1	42.9	-
2045	8	8	0	0	55.5	-
2100	5	5	0	0	51.2	-
2115	3	3	0	0	49.9	-
2130	4	4	0	0	45.4	-
2145	1	1	0	0	55.5	-
2200	1	1	0	0	51.7	-
2215	4	3	1	0	54.3	-
2230	5	5	0	0	54.7	-
2245	4	3	1	0	55.5	-
2300	3	3	0	0	53.4	-
2315	3	3	0	0	49.3	-
2330	2	2	0	0	46.4	-
2345	3	3	0	0	49.6	-
07-09	83	80	2	1	52.8	60.4
09-16	326	291	30	5	52.9	59.7
16-18	66	64	2	0	52.3	58.6
00-00	718	661	50	7	52.9	60.3

Site 4, 10m north of southbound school zone, Nth St Marys

Northbound

8/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	4	4	0	0	55.5	-
0015	7	7	0	0	44.4	-
0030	5	5	0	0	47.5	-
0045	1	1	0	0	49	-
0100	1	1	0	0	46	-
0115	8	8	0	0	49.2	-
0130	2	2	0	0	50.7	-
0145	2	2	0	0	48.6	-
0200	3	2	1	0	48.5	-
0215	2	1	1	0	47.3	-
0230	0	0	0	0	-	-
0245	1	1	0	0	57	-
0300	7	6	1	0	43.5	-
0315	0	0	0	0	-	-
0330	0	0	0	0	-	-
0345	5	4	1	0	46.6	-
0400	1	1	0	0	50.1	-
0415	0	0	0	0	-	-
0430	2	0	2	0	54.7	-
0445	5	5	0	0	51.6	-
0500	0	0	0	0	-	-
0515	1	1	0	0	43.5	-
0530	2	2	0	0	63	-
0545	1	1	0	0	52.8	-
0600	1	1	0	0	40.8	-
0615	3	3	0	0	53.3	-
0630	1	1	0	0	55.8	-
0645	3	2	1	0	43.2	-
0700	7	5	2	0	48.2	-
0715	5	5	0	0	42.2	-
0730	8	7	1	0	46.5	-
0745	6	5	1	0	46.5	-
0800	4	4	0	0	43.8	-
0815	8	8	0	0	53.3	-
0830	6	6	0	0	47.3	-
0845	7	7	0	0	53.2	-
0900	5	4	1	0	47.1	-
0915	6	5	1	0	46.5	-
0930	5	5	0	0	46.9	-
0945	6	6	0	0	50.4	-
1000	5	5	0	0	52.5	-
1015	7	7	0	0	50	-
1030	6	5	1	0	51.4	-
1045	6	6	0	0	52.9	-
1100	7	5	2	0	51.8	-
1115	7	4	3	0	50.2	-
1130	8	8	0	0	50.8	-
1145	8	8	0	0	51.1	-
1200	10	10	0	0	53.8	-
1215	7	7	0	0	50.6	-
1230	11	11	0	0	57.8	64.9
1245	6	5	1	0	51.2	-
1300	1	1	0	0	52.2	-
1315	7	7	0	0	50.9	-
1330	7	7	0	0	49.6	-
1345	10	10	0	0	56.6	-
1400	9	9	0	0	60.6	-
1415	7	7	0	0	54	-
1430	5	4	1	0	53	-
1445	9	9	0	0	52.1	-
1500	7	6	1	0	46.4	-
1515	11	11	0	0	53.3	65.4
1530	9	8	1	0	52.7	-
1545	4	4	0	0	53.3	-
1600	12	10	2	0	52.2	65.7
1615	12	12	0	0	52.9	58
1630	10	10	0	0	52.7	-
1645	11	11	0	0	54.5	63.2
1700	9	9	0	0	52.5	-
1715	6	6	0	0	47.8	-
1730	7	7	0	0	50.2	-
1745	8	8	0	0	50.9	-
1800	8	8	0	0	49	-
1815	9	9	0	0	53.5	-
1830	3	3	0	0	67.4	-
1845	3	3	0	0	49.5	-
1900	18	17	1	0	52.6	59.1
1915	10	10	0	0	49.7	-
1930	7	7	0	0	50.7	-
1945	8	8	0	0	50.8	-
2000	6	6	0	0	53.3	-
2015	7	7	0	0	52.5	-
2030	4	4	0	0	54.9	-
2045	1	1	0	0	59.4	-
2100	7	7	0	0	50.5	-
2115	2	2	0	0	52.3	-
2130	3	3	0	0	44.6	-
2145	5	5	0	0	38.9	-
2200	6	6	0	0	55	-
2215	6	6	0	0	45.4	-
2230	4	4	0	0	53.1	-
2245	5	5	0	0	57.2	-
2300	3	3	0	0	59.1	-
2315	1	1	0	0	70.2	-
2330	4	3	0	1	46.5	-
2345	1	1	0	0	66.8	-
07-09	51	47	4	0	48.2	58.5
09-16	196	184	12	0	52.2	60.4
16-18	75	73	2	0	52.1	59.8
00-00	521	494	26	1	51.2	59

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	0	0	0	0	-	-
0015	4	4	0	0	51.6	-
0030	0	0	0	0	-	-
0045	1	1	0	0	57.4	-
0100	2	2	0	0	41.1	-
0115	0	0	0	0	-	-
0130	0	0	0	0	-	-
0145	2	1	1	0	50.2	-
0200	1	1	0	0	49.5	-
0215	1	0	1	0	54	-
0230	0	0	0	0	-	-
0245	2	1	1	0	49	-
0300	0	0	0	0	-	-
0315	0	0	0	0	-	-
0330	1	1	0	0	52.8	-
0345	3	3	0	0	51.3	-
0400	4	3	1	0	55.9	-
0415	0	0	0	0	-	-
0430	5	5	0	0	49.1	-
0445	1	1	0	0	56.9	-
0500	1	0	1	0	55.2	-
0515	4	4	0	0	61.5	-
0530	2	2	0	0	47	-
0545	2	2	0	0	52.4	-
0600	1	1	0	0	39.2	-
0615	2	2	0	0	62.3	-
0630	4	4	0	0	57.7	-
0645	5	5	0	0	52.2	-
0700	8	7	1	0	51.7	-
0715	8	8	0	0	44.5	-
0730	7	7	0	0	45.5	-
0745	5	4	1	0	50.5	-
0800	9	9	0	0	52.2	-
0815	8	7	1	0	51.2	-
0830	10	8	2	0	51.4	-
0845	4	4	0	0	51.7	-
0900	7	7	0	0	52.4	-
0915	7	6	1	0	55.6	-
0930	13	11	2	0	55	61.5
0945	5	5	0	0	56.7	-
1000	11	7	4	0	57	66
1015	11	10	1	0	53.9	62.4
1030	11	8	3	0	54.4	62.2
1045	8	6	2	0	47.4	-
1100	9	9	0	0	55.6	-
1115	4	4	0	0	54.9	-
1130	10	10	0	0	53.2	-
1145	6	6	0	0	56.4	-
1200	8	6	2	0	48.6	-
1215	6	6	0	0	57.3	-
1230	8	7	1	0	57.5	-
1245	6	6	0	0	53.2	-
1300	3	3	0	0	48.4	-
1315	4	4	0	0	49.7	-
1330	9	8	1	0	50.1	-
1345	6	6	0	0	53.9	-
1400	11	11	0	0	55.9	61.7
1415	4	3	1	0	53	-
1430	8	8	0	0	46.9	-
1445	11	10	1	0	54.2	63
1500	7	7	0	0	52.7	-
1515	6	6	0	0	61.5	-
1530	5	4	1	0	49.6	-
1545	4	4	0	0	53.7	-
1600	7	6	1	0	53.7	-
1615	8	7	1	0	49.9	-
1630	8	8	0	0	51.9	-
1645	7	7	0	0	55	-
1700	9	8	1	0	46.3	-
1715	4	4	0	0	43.5	-
1730	7	7	0	0	52.8	-
1745	3	3	0	0	55.3	-
1800	3	3	0	0	47.4	-
1815	5	5	0	0	60.2	-
1830	5	5	0	0	58.2	-
1845	6	6	0	0	55.8	-
1900	7	6	1	0	50.8	-
1915	4	4	0	0	59.9	-
1930	6	6	0	0	48	-
1945	4	4	0	0	51.4	-
2000	3	3	0	0	49	-
2015	2	2	0	0	49.4	-
2030	3	3	0	0	57.1	-
2045	0	0	0	0	-	-
2100	5	5	0	0	54.5	-
2115	0	0	0	0	-	-
2130	3	3	0	0	54.6	-
2145	1	1	0	0	57.5	-
2200	5	5	0	0	62.5	-
2215	6	5	0	1	48.6	-
2230	4	4	0	0	48.5	-
2245	0	0	0	0	-	-
2300	3	3	0	0	47.3	-
2315	2	2	0	0	48.6	-
2330	1	1	0	0	47.4	-
2345	1	1	0	0	42.7	-
07-09	59	54	5	0	49.9	60.1
09-16	208	188	20	0	53.7	62.4
16-18	53	50	3	0	51	60.1
00-00	447	412	34	1	52.7	60.5

Northbound

9/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	5	5	0	0	48.8	-
0015	1	1	0	0	54.2	-
0030	1	1	0	0	53.8	-
0045	1	1	0	0	64.1	-
0100	3	2	0	1	57.8	-
0115	1	1	0	0	46.8	-
0130	3	3	0	0	51	-
0145	2	2	0	0	50.4	-
0200	0	0	0	0	-	-
0215	0	0	0	0	-	-
0230	0	0	0	0	-	-
0245	1	0	0	1	36	-
0300	0	0	0	0	-	-
0315	1	0	1	0	44.2	-
0330	4	4	0	0	48.2	-
0345	7	7	0	0	52.1	-
0400	2	2	0	0	52.9	-
0415	10	9	0	1	50.4	-
0430	5	4	0	1	44.2	-
0445	11	10	1	0	52.6	56.9
0500	16	14	2	0	48.5	55.4
0515	14	9	2	3	41.8	51.3
0530	18	16	1	1	50.1	63.9
0545	19	16	0	3	46.8	63.9
0600	26	20	3	3	43.1	53.5
0615	18	14	2	2	47.4	55.6
0630	26	26	0	0	49.8	57.2
0645	27	24	3	0	53.2	60.9
0700	38	33	5	0	48.8	57.4
0715	31	28	3	0	50.5	59.1
0730	56	51	5	0	49.5	58.5
0745	41	40	1	0	49.4	55.8
0800	28	26	2	0	46.3	54.1
0815	22	17	4	1	41.9	51.2
0830	18	13	5	0	46.9	53.7
0845	17	16	1	0	43.2	52.5
0900	15	14	1	0	45	54.5
0915	18	16	2	0	43.3	53.1
0930	16	11	5	0	48.2	59.1
0945	28	17	11	0	45.6	62.9
1000	18	13	5	0	47.3	58.6
1015	20	19	1	0	47.9	54.7
1030	24	18	6	0	48.7	57.7
1045	24	19	4	1	43.7	58.4
1100	21	16	5	0	44.6	57.2
1115	22	16	6	0	46.8	54.3
1130	26	21	4	1	47.2	55.9
1145	22	18	3	1	51.3	57.6
1200	27	20	6	1	47.1	57.6
1215	23	19	3	1	49	56.5
1230	11	8	3	0	48.6	61.1
1245	18	13	4	1	48.5	54.5
1300	20	16	4	0	50.1	57
1315	11	9	2	0	48.3	62.6
1330	20	17	2	1	45.5	52.5
1345	24	20	4	0	50	58.4
1400	34	29	3	2	45.1	57.1
1415	49	43	6	0	52.1	56.5
1430	83	77	5	1	46.8	55.7
1445	35	33	2	0	48.5	55.1
1500	46	40	6	0	45.4	57.7
1515	52	48	3	1	50.4	56.3
1530	76	70	6	0	47.4	56.1
1545	52	48	2	2	47.9	57.3
1600	54	52	2	0	53.2	59
1615	61	60	1	0	54.5	61
1630	64	58	6	0	51.2	57.5
1645	48	47	1	0	55.6	62.2
1700	67	65	2	0	54	59.5
1715	72	72	0	0	54	59.9
1730	60	57	3	0	52.5	59.8
1745	90	79	1	0	54.2	59.7
1800	82	78	3	1	53.3	59.3
1815	77	76	0	1	53.7	58.1
1830	60	60	0	0	55.5	61.9
1845	64	64	0	0	54.8	59.8
1900	57	55	1	1	51.8	58.5
1915	19	18	1	0	53.3	62.5
1930	25	24	1	0	53.9	62.5
1945	17	17	0	0	53.9	59.7
2000	21	20	1	0	51.1	61.2
2015	15	15	0	0	54.4	61.6
2030	18	17	1	0	52.9	56.4
2045	10	10	0	0	50.3	-
2100	13	13	0	0	50.1	60
2115	11	11	0	0	43.1	52.4
2130	11	11	0	0	51	61.9
2145	2	2	0	0	37.4	-
2200	12	12	0	0	53.4	60.1
2215	5	5	0	0	50.5	-
2230	14	14	0	0	56.9	63.7
2245	17	17	0	0	54.5	59.6
2300	5	4	0	1	49.5	-
2315	3	3	0	0	44.2	-
2330	3	3	0	0	51.7	-
2345	6	6	0	0	49.8	-
07-09	251	224	26	1	47.9	56
09-16	835	708	114	13	47.6	56
16-18	506	490	16	0	53.6	59.8
00-00	2381	2168	179	34	50.3	58.1

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	3	3	0	0	55.5	-
0015	1	1	0	0	35.7	-
0030	1	0	0	1	39.8	-
0045	0	0	0	0	-	-
0100	1	1	0	0	45.5	-
0115	0	0	0	0	-	-
0130	3	3	0	0	48.9	-
0145	1	1	0	0	50	-
0200	0	0	0	0	-	-
0215	1	0	0	1	44.8	-
0230	2	1	1	0	51.2	-
0245	2	2	0	0	51.7	-
0300	1	1	0	0	52.5	-
0315	1	1	0	0	95.5	-
0330	7	7	0	0	47.4	-
0345	10	9	1	0	53.5	-
0400	6	6	0	0	55.1	-
0415	12	12	0	0	59	71.5
0430	11	10	1	0	51.6	61.8
0445	19	17	2	0	52.4	62.6
0500	19	18	1	0	56.6	63.9
0515	35	33	2	0	53.5	61.6
0530	45	43	2	0	52.3	56.3
0545	51	48	3	0	51.6	59.9
0600	37	36	1	0	50	55.5
0615	36	36	0	0	51.3	56.9
0630	53	51	2	0	52.4	58.5
0645	91	87	4	0	49.4	54.6
0700	77	75	2	0	50.3	56
0715	81	74	6	1	49.6	56.5
0730	83	80	3	0	48	53.2
0745	56	56	0	0	48.9	54.3
0800	32	28	4	0	40.2	50.8
0815	25	23	2	0	41.4	51.9
0830	38	33	5	0	41.3	50.2
0845	19	15	4	0	37.2	43.6
0900	28	25	3	0	41.3	48.8
0915	26	18	8	0	40.4	47.8
0930	16	11	4	1	50.7	57.5
0945	23	19	3	1	45.9	53.4
1000	15	11	4	0	47.6	53.9
1015	24	20	4	0	47.5	56.9
1030	24	18	5	1	46.4	56.9
1045	20	16	3	1	46.2	58.9
1100	23	21	2	0	45.6	56.5
1115	12	8	4	0	49.2	58
1130	16	12	3	1	43.8	54.8
1145	19	17	2	0	50.9	59.8
1200	23	16	6	1	47	55.8
1215	16	11	4	1	46.3	54.7
1230	13	9	4	0	47.8	59.5
1245	13	12	1	0	52.1	59.3
1300	12	8	4	0	50.8	56.3
1315	16	13	2	1	48.6	54
1330	19	16	3	0	49.2	59.2
1345	21	13	8	0	50.4	55.6
1400	31	23	5	3	49.4	56.6
1415	37	32	5	0	48.3	56.9
1430	20	19	1	0	42.2	47.4
1445	22	15	5	2	39.8	48.5
1500	31	25	5	1	38.8	45.3
1515	34	31	3	0	41.3	49.5
1530	23	18	4	1	43.3	50.7
1545	26	22	3	1	45.3	54.3
1600	23	21	2	0	48.4	56.6
1615	18	14	1	3	49.2	56.5
1630	19	18	1	0	50.5	58
1645	24	20	4	0	54.7	60.8
1700	18	17	0	1	51.7	60.4
1715	18	17	0	1	50.6	56.3
1730	22	18	4	0	53.7	65.5
1745	25	25	0	0	52.7	58.1
1800	24	23	0	1	51.6	59.3
1815	16	16	0	0	51.5	61
1830	19	16	1	2	50.5	54.2
1845	19	19	0	0	52	57.6
1900	13	12	1	0	50.4	57.4
1915	10	10	0	0	54.6	-
1930	11	11	0	0	58.6	65.4
1945	8	7	1	0	52.3	-
2000	8	8	0	0	49.1	-
2015	13	11	2	0	49.5	56.8
2030	5	5	0	0	53.4	-
2045	11	11	0	0	48.3	54.6
2100	7	5	2	0	52	-
2115	9	9	0	0	47.2	-
2130	5	5	0	0	53	-
2145	6	6	0	0	53.9	-
2200	5	5	0	0	53.7	-
2215	5	4	0	1	50.1	-
2230	7	6	0	1	50.5	-
2245	6	6	0	0	54.9	-
2300	3	3	0	0	66.1	-
2315	2	2	0	0	53.3	-
2330	1	1	0	0	53	-
2345	2	1	1	0	43.3	-
07-09	411	384	26	1	46.7	53.5
09-16	603	479	108	16	45.8	54.9
16-18	167	150	12	5	51.6	58.5
00-00	1845	1642	174	29	48.7	56.5

Northbound

3/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	21	19	2	0	47.9	53.2
0015	23	21	1	1	46.7	53.2
0030	16	15	1	0	45.2	52
0045	10	10	0	0	45	-
0100	19	15	4	0	45.2	50.4
0115	18	15	3	0	46.4	52.9
0130	11	11	0	0	43.3	50.4
0145	15	12	2	1	40.6	45.6
0200	10	10	0	0	45.2	-
0215	14	12	1	1	44.2	50.5
0230	7	7	0	0	51.2	-
0245	3	3	0	0	48	-
0300	10	9	1	0	49.5	-
0315	9	6	3	0	46.7	-
0330	7	7	0	0	47.3	-
0345	21	17	3	1	45.1	49.4
0400	14	13	1	0	45.8	50.9
0415	33	31	1	1	46.9	51.8
0430	41	35	5	1	46.8	53
0445	27	24	3	0	49.4	53
0500	37	34	3	0	46.6	52
0515	68	61	7	0	47.5	52.2
0530	72	64	7	1	46.8	52.2
0545	103	86	16	1	43.8	49.3
0600	106	96	9	1	45	49
0615	131	115	13	3	42.7	48.8
0630	125	112	11	2	43.1	48.1
0645	151	131	18	2	35.6	43.6
0700	107	97	9	1	40	46.7
0715	152	136	16	0	39.2	45.2
0730	146	124	19	3	38.7	43.9
0745	181	155	20	6	37.6	43.2
0800	167	144	21	2	35.5	41
0815	154	137	16	1	29.6	36.9
0830	152	133	18	1	31.8	38.5
0845	172	156	14	2	28.1	35.8
0900	107	94	10	3	34.3	40.8
0915	104	88	13	3	37.2	43.7
0930	111	99	9	3	39.4	45.4
0945	100	81	17	2	40.8	46.6
1000	97	82	13	2	40.4	47.1
1015	117	97	17	3	41.2	46.1
1030	94	74	17	3	39.9	48
1045	94	77	16	1	40.8	46.4
1100	108	85	20	3	40	45.5
1115	98	84	11	3	40.4	46.8
1130	94	79	12	3	38.6	45.7
1145	104	80	20	4	41.1	45.9
1200	106	91	11	4	41.5	49.1
1215	99	81	16	2	41.2	46.4
1230	85	66	14	5	41.6	50.6
1245	111	88	18	5	39.4	47.3
1300	96	66	23	7	37	45
1315	114	86	26	2	40	45.2
1330	100	78	20	2	40.5	48.1
1345	139	121	14	4	35.3	43.4
1400	128	114	12	2	35.7	44.6
1415	165	147	15	3	31.9	41
1430	173	136	34	3	30.2	38.5
1445	177	151	24	2	29.3	36.8
1500	173	135	36	2	26.7	37.2
1515	163	149	13	1	17.9	24.6
1530	183	167	15	1	20	26.9
1545	191	163	23	5	26.9	38
1600	218	184	33	1	26.6	36.4
1615	194	170	22	2	24.1	34
1630	156	135	19	2	17.6	23.9
1645	196	174	17	5	17.7	24.1
1700	232	208	20	4	22.3	29.5
1715	208	183	25	0	18.1	22.7
1730	206	191	15	0	20.1	29.5
1745	236	215	19	2	26.7	39.3
1800	217	189	25	3	30.6	42.2
1815	179	172	7	0	33.3	44.3
1830	197	180	15	2	31.6	45.9
1845	159	144	15	0	41.2	48.4
1900	102	94	8	0	37.4	45
1915	127	115	12	0	43	48.7
1930	113	103	7	3	43.9	48.4
1945	90	83	7	0	43.2	48.8
2000	104	96	8	0	42.6	46.8
2015	121	114	6	1	42.8	48.7
2030	77	66	11	0	45.1	49.7
2045	86	79	7	0	43.8	48
2100	105	96	9	0	43.8	50.2
2115	85	83	1	1	43.2	50.8
2130	73	69	4	0	42.5	48.2
2145	82	81	1	0	43.2	48
2200	68	66	2	0	44.6	49.3
2215	69	65	4	0	43.6	49
2230	47	43	4	0	44.4	52.2
2245	51	50	1	0	46.7	51.9
2300	41	38	3	0	47.4	55.3
2315	39	37	2	0	45.1	53.8
2330	38	36	1	1	43.6	49.7
2345	22	21	1	0	46.7	51.1
07-09	1231	1082	133	16	34.8	42.7
09-16	3431	2859	489	83	34.5	44.5
16-18	1646	1460	170	16	21.9	32
00-00	9722	8512	1068	142	34.9	46.1

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	7	6	1	0	42.2	-
0015	14	10	3	1	44	50.7
0030	11	10	1	0	49.1	57.2
0045	7	7	0	0	46.1	-
0100	15	13	1	1	45.2	51.2
0115	13	9	4	0	48.9	68.9
0130	10	9	1	0	45.9	-
0145	15	13	1	1	42.9	47.7
0200	6	5	0	1	42.8	-
0215	15	11	3	1	40.8	50
0230	19	15	4	0	50	55.4
0245	13	9	4	0	46.4	50
0300	11	11	0	0	49.5	55.3
0315	26	24	2	0	39.8	51.7
0330	19	18	1	0	47.4	52
0345	18	16	1	1	49.6	54.2
0400	48	45	3	0	46.8	50.3
0415	54	48	6	0	52	56.1
0430	91	84	7	0	47.2	51.3
0445	66	59	5	2	49.1	55.1
0500	103	89	12	2	46.9	49.8
0515	139	122	14	3	45.7	49.5
0530	152	131	20	1	44.9	50.8
0545	153	137	16	0	48	50.9
0600	160	146	14	0	44	49.3
0615	175	160	14	1	43.8	49.7
0630	185	155	28	2	42.7	48.3
0645	177	160	13	4	35.5	47.2
0700	180	162	17	1	41.3	46.6
0715	187	178	7	2	38.7	44.8
0730	179	166	12	1	37.2	44.1
0745	193	181	12	0	39.2	44.3
0800	173	166	7	0	35.6	42.1
0815	156	148	6	2	29.8	37.2
0830	194	174	19	1	29.6	37
0845	153	138	13	2	28.3	37
0900	121	103	15	3	35	40.4
0915	139	123	16	0	39.4	44.1
0930	119	104	13	2	38.8	45.5
0945	98	80	14	4	40.6	45.7
1000	101	84	15	2	42.4	49
1015	97	84	10	3	43	46.7
1030	93	78	11	4	42.6	48.4
1045	89	74	13	2	42.6	48.5
1100	79	63	15	1	40.9	48.4
1115	97	86	8	3	40.7	48.5
1130	95	77	13	5	42.4	49.1
1145	110	96	12	2	39.7	46.7
1200	95	82	11	2	41.9	47.8
1215	107	93	14	0	41.3	47.3
1230	107	98	5	4	42.7	48.6
1245	103	90	9	4	41.9	48.1
1300	111	103	6	2	41.2	48
1315	110	94	13	3	40.5	45.8
1330	114	99	10	5	39.7	46.9
1345	126	109	12	5	33.7	43.5
1400	144	130	8	6	32.5	41.9
1415	130	118	10	2	33	43.4
1430	147	134	11	2	30.5	36.2
1445	131	119	9	3	32	38
1500	124	114	10	0	32.5	39.6
1515	112	108	3	1	17.7	24.7
1530	143	132	10	1	23.2	34.9
1545	114	106	7	1	34	41.2
1600	105	95	9	1	38.6	44.7
1615	122	116	6	0	34.6	43.9
1630	105	100	5	0	37	44.3
1645	132	126	4	2	34.9	47.9
1700	153	145	7	1	45.6	65.2
1715	114	106	8	0	51.6	74.3
1730	143	135	8	0	42.9	52.4
1745	124	116	8	0	52.6	68.8
1800	142	134	8	0	47.4	51.2
1815	156	148	7	1	34.1	48.4
1830	112	105	6	1	44.7	50.6
1845	102	97	5	0	47.5	51.3
1900	128	120	8	0	29.6	46.3
1915	81	76	5	0	47.8	51.5
1930	86	82	4	0	46.6	52.7
1945	115	110	5	0	47.1	52.6
2000	81	75	6	0	47.5	50.8
2015	97	89	7	1	46	47.2
2030	78	69	9	0	47.5	52.3
2045	100	95	5	0	44.1	48.4
2100	80	75	5	0	46.9	50.6
2115	61	58	3	0	46.4	51.5
2130	82	75	6	1	45.8	51.3
2145	57	53	4	0	46.5	50.6
2200	46	46	0	0	45.5	49.1
2215	63	57	6	0	46.4	49.8
2230	32	30	2	0	46.4	51
2245	36	35	1	0	47.8	52.4
2300	19	16	3	0	49.6	56.7
2315	22	21	1	0	48.1	52.5
2330	15	13	1	1	47.1	52.8
2345	10	10	0	0	47.6	-
07-09	1415	1313	93	9	35.2	43.6
09-16	3156	2781	303	72	36.8	45.5
16-18	998	939	55	4	42.4	53.6
00-00	9092	8244	737	111	40.1	48.4

Northbound

4/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	22	20	1	1	44.3	51.1
0015	19	17	2	0	47.4	53.8
0030	22	18	4	0	48.5	55.1
0045	15	12	3	0	44.3	52.6
0100	11	9	1	1	46.1	55.1
0115	16	15	0	1	46	53.9
0130	13	12	1	0	48.3	50.9
0145	15	13	2	0	46.6	51
0200	9	8	1	0	54.3	-
0215	15	13	1	1	45.9	51.3
0230	8	7	1	0	41.1	-
0245	10	9	1	0	48	-
0300	9	7	2	0	47	-
0315	11	10	1	0	49.7	57.1
0330	8	7	1	0	50.4	-
0345	19	14	4	1	44	50.9
0400	20	15	3	2	45.6	53.9
0415	32	27	5	0	48.8	54.1
0430	35	29	6	0	46.6	53.6
0445	53	45	8	0	49.2	54.6
0500	41	36	3	2	44.6	51.1
0515	76	65	11	0	46.2	50.2
0530	85	78	6	1	47.1	52.6
0545	122	101	17	4	44.6	50.3
0600	110	94	14	2	43.9	48.6
0615	116	99	15	2	42.5	48.2
0630	138	113	21	4	40.8	48
0645	162	137	23	2	37.9	45.1
0700	120	98	21	1	39.1	45.7
0715	142	117	21	4	39	44.7
0730	151	133	16	2	38.7	44.6
0745	158	145	10	3	38.2	44.3
0800	153	139	14	0	35.6	40.5
0815	174	158	15	1	32.7	39.1
0830	165	151	13	1	30.3	36.9
0845	150	131	14	5	31.6	39.2
0900	130	105	19	6	34.9	41.3
0915	113	91	16	6	37.3	43.2
0930	89	78	9	2	40.6	45.5
0945	109	82	22	5	40.2	46.4
1000	97	81	14	2	41.5	49
1015	95	81	12	2	38.9	45.9
1030	101	79	17	5	39.4	46.6
1045	81	68	13	0	40.9	48.2
1100	97	78	18	1	41.5	47.7
1115	116	96	17	3	39.1	45.1
1130	92	77	14	1	42.3	47.5
1145	112	86	24	2	36.8	45.9
1200	95	74	19	2	38.7	46.8
1215	105	86	17	2	39.9	47.2
1230	124	102	18	4	36.4	44.6
1245	101	80	17	4	40.3	46.4
1300	121	101	13	7	36.5	46.1
1315	114	95	18	1	36.2	46.5
1330	131	105	19	7	36.9	45.7
1345	146	129	15	2	37.3	45.2
1400	128	103	22	3	32.2	42.3
1415	141	115	21	5	32.4	40.1
1430	187	167	13	7	27.5	35.8
1445	186	160	24	2	27.5	36.4
1500	195	163	31	1	19.4	30.5
1515	202	175	24	3	20.9	31.8
1530	202	176	24	2	28	36.2
1545	176	154	18	4	28.5	38.6
1600	188	172	15	1	33.4	42.2
1615	195	175	19	1	23.2	34.3
1630	216	198	15	3	19.3	27.4
1645	205	185	18	2	27.8	38.9
1700	204	183	20	1	27	38.3
1715	215	204	11	0	26	38.8
1730	220	205	13	2	29.2	41.3
1745	219	193	26	0	28.2	39.8
1800	207	187	18	2	33	43.3
1815	198	175	21	2	34	43.6
1830	178	163	15	0	39.7	46.7
1845	123	111	12	0	44.3	50.5
1900	115	102	13	0	42.5	50.4
1915	107	100	7	0	41.4	48.5
1930	104	89	15	0	42.1	49.5
1945	96	88	7	1	43.7	48.5
2000	80	73	7	0	43.7	47.9
2015	88	82	6	0	41.9	47.3
2030	64	58	6	0	43.7	51.4
2045	93	84	8	1	43.3	49.5
2100	55	53	2	0	45.5	50.3
2115	86	80	6	0	41.9	47.9
2130	72	66	6	0	44.5	48.2
2145	53	50	2	1	44.2	50.4
2200	60	58	2	0	44.4	50.7
2215	66	59	7	0	44.2	50
2230	54	53	1	0	46.1	50.4
2245	43	39	3	1	45.8	50.8
2300	41	37	4	0	49	53.9
2315	37	35	1	1	43.9	50
2330	37	32	5	0	48	54.2
2345	32	29	3	0	47.6	59.3
07-09	1213	1072	124	17	35.4	42.5
09-16	3586	2987	508	91	33.8	44.1
16-18	1662	1515	137	10	26.7	38.9
00-00	9762	8507	1104	151	35.7	46.3

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	11	10	1	0	52.7	62.8
0015	6	6	0	0	46.6	-
0030	2	2	0	0	46.8	-
0045	10	9	0	1	42.4	-
0100	11	9	2	0	45	49.8
0115	7	6	1	0	46	-
0130	10	9	1	0	54.4	-
0145	5	4	0	1	49.2	-
0200	18	16	1	1	50.6	60
0215	11	10	1	0	46	53.9
0230	11	10	1	0	50.9	57.4
0245	20	15	4	1	53	57.2
0300	18	16	1	1	45.9	51.8
0315	25	24	1	0	47.7	53.9
0330	22	20	2	0	46.1	49.4
0345	32	26	4	2	44.2	48.9
0400	48	43	4	1	48.3	53.1
0415	68	65	3	0	49	52.7
0430	79	74	5	0	46	50.6
0445	77	69	7	1	45.2	50.2
0500	115	94	18	3	46.8	52.2
0515	137	114	21	2	47.7	51.7
0530	182	160	22	0	44.3	50.4
0545	165	143	22	0	41.3	49.7
0600	164	148	16	0	45.7	49.5
0615	158	145	12	1	44.9	48.4
0630	178	163	14	1	43.7	47.7
0645	162	150	9	3	43.2	47.9
0700	163	152	9	2	41.9	46.8
0715	201	192	8	1	39.5	46.3
0730	191	174	15	2	39.4	44.7
0745	191	177	11	3	33.6	42.5
0800	186	169	16	1	33.3	39.4
0815	180	164	14	2	28.7	38.3
0830	169	156	12	1	29.7	36.9
0845	139	128	11	0	33.9	39.8
0900	129	119	9	1	36.4	41.1
0915	133	120	10	3	36.4	42.5
0930	115	103	8	4	41.1	47.4
0945	98	85	12	1	40.3	46.7
1000	105	86	15	4	39.4	48.1
1015	119	107	11	1	38.6	46.4
1030	76	68	6	2	43	47.9
1045	97	83	13	1	41.4	46.5
1100	96	80	14	2	40.4	45.2
1115	109	96	12	1	40	46
1130	89	73	13	3	40.2	48.3
1145	91	79	11	1	40.6	45
1200	91	79	10	2	41.4	47.4
1215	91	85	3	3	42.9	48.1
1230	97	93	4	0	42.1	46.9
1245	96	82	12	2	41.2	47.4
1300	108	101	7	0	40.7	47.2
1315	103	90	12	1	42.9	48.4
1330	112	97	14	1	35.1	42.5
1345	112	97	14	1	40.7	45.9
1400	110	93	17	0	29.5	43.9
1415	128	117	8	3	29.2	40.8
1430	133	119	11	3	33.6	40.5
1445	134	119	12	3	32.4	40.2
1500	137	128	8	1	26.5	33.8
1515	107	98	6	3	33.1	40.6
1530	139	124	13	2	34.4	39.4
1545	126	116	7	3	36.8	41
1600	148	137	10	1	39.9	46.5
1615	143	138	3	2	25.6	38.4
1630	145	139	5	1	44.1	53.1
1645	132	123	8	1	46.7	53.8
1700	158	145	13	0	46.2	55.6
1715	135	127	8	0	47.7	56.2
1730	131	123	8	0	46.1	55.9
1745	130	125	5	0	43.9	48.4
1800	127	119	7	1	46.7	51.8
1815	124	119	5	0	44.9	48.2
1830	123	117	6	0	45.4	49
1845	94	88	5	1	44.9	49.1
1900	100	93	7	0	46.5	50
1915	86	79	7	0	48.1	53.2
1930	67	65	2	0	45.8	51.4
1945	83	80	3	0	45.2	50.1
2000	73	69	3	1	44.5	47.5
2015	57	52	5	0	47.6	55.4
2030	69	66	3	0	46.4	50.9
2045	82	75	7	0	46	52.2
2100	52	47	5	0	43.8	48.8
2115	51	48	3	0	48.6	50.9
2130	69	68	1	0	44	48.1
2145	50	46	3	1	44.4	50.2
2200	53	51	2	0	44	47.7
2215	34	31	3	0	46.3	50.3
2230	27	25	2	0	52.5	56.7
2245	25	25	0	0	47.1	52.8
2300	23	20	3	0	47.4	55.2
2315	26	25	1	0	48.2	52.9
2330	18	16	2	0	45.6	51.9
2345	8	7	1	0	41.7	-
07-09	1420	1312	96	12	35.1	43.6
09-16	3081	2737	292	52	37.4	45.2
16-18	1122	1057	60	5	42.4	51.4
00-00	8896	8097	707	92	40.7	48.1

Northbound

5/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	21	19	2	0	46.7	51.2
0015	24	23	1	0	47.5	52
0030	31	25	5	1	47.7	53.6
0045	19	16	2	1	45.3	49.3
0100	13	13	0	0	44.1	48.4
0115	15	13	2	0	46.9	54.2
0130	9	8	1	0	47	-
0145	14	10	3	1	46.1	49.8
0200	17	14	3	0	48.3	57.5
0215	15	12	2	1	46.2	51.6
0230	10	10	0	0	48.7	-
0245	7	4	2	1	48	-
0300	10	9	1	0	48.2	-
0315	8	5	3	0	46.1	-
0330	7	7	0	0	51.8	-
0345	15	13	2	0	46.3	54
0400	17	13	4	0	47.1	53.6
0415	31	29	2	0	45.1	49.5
0430	31	26	5	0	48.2	52.2
0445	35	23	11	1	45.5	52.1
0500	40	34	3	3	44.9	51
0515	69	59	10	0	46.2	51.3
0530	59	54	4	1	45.7	50.4
0545	89	78	9	2	44.2	50
0600	89	77	10	2	44.1	50.2
0615	99	87	9	3	43.6	48.2
0630	161	133	24	4	39.6	46.2
0645	143	123	18	2	41.1	47.2
0700	117	96	18	1	40.4	46.3
0715	137	114	23	0	39	47.3
0730	134	118	14	2	37.4	44.8
0745	149	135	10	4	37.6	44.1
0800	137	126	10	1	35	40.7
0815	163	148	14	1	34.1	38.6
0830	154	138	12	4	31.9	37.8
0845	190	158	29	3	28.3	35
0900	119	110	9	0	35.3	42.1
0915	118	92	21	5	33.8	38.8
0930	103	89	12	2	40.3	46.1
0945	118	94	23	1	40	46.8
1000	111	88	19	4	39.7	45.9
1015	97	77	17	3	40.2	47
1030	101	82	16	3	40.4	45.7
1045	86	66	17	3	39.5	45.5
1100	100	82	17	1	42.7	49
1115	108	84	24	0	41.6	46.6
1130	105	87	16	2	39.6	47
1145	114	88	22	4	35.7	44
1200	102	76	24	2	39.7	48.3
1215	98	84	10	4	39.5	46.9
1230	84	70	14	0	41.9	48.8
1245	106	80	21	5	40.8	47.7
1300	112	91	18	3	38.2	45.2
1315	127	102	24	1	38.8	46.4
1330	120	97	16	7	37.4	46.2
1345	142	117	23	2	37.3	44.7
1400	136	113	23	0	37.4	43.2
1415	144	125	18	1	28.9	42.6
1430	93	83	10	0	27.3	37.2
1445	0	0	0	0	-	-
1500	0	0	0	0	-	-
1515	0	0	0	0	-	-
1530	0	0	0	0	-	-
1545	0	0	0	0	-	-
1600	158	143	15	0	26.1	36.8
1615	215	191	21	3	23.1	35.7
1630	202	185	15	2	30.8	43.6
1645	232	207	21	4	19.2	24.1
1700	236	212	20	4	21.4	30.6
1715	221	196	24	1	22.8	31.8
1730	182	160	17	5	18.5	27.4
1745	207	189	15	3	20.1	28.4
1800	190	171	17	2	35.8	43.6
1815	166	142	23	1	29.9	41.4
1830	170	151	18	1	37.1	46.3
1845	152	137	15	0	39.1	46.3
1900	112	102	9	1	40.8	47.9
1915	135	119	16	0	41.4	49
1930	99	92	7	0	45.1	50
1945	101	93	7	1	43.6	49
2000	108	100	8	0	41.8	47.5
2015	141	128	13	0	40	46.6
2030	116	106	10	0	42.7	47.8
2045	90	82	8	0	43.2	49.1
2100	105	100	5	0	42.2	49.9
2115	126	117	9	0	40.4	45.7
2130	103	99	4	0	42.3	46.5
2145	100	95	5	0	42.7	47.9
2200	60	56	4	0	43.9	48.3
2215	74	72	2	0	44.4	49.7
2230	81	75	6	0	45.2	50.3
2245	51	47	4	0	44.1	49.5
2300	49	42	7	0	47	53
2315	49	43	6	0	46.9	52.7
2330	49	46	3	0	45.6	52.5
2345	38	34	4	0	46.7	53.4
07-09	1181	1035	130	16	35	42.8
09-16	2544	2077	414	53	37.9	45.9
16-18	1653	1483	148	22	22.6	33.8
00-00	8941	7781	1040	120	36.3	46.6

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	14	14	0	0	42	54.2
0015	14	14	0	0	43.5	52.6
0030	7	6	1	0	52	-
0045	14	13	1	0	49.6	55.8
0100	7	7	0	0	49.4	-
0115	8	7	1	0	48.3	-
0130	6	5	1	0	46.5	-
0145	4	3	0	1	44.3	-
0200	15	14	0	1	51.6	63.8
0215	11	10	1	0	48	51.6
0230	20	17	3	0	48.5	53.4
0245	16	13	3	0	48.9	54.2
0300	20	18	2	0	47.8	58.3
0315	19	17	2	0	47.6	52
0330	20	18	2	0	46.3	49.8
0345	22	18	4	0	46.4	51.3
0400	43	40	3	0	49	55.7
0415	70	69	1	0	45.9	50.5
0430	75	70	5	0	46.6	51.5
0445	64	57	7	0	47.1	52.3
0500	118	104	13	1	45.5	49.7
0515	144	134	10	0	45.8	50
0530	165	139	22	4	40	46.1
0545	171	150	21	0	43.4	49.9
0600	143	120	20	3	41.5	48.2
0615	166	150	16	0	43.5	48.1
0630	178	164	12	2	42.1	46.6
0645	148	140	7	1	38.8	46.6
0700	162	155	5	2	41.1	47.2
0715	180	157	20	3	38.2	44.6
0730	180	165	12	3	37.5	44.6
0745	187	170	17	0	37.5	44.6
0800	170	157	13	0	32	38.2
0815	173	161	11	1	30.2	36.5
0830	180	167	12	1	28.1	35.8
0845	147	135	10	2	31.2	38.6
0900	147	138	7	2	35.6	42.5
0915	107	97	7	3	35.5	40.9
0930	127	114	11	2	39.2	45.7
0945	113	95	11	7	38.8	45.7
1000	109	96	10	3	41.6	46.4
1015	101	87	10	4	39.6	44.9
1030	104	87	11	6	39.1	44.7
1045	86	73	9	4	42.1	48
1100	101	77	17	7	39.9	45.5
1115	116	104	12	0	41.6	48.1
1130	112	103	9	0	42.2	47.4
1145	89	74	14	1	39.5	44.9
1200	95	81	12	2	38.9	45.9
1215	107	84	19	4	39.4	45.9
1230	105	87	15	3	38.2	46.8
1245	102	90	10	2	41.6	46.7
1300	99	88	8	3	42.4	46.3
1315	87	76	8	3	42.2	46.3
1330	108	94	11	3	40.2	46.9
1345	89	78	10	1	41.5	46.4
1400	141	117	19	5	37.5	45.1
1415	110	101	7	2	24.1	39.1
1430	54	48	6	0	35.5	41.3
1445	0	0	0	0	-	-
1500	0	0	0	0	-	-
1515	0	0	0	0	-	-
1530	0	0	0	0	-	-
1545	0	0	0	0	-	-
1600	124	114	8	2	31	42.8
1615	138	133	3	2	36.1	44.1
1630	152	145	6	1	38.9	44.8
1645	122	115	5	2	52.9	76.5
1700	119	118	1	0	48.8	63.2
1715	129	121	8	0	43.1	63.7
1730	165	155	10	0	29.4	41.8
1745	132	127	5	0	35.7	46.4
1800	131	129	2	0	44.4	47.9
1815	170	149	20	1	26.9	41.5
1830	144	132	12	0	41.3	49.5
1845	124	117	6	1	42.6	47.4
1900	95	89	5	1	43.3	48.3
1915	79	72	7	0	47	52.4
1930	84	81	2	1	45.8	49
1945	131	127	4	0	44.4	48.3
2000	84	77	7	0	45.7	51.8
2015	89	84	5	0	44.1	47.7
2030	82	79	3	0	45.3	49.8
2045	78	72	6	0	43.8	49
2100	94	90	4	0	46.5	49.9
2115	73	70	3	0	46.1	50.6
2130	102	89	13	0	46.4	51.7
2145	82	77	5	0	48.3	53.8
2200	43	42	1	0	46.1	50.2
2215	84	80	4	0	44	46.8
2230	36	36	0	0	46.9	51.9
2245	28	27	1	0	47.9	51
2300	26	24	2	0	46	54.4
2315	24	23	1	0	44.1	50
2330	24	23	1	0	47.3	49.9
2345	17	16	1	0	48.3	50.6
07-09	1379	1267	100	12	34.5	43.2
09-16	2409	2089	253	67	38.9	45.7
16-18	1081	1028	46	7	39	48.2
00-00	8495	7720	672	103	40.2	47.5

Vehicle parked on tubes from approximately 14:40pm to 16:10pm (1.5 hours)

Site 5, Werrington Rd - Sth of The Kingsway, Werrington

Northbound

6/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	27	25	2	0	47.5	53.2
0015	30	26	2	2	45.3	50.8
0030	13	12	1	0	44.9	49.3
0045	20	20	0	0	46.4	52.5
0100	19	14	5	0	44.3	49.9
0115	12	9	3	0	48	55.6
0130	20	17	3	0	47.4	51.6
0145	16	16	0	0	49.9	57.2
0200	10	8	2	0	44.7	-
0215	14	12	2	0	44.8	53.5
0230	12	11	1	0	46	50.6
0245	11	7	4	0	44.5	53.4
0300	15	11	3	1	47.7	54
0315	12	10	2	0	46	51.5
0330	8	6	2	0	51.3	-
0345	24	15	6	3	45.4	51.2
0400	19	18	0	1	44.1	50.2
0415	23	21	2	0	46.4	51.5
0430	25	18	7	0	45.4	52.4
0445	39	31	8	0	46.1	50.6
0500	33	32	1	0	45.8	50.5
0515	53	47	6	0	46.5	51.1
0530	62	56	4	2	45.6	49.5
0545	84	69	13	2	46.2	50.7
0600	91	76	11	4	42	49.4
0615	92	76	15	1	43.6	49.9
0630	99	78	20	1	41.7	49.5
0645	134	119	14	1	38.3	46.3
0700	96	81	15	0	40.7	47.2
0715	120	103	16	1	40.5	45.9
0730	151	126	21	4	35.2	43.6
0745	168	142	25	1	36.8	44.5
0800	144	130	11	3	32.1	38.5
0815	142	123	17	2	34.1	39.8
0830	169	154	11	4	29	38.3
0845	175	147	26	2	29.6	36.6
0900	113	96	13	4	34.8	40.6
0915	120	102	13	5	37.1	42.5
0930	93	80	11	2	39.8	46.4
0945	98	83	12	3	38.5	44.7
1000	95	81	14	0	40.7	46.2
1015	107	86	15	6	39.6	44.5
1030	103	77	21	5	39.6	46.6
1045	107	91	13	3	39.7	47.3
1100	99	78	20	1	40.2	46.1
1115	99	80	17	2	36.7	44.6
1130	129	101	28	0	39.4	44.9
1145	125	102	22	1	37.7	46.5
1200	117	101	15	1	40.2	47.4
1215	130	101	23	6	38	44.5
1230	122	103	14	5	40.4	46.6
1245	134	106	25	3	39.8	45.9
1300	102	84	17	1	40	46.4
1315	148	123	23	2	37.9	44.2
1330	122	104	14	4	38.7	45
1345	170	136	29	5	34.1	42.7
1400	159	126	31	2	36.8	43.9
1415	148	118	30	0	32.9	41.4
1430	186	165	21	0	26.3	35.6
1445	188	153	34	1	26.6	36.3
1500	188	165	21	2	24.8	37.3
1515	202	181	17	4	24.8	33
1530	215	191	23	1	18.8	25.7
1545	212	191	19	2	16.3	23.4
1600	217	185	26	6	18.5	25.4
1615	201	174	24	3	21.7	30.9
1630	225	195	27	3	25.7	35.5
1645	216	193	19	4	30.9	41.6
1700	144	127	13	4	24.2	35.7
1715	229	202	26	1	26.1	38.4
1730	239	212	27	0	27.5	38.9
1745	203	181	21	1	34.1	46.9
1800	185	165	20	0	35.3	46.3
1815	169	156	11	2	39.9	48.1
1830	175	154	20	1	42.7	48.2
1845	133	118	15	0	43.7	48.8
1900	102	93	9	0	43.8	51
1915	105	95	10	0	43.2	49
1930	122	107	13	2	42.4	48.9
1945	101	93	8	0	43.1	49.8
2000	101	94	6	1	40.4	46.9
2015	82	74	7	1	45.2	51
2030	96	82	14	0	43.1	48.7
2045	102	91	11	0	43.2	47.2
2100	76	74	2	0	43.1	47.5
2115	88	81	7	0	43.1	48.5
2130	89	82	7	0	44.5	49
2145	71	67	4	0	42.6	48.8
2200	87	82	5	0	42.7	49.2
2215	81	74	7	0	43.6	48.5
2230	96	90	5	1	43.6	48.6
2245	71	64	7	0	43.7	49
2300	70	64	5	1	44.6	51.1
2315	85	77	7	1	44.3	49.9
2330	54	52	2	0	43.4	48.5
2345	60	56	4	0	45.8	51.3
07-09	1165	1006	142	17	34.2	43
09-16	3831	3205	555	71	33.3	43.6
16-18	1674	1469	183	22	26.2	39.6
00-00	10088	8725	1225	138	35.5	46.3

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	19	18	1	0	48.7	51.8
0015	6	5	1	0	49.7	-
0030	13	13	0	0	47.9	52.7
0045	6	5	0	1	48.3	-
0100	12	11	0	1	43	50
0115	8	8	0	0	49.9	-
0130	8	7	0	1	45	-
0145	3	3	0	0	51.2	-
0200	9	9	0	0	51.5	-
0215	12	11	1	0	48.4	57
0230	12	10	2	0	48.1	56.8
0245	11	10	1	0	50.9	60
0300	13	13	0	0	44.6	48.2
0315	19	17	2	0	47.1	52.6
0330	25	24	1	0	45.5	50.1
0345	31	27	3	1	46.1	49.4
0400	47	41	6	0	46.5	54.4
0415	57	55	2	0	46.1	51.5
0430	80	74	4	2	47.4	54.3
0445	73	65	7	1	46.9	53.2
0500	114	96	18	0	45.5	50.4
0515	135	118	14	3	43.5	49.1
0530	168	148	18	2	44.5	48.1
0545	155	128	26	1	41.8	49.2
0600	140	126	14	0	43.8	49.8
0615	163	144	16	3	42.7	47.3
0630	166	145	18	3	39.6	46.3
0645	148	130	16	2	41.9	47.9
0700	165	157	7	1	40.1	45.7
0715	197	178	14	5	37.1	43.5
0730	160	145	14	1	39	44.6
0745	161	153	6	2	38.2	43.4
0800	172	154	14	4	30.6	36
0815	176	165	10	1	31.1	37.9
0830	166	154	12	0	31.3	38
0845	147	129	13	5	27.3	35.5
0900	131	116	15	0	35.6	42.2
0915	119	107	9	3	37.3	43.4
0930	124	106	12	6	36.4	43.7
0945	104	97	7	0	41.3	45.6
1000	103	90	10	3	39.4	45.6
1015	105	89	10	6	41.3	47.2
1030	105	95	10	0	40.7	46.8
1045	96	87	8	1	41.7	47
1100	92	83	6	3	40.1	45.8
1115	125	101	22	2	29.7	41.6
1130	101	94	6	1	38.8	47.5
1145	114	94	16	4	40.6	47.1
1200	135	118	15	2	39.1	46
1215	105	97	6	2	41.9	47.5
1230	111	99	10	2	37.6	45.4
1245	115	103	11	1	41.2	46.9
1300	115	108	7	0	41.7	46.9
1315	112	100	9	3	36.7	43.9
1330	98	84	11	3	38.1	43.4
1345	111	102	8	1	39.5	44.6
1400	123	109	12	2	32.9	45
1415	143	126	11	6	31.6	44.8
1430	132	122	9	1	31.5	39.6
1445	127	112	15	0	31.1	37.6
1500	145	131	12	2	27.5	35.8
1515	161	152	8	1	22.2	32.1
1530	117	112	4	1	29.9	42
1545	136	130	6	0	32	40.3
1600	129	118	10	1	37	44.1
1615	136	128	8	0	47.2	59.4
1630	141	134	7	0	45.7	62.4
1645	132	125	7	0	43.1	50.6
1700	125	116	7	2	23.2	34.6
1715	117	108	8	1	49.7	56.5
1730	121	115	5	1	45.8	48.2
1745	140	137	2	1	44.2	48
1800	139	132	7	0	45.5	50
1815	134	128	5	1	43.7	48.9
1830	125	116	9	0	46.4	48.8
1845	123	114	7	2	44.6	50
1900	92	90	2	0	43.8	49.5
1915	85	80	5	0	47.9	52.5
1930	93	87	4	2	46.3	49.7
1945	74	72	2	0	44.7	48.5
2000	85	81	4	0	46	49.2
2015	60	57	3	0	46.3	49.9
2030	73	69	4	0	46.5	51
2045	73	68	3	2	45.9	49.9
2100	90	87	3	0	44.7	48.1
2115	72	69	3	0	46.5	49.9
2130	53	51	2	0	46.5	50
2145	61	58	3	0	47.4	51.8
2200	54	54	0	0	46.2	50.6
2215	47	47	0	0	44.3	47.9
2230	62	58	4	0	48	52.6
2245	52	50	2	0	46.9	53.7
2300	30	28	2	0	48	53.2
2315	33	32	1	0	46.9	52
2330	30	27	3	0	48	56.1
2345	38	38	0	0	46.8	53.9
07-09	1344	1235	90	19	34.4	42.3
09-16	3305	2964	285	56	35.8	44.6
16-18	1041	981	54	6	42	49.9
00-00	9121	8334	678	109	39.7	47.7

Site 5, Werrington Rd - Sth of The Kingsway, Werrington

Northbound

7/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	51	48	3	0	45.4	52.5
0015	35	32	3	0	46.5	51.8
0030	29	23	6	0	46.1	53.5
0045	39	36	3	0	46.9	52
0100	32	30	2	0	47.3	52
0115	24	20	4	0	47.4	53
0130	18	14	4	0	49.7	65.1
0145	26	22	4	0	48.3	52.2
0200	12	11	1	0	50.4	58.2
0215	16	14	2	0	46.7	50.8
0230	22	20	2	0	45.9	50.8
0245	20	16	3	1	46.4	53.6
0300	15	13	2	0	44.2	49.7
0315	11	10	1	0	48.3	51.7
0330	17	16	1	0	47.5	53.1
0345	13	13	0	0	50.7	55.2
0400	6	5	1	0	47.3	-
0415	13	9	3	1	51.2	56.9
0430	11	9	2	0	49.1	53.1
0445	22	17	4	1	45.3	50.8
0500	17	13	3	1	46.8	53.5
0515	31	29	2	0	45.6	50.7
0530	27	23	4	0	45.8	50.8
0545	31	27	4	0	47.8	54
0600	23	20	2	1	49.5	55.5
0615	44	37	7	0	47.6	54.1
0630	60	49	10	1	46.4	53.6
0645	67	53	13	1	45.5	53
0700	56	41	13	2	46.3	52.4
0715	60	52	7	1	44.9	50.7
0730	72	63	9	0	45.4	52.6
0745	93	80	12	1	44.8	50.2
0800	72	64	8	0	45.3	50.3
0815	117	106	11	0	43.9	49.9
0830	89	79	9	1	43.2	48.8
0845	130	120	9	1	41.5	45.7
0900	99	82	15	2	42.8	49.1
0915	122	109	13	0	42.8	49.4
0930	119	109	8	2	41.7	48.2
0945	133	122	10	1	37.7	45.5
1000	126	114	10	2	41.1	45.7
1015	141	123	18	0	39.5	47.5
1030	152	134	16	2	39.9	47.7
1045	174	151	22	1	37.3	46.8
1100	137	120	16	1	36	45.1
1115	149	135	12	2	40.7	47.3
1130	169	150	19	0	39.2	46.3
1145	154	137	14	3	39.9	46.9
1200	144	124	15	5	40.2	48.1
1215	143	126	17	0	41.2	47.5
1230	160	149	11	0	40.6	47.7
1245	162	143	18	1	38.7	46
1300	135	120	14	1	38.4	48.1
1315	142	126	12	4	38.9	48.8
1330	161	143	17	1	37.7	45.9
1345	150	132	15	3	37.8	47.3
1400	141	121	18	2	38.6	47.7
1415	117	99	16	2	40.1	48.3
1430	126	109	17	0	38.4	46.8
1445	102	95	6	1	42.2	48.3
1500	126	120	5	1	42.4	49
1515	120	108	11	1	39.3	46.4
1530	120	113	7	0	41.6	48.2
1545	125	115	10	0	38.5	46.6
1600	130	119	10	1	43	47.7
1615	159	140	18	1	40.2	45.9
1630	153	142	10	1	39.5	47
1645	137	120	15	2	37.2	48.4
1700	116	107	8	1	41.3	48.8
1715	118	108	9	1	43.6	48.6
1730	137	122	15	0	41.5	47.9
1745	131	124	7	0	42	48.3
1800	127	116	11	0	41.5	50
1815	114	104	10	0	41.8	46.2
1830	100	95	5	0	43.4	48.4
1845	102	93	9	0	41	47.8
1900	83	76	7	0	44.3	49.9
1915	68	61	7	0	45.3	51.8
1930	81	73	8	0	44.7	49.2
1945	94	85	9	0	45	49.3
2000	85	75	10	0	44.8	49.9
2015	69	67	2	0	44.4	51.8
2030	78	72	6	0	42.8	49.2
2045	75	70	5	0	43	49
2100	72	66	6	0	43	47.9
2115	82	80	2	0	42.6	48.6
2130	84	80	4	0	42.1	47.6
2145	84	83	1	0	44.4	49.9
2200	79	73	5	1	43.3	49
2215	61	57	4	0	45.2	49.3
2230	86	79	7	0	43.6	47.5
2245	80	73	7	0	43.9	48.4
2300	61	58	3	0	45.9	50.6
2315	80	74	6	0	44.5	50
2330	59	55	4	0	45.7	50.9
2345	61	54	7	0	46.1	52.4
07-09	689	605	78	6	44.1	49.9
09-16	3849	3429	382	38	39.6	47.3
16-18	1081	982	92	7	40.9	47.7
00-00	8316	7464	793	59	41.8	48.8

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	30	29	1	0	46.5	51.6
0015	28	24	4	0	51.3	53.7
0030	20	20	0	0	43.9	47.8
0045	14	14	0	0	47.1	49.3
0100	20	18	0	2	44.9	56.7
0115	20	20	0	0	47.7	52.5
0130	16	16	0	0	47.1	53.1
0145	19	17	2	0	48.7	62.1
0200	8	8	0	0	46.4	-
0215	21	19	2	0	49.1	53.1
0230	16	15	1	0	47.3	53.9
0245	8	8	0	0	44	-
0300	11	11	0	0	48.1	55.2
0315	19	16	3	0	47.9	51.8
0330	5	5	0	0	44.8	-
0345	11	11	0	0	47.5	53.5
0400	23	22	1	0	48.9	53.9
0415	26	22	4	0	48.9	53.7
0430	31	25	5	1	50.5	55.5
0445	30	27	3	0	46.5	51.2
0500	53	43	9	1	50.7	54.5
0515	49	44	4	1	48.6	53.5
0530	54	51	3	0	49	54.4
0545	49	42	7	0	46.8	51.8
0600	63	55	7	1	45.8	50.5
0615	64	56	8	0	46.1	51.5
0630	77	70	6	1	45.4	48.8
0645	58	52	6	0	45.9	51.1
0700	71	63	6	2	40.7	47.4
0715	76	70	5	1	46	52.6
0730	86	79	7	0	44.9	49.5
0745	81	77	4	0	46.3	50.1
0800	99	94	5	0	43.5	49.7
0815	119	112	7	0	44.3	49
0830	110	99	10	1	42.3	48.2
0845	118	112	5	1	47.3	49.6
0900	120	109	10	1	44.2	49.9
0915	117	111	6	0	45.6	49.7
0930	163	155	7	1	39.4	47
0945	137	125	12	0	40.7	49.4
1000	148	141	7	0	43.9	47.5
1015	151	141	8	2	41.5	48.3
1030	125	117	8	0	44.4	47
1045	152	140	11	1	45.2	49.2
1100	148	137	11	0	44.1	48.1
1115	152	140	12	0	43.7	50
1130	130	122	7	1	43.4	49.6
1145	143	133	9	1	45	48.8
1200	158	153	4	1	37.3	46
1215	150	143	7	0	43.9	49.5
1230	137	133	3	1	43.8	48.5
1245	122	115	6	1	43.3	46.9
1300	121	114	6	1	43.3	47.9
1315	109	102	7	0	43.2	49.3
1330	134	129	5	0	46.2	49.6
1345	109	100	8	1	45.3	50
1400	108	99	8	1	44.2	49.4
1415	134	130	4	0	43.6	49.1
1430	118	114	4	0	45.9	49.7
1445	95	91	4	0	47.1	49.4
1500	129	124	4	1	45.8	50.2
1515	110	104	5	1	48	53.6
1530	100	89	10	1	43.1	49.1
1545	87	85	2	0	47	50.9
1600	99	95	4	0	45.4	49.9
1615	125	116	9	0	45.5	50.4
1630	105	101	4	0	46.4	51.7
1645	121	114	6	1	47.2	50.2
1700	107	100	7	0	46.4	48.8
1715	101	98	3	0	45.6	48.7
1730	119	116	3	0	44.8	49.5
1745	116	113	3	0	45.4	49.5
1800	115	114	1	0	44.6	48.3
1815	88	85	2	1	44.2	48.8
1830	109	103	6	0	46.4	50.7
1845	80	79	1	0	45.1	49.7
1900	87	82	5	0	44.9	49.8
1915	73	68	4	1	46.5	50.5
1930	68	63	5	0	45.6	50.9
1945	64	60	4	0	46.1	49.1
2000	75	73	2	0	45.1	49.5
2015	77	72	5	0	48.4	54.7
2030	77	74	3	0	45.5	48.3
2045	64	63	1	0	44.4	49.7
2100	74	73	1	0	47.7	52.5
2115	54	52	2	0	44.9	47.8
2130	66	65	1	0	45.5	48.8
2145	65	63	2	0	48	50.9
2200	56	52	4	0	45.8	50.6
2215	38	37	1	0	46.3	49.9
2230	55	53	2	0	46.4	49.6
2245	54	51	3	0	47.6	51.1
2300	46	45	1	0	46.2	47.5
2315	37	37	0	0	44.9	49.7
2330	36	35	1	0	46.9	51.4
2345	44	43	1	0	45.6	49.4
07-09	760	706	49	5	44.5	49.5
09-16	3607	3396	195	16	43.8	49
16-18	893	853	39	1	45.8	49.9
00-00	7705	7257	417	31	44.9	49.7

Northbound

8/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	49	46	3	0	45.6	51.6
0015	43	38	5	0	45.3	48.7
0030	48	44	4	0	46.3	52.7
0045	31	30	1	0	45.8	50.6
0100	39	38	1	0	45.2	48.6
0115	29	27	1	1	45.5	50.9
0130	15	13	2	0	46.5	54.4
0145	18	17	1	0	46	51.4
0200	16	15	1	0	49.4	57
0215	18	17	1	0	46.8	54.3
0230	14	14	0	0	50.8	56.9
0245	14	14	0	0	43.9	48.7
0300	11	10	1	0	43.1	49.7
0315	7	6	1	0	47.5	-
0330	15	13	2	0	49	53.7
0345	13	12	1	0	47.2	54.2
0400	10	9	1	0	46.3	-
0415	12	12	0	0	50.3	58.9
0430	8	8	0	0	47.1	-
0445	6	5	1	0	49.8	-
0500	12	11	1	0	51.2	55.7
0515	14	12	2	0	48.5	52.7
0530	18	18	0	0	47.8	58.8
0545	27	23	4	0	49.5	60.6
0600	20	19	0	1	48.8	59.1
0615	33	30	3	0	48.7	53.6
0630	38	32	6	0	46.7	53
0645	36	31	5	0	45.5	52.6
0700	25	18	7	0	48.2	57.7
0715	33	30	3	0	45.2	52.4
0730	41	31	10	0	46	51.8
0745	54	47	7	0	44.6	49.9
0800	42	37	5	0	47.3	52.5
0815	54	48	6	0	46.2	54.2
0830	67	58	9	0	45.9	51.3
0845	67	59	8	0	46	51.1
0900	71	64	7	0	46	50
0915	94	90	4	0	45.8	51.4
0930	84	83	1	0	44.3	50
0945	79	75	4	0	44.7	50.2
1000	92	84	8	0	42.4	48.1
1015	105	97	6	2	43.8	51.2
1030	125	117	7	1	40.3	47.7
1045	106	101	5	0	42.1	49.3
1100	103	94	8	1	43.3	48.1
1115	109	99	9	1	42.3	48
1130	104	96	8	0	43.2	48.2
1145	124	113	11	0	41.6	48.3
1200	113	105	7	1	41.9	47.5
1215	111	100	11	0	43.2	50
1230	138	124	13	1	38.8	47.3
1245	120	114	5	1	43.3	49.3
1300	126	117	9	0	42.6	48.6
1315	107	97	9	1	42.9	48.6
1330	108	96	12	0	44	48
1345	124	109	13	2	42.6	49.4
1400	132	120	11	1	42.4	48.4
1415	86	80	6	0	45.4	50
1430	112	100	12	0	43.5	49
1445	112	106	4	2	40.4	47.9
1500	120	105	14	1	41.5	47
1515	131	124	7	0	41.8	47.7
1530	133	127	5	1	40	47.3
1545	122	102	20	0	41.2	47.1
1600	120	107	13	0	43.2	47.7
1615	107	107	0	0	43.7	48.4
1630	94	89	4	1	43.2	49.2
1645	118	111	5	2	39.8	49.2
1700	113	103	10	0	43	49.5
1715	126	122	4	0	43	48.1
1730	119	112	7	0	40.1	46.6
1745	124	113	11	0	41.1	49.4
1800	132	122	10	0	40.9	49.3
1815	92	86	6	0	44.4	50.6
1830	72	63	9	0	44.9	51.5
1845	73	69	4	0	45.3	49.9
1900	78	70	8	0	46.3	51.4
1915	97	87	10	0	44.4	49
1930	98	91	6	1	45.1	49.5
1945	85	78	7	0	45.2	50.8
2000	75	70	5	0	46.4	51.4
2015	88	81	7	0	43.6	48.8
2030	72	69	3	0	45.6	50.3
2045	70	63	7	0	44.2	50.2
2100	67	64	3	0	45.6	49.6
2115	69	63	6	0	43.9	51.8
2130	63	60	3	0	42.9	46.6
2145	62	57	4	1	43.9	49.3
2200	64	62	2	0	46.6	52.7
2215	42	36	6	0	46.2	51
2230	41	38	2	1	46.1	52.7
2245	39	36	3	0	45.7	56.2
2300	29	27	2	0	50	59.4
2315	29	25	4	0	44	48.9
2330	24	23	1	0	44.1	51.1
2345	19	16	3	0	45.6	50.8
07-09	383	328	55	0	46	51.6
09-16	3091	2839	236	16	42.5	48.6
16-18	921	864	54	3	42.1	48.4
00-00	6589	6051	514	24	43.6	49.7

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	26	23	3	0	49.3	53.2
0015	26	26	0	0	45.4	50
0030	23	22	1	0	49.3	53.1
0045	33	32	1	0	47.4	53.1
0100	23	22	1	0	48.3	52.4
0115	17	17	0	0	49	53.7
0130	14	11	3	0	47.8	55.1
0145	8	8	0	0	51.9	-
0200	8	7	1	0	45.2	-
0215	12	12	0	0	45.2	52.1
0230	17	13	3	1	44.3	52.5
0245	6	6	0	0	48.3	-
0300	11	10	1	0	48.2	55.2
0315	9	8	1	0	48.1	-
0330	11	11	0	0	48.2	55.5
0345	8	7	1	0	50.4	-
0400	12	11	1	0	49.9	55.8
0415	16	14	2	0	48.1	55.9
0430	15	13	2	0	49.8	55.6
0445	11	11	0	0	48.2	51.9
0500	19	18	1	0	47	54.9
0515	17	16	1	0	47.8	50.8
0530	29	29	0	0	45.5	51.5
0545	27	27	0	0	48.6	52.1
0600	21	20	1	0	42.8	49.1
0615	34	34	0	0	48.2	52.7
0630	47	45	2	0	47.1	50
0645	31	27	4	0	41.9	50.5
0700	15	12	3	0	48.2	51.8
0715	43	38	3	2	45.3	52.8
0730	33	31	2	0	46.1	51.3
0745	55	52	3	0	48.1	50.7
0800	66	65	1	0	46.8	49.9
0815	69	62	7	0	45	50.4
0830	71	68	2	1	44.2	50.1
0845	86	82	4	0	44.2	49.1
0900	109	106	3	0	44.9	49.7
0915	97	94	3	0	45.2	49.7
0930	133	126	7	0	45.3	49.3
0945	117	112	5	0	44.8	49.3
1000	100	95	5	0	43.7	48.5
1015	107	100	7	0	43.9	48.4
1030	115	109	6	0	45.4	49.3
1045	123	115	7	1	43.1	48.5
1100	125	123	2	0	44.1	48.6
1115	115	106	9	0	44.7	48.6
1130	130	121	9	0	47.2	50.2
1145	123	118	5	0	44.9	47.9
1200	126	120	6	0	44	47.5
1215	109	105	4	0	45.2	48.2
1230	118	115	3	0	44.2	48.1
1245	120	114	6	0	45.1	49.7
1300	125	118	6	1	41.9	49
1315	112	106	6	0	46.2	50.4
1330	117	115	1	1	46.3	49.1
1345	112	110	2	0	44.7	47.5
1400	105	97	6	2	43.9	49
1415	78	75	3	0	45.2	49.4
1430	88	84	4	0	46.7	51.4
1445	104	101	1	2	46.6	52.6
1500	96	93	3	0	44.2	49.3
1515	81	77	4	0	44.5	50.3
1530	86	84	2	0	45.3	49.5
1545	80	76	4	0	44.7	48.7
1600	89	87	2	0	46.9	50.8
1615	98	89	8	1	43.8	49.4
1630	98	94	3	1	44	47.6
1645	100	97	2	1	45.2	49.8
1700	95	90	5	0	47.2	51.4
1715	107	99	8	0	48.1	52.1
1730	82	77	4	1	45.3	49.8
1745	104	101	3	0	43.7	47.8
1800	112	107	5	0	43.5	48.1
1815	74	71	2	1	45	50
1830	79	77	2	0	46.1	50
1845	51	47	4	0	47.1	50
1900	73	71	2	0	44.2	48.6
1915	77	69	7	1	48.1	51.6
1930	55	52	3	0	46.3	49.3
1945	64	62	2	0	44.5	47.9
2000	55	54	1	0	45.2	49.3
2015	66	66	0	0	45.4	49.5
2030	56	55	1	0	45.6	48.1
2045	70	66	3	1	44.2	49.4
2100	53	46	7	0	48	52.2
2115	57	55	2	0	47	52.6
2130	65	61	4	0	47.6	50.6
2145	41	39	2	0	48.1	57.3
2200	33	31	2	0	49.2	51.2
2215	24	24	0	0	46.3	52.2
2230	32	31	1	0	47.5	50.8
2245	16	16	0	0	45.9	50.7
2300	21	19	2	0	49.3	52.6
2315	20	18	2	0	46	52.4
2330	13	12	1	0	47.2	53.9
2345	8	7	1	0	46.1	-
07-09	438	410	25	3	45.6	50.6
09-16	3051	2915	129	7	44.8	49.1
16-18	773	734	35	4	45.5	49.9
00-00	6008	5715	275	18	45.4	49.9

Northbound

9/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	17	16	1	0	50.4	60
0015	12	11	1	0	45.2	54.1
0030	16	15	1	0	46.9	52
0045	10	10	0	0	48.5	-
0100	8	8	0	0	43.3	-
0115	4	3	1	0	45.2	-
0130	12	10	2	0	44.7	50.1
0145	14	13	1	0	49.1	56.4
0200	10	8	2	0	47.4	-
0215	4	4	0	0	48.3	-
0230	12	12	0	0	49.5	55.6
0245	11	8	3	0	51.8	61.2
0300	7	4	3	0	45.6	-
0315	5	5	0	0	46.4	-
0330	14	12	1	1	45.5	50.3
0345	14	9	4	1	43.7	52.4
0400	13	10	2	1	46.4	49.1
0415	21	19	2	0	48.5	53.7
0430	26	24	2	0	46.6	48.9
0445	34	28	5	1	46.5	52
0500	41	36	4	1	47.6	53.3
0515	57	50	5	2	46.8	51.7
0530	80	67	11	2	44	49.7
0545	119	103	16	0	44.6	48.6
0600	109	92	14	3	42.5	49.1
0615	96	86	9	1	42.5	46.7
0630	106	84	19	3	42	47.7
0645	143	113	28	2	41.8	47.7
0700	121	95	22	4	37.8	45.9
0715	128	109	17	2	38.7	45.5
0730	126	109	17	0	39.8	45
0745	166	148	18	0	38.8	43.9
0800	145	128	16	1	33	38.3
0815	160	139	18	3	32.6	37.6
0830	155	133	21	1	31.9	38.1
0845	173	143	28	2	25.9	33.7
0900	128	105	19	4	35.4	41
0915	124	95	24	5	34.7	41.4
0930	89	76	11	2	38.6	44.6
0945	100	80	17	3	40.3	46.1
1000	85	67	10	8	41.6	47.9
1015	98	77	18	3	39.1	45.2
1030	97	77	16	4	38.9	46.3
1045	99	85	14	0	40.6	45.4
1100	125	102	20	3	38.1	44.5
1115	125	97	24	4	38.5	46.3
1130	121	99	17	5	38	45.3
1145	108	86	22	0	35.5	44.2
1200	108	81	23	4	38.4	45
1215	112	86	26	0	38.9	46.8
1230	95	70	21	4	40.7	47
1245	118	94	18	6	40.3	47
1300	89	74	13	2	38.1	45.6
1315	119	104	13	2	40.2	46.3
1330	123	102	20	1	35.1	43.6
1345	153	119	31	3	37.2	45
1400	141	115	24	2	36.6	43.3
1415	158	135	21	2	33.1	42.6
1430	160	123	33	4	28	38.5
1445	178	151	25	2	24.9	34.2
1500	180	144	29	7	21.4	33.7
1515	217	186	28	3	24.5	33.5
1530	217	194	21	2	23.4	31.5
1545	211	188	21	2	19.4	27.7
1600	204	179	21	4	28.8	40.3
1615	206	181	23	2	29.2	39.9
1630	195	179	16	0	20.9	31.7
1645	203	177	25	1	27.9	41.2
1700	199	179	18	2	26.1	39.8
1715	181	161	20	0	23	34.5
1730	202	188	14	0	26.8	38.8
1745	213	197	14	2	30.7	42.3
1800	182	162	18	2	32.8	45.6
1815	175	164	10	1	36.9	48.1
1830	164	140	23	1	41.2	49
1845	143	129	12	2	42.8	48.1
1900	116	99	15	2	43.5	49.7
1915	121	116	4	1	44	50.2
1930	73	64	8	1	45.5	52
1945	99	89	10	0	42.3	49.5
2000	88	84	3	1	44.9	50.4
2015	97	90	7	0	42.4	47.4
2030	68	66	2	0	44.9	50
2045	81	74	7	0	42.8	48.2
2100	84	74	10	0	43.3	51.8
2115	65	58	7	0	44.2	49.9
2130	66	65	0	1	44	48.1
2145	55	51	4	0	45.1	51.5
2200	61	58	3	0	46.7	52.1
2215	51	47	4	0	45.1	48.9
2230	56	51	5	0	44.9	48.9
2245	44	39	5	0	45.9	52.7
2300	49	40	9	0	44.1	49.4
2315	34	27	7	0	45.4	50.2
2330	40	37	2	1	46.7	51.8
2345	32	29	3	0	46.9	54.4
07-09	1174	1004	157	13	34.4	42.7
09-16	3678	3012	579	87	33.3	43.6
16-18	1603	1441	151	11	26.8	39.6
00-00	9514	8170	1202	142	35.4	46.1

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	10	10	0	0	45.7	-
0015	17	15	2	0	49.4	56.6
0030	10	10	0	0	46.6	-
0045	5	5	0	0	43.8	-
0100	12	8	2	2	40.9	49
0115	7	5	2	0	48.5	-
0130	18	16	1	1	51.9	56.1
0145	8	6	1	1	45.7	-
0200	10	6	4	0	47.1	-
0215	16	13	3	0	50	55.5
0230	11	11	0	0	50.7	55.8
0245	25	20	4	1	49.1	56.7
0300	11	10	1	0	44.5	48.6
0315	17	16	0	1	47.1	54.7
0330	27	25	2	0	49.1	57.4
0345	34	28	5	1	49.8	56.7
0400	40	37	3	0	46.9	52.4
0415	58	49	9	0	48.3	53.7
0430	79	71	6	2	44.9	50.2
0445	85	73	11	1	46.8	51.3
0500	138	124	13	1	46.1	51.7
0515	147	133	14	0	46.5	50.2
0530	152	132	19	1	47.2	51
0545	158	138	19	1	43.3	47.6
0600	148	136	12	0	47.1	51.7
0615	180	161	17	2	41.5	47.3
0630	160	151	9	0	42.2	47.1
0645	163	151	11	1	42.2	47.5
0700	163	149	11	3	41.1	45.5
0715	191	182	9	0	38.4	44.5
0730	195	171	21	3	33.3	42.4
0745	170	159	11	0	37.8	42.6
0800	173	162	9	2	31.7	38.5
0815	160	149	10	1	28.7	37.1
0830	171	150	18	3	28.7	37.6
0845	156	145	9	2	30.3	36.4
0900	137	121	14	2	35.6	41.4
0915	134	124	6	4	35.1	41.2
0930	103	92	9	2	39.2	45.7
0945	104	86	16	2	39.8	44.6
1000	96	85	8	3	41.1	47.9
1015	106	91	12	3	38.5	46.4
1030	91	84	6	1	39.4	47.2
1045	84	71	10	3	39.7	45
1100	98	83	11	4	38.7	45.3
1115	114	106	7	1	42.4	48.6
1130	94	85	6	3	39.8	47.6
1145	111	100	9	2	38.9	45.9
1200	88	78	9	1	41	45.8
1215	113	97	15	1	38.1	43
1230	90	76	11	3	40.6	46.3
1245	98	83	12	3	40.5	48.6
1300	121	105	11	5	37.6	45.8
1315	109	91	14	4	39.2	45
1330	107	97	8	2	40.7	46.6
1345	109	96	10	3	38.7	45.3
1400	119	108	9	2	38.8	45.7
1415	133	116	15	2	36.4	43.6
1430	111	106	5	0	33.7	38.9
1445	151	145	4	2	30.3	38.6
1500	116	112	3	1	32.3	37.3
1515	119	111	6	2	32.9	39.8
1530	148	140	7	1	28.8	37.6
1545	113	109	3	1	32.8	41
1600	136	127	7	2	37.3	46.2
1615	120	112	7	1	40.6	46.2
1630	150	145	4	1	34	42.8
1645	113	111	2	0	37.4	47.1
1700	135	129	6	0	37.5	46.4
1715	133	125	8	0	32	42.4
1730	170	158	12	0	33.7	44.4
1745	160	152	8	0	40.9	47.5
1800	107	100	7	0	41.8	48.4
1815	139	132	7	0	44.6	48.6
1830	111	100	10	1	44.8	49.8
1845	99	93	6	0	45.9	50.6
1900	97	91	6	0	45.3	50.6
1915	65	62	3	0	44.9	49.3
1930	78	76	2	0	45.4	48.8
1945	92	88	4	0	44.8	49.9
2000	65	61	4	0	44.4	48.7
2015	63	58	5	0	47.6	49.9
2030	61	58	3	0	45.7	50.3
2045	60	56	4	0	44.5	47.8
2100	68	65	3	0	48.9	52.3
2115	54	50	4	0	47.8	50.6
2130	45	41	4	0	46.4	49.9
2145	60	55	4	1	46.5	50.8
2200	38	37	1	0	47.8	51.6
2215	40	40	0	0	45.4	48.8
2230	22	22	0	0	48.2	52
2245	29	28	1	0	46.3	51.3
2300	30	29	1	0	46.8	50.1
2315	15	14	1	0	50.9	66.3
2330	14	11	3	0	42.8	48.4
2345	11	11	0	0	48.1	55.7
07-09	1379	1267	98	14	33.9	42.1
09-16	3117	2798	256	63	37.1	44.6
16-18	1117	1059	54	4	36.6	45.8
00-00	8822	8062	661	99	39.5	47.3

Northbound

3/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	22	21	1	0	58.9	69.6
0015	20	19	1	0	57.5	63.4
0030	22	20	0	2	62.1	64.7
0045	16	14	0	2	56.6	63.4
0100	13	10	2	1	56.9	66.7
0115	15	15	0	0	59.2	64.6
0130	15	13	1	1	58.3	64
0145	14	11	1	2	59.8	67.1
0200	13	13	0	0	57.1	67.2
0215	9	6	3	0	58.4	-
0230	13	12	1	0	64.8	74.9
0245	16	11	4	1	60.6	72.7
0300	15	13	2	0	64.3	74.3
0315	10	8	1	1	61.8	-
0330	37	32	4	1	59.7	67.7
0345	24	20	1	3	63.8	71
0400	35	28	6	1	61.4	67.4
0415	29	28	1	0	61.2	70.7
0430	71	60	9	2	61.1	67.3
0445	69	58	8	3	62.3	69
0500	88	75	9	4	60.6	67.5
0515	118	100	14	4	61.2	67.7
0530	149	129	10	10	62.4	68.9
0545	164	138	16	10	63.1	68.7
0600	162	133	25	4	61.4	69.2
0615	199	161	23	15	60.6	65.7
0630	216	184	27	5	62.4	68.8
0645	203	178	13	12	62.9	68.5
0700	228	198	26	4	59.7	65.7
0715	251	222	19	10	58.4	64.2
0730	225	193	21	11	58.6	65
0745	283	253	18	12	57.8	64.1
0800	249	223	17	9	57.6	63.6
0815	234	209	18	7	56.9	63.2
0830	298	257	31	10	54.9	61.8
0845	216	176	28	12	56.6	62.8
0900	198	169	19	10	58.4	64.8
0915	190	159	20	11	59	64.7
0930	163	138	16	9	59.2	65.5
0945	161	138	21	2	60	65.8
1000	164	137	19	8	59	65.1
1015	168	134	24	10	60.6	66.6
1030	152	120	24	8	60.8	65.9
1045	159	130	21	8	59.5	65
1100	148	118	19	11	58.2	63.7
1115	152	131	19	2	59.3	65
1130	169	129	31	9	58.6	64.4
1145	155	131	20	4	59.2	65.3
1200	158	119	31	8	60	66.3
1215	157	121	25	11	59.1	65.2
1230	161	139	15	7	59.9	65.3
1245	169	134	27	8	59.7	66.8
1300	163	135	18	10	59.2	64.5
1315	175	147	19	9	59.5	66.1
1330	149	121	19	9	59	65
1345	195	145	35	15	58	63.6
1400	177	143	22	12	59.4	65.9
1415	214	190	19	5	59.9	65.3
1430	199	164	23	12	59.3	66.2
1445	209	164	36	9	58.2	64.3
1500	189	162	22	5	58.4	66.2
1515	238	213	20	5	58.1	63.7
1530	245	208	32	5	58.8	66.6
1545	243	202	26	15	57.6	63.9
1600	224	192	20	12	59	65.4
1615	250	222	17	11	59.8	65.4
1630	275	248	19	8	58.8	65.7
1645	229	199	27	3	58.9	65.7
1700	242	208	25	9	59.5	65.6
1715	236	214	16	6	58.8	65.7
1730	264	235	18	11	59.7	65.7
1745	232	214	14	4	59.2	64.8
1800	177	167	5	5	59.9	64.8
1815	188	173	12	3	60.3	66.2
1830	161	148	8	5	61.7	67.6
1845	131	116	13	2	60.1	67.1
1900	122	111	7	4	60.3	66.2
1915	122	111	7	4	59.5	65.6
1930	115	108	5	2	62.3	70.7
1945	110	101	8	1	59.3	66.3
2000	102	94	6	2	59.2	64.7
2015	115	102	5	8	58.2	64
2030	90	77	8	5	58	65.2
2045	84	79	5	0	57.7	63.4
2100	115	106	6	3	57.7	64.4
2115	83	78	5	0	58.8	64.3
2130	72	66	4	2	57.5	61.9
2145	70	64	4	2	59.2	65.3
2200	72	70	2	0	58.4	64.5
2215	77	70	5	2	57.7	63.2
2230	48	45	2	1	59.2	65.1
2245	47	47	0	0	59.7	65.3
2300	61	60	1	0	60.8	66.1
2315	36	34	0	2	58.8	65.7
2330	44	43	1	0	58.1	64.6
2345	29	27	0	2	62.3	68.6
07-09	1984	1731	178	75	57.5	63.7
09-16	5020	4141	642	237	59.1	65.2
16-18	1952	1732	156	64	59.2	65.5
00-00	13004	11211	1278	515	59.3	65.5

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	17	14	0	3	57.3	62
0015	21	18	0	3	60.7	66.5
0030	21	18	1	2	54.5	63.5
0045	14	11	3	0	62	70.1
0100	12	10	0	2	58.5	65.8
0115	15	10	3	2	59.6	67.1
0130	17	12	2	3	59	67.9
0145	17	17	0	0	56.5	62.7
0200	16	14	2	0	60.8	71.4
0215	22	19	1	2	59.6	65.3
0230	18	17	0	1	59.1	66.4
0245	13	12	1	0	63.7	70.5
0300	9	7	0	2	55	-
0315	29	24	3	2	59.8	66.9
0330	20	17	3	0	62	68.3
0345	27	23	3	1	62.7	70.9
0400	31	26	3	2	63.1	68.4
0415	53	45	7	1	59.9	66.2
0430	77	67	7	3	62.4	70.1
0445	84	73	9	2	61.4	67.4
0500	121	103	14	4	60.6	66.7
0515	136	116	10	10	61.4	68.2
0530	163	138	16	9	60.8	66
0545	171	139	20	12	61.1	66.5
0600	176	151	15	10	61.2	66.4
0615	192	153	30	9	59.6	64.6
0630	184	139	33	12	57.9	62.7
0645	185	145	24	16	58.7	63
0700	170	148	16	6	60.6	66.2
0715	209	180	18	11	59.7	66
0730	187	157	19	11	57.6	63.5
0745	167	129	24	14	57.2	63
0800	175	150	11	14	54.7	61.9
0815	162	128	23	11	56	62.3
0830	161	135	22	4	56.6	63.1
0845	148	127	15	6	58.3	65.2
0900	139	110	22	7	56.9	62.1
0915	138	108	20	10	55.5	61.9
0930	133	103	20	10	57.4	63.3
0945	147	116	19	12	58.4	64.2
1000	159	121	25	13	58.2	63.4
1015	139	114	15	10	57.3	63.5
1030	146	115	25	6	58.5	64.1
1045	137	113	18	6	57.7	62.8
1100	154	120	27	7	59.1	64.9
1115	146	122	15	9	57.6	62.4
1130	179	155	10	14	57	62.5
1145	168	138	25	5	57.9	64.4
1200	155	119	22	14	57.5	62.8
1215	159	123	26	10	58.4	63.9
1230	159	131	19	9	57.4	63.2
1245	162	133	18	11	57.7	62.8
1300	159	133	15	11	58.5	64.1
1315	181	151	21	9	58.1	64.1
1330	174	147	16	11	58.1	64.8
1345	167	138	22	7	59.3	63.5
1400	190	165	16	9	58.2	63.8
1415	203	173	16	14	56.5	62.4
1430	239	196	28	15	56.9	62.3
1445	234	188	32	14	55.5	62.5
1500	222	189	17	16	55.7	61.5
1515	247	217	23	7	56.9	63
1530	246	212	20	14	54.7	61.7
1545	256	226	20	10	57	62.7
1600	286	258	20	8	56.7	62.6
1615	282	245	19	18	56.2	62.6
1630	283	258	16	9	57.8	63.9
1645	290	263	14	13	53.3	62
1700	295	272	13	10	57.7	63.1
1715	307	285	11	11	56.9	62.6
1730	264	245	12	7	57.4	63.2
1745	250	222	20	8	57.8	63
1800	212	193	9	10	57.9	62.8
1815	192	173	13	6	58.4	64.1
1830	164	147	12	5	59.3	64.7
1845	169	155	5	9	57.8	63.5
1900	174	163	7	4	57.1	63.9
1915	159	146	7	6	58.5	64.6
1930	130	115	9	6	58	62.8
1945	121	108	9	4	58.9	62.4
2000	138	126	7	5	57.4	62.8
2015	121	113	6	2	56.3	60.7
2030	101	93	5	3	57.6	63
2045	108	100	6	2	56.6	61.6
2100	102	95	5	2	57.4	62.8
2115	88	82	4	2	57.6	63.4
2130	104	99	3	2	56.6	61.2
2145	85	78	3	4	57.1	62.3
2200	91	84	5	2	58.2	62.9
2215	70	68	2	0	58.1	62.7
2230	52	48	2	2	60.1	67.9
2245	56	54	1	1	59.4	64.7
2300	49	46	0	3	58.3	63.7
2315	40	38	1	1	57.8	61.5
2330	22	21	1	0	56.4	62
2345	32	29	2	1	57.5	66.2
07-09	1379	1154	148	77	57.6	63.9
09-16	4938	4076	572	290	57.3	63.2
16-18	2257	2048	125	84	56.7	62.8
00-00	13015	11190	1179	646	57.8	63.5

Northbound

4/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	36	32	1	3	58.6	64.6
0015	26	21	2	3	59.1	67.7
0030	17	16	0	1	62.4	70.1
0045	16	13	3	0	55.2	65.7
0100	15	13	2	0	61.8	69.4
0115	13	13	0	0	58.9	62.6
0130	17	15	1	1	58.5	65.8
0145	11	9	0	2	58.5	66.9
0200	12	10	2	0	61.4	73.3
0215	12	12	0	0	61.7	67.7
0230	13	13	0	0	63.7	74.3
0245	14	10	4	0	56.6	63.8
0300	22	19	1	2	62.5	70.7
0315	15	14	0	1	63.6	71.6
0330	24	21	2	1	60.6	68.3
0345	27	26	1	0	61.2	70.8
0400	36	28	5	3	64.7	73.4
0415	35	28	5	2	62.2	67.5
0430	70	61	9	0	63.2	69.1
0445	83	77	5	1	62.7	67.8
0500	95	82	9	4	61.4	66.5
0515	144	125	15	4	61.7	67.5
0530	146	124	17	5	61.8	66.8
0545	175	136	23	16	63.9	70
0600	175	144	16	15	62	67.1
0615	202	171	21	10	60.3	67.8
0630	217	187	20	10	60.2	65.9
0645	216	178	27	11	61.2	68.4
0700	224	188	26	10	60.8	67
0715	246	212	23	11	58.6	64.8
0730	249	211	27	11	57.7	63.2
0745	238	214	13	11	58.4	64.4
0800	237	211	17	9	57.3	64.1
0815	216	197	14	5	57.2	62.6
0830	253	221	21	11	55.8	62.6
0845	221	193	21	7	52.4	59.9
0900	209	171	20	18	58.1	63.1
0915	225	190	21	14	57.9	64
0930	186	143	32	11	58.8	63.9
0945	173	135	29	9	56.7	63.3
1000	156	119	29	8	58.8	63.5
1015	188	138	37	13	59.5	65.5
1030	152	122	18	12	60	64.8
1045	159	124	25	10	58.4	63.5
1100	156	131	18	7	60.8	65.8
1115	142	107	27	8	59.3	66.2
1130	165	135	21	9	59.8	66.2
1145	157	135	19	3	60.8	66.5
1200	174	142	21	11	59.9	65.1
1215	164	129	26	9	60.4	67.1
1230	158	126	25	7	61.8	67.3
1245	148	118	18	12	60.2	66
1300	177	136	33	8	60.2	66.1
1315	183	152	21	10	58.7	64.4
1330	168	141	20	7	60.6	66.4
1345	209	167	27	15	59.1	65
1400	187	155	23	9	58.9	65.5
1415	219	184	25	10	58.7	64.6
1430	202	167	24	11	59.1	65.3
1445	220	190	23	7	56.2	63.7
1500	184	144	24	16	59	64.8
1515	250	220	21	9	58.8	64.4
1530	240	206	25	9	58.7	64.4
1545	242	214	17	11	58.9	64.5
1600	244	201	31	12	58.1	63.9
1615	217	188	23	6	59.6	66.8
1630	240	209	26	5	59.6	64.3
1645	229	197	22	10	59	65.7
1700	246	220	15	11	58.3	64.6
1715	225	206	15	4	59.4	66.2
1730	240	219	16	5	58.6	64.2
1745	249	224	20	5	58	64.8
1800	215	192	16	7	59.1	64.9
1815	193	180	10	3	58.3	65.3
1830	154	144	6	4	61.9	66.6
1845	128	113	11	4	60.2	67.3
1900	128	117	8	3	59.9	64.8
1915	138	126	9	3	58.2	63.8
1930	109	98	7	4	59.1	65.2
1945	127	121	5	1	58.2	63.9
2000	101	93	6	2	57.2	62.9
2015	89	79	7	3	58.5	64.5
2030	91	83	8	0	58.7	65.7
2045	87	71	13	3	57.5	62.6
2100	66	65	0	1	58.5	64.1
2115	84	80	3	1	58.6	65.3
2130	63	59	4	0	59.3	65.3
2145	58	51	7	0	57.7	63.4
2200	69	64	2	3	59.2	65.8
2215	61	53	5	3	56.7	63.5
2230	67	61	3	3	58.8	64.7
2245	45	39	3	3	58.1	63.1
2300	47	45	1	1	57.2	64.6
2315	46	42	4	0	59.9	64.6
2330	36	35	1	0	58.8	66.9
2345	24	24	0	0	59.7	68.7
07-09	1884	1647	162	75	57.3	64.1
09-16	5193	4241	669	283	59.1	65
16-18	1890	1664	168	58	58.8	64.8
00-00	13077	11185	1329	563	59.1	65.3

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	30	27	2	1	59.5	64.6
0015	17	16	0	1	58	64.2
0030	21	19	0	2	58.7	64.3
0045	13	9	0	4	55.6	60.8
0100	23	21	1	1	61.2	67.9
0115	13	10	3	0	61.4	66.9
0130	9	9	0	0	58	67
0145	21	19	1	1	58.1	67.3
0200	16	14	2	0	59.7	70.1
0215	14	12	1	1	63.6	67.8
0230	20	17	1	2	61.5	66.2
0245	18	14	4	0	60	70
0300	14	10	2	2	58.9	65.4
0315	34	25	5	4	59.8	67
0330	24	20	4	0	59.7	64.2
0345	27	24	3	0	58.8	63.6
0400	41	37	3	1	62.7	67.9
0415	54	48	4	2	61.1	69.3
0430	97	84	11	2	61.9	68.4
0445	93	81	11	1	62.3	68.8
0500	107	92	11	4	60.2	64.4
0515	152	131	13	8	61.1	66.2
0530	193	174	12	7	61.8	67.5
0545	198	163	28	7	60.9	67.7
0600	184	154	22	8	60.7	66.1
0615	182	144	26	12	59.1	64.9
0630	189	144	29	16	59.3	66
0645	158	133	16	9	59	65
0700	191	168	16	7	59.9	64.8
0715	217	185	22	10	58.8	65.2
0730	217	187	18	12	58	63.7
0745	193	163	17	13	56.6	63.2
0800	202	171	21	10	57.1	62.3
0815	170	140	22	8	57.3	63.7
0830	170	132	25	13	57.2	64.1
0845	152	131	15	6	58	64.6
0900	151	118	24	9	57.3	63.2
0915	173	143	21	9	58.3	63.5
0930	137	105	20	12	58	62.5
0945	176	141	27	8	58.5	63.7
1000	144	114	22	8	57.4	62.3
1015	164	143	15	6	58.1	62.7
1030	123	100	13	10	57.3	61.9
1045	142	116	16	10	57.8	62.7
1100	158	128	24	6	57.3	64
1115	172	150	14	8	57.1	61.7
1130	177	138	24	15	57.5	62.1
1145	146	126	14	6	57.3	64.1
1200	163	130	18	15	58.6	63.1
1215	157	119	26	12	59	63.5
1230	182	145	22	15	57.3	62.7
1245	157	126	19	12	58	62.7
1300	176	147	19	10	57.4	62.9
1315	184	142	30	12	57.8	63.2
1330	175	146	14	15	57.8	63
1345	176	156	9	11	57.7	63.1
1400	190	166	13	11	59	64.1
1415	205	169	21	15	57.3	63
1430	209	182	17	10	58	64.5
1445	228	188	30	10	56.3	62.6
1500	236	201	20	15	56.2	63
1515	240	204	18	18	57	64.2
1530	279	250	22	7	55	61.4
1545	299	256	25	18	56.3	62.1
1600	248	229	11	8	57.3	63.3
1615	271	239	15	17	58	63.2
1630	265	236	19	10	56.5	62.5
1645	280	253	17	10	56.7	63
1700	310	282	19	9	57	62.6
1715	279	258	13	8	55.5	61.6
1730	290	262	24	4	57.4	62.6
1745	226	203	12	11	55.6	61
1800	231	214	9	8	55.7	60.8
1815	195	178	11	6	57.4	63.2
1830	174	159	9	6	58.4	63.5
1845	144	130	10	4	59	63.6
1900	149	139	8	2	57.7	63.2
1915	138	126	8	4	58.5	64.3
1930	116	106	6	4	59.5	66
1945	113	103	7	3	57.4	64.4
2000	122	115	7	0	55.6	61
2015	128	119	4	5	56.9	61.4
2030	102	97	3	2	58.1	65.2
2045	112	105	2	5	56.9	61.8
2100	100	96	3	1	56.3	61.9
2115	97	93	2	2	56.3	62.3
2130	74	68	1	5	57.2	63
2145	88	81	4	3	56.7	62.9
2200	88	85	1	2	57.8	62.8
2215	67	59	7	1	56.9	63.6
2230	57	56	1	0	57.9	63.4
2245	43	41	0	2	58.4	63.9
2300	52	48	3	1	56.9	60.5
2315	49	46	1	2	57.3	61.9
2330	43	38	3	2	58.6	65.2
2345	32	30	2	0	57.7	62.5
07-09	1512	1277	156	79	57.9	63.9
09-16	5119	4249	557	313	57.4	62.8
16-18	2169	1962	130	77	56.8	62.5
00-00	13276	11471	1170	635	57.8	63.5

Northbound

5/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	40	37	1	2	59.1	66.1
0015	33	31	2	0	59.9	64.7
0030	16	14	0	2	61.1	69.1
0045	17	15	2	0	55.8	61.8
0100	15	15	0	0	59	63.9
0115	7	6	1	0	58.1	-
0130	16	14	2	0	58.9	68.3
0145	19	18	0	1	60.4	67.3
0200	16	13	1	2	62.5	71.5
0215	11	5	4	2	55.2	61.7
0230	16	14	2	0	59.2	66.9
0245	16	16	0	0	61.8	67.9
0300	22	16	6	0	63.8	71.5
0315	21	16	3	2	60.5	66.3
0330	23	18	4	1	59.4	66.2
0345	25	21	3	1	62.5	69
0400	38	34	3	1	62.5	68.7
0415	43	35	6	2	61.4	68.8
0430	80	71	8	1	60.4	67.7
0445	63	52	8	3	61.6	69.3
0500	107	83	19	5	61.4	68.9
0515	128	117	10	1	62	67.3
0530	178	153	18	7	61.2	67.2
0545	148	120	18	10	62.1	69.1
0600	171	140	20	11	60.6	67.4
0615	191	157	21	13	60.7	66.6
0630	225	194	20	11	61.2	68.2
0645	244	214	20	10	61.1	66.2
0700	216	180	26	10	59.5	64.5
0715	200	171	21	8	59.5	66.7
0730	240	211	21	8	59.3	65.3
0745	240	211	22	7	58.9	64.4
0800	209	185	17	7	58.2	63.4
0815	233	206	18	9	56.1	62.2
0830	259	230	17	12	56.1	63.2
0845	272	232	30	10	57.3	64.5
0900	195	168	15	12	56.6	62.5
0915	204	179	14	11	57.5	63.4
0930	182	152	23	7	57.7	63.5
0945	189	164	20	5	58.3	65.2
1000	178	146	20	12	58.6	64.6
1015	168	132	28	8	60.4	66
1030	172	141	23	8	58.7	63.8
1045	153	118	21	14	60.3	65.3
1100	165	126	31	8	59	65.3
1115	167	130	26	11	60.8	66.5
1130	163	127	29	7	59	64.3
1145	141	114	16	11	60.9	66.8
1200	152	122	22	8	59.9	64.8
1215	161	130	22	9	59.8	66
1230	153	113	32	8	60.5	65.5
1245	148	121	18	9	59.1	65.1
1300	139	109	20	10	60	66.2
1315	194	162	28	4	59.3	65.5
1330	194	158	26	10	60.2	66.2
1345	190	161	22	7	60.6	65.7
1400	184	152	19	13	60.8	66.8
1415	214	184	26	4	59.6	67.1
1430	192	165	21	6	57.2	64.1
1445	231	188	33	10	57.8	64.8
1500	191	164	22	5	58.5	64.5
1515	223	181	31	11	57.9	63.4
1530	256	222	29	5	54.3	63
1545	213	184	24	5	58	65.9
1600	225	193	19	13	58.8	65
1615	233	214	14	5	59.8	65.3
1630	239	205	24	10	58.3	65.2
1645	243	217	21	5	59	66.4
1700	249	222	23	4	59.3	65.4
1715	251	228	17	6	59.6	64.6
1730	262	238	17	7	58.7	64.1
1745	234	216	11	7	59.3	64.4
1800	207	187	12	8	58.8	66.5
1815	184	168	11	5	59	65
1830	178	160	14	4	59.9	66.1
1845	150	133	14	3	59.1	65.3
1900	138	121	16	1	58.8	65.9
1915	101	90	8	3	60.9	66.7
1930	126	117	7	2	60	65.7
1945	96	80	11	5	59.6	66.7
2000	111	98	7	6	57.3	63.4
2015	129	116	9	4	58.4	63.6
2030	94	90	3	1	59.2	64.6
2045	96	88	5	3	57.7	62.3
2100	101	91	10	0	59.5	64.4
2115	90	84	5	1	58.8	64.7
2130	82	79	2	1	58.6	64
2145	90	81	7	2	57.8	62.2
2200	95	87	4	4	59.5	62.6
2215	73	67	4	2	59.5	65.9
2230	72	71	0	1	56.4	61.8
2245	61	56	3	2	58.9	63.8
2300	43	41	1	1	59.4	64.3
2315	46	44	0	2	57.5	63.4
2330	36	33	3	0	58.2	66.3
2345	35	34	0	1	57.9	64.2
07-09	1869	1626	172	71	58	64.4
09-16	5112	4213	661	238	58.8	65.2
16-18	1936	1733	146	57	59.1	65
00-00	13280	11427	1337	516	59.1	65.3

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	30	28	2	0	59.5	65.6
0015	26	23	1	2	57.1	64.6
0030	24	21	1	2	58.9	68
0045	10	7	1	2	59.2	-
0100	26	23	1	2	58.7	65.1
0115	14	12	0	2	58.2	65.5
0130	5	4	0	1	60.9	-
0145	13	10	2	1	57.7	65.3
0200	18	16	2	0	59.8	69.3
0215	16	15	1	0	59.6	67.8
0230	16	14	2	0	59.7	65.3
0245	18	16	2	0	61.4	66.5
0300	17	14	1	2	60.3	71.7
0315	29	25	1	3	57.9	64.7
0330	33	31	0	2	59.2	65.1
0345	47	43	3	1	61.2	66.9
0400	28	26	1	1	59.6	66.8
0415	57	49	5	3	59.7	64.2
0430	80	70	8	2	61.1	66.2
0445	89	76	11	2	62.5	70.7
0500	118	110	8	0	59.4	65.2
0515	130	108	16	6	61.3	67.1
0530	199	167	23	9	60.6	66.8
0545	166	136	20	10	60.7	67
0600	181	145	23	13	59.9	65.5
0615	192	158	21	13	59.8	64.4
0630	195	163	25	7	58.6	64.4
0645	165	132	26	7	58.7	62.8
0700	177	152	18	7	59.3	64.9
0715	205	175	16	14	57.5	63.2
0730	180	157	16	7	58.7	63.7
0745	200	162	26	12	58	63.7
0800	175	135	29	11	56.7	62.9
0815	181	149	23	9	56.1	63.1
0830	149	120	19	10	56.9	64.2
0845	135	111	12	12	57.7	62.6
0900	161	138	15	8	57.5	63.8
0915	143	113	18	12	56.5	62.1
0930	137	112	17	8	57.2	62.3
0945	162	135	20	7	57.8	63.3
1000	158	133	16	9	59.4	64.5
1015	163	126	23	14	57	61.4
1030	165	130	23	12	57.7	62.3
1045	150	125	19	6	58.8	63.4
1100	156	121	21	14	57.9	63.4
1115	153	134	13	6	59.6	64.8
1130	182	144	25	13	56.5	62.2
1145	145	116	21	8	58	64.4
1200	162	130	22	10	58.6	64.1
1215	169	136	21	12	57.4	65.2
1230	158	137	18	3	59.2	66.4
1245	139	114	16	9	59.7	65
1300	191	154	29	8	56.4	63.4
1315	169	146	18	5	58.1	63.7
1330	177	152	19	6	58.3	64.2
1345	170	143	18	9	60	65.6
1400	181	157	15	9	57.5	63.2
1415	207	170	24	13	58.1	63.7
1430	212	184	19	9	57.8	64.6
1445	220	193	21	6	57.1	63
1500	225	194	21	10	56.9	64.1
1515	253	223	18	12	55.1	61.4
1530	309	267	33	9	54.6	61.1
1545	281	256	17	8	56.6	62.8
1600	269	244	10	15	56.8	62.3
1615	264	236	22	6	56.9	63.7
1630	244	226	13	5	56.9	63.7
1645	286	259	16	11	56.6	63
1700	257	235	16	6	57.9	63
1715	260	238	11	11	56	62.3
1730	272	252	11	9	56	62.1
1745	258	232	18	8	55.6	61.6
1800	229	202	15	12	57.9	63.7
1815	227	205	13	9	56.8	62.6
1830	192	179	8	5	56.4	61.4
1845	182	169	10	3	57.3	63.1
1900	174	160	6	8	56.8	62.2
1915	140	129	5	6	56.9	62.1
1930	128	120	5	3	57.3	62.8
1945	131	121	5	5	57.5	63.9
2000	136	125	6	5	56.5	62.2
2015	120	113	4	3	57.1	62.4
2030	118	113	3	2	55.8	60.9
2045	118	111	4	3	56.9	63.7
2100	151	146	3	2	56.4	62.3
2115	135	128	7	0	56.5	61.5
2130	123	118	4	1	57	61.4
2145	94	87	6	1	58.4	64.1
2200	98	93	3	2	58.5	63.4
2215	70	68	2	0	58.5	62.9
2230	58	56	2	0	57.5	62.2
2245	50	44	5	1	58.2	63.6
2300	43	41	2	0	58.9	65.8
2315	43	38	3	2	58.3	62.7
2330	31	31	0	0	60.7	69.9
2345	39	37	1	1	58.2	63.7
07-09	1402	1161	159	82	57.7	63.4
09-16	5098	4283	560	255	57.5	63.5
16-18	2110	1922	117	71	56.6	62.6
00-00	13382	11642	1165	575	57.7	63.5

Northbound

6/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	38	35	2	1	56.6	61.9
0015	38	35	2	1	58.3	63.9
0030	19	18	0	1	57	63.2
0045	18	14	3	1	59.8	64.2
0100	16	16	0	0	57.9	64.9
0115	14	13	1	0	56.1	61.2
0130	24	22	2	0	58.1	65.6
0145	13	9	3	1	59.7	69.9
0200	17	15	1	1	57.6	69.7
0215	18	14	3	1	56.6	60.5
0230	21	19	0	2	64.7	76
0245	14	12	2	0	60.9	70.5
0300	9	9	0	0	60.6	-
0315	26	23	3	0	59.4	67.5
0330	22	20	2	0	59.8	64
0345	40	27	8	5	59.6	67.3
0400	40	31	5	4	63.4	72.5
0415	38	33	4	1	62.9	71.1
0430	68	59	8	1	61.7	66.5
0445	78	64	13	1	62	67.9
0500	87	79	6	2	62.7	70.4
0515	126	114	9	3	62.3	67.1
0530	167	139	21	7	62.3	68
0545	137	117	13	7	61.8	69.5
0600	157	132	13	12	61.9	69
0615	183	150	21	12	62	66.6
0630	233	188	30	15	60	65.9
0645	190	156	25	9	61.2	67.4
0700	198	172	19	7	60.5	66.1
0715	213	186	18	9	60.3	66.2
0730	243	217	17	9	56.9	63.1
0745	237	203	25	9	57.7	65.2
0800	240	214	19	7	56	62.1
0815	230	197	26	7	56.1	62.9
0830	250	220	19	11	56.8	64.1
0845	236	199	28	9	57.5	63.7
0900	227	199	20	8	58.2	63.9
0915	207	176	20	11	58.8	64.2
0930	197	161	24	12	58.6	64.7
0945	195	165	23	7	58.6	63.9
1000	175	137	28	10	58.2	64.4
1015	173	139	25	9	59.4	65.8
1030	137	109	20	8	59.1	65.8
1045	189	145	24	20	59	63.5
1100	162	133	23	6	59.8	65.9
1115	191	150	29	12	57.4	63
1130	180	146	28	6	58.5	63.7
1145	159	129	17	13	57.9	64.1
1200	165	133	21	11	59.2	64.8
1215	195	155	23	17	59.4	64.1
1230	181	152	28	1	60.2	65
1245	163	131	21	11	60.7	67.2
1300	173	137	25	11	60.2	66.4
1315	188	165	17	6	59.7	65.7
1330	186	151	25	10	60.6	66.8
1345	190	153	27	10	59.3	65.2
1400	195	154	30	11	58.3	64.3
1415	212	180	22	10	57.3	65.2
1430	214	184	24	6	59.6	65.5
1445	171	140	22	9	59.4	65.3
1500	218	187	21	10	58.7	63.9
1515	217	182	29	6	58.7	64.7
1530	235	197	27	11	58.7	64.7
1545	265	233	25	7	57.5	64.5
1600	245	223	12	10	55.2	62.3
1615	233	211	14	8	59.2	65.7
1630	232	200	28	4	59.7	66.4
1645	205	182	17	6	59.9	65.9
1700	209	185	17	7	58.3	64.9
1715	248	226	18	4	58.9	65.2
1730	232	207	21	4	59	65.5
1745	217	199	14	4	58.4	64
1800	203	183	14	6	60.2	65.3
1815	218	196	14	8	58.3	64.8
1830	190	175	13	2	60.1	65.3
1845	146	135	5	6	60.8	66.2
1900	133	117	14	2	59.7	65.5
1915	118	112	4	2	59.6	65.4
1930	142	129	11	2	58.7	64.9
1945	119	109	6	4	60	65
2000	120	107	8	5	58.1	64.6
2015	110	102	6	2	57	63.2
2030	118	106	8	4	58.8	63.9
2045	124	117	5	2	57.2	64
2100	101	98	2	1	58.2	62.5
2115	97	88	8	1	57.8	63.4
2130	95	89	2	4	57.6	62.5
2145	90	87	2	1	58.3	64.4
2200	104	97	7	0	58	63.4
2215	90	84	6	0	57.1	63.7
2230	66	61	4	1	57.3	62.6
2245	80	76	4	0	58.9	64.8
2300	88	82	6	0	59.4	64.4
2315	80	78	1	1	59	65
2330	53	50	2	1	59.1	64.4
2345	61	57	2	2	58.7	65.9
07-09	1847	1608	171	68	57.6	64.2
09-16	5360	4423	668	269	58.9	64.8
16-18	1821	1633	141	47	58.5	65
00-00	13625	11762	1334	529	59	65.2

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	33	30	2	1	59	64.2
0015	38	36	1	1	59.9	65.5
0030	18	17	0	1	58.8	64.1
0045	27	23	1	3	56.6	60
0100	22	20	1	1	57.6	64
0115	11	9	2	0	59.9	67.2
0130	15	11	2	2	56.8	63.4
0145	13	13	0	0	58.5	68.5
0200	13	10	2	1	57.5	67.4
0215	14	14	0	0	57.8	65
0230	12	11	0	1	61.3	68.2
0245	16	16	0	0	60.3	65.4
0300	22	17	4	1	58	67.6
0315	26	19	5	2	57.6	62.4
0330	34	29	4	1	62.7	71.3
0345	21	16	3	2	59.1	64.7
0400	49	45	2	2	61.7	68
0415	62	52	5	5	61.4	68
0430	85	72	8	5	60.8	66.7
0445	78	63	10	5	60.4	68
0500	103	87	14	2	60	66
0515	163	138	19	6	59.7	65.7
0530	167	146	16	5	62	66.2
0545	172	145	15	12	62.3	67.9
0600	176	137	20	19	60.2	67.9
0615	187	154	20	13	59.6	65.1
0630	219	183	25	11	59	65
0645	175	142	24	9	58.9	64.3
0700	153	138	10	5	60.2	65.7
0715	190	162	17	11	59.3	66.1
0730	177	156	12	9	58	63.1
0745	188	158	23	7	58.5	63.7
0800	168	129	29	10	56.1	61.5
0815	194	155	30	9	55.6	61.9
0830	169	141	16	12	57.2	63.6
0845	152	124	20	8	57.7	63.4
0900	149	123	16	10	56.6	62.3
0915	140	114	15	11	57.4	62.6
0930	148	111	23	14	58.8	64.2
0945	145	112	25	8	58.6	65.4
1000	148	109	28	11	58.1	62.8
1015	146	117	20	9	57.3	61.9
1030	170	137	26	7	56.6	62.5
1045	169	135	21	13	56.6	62.1
1100	163	137	20	6	58.2	64.7
1115	173	136	25	12	56.8	63.3
1130	183	143	27	13	58.4	64.2
1145	182	152	21	9	57.4	63.2
1200	168	142	14	12	59.1	65.6
1215	149	128	15	6	57.1	62.7
1230	198	172	19	7	58	63
1245	185	154	21	10	56.8	62.5
1300	196	166	20	10	58.5	64.1
1315	173	140	21	12	57.6	64.6
1330	191	161	18	12	57.9	64.2
1345	184	156	16	12	56.9	62.8
1400	204	176	21	7	55.7	61.6
1415	231	201	20	10	58.5	64.7
1430	236	200	22	14	57.1	63.4
1445	252	213	27	12	57.3	64.6
1500	197	171	14	12	56.1	62.7
1515	272	243	16	13	55.6	62.5
1530	279	251	19	9	56.2	62.1
1545	280	249	19	12	56	61.7
1600	288	257	18	13	55.4	63
1615	284	251	23	10	57	61.4
1630	269	232	26	11	56.8	62.2
1645	287	261	16	10	54.8	61.7
1700	270	251	10	9	56.5	62.5
1715	285	262	13	10	55.3	61.4
1730	270	254	12	4	57.6	63.5
1745	263	243	11	9	56.2	61.8
1800	246	223	14	9	55.4	60.1
1815	196	181	9	6	56.3	61
1830	181	167	10	4	57.7	63.1
1845	168	158	5	5	57.5	62.8
1900	156	145	7	4	56.5	61.8
1915	129	116	8	5	58.4	64.5
1930	131	124	6	1	58.8	64.3
1945	120	113	5	2	55.6	61.4
2000	142	137	3	2	57.1	63.1
2015	110	103	3	4	57.9	63.5
2030	112	106	3	3	57.6	64.3
2045	108	101	6	1	56.4	62
2100	122	118	4	0	56.5	61.3
2115	108	101	3	4	57.4	62.7
2130	92	90	2	0	56.7	63.4
2145	65	61	4	0	57.9	62.1
2200	84	81	2	1	56.3	61.2
2215	71	63	5	3	56.4	61.1
2230	80	75	2	3	57.6	62.7
2245	55	53	1	1	58.2	63.6
2300	80	77	3	0	57.2	61.5
2315	62	59	3	0	58.3	63
2330	56	53	1	2	59.2	65.3
2345	50	48	2	0	56.9	62.3
07-09	1391	1163	157	71	57.8	63.9
09-16	5311	4449	569	293	57.2	63.2
16-18	2216	2011	129	76	56.2	62.3
00-00	13613	11831	1171	611	57.5	63.4

Northbound

7/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	43	39	4	0	59.7	68.3
0015	59	56	3	0	59.3	66.8
0030	38	35	3	0	57.6	65.5
0045	34	32	1	1	58.7	63.9
0100	39	34	3	2	59.5	64.3
0115	23	22	1	0	56.4	61.8
0130	25	23	1	1	57.7	61.7
0145	27	26	1	0	58.4	65.6
0200	20	20	0	0	60.2	67.8
0215	22	20	2	0	56.9	64.6
0230	22	22	0	0	59	62.9
0245	18	17	1	0	64.6	77.7
0300	25	21	3	1	63.1	71.9
0315	17	17	0	0	61	64.9
0330	19	19	0	0	61.7	70
0345	12	11	0	1	56.7	61.9
0400	14	11	3	0	60.8	69.3
0415	22	19	3	0	63.1	76.1
0430	41	35	6	0	62.9	70
0445	39	34	3	2	62.1	69.8
0500	49	44	4	1	62	68.8
0515	49	47	2	0	60.5	67
0530	55	46	6	3	61.4	67.6
0545	87	83	2	2	62.5	69.3
0600	60	48	8	4	63.5	70.4
0615	83	78	3	2	61.8	68.1
0630	88	69	16	3	60.4	66.4
0645	100	87	13	0	61.8	67
0700	97	83	14	0	62.1	68.5
0715	104	93	7	4	60.4	67.1
0730	121	108	11	2	60.2	66.6
0745	145	131	10	4	61.1	65.6
0800	98	87	11	0	60.7	66.5
0815	132	124	3	5	60.8	65.5
0830	165	151	8	6	59.6	64
0845	184	172	9	3	58.2	65.5
0900	163	146	14	3	58.3	64.5
0915	176	162	10	4	59.2	65.5
0930	202	181	16	5	59.4	63.7
0945	194	175	16	3	59.6	64.9
1000	159	145	9	5	59.1	64.8
1015	163	146	10	7	59.8	65.1
1030	185	157	25	3	59	65.2
1045	202	183	16	3	58.8	63
1100	200	180	16	4	59.7	64.6
1115	154	143	10	1	59.6	64.4
1130	182	163	15	4	60	66.5
1145	203	180	18	5	58.8	64.2
1200	177	168	6	3	60.1	65.9
1215	173	160	10	3	59.4	65.1
1230	183	169	10	4	60.5	66.1
1245	169	153	9	7	59.5	65.2
1300	192	173	14	5	60.5	66.2
1315	172	159	9	4	59.8	65.7
1330	151	142	7	2	60.4	66.6
1345	178	153	16	9	60.5	67.3
1400	144	130	10	4	60.2	66.5
1415	184	170	11	3	59.2	64.7
1430	143	129	8	6	61.1	67.5
1445	145	129	13	3	60.2	65.7
1500	153	147	4	2	61.3	67.5
1515	124	114	9	1	61.4	67
1530	145	134	9	2	60.8	66.6
1545	155	138	12	5	59.4	65.2
1600	129	117	10	2	60.6	66
1615	153	141	9	3	60.9	65.7
1630	135	124	9	2	60.7	66.2
1645	144	136	7	1	59.6	64.7
1700	161	148	9	4	60.6	65.9
1715	164	158	4	2	61.2	66.6
1730	160	147	5	8	59.1	65
1745	154	142	9	3	60.2	65.8
1800	153	141	8	4	59.6	65.1
1815	170	161	7	2	58.3	64.1
1830	122	114	8	0	59.4	65.9
1845	114	107	5	2	59.9	65.6
1900	108	103	4	1	59	64.6
1915	118	110	5	3	61	69
1930	108	104	4	0	59.7	67.9
1945	85	80	4	1	58.9	65.3
2000	95	87	8	0	58.1	62.6
2015	78	76	2	0	57.6	63.3
2030	102	101	1	0	57.5	62.4
2045	91	90	1	0	57.7	65.2
2100	102	96	5	1	58	64.1
2115	128	118	6	4	58.1	63.2
2130	107	99	5	3	56.8	61.7
2145	94	88	3	3	58.5	64.4
2200	78	72	4	2	57.5	63.2
2215	73	69	1	3	58.1	63.9
2230	100	97	3	0	58.7	63.7
2245	60	57	3	0	58.1	65.9
2300	88	82	4	2	57.6	63.2
2315	77	75	1	1	57.5	61.7
2330	66	64	2	0	57.4	64.8
2345	71	67	3	1	57.3	63.5
07-09	1046	949	73	24	60.2	65.7
09-16	4771	4329	332	110	59.8	65.5
16-18	1200	1113	62	25	60.4	65.7
00-00	10535	9664	656	215	59.7	65.5

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	51	50	1	0	57.1	63.4
0015	44	42	2	0	59.3	66.5
0030	29	27	1	1	57.7	62.6
0045	30	30	0	0	57.5	61.7
0100	29	28	1	0	58.6	64.6
0115	27	25	1	1	55.9	61.1
0130	22	21	0	1	56.1	63.8
0145	12	12	0	0	57.7	64.7
0200	18	16	1	1	58.5	61.8
0215	15	13	2	0	55.6	63.4
0230	15	15	0	0	61.2	69
0245	15	15	0	0	59.8	64.7
0300	21	17	4	0	62	70.4
0315	19	17	2	0	59.5	64.1
0330	14	13	1	0	59.8	66.8
0345	7	7	0	0	60.7	-
0400	23	22	1	0	63.1	74.3
0415	37	36	1	0	61.1	69
0430	55	50	4	1	59.6	66.7
0445	33	29	4	0	59	66.8
0500	59	57	1	1	60.9	66.4
0515	52	43	7	2	62.2	68.6
0530	78	72	5	1	60.4	67.6
0545	80	67	12	1	60.4	66.5
0600	74	65	7	2	58.8	65.3
0615	72	63	5	4	61	66.4
0630	83	69	10	4	58.3	62.4
0645	71	61	9	1	59.6	63.9
0700	90	79	10	1	59.2	65.7
0715	105	94	7	4	60	65.2
0730	100	85	13	2	61.1	65.9
0745	112	102	4	6	59.5	64.8
0800	109	95	10	4	58.9	64.2
0815	126	112	9	5	57.1	63
0830	131	119	7	5	58.9	64.6
0845	118	108	8	2	59.4	64.3
0900	149	127	17	5	57.6	63.5
0915	140	128	9	3	57.6	62.1
0930	148	134	11	3	57.3	62.8
0945	138	122	8	8	58.4	63.4
1000	167	153	10	4	58	63.5
1015	160	148	10	2	57.9	62.8
1030	164	147	10	7	57.4	62.8
1045	147	133	10	4	59	64.3
1100	192	179	12	1	56.8	62.5
1115	195	175	11	9	57.2	62.4
1130	155	140	10	5	57.6	65
1145	186	157	18	11	57.6	62.5
1200	189	173	11	5	59.3	64.2
1215	176	164	7	5	57.4	62.4
1230	196	183	9	4	57.8	62.6
1245	177	164	9	4	58.1	63.8
1300	179	161	12	6	59.2	64.6
1315	188	174	10	4	57.9	63.3
1330	173	162	7	4	57.9	62.4
1345	156	145	2	9	57.9	63.3
1400	143	134	5	4	58.9	63.5
1415	188	178	8	2	58.6	62.8
1430	169	150	15	4	58.8	63.5
1445	156	141	11	4	58.5	64.2
1500	184	171	9	4	58.6	64.4
1515	165	153	10	2	59.2	64.3
1530	183	179	3	1	59.3	65.1
1545	158	146	11	1	58.6	63.9
1600	196	183	8	5	58.6	65.1
1615	162	154	4	4	58.3	63
1630	186	176	8	2	56.6	61.6
1645	179	164	8	7	57.3	61.9
1700	176	167	6	3	57.8	63.9
1715	165	155	3	7	58.4	63.6
1730	161	156	4	1	57.5	62.4
1745	157	147	6	4	56.8	62.3
1800	189	177	10	2	56.4	61.7
1815	153	143	8	2	57.9	64.6
1830	142	134	7	1	58.5	64.9
1845	123	117	5	1	56.9	62.8
1900	149	139	6	4	55.9	60.9
1915	120	114	6	0	57.9	63.1
1930	101	98	2	1	58.1	63.4
1945	85	80	4	1	56.4	61.4
2000	99	96	3	0	56.2	64.6
2015	96	89	7	0	57.1	62.6
2030	93	89	2	2	57.8	61
2045	72	68	3	1	56.6	62.7
2100	78	75	2	1	56.7	62.1
2115	87	82	4	1	57.1	63.7
2130	71	65	5	1	57.6	65.4
2145	92	85	5	2	57.4	62.1
2200	89	84	3	2	57.8	61.2
2215	78	76	2	0	56.7	62
2230	74	72	2	0	57.8	63.3
2245	86	81	5	0	55.5	61.5
2300	82	77	3	2	57.3	63.6
2315	59	55	3	1	56.8	62.1
2330	64	62	1	1	58.1	63.6
2345	47	46	1	0	56.5	60.6
07-09	891	794	68	29	59.2	64.6
09-16	4721	4321	275	125	58.1	63.4
16-18	1382	1302	47	33	57.7	62.8
00-00	10408	9603	571	234	58.1	63.5

Northbound

8/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	66	64	2	0	57.4	61.4
0015	70	63	3	4	57.7	62.3
0030	52	49	3	0	57.2	62.5
0045	34	31	3	0	58.8	62.7
0100	42	41	1	0	58.6	63.9
0115	17	16	1	0	57.3	66.2
0130	28	27	1	0	56.4	61
0145	22	20	2	0	57.3	64.5
0200	21	20	1	0	58.2	66.9
0215	13	13	0	0	59.6	67.4
0230	16	14	2	0	58.3	65.3
0245	15	15	0	0	59	64.8
0300	14	12	2	0	61.2	70.5
0315	23	20	3	0	59.1	66.4
0330	21	19	2	0	60.9	67.8
0345	14	11	3	0	61.1	66.3
0400	16	15	1	0	57.7	64.4
0415	22	20	2	0	59.8	66.8
0430	26	24	1	1	62.1	71.4
0445	10	9	1	0	62.6	-
0500	31	29	2	0	61	69.2
0515	21	21	0	0	60.9	67.4
0530	37	35	2	0	60.2	66
0545	29	29	0	0	61.9	67.2
0600	30	27	3	0	62.2	69.6
0615	35	27	6	2	61.4	70.5
0630	36	33	3	0	62	68.6
0645	45	43	2	0	58.9	67.6
0700	41	34	5	2	60	65.7
0715	63	61	2	0	61.6	67
0730	59	50	6	3	61.9	68.6
0745	58	56	1	1	61.7	67.8
0800	67	64	3	0	61.9	66.9
0815	95	83	9	3	60.1	65.4
0830	94	84	9	1	60.1	64.4
0845	108	100	4	4	60.1	65.2
0900	106	96	10	0	60	65.2
0915	143	133	7	3	59.2	65
0930	143	134	7	2	60.2	66.2
0945	152	138	10	4	59.7	65.2
1000	125	114	8	3	60.6	65.3
1015	157	145	10	2	59	64.8
1030	153	147	3	3	60.4	65
1045	135	132	2	1	59.6	65.3
1100	134	125	8	1	59.1	63.7
1115	171	157	11	3	59.9	65.3
1130	128	115	10	3	60.1	66.2
1145	167	160	6	1	60.5	66.5
1200	155	143	8	4	59.7	65
1215	158	151	7	0	60.1	65.9
1230	166	155	10	1	60.1	64.8
1245	144	134	7	3	60.2	66.4
1300	159	148	11	0	58.2	65.5
1315	157	145	8	4	60.5	65.8
1330	153	146	5	2	60.2	64.6
1345	112	107	2	3	59.3	65
1400	145	135	8	2	59.4	65
1415	114	106	6	2	60.5	65.9
1430	136	125	9	2	60	64.5
1445	136	128	5	3	61.6	69.2
1500	130	124	5	1	61.1	67.5
1515	121	109	7	5	61.3	67.8
1530	157	153	4	0	61	66.7
1545	131	129	2	0	62.2	69
1600	130	121	6	3	60.3	65.7
1615	158	146	10	2	60.9	67.2
1630	144	135	7	2	60.8	67
1645	138	135	2	1	60.4	66.3
1700	130	119	7	4	60.7	67.6
1715	141	127	8	6	59.6	64.6
1730	150	143	5	2	60.2	67
1745	121	115	5	1	59.9	65.6
1800	137	128	5	4	61.5	67.7
1815	133	125	5	3	61.2	66
1830	109	103	4	2	60.6	65.9
1845	98	91	3	4	59.9	64.5
1900	84	80	1	3	60.6	66.3
1915	103	98	4	1	60.8	65.6
1930	99	94	5	0	59.2	64.8
1945	88	87	0	1	59.3	63.5
2000	85	79	3	3	58.2	61.6
2015	87	82	4	1	57.1	63
2030	85	81	2	2	58.7	63.9
2045	73	69	1	3	57.5	64
2100	79	75	4	0	57	63.4
2115	68	62	3	3	56.2	61.3
2130	51	49	1	1	58.2	63.6
2145	70	65	3	2	59	64
2200	49	42	6	1	59.2	64.1
2215	56	56	0	0	59.8	66.5
2230	47	46	0	1	59.9	64.6
2245	34	30	2	2	60.4	67.6
2300	27	24	2	1	58.7	65.2
2315	37	33	2	2	58.8	62.7
2330	22	20	2	0	59.4	67.1
2345	16	13	2	1	58.8	63
07-09	585	532	39	14	60.8	66.2
09-16	3988	3734	196	58	60.1	65.7
16-18	1112	1041	50	21	60.4	66.2
00-00	8228	7686	401	141	60	65.7

Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	48	45	2	1	56.7	61.6
0015	38	36	2	0	56.3	64.5
0030	46	44	2	0	57	62.3
0045	42	40	1	1	56.4	61.7
0100	40	39	1	0	57.8	62.8
0115	37	35	2	0	56.2	61.6
0130	31	30	1	0	58.2	64.3
0145	29	27	2	0	54	64
0200	22	20	2	0	55.6	59.1
0215	17	17	0	0	57.5	60.2
0230	19	19	0	0	56.8	66.8
0245	21	20	1	0	55.9	60.2
0300	23	23	0	0	60.1	65
0315	24	23	1	0	57.1	65.4
0330	20	19	1	0	60.2	65.3
0345	14	14	0	0	57.6	65.1
0400	18	18	0	0	62.9	70.2
0415	19	17	2	0	60.8	68.9
0430	23	22	1	0	58.6	65
0445	23	23	0	0	58.4	64.6
0500	24	21	3	0	60.6	66.2
0515	25	24	1	0	62.3	70.2
0530	19	18	1	0	58	61.7
0545	34	33	0	1	61.5	66.9
0600	44	41	2	1	60.1	65.4
0615	33	30	2	1	61.4	69.7
0630	39	39	0	0	59.9	65
0645	43	40	2	1	60.2	64.8
0700	54	49	4	1	59.2	64.1
0715	64	62	2	0	59.1	64.8
0730	67	62	4	1	58.6	64.9
0745	54	52	1	1	60.6	66.5
0800	62	57	3	2	59.6	65
0815	86	81	4	1	58.4	64.4
0830	86	81	5	0	59.6	64.3
0845	95	93	2	0	58.9	64.3
0900	112	100	11	1	58.5	62.8
0915	107	103	3	1	58.7	64.8
0930	108	101	4	3	58.9	62.9
0945	131	116	8	7	58.4	63.4
1000	130	121	7	2	59.1	65.3
1015	129	120	8	1	57.5	63.1
1030	129	120	5	4	56.6	62.8
1045	113	106	5	2	57.8	62.2
1100	146	136	5	5	57	63
1115	153	144	6	3	58.6	62.3
1130	172	160	8	4	58.5	64.3
1145	174	165	6	3	57.6	63.1
1200	169	156	9	4	58.2	63.1
1215	132	127	4	1	58.1	63.9
1230	138	124	6	8	58.5	63.4
1245	140	134	4	2	57.7	64.1
1300	139	131	4	4	57.5	62.3
1315	143	138	3	2	58.4	62.4
1330	134	126	5	3	57.7	62.8
1345	141	133	4	4	58.5	63.6
1400	134	130	0	4	58.6	65.3
1415	144	134	7	3	60	64.8
1430	130	118	11	1	58.8	64.1
1445	125	118	4	3	57.4	63.2
1500	131	126	5	0	58.5	63.4
1515	134	126	5	3	58.7	62.6
1530	142	131	7	4	58	63.8
1545	157	142	10	5	58.7	64.6
1600	145	139	5	1	58.6	63.7
1615	132	123	5	4	58	63.7
1630	139	134	3	2	60.3	67
1645	136	131	4	1	57.6	63.4
1700	138	128	7	3	58.4	64.3
1715	162	152	6	4	58.2	64.6
1730	131	123	5	3	57.9	63.6
1745	104	101	2	1	59	63.2
1800	110	105	5	0	58.2	64
1815	102	95	5	2	59.2	65
1830	120	116	4	0	58.3	63.4
1845	90	86	4	0	57.9	63.1
1900	102	98	2	2	58.2	63.9
1915	101	96	5	0	58.6	65.2
1930	89	78	9	2	58.8	64.8
1945	110	110	0	0	58.1	64.7
2000	97	92	5	0	58.2	63
2015	78	73	3	2	57.8	64.5
2030	65	59	3	3	58.2	63.1
2045	76	72	2	2	57.8	64.2
2100	83	78	3	2	57.7	65.1
2115	72	69	2	1	57.9	62.5
2130	68	65	3	0	58.5	64.8
2145	59	54	3	2	56.8	61.4
2200	46	45	0	1	58	62.9
2215	47	44	2	1	57.6	63.9
2230	46	40	2	4	59.3	64.6
2245	42	41	1	0	58.4	63.7
2300	34	33	0	1	58.4	64.3
2315	21	20	0	1	58.7	65.4
2330	13	13	0	0	60.2	66
2345	19	18	1	0	58.5	67
07-09	568	537	25	6	59.2	64.6
09-16	3837	3586	164	87	58.2	63.4
16-18	1087	1031	37	19	58.5	64.1
00-00	7997	7531	322	144	58.4	63.9

Northbound

9/12/2019

Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	18	17	1	0	63.1	73
0015	16	15	1	0	61.7	66.9
0030	12	11	1	0	58.8	64.8
0045	6	5	1	0	57.9	-
0100	19	17	1	1	59.8	65
0115	5	5	0	0	63.2	-
0130	7	6	1	0	60.9	-
0145	7	7	0	0	56.3	-
0200	10	7	2	1	57.7	-
0215	3	2	0	1	58.6	-
0230	13	13	0	0	63.4	72.1
0245	12	8	4	0	57.6	65.9
0300	9	7	2	0	60.8	-
0315	12	10	2	0	62.1	66.9
0330	21	16	4	1	62.9	72.2
0345	27	19	5	3	62.6	70.9
0400	23	22	1	0	62.5	74.9
0415	38	34	4	0	63.8	73.3
0430	76	65	10	1	62.8	67.7
0445	83	70	8	5	62.4	70.8
0500	88	75	13	0	62.7	69.7
0515	125	108	15	2	62	69
0530	167	142	18	7	59.7	67.6
0545	158	131	20	7	57.4	65.3
0600	143	123	13	7	61.7	67
0615	178	144	24	10	60.3	64.8
0630	225	198	19	8	61.9	67.7
0645	210	174	23	13	61.7	67.4
0700	192	162	21	9	60.3	65.3
0715	241	216	18	7	57.3	63.1
0730	225	204	12	9	58.4	63
0745	256	231	16	9	58.5	64.3
0800	245	213	25	7	58.8	64.3
0815	262	239	18	5	55.6	61.9
0830	262	235	20	7	55.1	61.2
0845	237	205	25	7	57.7	63.2
0900	203	175	16	12	57.6	63.3
0915	181	154	20	7	59.3	64.4
0930	182	154	18	10	57.6	63.7
0945	163	133	22	8	59.4	64.5
1000	147	112	26	9	58.9	64.4
1015	160	128	25	7	59.3	64.6
1030	168	133	22	13	59	64.2
1045	169	136	28	5	59.4	65.7
1100	185	156	23	6	58.9	65.2
1115	162	127	27	8	60	64.8
1130	176	140	27	9	59.7	64.5
1145	174	154	17	3	59.9	65.7
1200	166	138	20	8	59.4	66.2
1215	135	110	23	2	60.1	66
1230	145	118	22	5	60.6	66.4
1245	185	158	19	8	59.8	66.8
1300	152	122	25	5	59.5	64.3
1315	170	132	26	12	58.5	64.1
1330	200	166	27	7	59.3	64.8
1345	152	124	18	10	58.7	64.3
1400	167	142	17	8	61.3	67.8
1415	226	184	34	8	59.5	65.2
1430	201	179	16	6	58.9	64.3
1445	210	176	27	7	57.9	65
1500	227	194	24	9	58.3	64.6
1515	223	201	14	8	58.4	65.8
1530	195	168	19	8	59.9	65.2
1545	238	207	22	9	60.2	65.5
1600	252	215	24	13	58.6	64.3
1615	265	237	23	5	56.7	62.5
1630	235	203	29	3	59.4	65.3
1645	232	195	24	13	59.4	65
1700	223	209	12	2	58.7	65.3
1715	256	229	24	3	58.7	65
1730	232	213	16	3	59.4	65.2
1745	192	171	16	5	60.6	66.8
1800	184	161	12	11	59	64.6
1815	176	163	7	6	60	66.9
1830	165	153	7	5	61.2	66.3
1845	152	134	11	7	59.8	65.2
1900	117	110	4	3	60.3	65.5
1915	121	115	5	1	58.7	64.9
1930	117	111	3	3	60	65.7
1945	90	84	4	2	59.7	65.1
2000	111	97	10	4	58.5	63.5
2015	100	89	7	4	59.2	66
2030	99	92	5	2	57.4	64.1
2045	72	69	3	0	58.8	62.7
2100	81	74	7	0	58.3	64.6
2115	63	55	5	3	57.8	63.6
2130	63	62	1	0	60.3	66.1
2145	57	54	2	1	56.5	62.5
2200	59	58	1	0	59.3	64.8
2215	65	59	6	0	57.1	63.1
2230	47	40	5	2	58.6	65.2
2245	37	32	0	5	55.9	60.4
2300	42	39	3	0	59.4	68.5
2315	38	36	1	1	59.1	67.1
2330	39	36	0	3	59.2	65
2345	26	25	1	0	59.5	62.5
07-09	1920	1705	155	60	57.6	63.5
09-16	5062	4221	624	217	59.2	65
16-18	1887	1672	168	47	58.9	64.8
00-00	12701	10997	1250	454	59.2	65

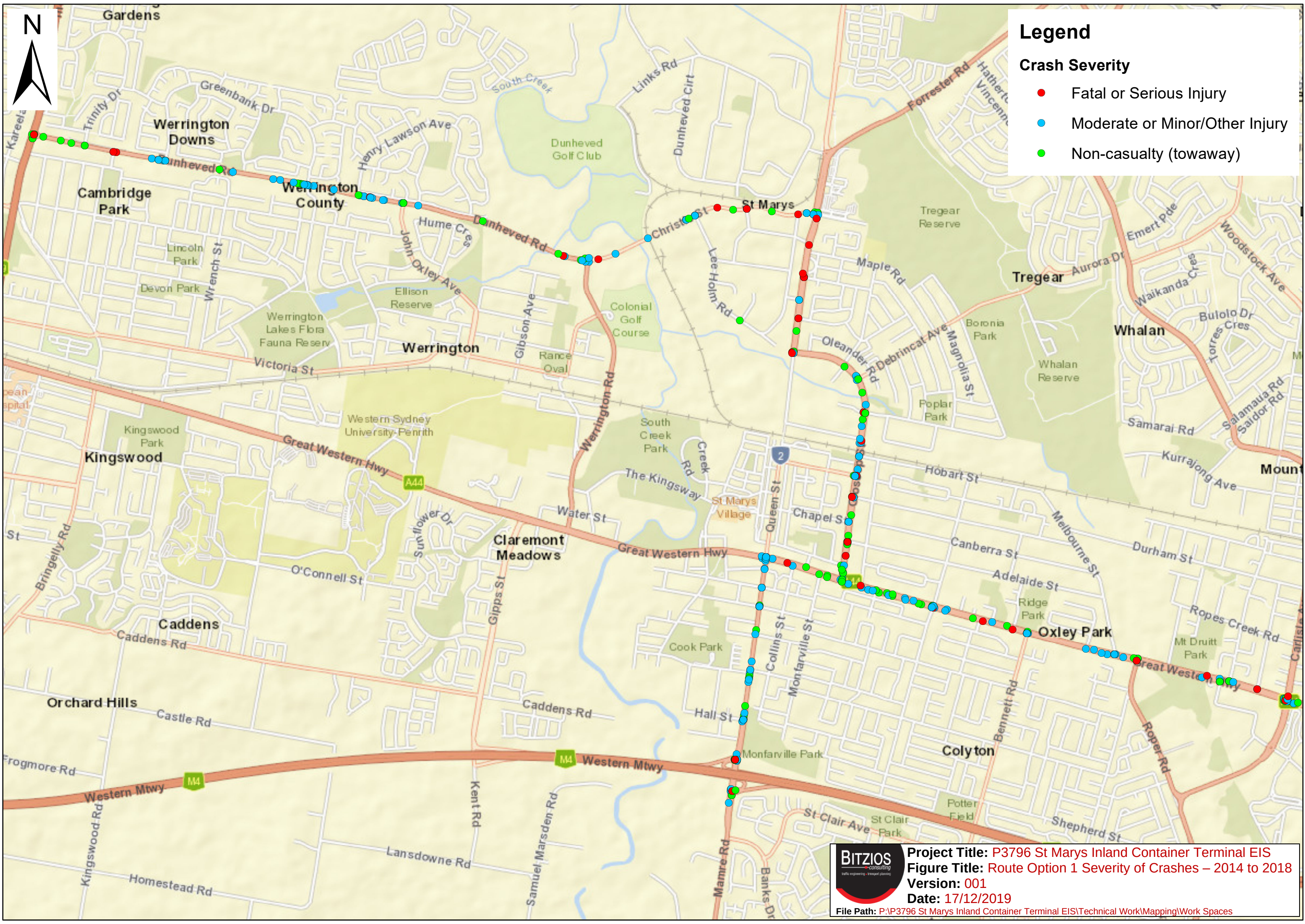
Southbound



Time	Total	Cars	Light Trucks	Heavy Trucks	Average Speed	85th %ile
0000	25	20	4	1	59.5	65
0015	16	16	0	0	58.7	62.9
0030	11	9	2	0	60.1	65.2
0045	12	9	1	2	58.1	62.5
0100	15	12	3	0	61.4	64.8
0115	10	8	2	0	59	-
0130	8	8	0	0	57.6	-
0145	9	9	0	0	59.8	-
0200	9	6	1	2	60.4	-
0215	17	13	2	2	62.2	71.2
0230	14	12	1	1	58.1	66.1
0245	14	13	0	1	61.8	75
0300	19	12	3	4	60.6	63.7
0315	28	20	3	5	59.1	65.1
0330	33	30	3	0	60	65.3
0345	27	24	0	3	61.9	67.4
0400	40	32	5	3	60.8	66.9
0415	46	40	2	4	61.3	68.8
0430	98	86	8	4	62.2	69.7
0445	66	53	9	4	61.2	69.1
0500	129	114	12	3	61	66.4
0515	150	129	15	6	61.3	66.7
0530	170	143	20	7	59.1	66.2
0545	171	146	19	6	60.5	66.3
0600	192	150	29	13	58.9	65.6
0615	211	165	26	20	59.4	64.1
0630	187	151	21	15	59.7	65.3
0645	148	129	15	4	58.8	63.5
0700	185	155	22	8	59.1	64.6
0715	194	166	17	11	58.7	64.6
0730	187	156	21	10	58	63.9
0745	197	170	18	9	56.7	62.3
0800	194	155	27	12	56.7	61.6
0815	192	164	18	10	56.6	63.2
0830	169	140	17	12	57	64
0845	157	136	14	7	57.3	63.5
0900	142	120	14	8	55.6	62.3
0915	126	100	19	7	58.2	64.3
0930	157	123	25	9	57.7	63.7
0945	133	102	18	13	57.1	63.3
1000	148	125	14	9	57.9	62.9
1015	143	106	27	10	59.5	65.7
1030	122	100	18	4	58.4	63.4
1045	149	123	21	5	57.8	63.2
1100	139	108	18	13	58	62.3
1115	148	118	18	12	57.1	63.5
1130	136	111	21	4	58.5	63.3
1145	142	118	15	9	57.8	63.7
1200	149	122	16	11	59.3	65.2
1215	120	94	14	12	57.8	62.3
1230	146	121	19	6	58.4	64.8
1245	168	141	21	6	57.4	62.5
1300	171	148	12	11	59.2	63.9
1315	164	129	25	10	56.9	63.9
1330	173	143	16	14	58.8	64.3
1345	170	142	19	9	58.9	64.5
1400	184	155	16	13	57.4	63.8
1415	204	170	21	13	58.4	64.1
1430	218	192	12	14	57.4	63.5
1445	209	180	23	6	56.6	62.9
1500	222	193	20	9	56	61.8
1515	252	224	20	8	56.3	62.5
1530	277	245	20	12	56.1	62.8
1545	278	240	22	16	57.2	62.6
1600	256	225	21	10	57.6	63.5
1615	263	236	18	9	57.8	64.3
1630	281	251	19	11	57.7	63
1645	228	199	15	14	58.5	62.8
1700	315	291	14	10	57.8	62.4
1715	257	239	10	8	56.2	61.4
1730	255	230	13	12	57.5	61.7
1745	253	229	16	8	56.8	61.7
1800	205	177	19	9	57.8	62.1
1815	185	168	12	5	57.8	64.3
1830	174	156	13	5	57.3	63
1845	149	134	10	5	58.8	65.1
1900	142	133	5	4	57.5	61.6
1915	163	154	7	2	58.5	64.8
1930	120	107	5	8	59.1	64.2
1945	128	123	4	1	58	63.5
2000	92	85	3	4	57.2	62.3
2015	125	117	4	4	58.8	65
2030	96	91	1	4	57.7	62.3
2045	95	89	5	1	57.6	62.6
2100	104	101	2	1	60.5	65.8
2115	100	96	3	1	57.8	63.4
2130	81	78	2	1	57.3	62.1
2145	66	61	2	3	58.6	62.6
2200	70	61	6	3	57	61.9
2215	64	63	1	0	58.5	66.2
2230	54	53	1	0	59.1	63.4
2245	60	57	0	3	58.6	62.5
2300	42	40	1	1	60.2	66.5
2315	31	26	2	3	59.7	66.1
2330	33	29	0	4	56.1	61
2345	15	14	0	1	56.7	65.4
07-09	1475	1242	154	79	57.5	63.4
09-16	4790	3993	524	273	57.6	63.4
16-18	2108	1900	126	82	57.5	62.6
00-00	12642	10907	1118	617	58	63.7

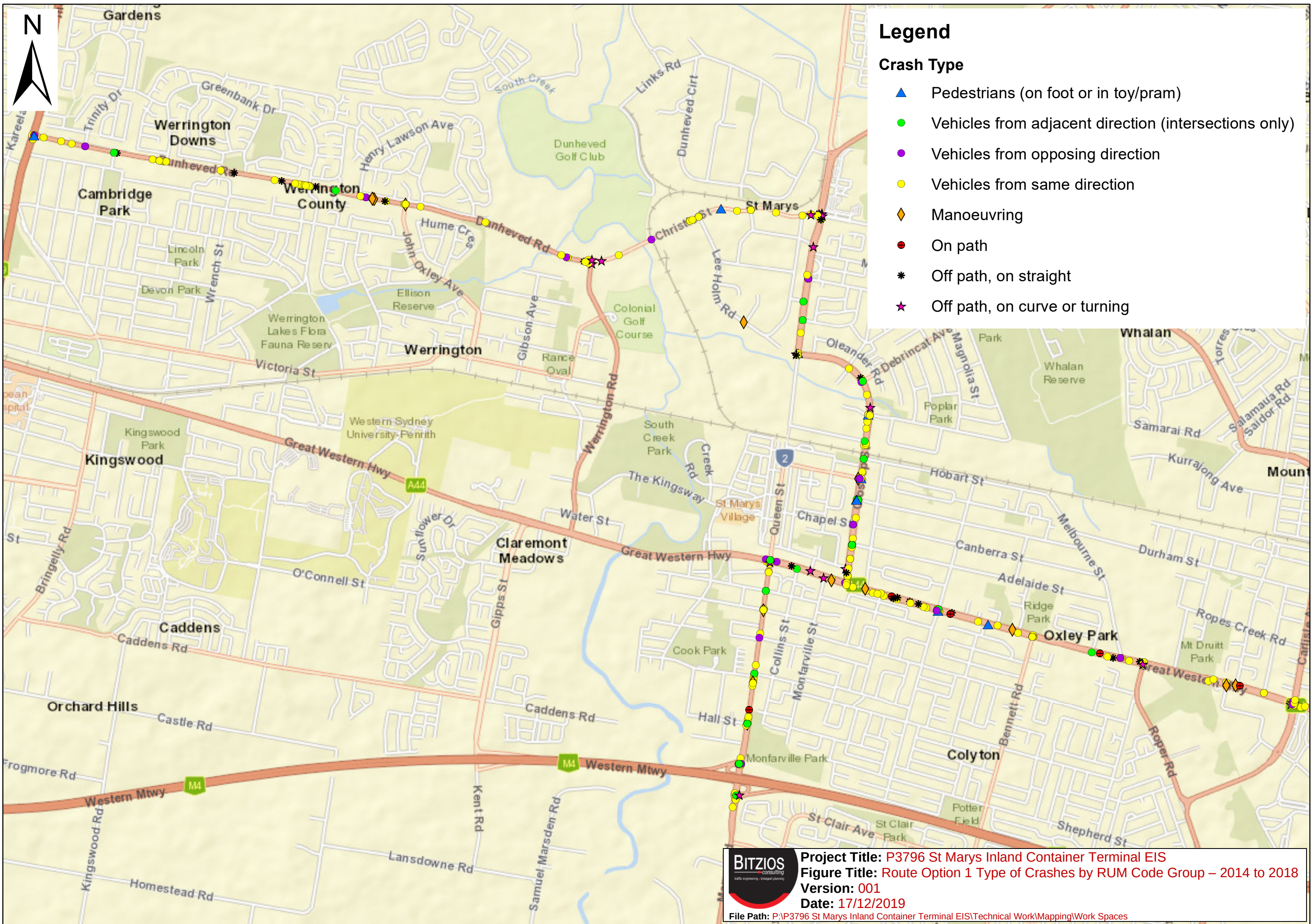
Appendix B: Crash Data – Route Option 1





Legend

- Crash Severity**
- Fatal or Serious Injury
 - Moderate or Minor/Other Injury
 - Non-casualty (towaway)



Legend

- Crash Type**
- ▲ Pedestrians (on foot or in toy/pram)
 - Vehicles from adjacent direction (intersections only)
 - Vehicles from opposing direction
 - Vehicles from same direction
 - ◆ Manoeuvring
 - On path
 - * Off path, on straight
 - ★ Off path, on curve or turning

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2014	1010118	Non-casualty (towaway)	60	Parked	Divided road	Daylight	150.783012	-33.772305	0	0
2014	1010474	Moderate Injury	71	Off rd left => obj	Divided road	Daylight	150.787714	-33.773383	0	1
2014	1011557	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.809918	-33.778065	0	0
2014	1011643	Minor/Other Injury	47	Emerging from drive	2-way undivided	Daylight	150.742239	-33.746442	0	1
2014	1011846	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	0
2014	1011872	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.780269	-33.765982	0	0
2014	1011919	Moderate Injury	30	Rear end	Divided road	Daylight	150.781011	-33.771958	0	3
2014	1012365	Non-casualty (towaway)	85	Off rt/lt bnd=>obj	X-intersection	Daylight	150.814523	-33.779236	0	0
2014	1014963	Non-casualty (towaway)	35	Lane change left	X-intersection	Daylight	150.772299	-33.773108	0	0
2014	1015377	Non-casualty (towaway)	21	Right through	T-junction	Dawn	150.771058	-33.783218	0	0
2014	1016185	Moderate Injury	35	Lane change left	T-junction	Daylight	150.772223	-33.777526	0	1
2014	1016233	Non-casualty (towaway)	71	Off rd left => obj	T-junction	Darkness	150.809189	-33.77809	0	0
2014	1016768	Minor/Other Injury	85	Off rt/lt bnd=>obj	Roundabout	Darkness	150.759566	-33.750635	0	1
2014	1017123	Moderate Injury	35	Lane change left	T-junction	Daylight	150.771726	-33.780494	0	1
2014	1018136	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2014	1019263	Non-casualty (towaway)	87	Off lft/lt bnd=>obj	Roundabout	Daylight	150.777548	-33.74743	0	0
2014	1019365	Moderate Injury	71	Off rd left => obj	Divided road	Daylight	150.800327	-33.776317	0	1
2014	1020694	Moderate Injury	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	1
2014	1020850	Non-casualty (towaway)	34	Lane change right	2-way undivided	Darkness	150.772714	-33.774716	0	0
2014	1021621	Non-casualty (towaway)	81	Off left/rt bnd=>obj	X-intersection	Daylight	150.814379	-33.779199	0	0
2014	1021727	Non-casualty (towaway)	70	Off road to left	X-intersection	Darkness	150.726229	-33.744045	0	0
2014	1022170	Moderate Injury	13	Right near	X-intersection	Daylight	150.780395	-33.766043	0	1
2014	1022533	Non-casualty (towaway)	35	Lane change left	2-way undivided	Dusk	150.716643	-33.74247	0	0
2014	1022838	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.771711	-33.780583	0	0
2014	1022878	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814328	-33.779187	0	0
2014	1023393	Moderate Injury	21	Right through	X-intersection	Darkness	150.772975	-33.773197	0	2
2014	1023752	Moderate Injury	71	Off rd left => obj	X-intersection	Darkness	150.814523	-33.779236	0	1
2014	1024351	Moderate Injury	30	Rear end	X-intersection	Daylight	150.814276	-33.779174	0	2
2014	1025034	Non-casualty (towaway)	14	2 right turning	T-junction	Daylight	150.779908	-33.768952	0	0
2014	1025456	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.736858	-33.745541	0	0
2014	1026629	Moderate Injury	37	Left turn sideswipe	T-junction	Daylight	150.780492	-33.764649	0	1
2014	1026740	Non-casualty (towaway)	37	Left turn sideswipe	T-junction	Daylight	150.776104	-33.75314	0	0
2014	1026867	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.737443	-33.745626	0	0
2014	1027264	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.786567	-33.773123	0	0
2014	1027649	Non-casualty (towaway)	81	Off left/rt bnd=>obj	X-intersection	Daylight	150.814248	-33.779314	0	0
2014	1028494	Moderate Injury	34	Lane change right	T-junction	Daylight	150.809918	-33.778065	0	1
2014	1029467	Serious Injury	48	From footpath	T-junction	Daylight	150.780935	-33.771807	0	1
2014	1029627	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.780697	-33.764223	0	1
2014	1030424	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.736645	-33.74551	0	0
2014	1030767	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771015	-33.783168	0	0
2014	1030875	Non-casualty (towaway)	81	Off left/rt bnd=>obj	T-junction	Daylight	150.775569	-33.756524	0	0
2014	1031094	Moderate Injury	30	Rear end	T-junction	Darkness	150.802673	-33.776583	0	1
2014	1031638	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.779908	-33.768952	0	0
2014	1031733	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.741541	-33.746307	0	2
2014	1031821	Moderate Injury	71	Off rd left => obj	T-junction	Daylight	150.779989	-33.767638	0	1
2014	1031897	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2014	1032756	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.779975	-33.768545	0	0
2014	1033192	Moderate Injury	30	Rear end	T-junction	Dusk	150.744862	-33.746805	0	1
2014	1033476	Non-casualty (towaway)	32	Right rear	2-way undivided	Daylight	150.773954	-33.74734	0	0
2014	1033987	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.770707	-33.785239	0	0
2014	1034184	Non-casualty (towaway)	35	Lane change left	T-junction	Daylight	150.780634	-33.758163	0	0
2014	1034697	Moderate Injury	31	Left rear	Divided road	Daylight	150.781032	-33.761395	0	2
2014	1034943	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.771199	-33.783286	0	1
2014	1035072	Moderate Injury	30	Rear end	X-intersection	Dawn	150.737336	-33.74561	0	1
2014	1035201	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.737071	-33.745572	0	0
2014	1035629	Non-casualty (towaway)	40	U turn	T-junction	Daylight	150.780386	-33.764631	0	0
2014	1035725	Minor/Other Injury	13	Right near	T-junction	Daylight	150.722165	-33.743463	0	1
2014	1035983	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.809189	-33.77809	0	0
2014	1036505	Non-casualty (towaway)	30	Rear end	X-intersection	Darkness	150.814549	-33.779395	0	0
2014	1036869	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.771756	-33.780315	0	0
2014	1037333	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.783422	-33.77251	0	0
2014	1037393	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.786619	-33.773135	0	0
2014	1037428	Minor/Other Injury	60	Parked	Divided road	Dusk	150.787586	-33.773476	0	1
2014	1037544	Moderate Injury	30	Rear end	T-junction	Daylight	150.809187	-33.777921	0	2
2014	1038000	Moderate Injury	13	Right near	T-junction	Dawn	150.776104	-33.75314	0	1
2014	1039245	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.809918	-33.778065	0	0
2014	1039333	Moderate Injury	13	Right near	T-junction	Dusk	150.779908	-33.768952	0	1
2014	1039431	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.789768	-33.773968	0	0
2014	1039574	Moderate Injury	11	Right far	X-intersection	Daylight	150.781306	-33.760522	0	1
2014	1040247	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.780492	-33.764649	0	0
2014	1040589	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.785712	-33.773041	0	0
2014	1040910	Moderate Injury	30	Rear end	Divided road	Daylight	150.780847	-33.762493	0	1
2014	1044586	Non-casualty (towaway)	31	Left rear	Divided road	Daylight	150.781106	-33.760948	0	0
2014	1044914	Serious Injury	10	Cross traffic	X-intersection	Daylight	150.773473	-33.770072	0	1
2014	1045346	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.814342	-33.779386	0	0
2014	1045431	Moderate Injury	13	Right near	T-junction	Daylight	150.780395	-33.766043	0	1
2014	1045570	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.794116	-33.774948	0	1
2014	1046086	Moderate Injury	73	Off rd right => obj	Divided road	Daylight	150.783134	-33.772442	0	1
2014	1046143	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Daylight	150.758919	-33.750528	0	0
2014	1046369	Moderate Injury	30	Rear end	Divided road	Daylight	150.779556	-33.770994	0	1
2014	1046688	Non-casualty (towaway)	16	Left near	T-junction	Daylight	150.780394	-33.766017	0	0
2014	1047264	Non-casualty (towaway)	81	Off left/rt bnd=>obj	T-junction	Daylight	150.779399	-33.770481	0	0

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2014	1047659	Serious Injury	21	Right through	T-junction	Darkness	150.776481	-33.751661	0	1
2014	1047739	Serious Injury	30	Rear end	T-junction	Daylight	150.779894	-33.769041	0	2
2014	1048254	Non-casualty (towaway)	70	Off road to left	Roundabout	Daylight	150.777331	-33.747395	0	0
2014	1048685	Moderate Injury	71	Off rd left => obj	T-junction	Daylight	150.715902	-33.742311	0	1
2014	1048739	Non-casualty (towaway)	34	Lane change right	Divided road	Daylight	150.715801	-33.742578	0	0
2014	1049256	Moderate Injury	30	Rear end	Divided road	Daylight	150.786753	-33.773284	0	1
2014	1049823	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.780492	-33.764649	0	0
2014	1050330	Moderate Injury	30	Rear end	T-junction	Dawn	150.791291	-33.774195	0	1
2014	1050699	Moderate Injury	21	Right through	T-junction	Daylight	150.715904	-33.742338	0	1
2014	1051255	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.814498	-33.779381	0	1
2014	1053225	Non-casualty (towaway)	39	Other same direction	X-intersection	Daylight	150.773492	-33.769959	0	0
2014	1053725	Minor/Other Injury	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	1
2014	1054007	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.773371	-33.770715	0	1
2014	1054196	Non-casualty (towaway)	39	Other same direction	Y-junction	Darkness	150.770796	-33.785515	0	0
2014	1054447	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.770723	-33.785141	0	0
2014	1054659	Minor/Other Injury	49	Other manoeuvring	T-junction	Daylight	150.771711	-33.780583	0	1
2014	1055032	Non-casualty (towaway)	39	Other same direction	Divided road	Dawn	150.778314	-33.771155	0	0
2015	1055661	Non-casualty (towaway)	39	Other same direction	T-junction	Daylight	150.776481	-33.751661	0	0
2015	1055727	Minor/Other Injury	30	Rear end	X-intersection	Dawn	150.814276	-33.779174	0	1
2015	1056933	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.730495	-33.744616	0	0
2015	1056970	Non-casualty (towaway)	81	Off left/rt bnd=>obj	Roundabout	Darkness	150.777548	-33.74743	0	0
2014	1057085	Serious Injury	21	Right through	T-junction	Daylight	150.809918	-33.778065	0	2
2015	1057111	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.741859	-33.746358	0	1
2015	1057611	Minor/Other Injury	32	Right rear	X-intersection	Daylight	150.814523	-33.779236	0	1
2015	1058157	Non-casualty (towaway)	39	Other same direction	2-way undivided	Daylight	150.770906	-33.747236	0	0
2015	1058371	Moderate Injury	13	Right near	T-junction	Darkness	150.802653	-33.776721	0	2
2014	1058487	Serious Injury	10	Cross traffic	X-intersection	Dusk	150.773175	-33.771945	0	2
2015	1058678	Serious Injury	21	Right through	T-junction	Daylight	150.776481	-33.751661	0	1
2015	1058718	Moderate Injury	21	Right through	Divided road	Daylight	150.742329	-33.746432	0	1
2014	1059607	Serious Injury	71	Off rd left => obj	2-way undivided	Darkness	150.722378	-33.743493	0	1
2015	1060053	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.77712	-33.783284	0	1
2015	1060120	Minor/Other Injury	34	Lane change right	Divided road	Daylight	150.77997	-33.771716	0	1
2015	1060813	Non-casualty (towaway)	42	Leaving parking	Divided road	Daylight	150.792459	-33.774459	0	0
2015	1060859	Moderate Injury	39	Other same direction	T-junction	Daylight	150.779633	-33.770504	0	1
2015	1061963	Moderate Injury	21	Right through	2-way undivided	Daylight	150.741859	-33.746358	0	1
2015	1062043	Serious Injury	30	Rear end	T-junction	Daylight	150.802653	-33.776721	0	2
2014	1062568	Minor/Other Injury	37	Left turn sideswipe	T-junction	Daylight	150.779989	-33.767638	0	1
2015	1065286	Minor/Other Injury	30	Rear end	Divided road	Dusk	150.801602	-33.776513	0	1
2015	1066019	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.777489	-33.747776	0	1
2015	1066060	Non-casualty (towaway)	13	Right near	X-intersection	Darkness	150.814379	-33.779199	0	0
2015	1066195	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.725166	-33.743887	0	1
2015	1067150	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.785504	-33.772993	0	0
2015	1067210	Non-casualty (towaway)	21	Right through	T-junction	Darkness	150.802653	-33.776721	0	0
2015	1067662	Non-casualty (towaway)	47	Emerging from drive	Divided road	Darkness	150.778299	-33.771258	0	0
2015	1068196	Fatal	13	Right near	T-junction	Dusk	150.779908	-33.768952	1	4
2015	1069329	Moderate Injury	48	From footpath	X-intersection	Daylight	150.772975	-33.773197	0	1
2015	1069372	Minor/Other Injury	30	Rear end	Roundabout	Dusk	150.75928	-33.750643	0	1
2015	1070166	Non-casualty (towaway)	30	Rear end	Roundabout	Daylight	150.759256	-33.750408	0	0
2015	1070771	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.780198	-33.76721	0	0
2015	1070788	Minor/Other Injury	21	Right through	T-junction	Dusk	150.809189	-33.77809	0	1
2015	1071443	Serious Injury	21	Right through	T-junction	Daylight	150.772256	-33.777339	0	2
2015	1072040	Moderate Injury	30	Rear end	T-junction	Daylight	150.802726	-33.776593	0	2
2015	1072313	Moderate Injury	13	Right near	T-junction	Dawn	150.771711	-33.780583	0	1
2015	1072578	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.767185	-33.74791	0	2
2015	1073373	Moderate Injury	20	Head on	2-way undivided	Daylight	150.764202	-33.749094	0	1
2015	1073835	Non-casualty (towaway)	42	Leaving parking	T-junction	Daylight	150.809918	-33.778065	0	0
2015	1075698	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.802653	-33.776721	0	0
2015	1076499	Non-casualty (towaway)	30	Rear end	2-way undivided	Dawn	150.725697	-33.743966	0	0
2015	1076583	Minor/Other Injury	32	Right rear	T-junction	Daylight	150.770707	-33.785242	0	1
2015	1076744	Moderate Injury	13	Right near	T-junction	Darkness	150.776481	-33.751661	0	2
2015	1077149	Moderate Injury	21	Right through	T-junction	Daylight	150.779989	-33.767638	0	1
2015	1077152	Moderate Injury	21	Right through	X-intersection	Darkness	150.814351	-33.779341	0	1
2015	1077747	Minor/Other Injury	19	Other adjacent	X-intersection	Darkness	150.773175	-33.771945	0	1
2015	1077901	Minor/Other Injury	13	Right near	T-junction	Darkness	150.779908	-33.768952	0	1
2015	1078084	Minor/Other Injury	32	Right rear	X-intersection	Daylight	150.773473	-33.770072	0	1
2015	1079102	Moderate Injury	30	Rear end	Divided road	Daylight	150.780975	-33.762466	0	1
2015	1079953	Non-casualty (towaway)	11	Right far	T-junction	Daylight	150.771215	-33.783197	0	0
2015	1080188	Moderate Injury	30	Rear end	Divided road	Dusk	150.807784	-33.777813	0	1
2015	1081006	Non-casualty (towaway)	21	Right through	T-junction	Dusk	150.744969	-33.746819	0	0
2015	1081324	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.770796	-33.785515	0	0
2015	1081442	Minor/Other Injury	71	Off rd left => obj	Divided road	Daylight	150.785109	-33.772787	0	1
2015	1081743	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.770565	-33.786011	0	1
2015	1082365	Moderate Injury	30	Rear end	T-junction	Darkness	150.726123	-33.74403	0	3
2015	1082844	Non-casualty (towaway)	73	Off rd right => obj	T-junction	Daylight	150.775667	-33.756628	0	0
2015	1082915	Minor/Other Injury	32	Right rear	T-junction	Dusk	150.780625	-33.764671	0	1
2015	1083119	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	0
2015	1083471	Non-casualty (towaway)	47	Emerging from drive	T-junction	Daylight	150.771437	-33.754476	0	0
2015	1083740	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814549	-33.779395	0	0
2015	1083742	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.815014	-33.779512	0	1
2015	1084172	Minor/Other Injury	34	Lane change right	T-junction	Daylight	150.779495	-33.771351	0	1
2015	1084280	Non-casualty (towaway)	10	Cross traffic	T-junction	Daylight	150.744969	-33.746819	0	0
2015	1085237	Non-casualty (towaway)	30	Rear end	T-junction	Dawn	150.802726	-33.776593	0	0

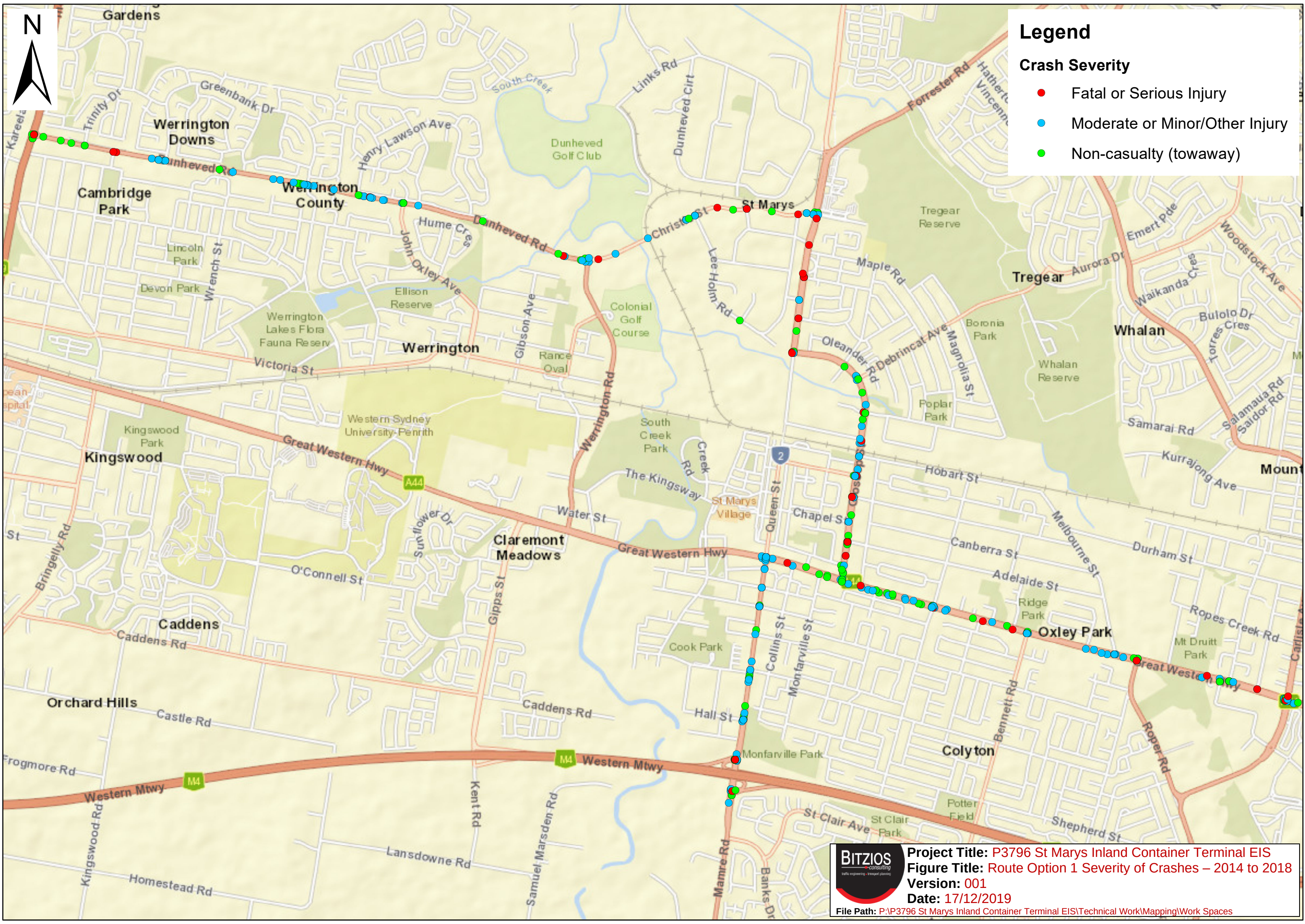
Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2015	1085330	Moderate Injury	21	Right through	2-way undivided	Daylight	150.74239	-33.746442	0	1
2015	1085602	Non-casualty (towaway)	29	Other opposing	T-junction	Daylight	150.779908	-33.768952	0	0
2015	1086020	Non-casualty (towaway)	39	Other same direction	T-junction	Daylight	150.741435	-33.746291	0	0
2015	1086640	Minor/Other Injury	33	Lane sideswipe	T-junction	Daylight	150.780749	-33.758316	0	1
2015	1087311	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.800889	-33.776298	0	0
2015	1087358	Moderate Injury	31	Left rear	2-way undivided	Daylight	150.772356	-33.776764	0	1
2015	1087579	Serious Injury	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	2
2015	1087724	Moderate Injury	30	Rear end	Divided road	Daylight	150.773211	-33.770021	0	1
2015	1087908	Non-casualty (towaway)	30	Rear end	X-intersection	Darkness	150.814379	-33.779199	0	0
2015	1088023	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771711	-33.780583	0	0
2015	1088364	Non-casualty (towaway)	34	Lane change right	T-junction	Daylight	150.79405	-33.774821	0	0
2015	1088841	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.781173	-33.7605	0	1
2016	1090457	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.718845	-33.742871	0	0
2015	1092100	Minor/Other Injury	11	Right far	T-junction	Daylight	150.798652	-33.775962	0	1
2015	1092181	Moderate Injury	47	Emerging from drive	Divided road	Daylight	150.742517	-33.746464	0	1
2016	1092329	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.715903	-33.742338	0	0
2015	1092432	Minor/Other Injury	20	Head on	Divided road	Daylight	150.773174	-33.769907	0	1
2015	1092507	Serious Injury	21	Right through	2-way undivided	Daylight	150.742326	-33.746432	0	2
2015	1092562	Serious Injury	21	Right through	T-junction	Darkness	150.770841	-33.785244	0	2
2016	1092628	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.771185	-33.782823	0	1
2016	1092732	Minor/Other Injury	39	Other same direction	2-way undivided	Daylight	150.743449	-33.746622	0	1
2015	1093354	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.780492	-33.764649	0	1
2016	1093396	Moderate Injury	10	Cross traffic	T-junction	Darkness	150.812137	-33.778585	0	1
2016	1093508	Non-casualty (towaway)	39	Other same direction	T-junction	Dusk	150.779908	-33.768952	0	0
2016	1093643	Serious Injury	33	Lane sideswipe	T-junction	Daylight	150.776016	-33.747542	0	1
2016	1094570	Non-casualty (towaway)	88	Out of cont on bend	T-junction	Daylight	150.777686	-33.771088	0	0
2016	1094810	Non-casualty (towaway)	34	Lane change right	Divided road	Daylight	150.715801	-33.742578	0	0
2016	1094875	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.757655	-33.750289	0	1
2015	1096284	Moderate Injury	0	Ped nearside	T-junction	Daylight	150.780624	-33.764645	0	1
2016	1097025	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.770841	-33.785244	0	0
2016	1097212	Moderate Injury	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	1
2016	1097376	Moderate Injury	30	Rear end	X-intersection	Daylight	150.786545	-33.773235	0	1
2016	1097510	Moderate Injury	73	Off rd right => obj	Divided road	Daylight	150.78057	-33.75809	0	1
2016	1097745	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.78238	-33.772269	0	0
2016	1099211	Serious Injury	30	Rear end	Divided road	Darkness	150.808188	-33.777724	0	1
2016	1099923	Moderate Injury	0	Ped nearside	X-intersection	Daylight	150.781173	-33.7605	0	1
2016	1100131	Non-casualty (towaway)	30	Rear end	X-intersection	Dawn	150.773492	-33.76996	0	0
2016	1100622	Minor/Other Injury	12	Left far	T-junction	Daylight	150.767914	-33.747614	0	1
2016	1100790	Non-casualty (towaway)	35	Lane change left	2-way undivided	Daylight	150.772192	-33.777704	0	0
2016	1102237	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.779663	-33.757484	0	0
2016	1102737	Moderate Injury	21	Right through	X-intersection	Dawn	150.772975	-33.773197	0	1
2016	1102921	Non-casualty (towaway)	33	Lane sideswipe	Divided road	Darkness	150.779556	-33.770994	0	0
2016	1103345	Moderate Injury	32	Right rear	T-junction	Dawn	150.767914	-33.747614	0	1
2016	1103565	Serious Injury	1	Ped emerging	2-way undivided	Daylight	150.769653	-33.747093	0	2
2016	1103964	Moderate Injury	30	Rear end	X-intersection	Dusk	150.814523	-33.779236	0	1
2016	1104083	Moderate Injury	30	Rear end	Roundabout	Dawn	150.777219	-33.747547	0	1
2016	1104496	Moderate Injury	88	Out of cont on bend	Roundabout	Dusk	150.777598	-33.747563	0	1
2016	1104732	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.772162	-33.777874	0	1
2016	1104814	Minor/Other Injury	30	Rear end	Divided road	Dawn	150.759024	-33.750549	0	1
2016	1105103	Moderate Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	1
2016	1106588	Non-casualty (towaway)	39	Other same direction	T-junction	Dusk	150.715764	-33.742302	0	0
2016	1106864	Serious Injury	30	Rear end	X-intersection	Daylight	150.781173	-33.7605	0	1
2016	1107012	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.779757	-33.769846	0	2
2016	1107039	Serious Injury	0	Ped nearside	T-junction	Daylight	150.775681	-33.756508	0	1
2016	1107240	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.780816	-33.763361	0	0
2016	1107534	Non-casualty (towaway)	30	Rear end	2-way undivided	Dusk	150.751213	-33.747977	0	0
2016	1108066	Moderate Injury	67	Struck animal	Divided road	Daylight	150.810252	-33.778131	0	2
2016	1108276	Minor/Other Injury	11	Right far	X-intersection	Daylight	150.773175	-33.771945	0	1
2016	1108792	Moderate Injury	16	Left near	T-junction	Daylight	150.775593	-33.770519	0	2
2016	1109128	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.815347	-33.779452	0	0
2016	1109267	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Darkness	150.779458	-33.770773	0	0
2016	1109466	Non-casualty (towaway)	16	Left near	T-junction	Daylight	150.779908	-33.768952	0	0
2016	1109848	Minor/Other Injury	11	Right far	T-junction	Dusk	150.772256	-33.777339	0	1
2016	1110073	Non-casualty (towaway)	10	Cross traffic	T-junction	Daylight	150.744969	-33.746819	0	0
2016	1110115	Non-casualty (towaway)	45	Reversing	T-junction	Darkness	150.744969	-33.746819	0	0
2016	1110643	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.814498	-33.779381	0	1
2016	1110700	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.775897	-33.755167	0	0
2016	1110879	Minor/Other Injury	35	Lane change left	T-junction	Daylight	150.800995	-33.776314	0	1
2016	1111111	Moderate Injury	21	Right through	T-junction	Daylight	150.780492	-33.764649	0	1
2016	1111406	Moderate Injury	30	Rear end	T-junction	Darkness	150.746133	-33.74698	0	2
2016	1111657	Moderate Injury	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	1
2016	1112138	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.786545	-33.773235	0	0
2016	1113018	Non-casualty (towaway)	72	Off road to right	Divided road	Daylight	150.802409	-33.776538	0	0
2016	1113899	Minor/Other Injury	71	Off rd left => obj	Divided road	Daylight	150.743369	-33.746608	0	1
2016	1114865	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.776034	-33.754343	0	0
2016	1114870	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.776696	-33.747457	0	0
2016	1115501	Serious Injury	21	Right through	T-junction	Daylight	150.776481	-33.751661	0	1
2016	1115558	Moderate Injury	30	Rear end	T-junction	Darkness	150.802653	-33.776721	0	1
2016	1115697	Minor/Other Injury	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	1
2016	1116025	Moderate Injury	71	Off rd left => obj	Divided road	Darkness	150.784431	-33.772632	0	1
2016	1116233	Serious Injury	81	Off left/rt bnd=>obj	T-junction	Darkness	150.802653	-33.776721	0	1
2016	1116675	Minor/Other Injury	13	Right near	T-junction	Darkness	150.719905	-33.743044	0	1

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2016	1116841	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.782134	-33.772102	0	0
2016	1116947	Moderate Injury	21	Right through	T-junction	Daylight	150.780642	-33.758369	0	1
2016	1117078	Moderate Injury	30	Rear end	Divided road	Darkness	150.770728	-33.785103	0	1
2016	1117716	Moderate Injury	30	Rear end	X-intersection	Daylight	150.737339	-33.745618	0	2
2016	1117793	Moderate Injury	29	Other opposing	T-junction	Daylight	150.771058	-33.783218	0	1
2016	1118662	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.809189	-33.77809	0	0
2016	1120082	Moderate Injury	30	Rear end	Divided road	Daylight	150.79989	-33.776232	0	1
2016	1121121	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814523	-33.779236	0	0
2016	1123352	Moderate Injury	30	Rear end	X-intersection	Darkness	150.814498	-33.779381	0	2
2016	1123829	Minor/Other Injury	32	Right rear	X-intersection	Darkness	150.773492	-33.76996	0	1
2016	1124029	Moderate Injury	13	Right near	T-junction	Daylight	150.771072	-33.783173	0	1
2016	1124128	Minor/Other Injury	70	Off road to left	2-way undivided	Darkness	150.735261	-33.745311	0	1
2016	1125004	Serious Injury	3	Ped on carriageway	X-intersection	Daylight	150.786649	-33.77326	0	1
2017	1125453	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	0
2017	1126228	Serious Injury	71	Off rd left => obj	Divided road	Daylight	150.775163	-33.770327	0	1
2017	1126260	Moderate Injury	31	Left rear	T-junction	Daylight	150.715903	-33.742338	0	1
2017	1126454	Non-casualty (towaway)	62	Accident	2-way undivided	Daylight	150.771855	-33.779689	0	0
2017	1128667	Moderate Injury	10	Cross traffic	T-junction	Dusk	150.779908	-33.768952	0	1
2016	1128920	Serious Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	2
2017	1129017	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.773472	-33.770072	0	1
2017	1129044	Serious Injury	30	Rear end	Divided road	Daylight	150.779757	-33.769846	0	1
2017	1129730	Serious Injury	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	4
2017	1130628	Non-casualty (towaway)	29	Other opposing	T-junction	Darkness	150.719901	-33.743044	0	0
2017	1131837	Moderate Injury	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	2
2017	1131920	Non-casualty (towaway)	11	Right far	T-junction	Darkness	150.771711	-33.780583	0	0
2017	1132093	Non-casualty (towaway)	47	Emerging from drive	2-way undivided	Dusk	150.772161	-33.777883	0	0
2017	1132138	Non-casualty (towaway)	18	2 left turning	T-junction	Daylight	150.800889	-33.776298	0	0
2017	1133201	Serious Injury	30	Rear end	T-junction	Daylight	150.780624	-33.764645	0	1
2017	1133315	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.775681	-33.756508	0	0
2017	1134782	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.744969	-33.746819	0	0
2017	1135386	Serious Injury	21	Right through	X-intersection	Daylight	150.781306	-33.760522	0	2
2017	1135448	Moderate Injury	74	On road-out of cont.	T-junction	Darkness	150.780816	-33.763361	0	1
2017	1136485	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.771786	-33.780136	0	1
2017	1137134	Moderate Injury	21	Right through	T-junction	Darkness	150.779348	-33.771414	0	1
2017	1137999	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.779454	-33.771582	0	1
2017	1138775	Moderate Injury	71	Off rd left => obj	2-way undivided	Daylight	150.737922	-33.745697	0	1
2017	1139087	Serious Injury	13	Right near	T-junction	Darkness	150.722165	-33.743463	0	2
2017	1139282	Non-casualty (towaway)	39	Other same direction	X-intersection	Daylight	150.773492	-33.76996	0	0
2017	1139813	Moderate Injury	21	Right through	T-junction	Darkness	150.771215	-33.783197	0	1
2017	1139872	Non-casualty (towaway)	13	Right near	T-junction	Darkness	150.779908	-33.768952	0	0
2017	1140448	Serious Injury	71	Off rd left => obj	T-junction	Daylight	150.726229	-33.744045	0	1
2017	1140788	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.726229	-33.744045	0	0
2017	1141035	Serious Injury	81	Off left/rt bnd=>obj	T-junction	Daylight	150.77556	-33.756569	0	1
2017	1141181	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.736326	-33.745464	0	2
2017	1142029	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.767234	-33.747891	0	1
2017	1142305	Moderate Injury	30	Rear end	Divided road	Darkness	150.771626	-33.780695	0	1
2017	1142615	Moderate Injury	13	Right near	T-junction	Daylight	150.739498	-33.745926	0	1
2017	1143072	Non-casualty (towaway)	21	Right through	X-intersection	Daylight	150.786671	-33.773147	0	0
2017	1143501	Moderate Injury	34	Lane change right	X-intersection	Darkness	150.773472	-33.770072	0	2
2017	1144047	Minor/Other Injury	30	Rear end	T-junction	Darkness	150.771711	-33.780583	0	1
2017	1144417	Moderate Injury	30	Rear end	Divided road	Daylight	150.781532	-33.772075	0	1
2017	1145066	Serious Injury	10	Cross traffic	X-intersection	Daylight	150.773492	-33.76996	0	1
2017	1145582	Moderate Injury	13	Right near	T-junction	Darkness	150.767914	-33.747614	0	2
2017	1145613	Serious Injury	30	Rear end	Divided road	Daylight	150.781002	-33.762336	0	3
2017	1145625	Minor/Other Injury	21	Right through	X-intersection	Darkness	150.772975	-33.773197	0	1
2017	1146146	Moderate Injury	21	Right through	T-junction	Dusk	150.771058	-33.783218	0	3
2017	1146153	Moderate Injury	30	Rear end	T-junction	Daylight	150.779908	-33.768952	0	1
2017	1146770	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.775667	-33.756628	0	1
2017	1146788	Serious Injury	0	Ped nearside	T-junction	Daylight	150.780269	-33.765982	0	1
2017	1146901	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.737496	-33.745634	0	2
2017	1147004	Serious Injury	30	Rear end	Divided road	Darkness	150.7929	-33.774677	0	1
2017	1147046	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.771072	-33.783173	0	0
2017	1147055	Minor/Other Injury	30	Rear end	2-way undivided	Darkness	150.734729	-33.745232	0	1
2017	1148370	Serious Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	1
2017	1148894	Moderate Injury	30	Rear end	X-intersection	Daylight	150.786545	-33.773235	0	1
2017	1149099	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.767914	-33.747614	0	1
2017	1149468	Non-casualty (towaway)	16	Left near	T-junction	Dusk	150.779908	-33.768952	0	0
2017	1150089	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.779879	-33.769131	0	0
2017	1150683	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.779908	-33.768952	0	1
2017	1151627	Moderate Injury	21	Right through	T-junction	Darkness	150.780492	-33.764649	0	1
2017	1151754	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.71592	-33.742295	0	0
2017	1151802	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.767429	-33.747813	0	0
2017	1152290	Serious Injury	35	Lane change left	T-junction	Daylight	150.800889	-33.776298	0	1
2017	1152405	Serious Injury	21	Right through	T-junction	Dawn	150.770841	-33.785244	0	1
2017	1152789	Moderate Injury	88	Out of cont on bend	X-intersection	Daylight	150.814379	-33.779199	0	1
2017	1153413	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.794012	-33.774925	0	1
2017	1153447	Serious Injury	1	Ped emerging	Divided road	Daylight	150.79054	-33.774141	0	1
2017	1153453	Minor/Other Injury	10	Cross traffic	T-junction	Daylight	150.780395	-33.766043	0	1
2017	1153538	Minor/Other Injury	30	Rear end	Roundabout	Darkness	150.772219	-33.747547	0	1
2017	1153624	Moderate Injury	39	Other same direction	Divided road	Daylight	150.781884	-33.772155	0	1
2017	1153985	Non-casualty (towaway)	21	Right through	T-junction	Darkness	150.715903	-33.742338	0	0
2017	1154301	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.781065	-33.759197	0	0

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2017	1154947	Serious Injury	87	Off lft/lft bnd=>obj	2-way undivided	Darkness	150.7603	-33.750472	0	1
2017	1155535	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.73739	-33.745618	0	1
2017	1155545	Non-casualty (towaway)	29	Other opposing	X-intersection	Daylight	150.814379	-33.779199	0	0
2017	1156060	Serious Injury	71	Off rd left => obj	Divided road	Darkness	150.777474	-33.74782	0	2
2017	1156470	Moderate Injury	20	Head on	Divided road	Daylight	150.774015	-33.77007	0	1
2017	1156652	Non-casualty (towaway)	87	Off lft/lft bnd=>obj	T-junction	Darkness	150.776658	-33.770616	0	0
2017	1156699	Fatal	75	Off end of road	T-junction	Daylight	150.775551	-33.756613	1	0
2017	1157044	Serious Injury	10	Cross traffic	X-intersection	Darkness	150.773472	-33.770072	0	2
2017	1157407	Serious Injury	31	Left rear	T-junction	Darkness	150.812137	-33.778585	0	1
2017	1157705	Serious Injury	21	Right through	T-junction	Darkness	150.771711	-33.780583	0	2
2017	1158288	Serious Injury	20	Head on	2-way undivided	Darkness	150.757554	-33.750262	0	6
2017	1158847	Non-casualty (towaway)	16	Left near	T-junction	Daylight	150.779908	-33.768952	0	0
2017	1158963	Moderate Injury	21	Right through	T-junction	Darkness	150.800889	-33.776298	0	1
2017	1158975	Minor/Other Injury	74	On road-out of cont.	T-junction	Dusk	150.771974	-33.747175	0	1
2018	1160859	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.771974	-33.747175	0	1
2018	1160918	Moderate Injury	21	Right through	T-junction	Daylight	150.772665	-33.774994	0	1
2018	1161105	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.784462	-33.772753	0	1
2018	1161565	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.780749	-33.758315	0	0
2018	1161813	Serious Injury	86	Off left/left bend	Divided road	Darkness	150.776876	-33.749548	0	1
2018	1161958	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.773451	-33.770206	0	1
2018	1162165	Serious Injury	21	Right through	X-intersection	Dawn	150.772975	-33.773197	0	1
2018	1162178	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.757147	-33.750135	0	0
2018	1162775	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.780492	-33.764649	0	0
2018	1163260	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.718015	-33.742718	0	0
2018	1163533	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.737177	-33.745587	0	1
2018	1163607	Serious Injury	31	Left rear	T-junction	Daylight	150.771711	-33.780583	0	1
2018	1164253	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.773472	-33.770072	0	0
2018	1164935	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2018	1164947	Moderate Injury	30	Rear end	2-way undivided	Dawn	150.772119	-33.778127	0	1
2018	1165886	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.726229	-33.744045	0	1
2018	1166308	Minor/Other Injury	21	Right through	T-junction	Darkness	150.794012	-33.774925	0	1
2018	1167587	Serious Injury	13	Right near	T-junction	Daylight	150.770841	-33.785244	0	2
2018	1168308	Minor/Other Injury	30	Rear end	2-way undivided	Dawn	150.761645	-33.750111	0	1
2018	1168373	Minor/Other Injury	16	Left near	T-junction	Daylight	150.780816	-33.763361	0	1
2018	1168815	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.779908	-33.768952	0	0
2018	1169771	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.814498	-33.779381	0	1
2018	1169781	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771072	-33.783173	0	0
2018	1171067	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771072	-33.783173	0	0
2018	1171352	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.781306	-33.760522	0	0
2018	1172687	Serious Injury	30	Rear end	T-junction	Daylight	150.771974	-33.747175	0	2
2018	1173326	Moderate Injury	47	Emerging from drive	Divided road	Daylight	150.742368	-33.746439	0	2
2018	1175458	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.77948	-33.77144	0	0
2018	1175546	Serious Injury	2	Ped far side	T-junction	Daylight	150.780262	-33.766021	0	1
2018	1175634	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.780492	-33.764649	0	0
2018	1175994	Serious Injury	13	Right near	T-junction	Daylight	150.776034	-33.754343	0	1
2018	1176091	Moderate Injury	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	1
2018	1176333	Minor/Other Injury	39	Other same direction	Divided road	Daylight	150.773366	-33.770743	0	1
2018	1176481	Serious Injury	21	Right through	X-intersection	Darkness	150.814351	-33.779341	0	4
2018	1177970	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.814523	-33.779236	0	1
2018	1178329	Moderate Injury	21	Right through	T-junction	Daylight	150.771711	-33.780583	0	4
2018	1178363	Moderate Injury	10	Cross traffic	X-intersection	Darkness	150.786671	-33.773147	0	2
2018	1178380	Serious Injury	30	Rear end	Divided road	Daylight	150.814558	-33.779057	0	3
2018	1178784	Fatal	30	Rear end	Divided road	Darkness	150.776391	-33.751416	1	1
2018	1178932	Moderate Injury	70	Off road to left	X-intersection	Daylight	150.773492	-33.76996	0	1
2018	1181540	Moderate Injury	30	Rear end	X-intersection	Dusk	150.773492	-33.76996	0	1
2018	1181658	Moderate Injury	21	Right through	X-intersection	Daylight	150.786545	-33.773235	0	1
2018	1182149	Moderate Injury	21	Right through	T-junction	Darkness	150.780492	-33.764649	0	1
2018	1182335	Moderate Injury	88	Out of cont on bend	Roundabout	Daylight	150.759556	-33.750396	0	1
2018	1182708	Non-casualty (towaway)	85	Off rt/lft bnd=>obj	Other	Daylight	150.771093	-33.785194	0	0
2018	1183955	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.77948	-33.77144	0	0
2018	1184175	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.725697	-33.743966	0	1
2018	1185447	Moderate Injury	31	Left rear	2-way undivided	Daylight	150.772149	-33.777954	0	2
2018	1185515	Moderate Injury	71	Off rd left => obj	2-way undivided	Daylight	150.731563	-33.744754	0	3
2018	1186578	Serious Injury	16	Left near	T-junction	Daylight	150.779908	-33.768952	0	1
2018	1186615	Moderate Injury	13	Right near	T-junction	Darkness	150.771711	-33.780583	0	3
2018	1186837	Minor/Other Injury	81	Off left/rt bnd=>obj	X-intersection	Darkness	150.773472	-33.770072	0	1
2018	1186974	Moderate Injury	60	Parked	Divided road	Daylight	150.799297	-33.775998	0	2
2018	1187051	Moderate Injury	10	Cross traffic	X-intersection	Daylight	150.773492	-33.76996	0	1
2018	1187108	Minor/Other Injury	30	Rear end	X-intersection	Dawn	150.772975	-33.773197	0	1
2018	1187117	Serious Injury	13	Right near	T-junction	Dawn	150.794012	-33.774925	0	1
2018	1188085	Non-casualty (towaway)	42	Leaving parking	T-junction	Daylight	150.809189	-33.77809	0	0
2018	1188427	Serious Injury	10	Cross traffic	T-junction	Darkness	150.771072	-33.783173	0	2
2018	1188687	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Daylight	150.783442	-33.772403	0	0
2018	1189831	Moderate Injury	16	Left near	T-junction	Daylight	150.780887	-33.762224	0	3
2018	1190101	Minor/Other Injury	85	Off rt/lft bnd=>obj	2-way undivided	Daylight	150.776696	-33.747457	0	2
2018	1190141	Non-casualty (towaway)	32	Right rear	T-junction	Daylight	150.779454	-33.771582	0	0
2018	1193013	Serious Injury	3	Ped on carriageway	T-junction	Daylight	150.715903	-33.742338	0	1
2018	1193353	Moderate Injury	30	Rear end	T-junction	Daylight	150.794012	-33.774925	0	1
2018	1198893	Moderate Injury	81	Off left/rt bnd=>obj	Divided road	Darkness	150.781345	-33.76001	0	1

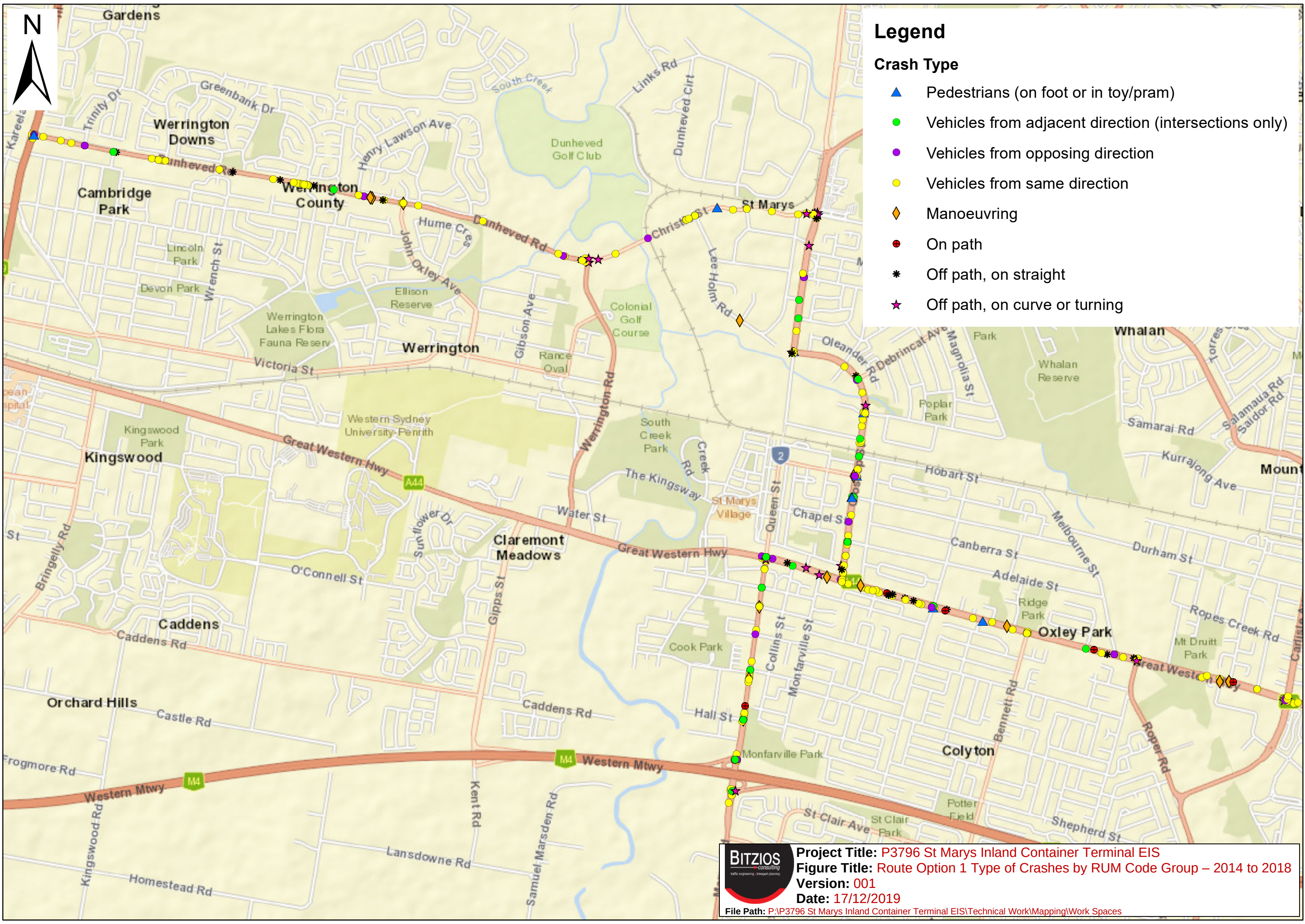
Appendix C: Crash Data – Route Option 2





Legend

- Crash Severity**
- Fatal or Serious Injury
 - Moderate or Minor/Other Injury
 - Non-casualty (towaway)



Legend

Crash Type

- ▲ Pedestrians (on foot or in toy/pram)
- Vehicles from adjacent direction (intersections only)
- Vehicles from opposing direction
- Vehicles from same direction
- ◆ Manoeuvring
- On path
- * Off path, on straight
- ★ Off path, on curve or turning

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2014	1010118	Non-casualty (towaway)	60	Parked	Divided road	Daylight	150.783012	-33.772305	0	0
2014	1010474	Moderate Injury	71	Off rd left => obj	Divided road	Daylight	150.787714	-33.773383	0	1
2014	1010828	Moderate Injury	21	Right through	X-intersection	Daylight	150.768721	-33.769532	0	1
2014	1011557	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.809918	-33.778065	0	0
2014	1011590	Non-casualty (towaway)	81	Off left/rt bnd=>obj	2-way undivided	Daylight	150.761344	-33.755722	0	0
2014	1011643	Minor/Other Injury	47	Emerging from drive	2-way undivided	Daylight	150.74239	-33.746442	0	1
2014	1011919	Moderate Injury	30	Rear end	Divided road	Daylight	150.781011	-33.771958	0	3
2014	1012365	Non-casualty (towaway)	85	Off r/lt bnd=>obj	X-intersection	Daylight	150.814523	-33.779236	0	0
2014	1014042	Serious Injury	34	Lane change right	Divided road	Daylight	150.769266	-33.769624	0	1
2014	1014342	Moderate Injury	30	Rear end	X-intersection	Darkness	150.76878	-33.769636	0	1
2014	1014703	Non-casualty (towaway)	21	Right through	X-intersection	Darkness	150.768726	-33.769638	0	0
2014	1014963	Non-casualty (towaway)	35	Lane change left	X-intersection	Daylight	150.77299	-33.773108	0	0
2014	1015377	Non-casualty (towaway)	21	Right through	T-junction	Dawn	150.771058	-33.783218	0	0
2014	1015863	Non-casualty (towaway)	21	Right through	X-intersection	Darkness	150.757915	-33.76819	0	0
2014	1016185	Moderate Injury	35	Lane change left	T-junction	Daylight	150.772223	-33.777526	0	1
2014	1016233	Non-casualty (towaway)	71	Off rd left => obj	T-junction	Darkness	150.809189	-33.77809	0	0
2014	1016768	Minor/Other Injury	85	Off r/lt bnd=>obj	Roundabout	Darkness	150.759566	-33.750635	0	1
2014	1017123	Moderate Injury	35	Lane change left	T-junction	Daylight	150.771726	-33.780494	0	1
2014	1018136	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2014	1019263	Non-casualty (towaway)	87	Off ft/lt bnd=>obj	Roundabout	Daylight	150.777548	-33.74743	0	0
2014	1019365	Moderate Injury	71	Off rd left => obj	Divided road	Daylight	150.800327	-33.776317	0	1
2014	1020694	Moderate Injury	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	1
2014	1020774	Serious Injury	10	Cross traffic	T-junction	Daylight	150.767328	-33.769731	0	3
2014	1020850	Non-casualty (towaway)	34	Lane change right	2-way undivided	Darkness	150.772714	-33.774716	0	0
2014	1021134	Non-casualty (towaway)	37	Left turn sideswipe	X-intersection	Daylight	150.757915	-33.76819	0	0
2014	1021621	Non-casualty (towaway)	81	Off left/rt bnd=>obj	X-intersection	Daylight	150.814379	-33.779199	0	0
2014	1021727	Non-casualty (towaway)	70	Off road to left	X-intersection	Darkness	150.726229	-33.744045	0	0
2014	1022533	Non-casualty (towaway)	35	Lane change left	2-way undivided	Dusk	150.716643	-33.74247	0	0
2014	1022838	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.771711	-33.780583	0	0
2014	1022878	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814328	-33.779187	0	0
2014	1023393	Moderate Injury	21	Right through	X-intersection	Darkness	150.772975	-33.773197	0	2
2014	1023752	Moderate Injury	71	Off rd left => obj	X-intersection	Darkness	150.814523	-33.779236	0	1
2014	1024351	Moderate Injury	30	Rear end	X-intersection	Daylight	150.814276	-33.779174	0	2
2014	1025240	Serious Injury	21	Right through	X-intersection	Daylight	150.757915	-33.76819	0	2
2014	1025456	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.736858	-33.745541	0	0
2014	1026867	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.737443	-33.745626	0	0
2014	1027264	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.786567	-33.773123	0	0
2014	1027649	Non-casualty (towaway)	81	Off left/rt bnd=>obj	X-intersection	Daylight	150.814248	-33.779314	0	0
2014	1028494	Moderate Injury	34	Lane change right	T-junction	Daylight	150.809918	-33.778065	0	1
2014	1028904	Non-casualty (towaway)	30	Rear end	2-way undivided	Darkness	150.760646	-33.754559	0	0
2014	1029119	Minor/Other Injury	80	Off left/right bend	2-way undivided	Darkness	150.759355	-33.751526	0	1
2014	1029174	Non-casualty (towaway)	16	Left near	X-intersection	Daylight	150.770259	-33.769632	0	0
2014	1029467	Serious Injury	48	From footpath	T-junction	Daylight	150.780935	-33.771807	0	1
2014	1029860	Non-casualty (towaway)	20	Head on	2-way undivided	Daylight	150.761478	-33.756158	0	0
2014	1030424	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.736645	-33.74551	0	0
2014	1030767	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771015	-33.783168	0	0
2014	1031094	Moderate Injury	30	Rear end	T-junction	Darkness	150.802673	-33.776583	0	1
2014	1031733	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.741541	-33.746307	0	2
2014	1031897	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2014	1033012	Serious Injury	82	Off right/right bend	Divided road	Darkness	150.769215	-33.769522	0	1
2014	1033192	Moderate Injury	30	Rear end	T-junction	Dusk	150.744862	-33.746805	0	1
2014	1033223	Minor/Other Injury	21	Right through	X-intersection	Daylight	150.757915	-33.76819	0	1
2014	1033476	Non-casualty (towaway)	32	Right rear	2-way undivided	Daylight	150.773954	-33.74734	0	0
2014	1033987	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.770707	-33.785239	0	0
2014	1034943	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.771199	-33.783286	0	1
2014	1035072	Moderate Injury	30	Rear end	X-intersection	Dawn	150.737336	-33.74561	0	1
2014	1035201	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.737071	-33.745572	0	0
2014	1035602	Non-casualty (towaway)	10	Cross traffic	Roundabout	Daylight	150.758225	-33.765504	0	0
2014	1035725	Minor/Other Injury	13	Right near	T-junction	Daylight	150.722165	-33.743463	0	1
2014	1035983	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.809189	-33.77809	0	0
2014	1036505	Non-casualty (towaway)	30	Rear end	X-intersection	Darkness	150.814549	-33.779395	0	0
2014	1036869	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.771756	-33.780315	0	0
2014	1037333	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.783422	-33.77251	0	0
2014	1037393	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.786619	-33.773135	0	0
2014	1037428	Minor/Other Injury	60	Parked	Divided road	Dusk	150.787586	-33.773476	0	1
2014	1037544	Moderate Injury	30	Rear end	T-junction	Daylight	150.809187	-33.777921	0	2
2014	1039245	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.809918	-33.778065	0	0
2014	1039431	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.789768	-33.773968	0	0
2014	1039649	Non-casualty (towaway)	21	Right through	X-intersection	Darkness	150.768726	-33.769638	0	0
2014	1039700	Non-casualty (towaway)	71	Off rd left => obj	2-way undivided	Darkness	150.757968	-33.767927	0	0
2014	1040589	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.785712	-33.773041	0	0
2014	1041060	Serious Injury	51	Out of control otake	2-way undivided	Darkness	150.759359	-33.752414	0	1
2014	1044914	Serious Injury	10	Cross traffic	X-intersection	Daylight	150.773473	-33.770072	0	1
2014	1045346	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.814342	-33.779386	0	0
2014	1045570	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.794116	-33.774948	0	1

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2014	1046086	Moderate Injury	73	Off rd right => obj	Divided road	Daylight	150.783134	-33.772442	0	1
2014	1046143	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Daylight	150.758919	-33.750528	0	0
2014	1048254	Non-casualty (towaway)	70	Off road to left	Roundabout	Daylight	150.777331	-33.747395	0	0
2014	1048515	Non-casualty (towaway)	70	Off road to left	Roundabout	Daylight	150.760183	-33.753971	0	0
2014	1048685	Moderate Injury	71	Off rd left => obj	T-junction	Daylight	150.715902	-33.742311	0	1
2014	1048739	Non-casualty (towaway)	34	Lane change right	Divided road	Daylight	150.715801	-33.742578	0	0
2014	1049256	Moderate Injury	30	Rear end	Divided road	Daylight	150.786753	-33.773284	0	1
2014	1050330	Moderate Injury	30	Rear end	T-junction	Dawn	150.791291	-33.774195	0	1
2014	1050699	Moderate Injury	21	Right through	T-junction	Daylight	150.715904	-33.742338	0	1
2014	1051255	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.814498	-33.779381	0	1
2014	1053015	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.761081	-33.7588	0	0
2014	1053225	Non-casualty (towaway)	39	Other same direction	X-intersection	Daylight	150.773492	-33.769959	0	0
2014	1054007	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.773371	-33.770715	0	1
2014	1054196	Non-casualty (towaway)	39	Other same direction	Y-junction	Darkness	150.770796	-33.785515	0	0
2014	1054447	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.770723	-33.785141	0	0
2014	1054659	Minor/Other Injury	49	Other manoeuvring	T-junction	Daylight	150.771711	-33.780583	0	1
2014	1055032	Non-casualty (towaway)	39	Other same direction	Divided road	Dawn	150.778314	-33.771155	0	0
2015	1055727	Minor/Other Injury	30	Rear end	X-intersection	Dawn	150.814276	-33.779174	0	1
2015	1056933	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.730495	-33.744616	0	0
2015	1056970	Non-casualty (towaway)	81	Off left/rt bnd=>obj	Roundabout	Darkness	150.777548	-33.747473	0	0
2014	1057085	Serious Injury	21	Right through	T-junction	Daylight	150.809918	-33.778065	0	2
2015	1057111	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.741859	-33.746358	0	1
2015	1057611	Minor/Other Injury	32	Right rear	X-intersection	Daylight	150.814523	-33.779236	0	1
2015	1058157	Non-casualty (towaway)	39	Other same direction	2-way undivided	Daylight	150.770906	-33.747236	0	0
2015	1058371	Moderate Injury	13	Right near	T-junction	Darkness	150.802653	-33.776721	0	2
2014	1058487	Serious Injury	10	Cross traffic	X-intersection	Dusk	150.773175	-33.771945	0	2
2015	1058718	Moderate Injury	21	Right through	Divided road	Daylight	150.742329	-33.746432	0	1
2014	1059607	Serious Injury	71	Off rd left => obj	2-way undivided	Darkness	150.722378	-33.743493	0	1
2015	1060053	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.7712	-33.783284	0	1
2015	1060120	Minor/Other Injury	34	Lane change right	Divided road	Daylight	150.77997	-33.771716	0	1
2015	1060813	Non-casualty (towaway)	42	Leaving parking	Divided road	Daylight	150.792459	-33.774459	0	0
2015	1061963	Moderate Injury	21	Right through	2-way undivided	Daylight	150.741859	-33.746358	0	1
2015	1062043	Serious Injury	30	Rear end	T-junction	Daylight	150.802653	-33.776721	0	2
2015	1063551	Minor/Other Injury	21	Right through	X-intersection	Dusk	150.768726	-33.769638	0	2
2015	1064134	Minor/Other Injury	10	Cross traffic	Roundabout	Daylight	150.760198	-33.754146	0	1
2015	1064923	Moderate Injury	21	Right through	X-intersection	Darkness	150.757915	-33.76819	0	1
2015	1065286	Minor/Other Injury	30	Rear end	Divided road	Dusk	150.801602	-33.776513	0	1
2015	1066019	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.777489	-33.747776	0	1
2015	1066060	Non-casualty (towaway)	13	Right near	X-intersection	Darkness	150.814379	-33.779199	0	0
2015	1066195	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.725166	-33.743887	0	1
2015	1067150	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.785504	-33.772993	0	0
2015	1067210	Non-casualty (towaway)	21	Right through	T-junction	Darkness	150.802653	-33.776721	0	0
2015	1067223	Non-casualty (towaway)	30	Rear end	Divided road	Dawn	150.759474	-33.76856	0	0
2015	1067662	Non-casualty (towaway)	47	Emerging from drive	Divided road	Darkness	150.778299	-33.771258	0	0
2015	1069150	Minor/Other Injury	21	Right through	X-intersection	Dawn	150.757915	-33.76819	0	1
2015	1069329	Moderate Injury	48	From footpath	X-intersection	Daylight	150.772975	-33.773197	0	1
2015	1069372	Minor/Other Injury	30	Rear end	Roundabout	Dusk	150.75928	-33.750643	0	1
2015	1070166	Non-casualty (towaway)	30	Rear end	Roundabout	Daylight	150.759256	-33.750408	0	0
2015	1070788	Minor/Other Injury	21	Right through	T-junction	Dusk	150.809189	-33.77809	0	1
2015	1071443	Serious Injury	21	Right through	T-junction	Daylight	150.772256	-33.777339	0	2
2015	1071928	Non-casualty (towaway)	10	Cross traffic	Roundabout	Darkness	150.760198	-33.754146	0	0
2015	1072040	Moderate Injury	30	Rear end	T-junction	Daylight	150.802726	-33.776593	0	2
2015	1072311	Moderate Injury	31	Left rear	Divided road	Daylight	150.760615	-33.768836	0	1
2015	1072313	Moderate Injury	13	Right near	T-junction	Dawn	150.771711	-33.780583	0	1
2015	1072578	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.767185	-33.74791	0	2
2015	1073087	Minor/Other Injury	30	Rear end	Roundabout	Daylight	150.760314	-33.754204	0	2
2015	1073373	Moderate Injury	20	Head on	2-way undivided	Daylight	150.764202	-33.749094	0	1
2015	1073635	Non-casualty (towaway)	21	Right through	X-intersection	Darkness	150.768726	-33.769638	0	0
2015	1073835	Non-casualty (towaway)	42	Leaving parking	T-junction	Daylight	150.809918	-33.778065	0	0
2015	1075587	Moderate Injury	21	Right through	X-intersection	Daylight	150.768726	-33.769638	0	2
2015	1075698	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.802653	-33.776721	0	0
2015	1075957	Non-casualty (towaway)	71	Off rd left => obj	X-intersection	Daylight	150.757886	-33.768325	0	0
2015	1076449	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.758406	-33.768448	0	0
2015	1076499	Non-casualty (towaway)	30	Rear end	2-way undivided	Dawn	150.725697	-33.743966	0	0
2015	1076583	Minor/Other Injury	32	Right rear	T-junction	Daylight	150.770707	-33.785242	0	1
2015	1077152	Moderate Injury	21	Right through	X-intersection	Darkness	150.814351	-33.779341	0	1
2015	1077452	Moderate Injury	40	U turn	X-intersection	Dusk	150.770262	-33.769722	0	1
2015	1077747	Minor/Other Injury	19	Other adjacent	X-intersection	Darkness	150.773175	-33.771945	0	1
2015	1078084	Minor/Other Injury	32	Right rear	X-intersection	Daylight	150.773473	-33.770072	0	1
2015	1079593	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.768721	-33.769532	0	0
2015	1079828	Moderate Injury	21	Right through	X-intersection	Daylight	150.768721	-33.769532	0	2
2015	1079953	Non-casualty (towaway)	11	Right far	T-junction	Daylight	150.771215	-33.783197	0	0
2015	1080188	Moderate Injury	30	Rear end	Divided road	Dusk	150.807784	-33.777813	0	1
2015	1081006	Non-casualty (towaway)	21	Right through	T-junction	Dusk	150.744969	-33.746819	0	0
2015	1081324	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.770796	-33.785515	0	0

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2015	1081442	Minor/Other Injury	71	Off rd left => obj	Divided road	Daylight	150.785109	-33.772787	0	1
2015	1081743	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.770565	-33.786011	0	1
2015	1082365	Moderate Injury	30	Rear end	T-junction	Darkness	150.726123	-33.74403	0	3
2015	1083119	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	0
2015	1083471	Non-casualty (towaway)	47	Emerging from drive	T-junction	Daylight	150.771437	-33.754476	0	0
2015	1083740	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814549	-33.779395	0	0
2015	1083742	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.815014	-33.779512	0	1
2015	1084172	Minor/Other Injury	34	Lane change right	T-junction	Daylight	150.779495	-33.771351	0	1
2015	1084280	Non-casualty (towaway)	10	Cross traffic	T-junction	Daylight	150.744969	-33.746819	0	0
2015	1085237	Non-casualty (towaway)	30	Rear end	T-junction	Dawn	150.802726	-33.776593	0	0
2015	1085330	Moderate Injury	21	Right through	2-way undivided	Daylight	150.74239	-33.746442	0	1
2015	1086020	Non-casualty (towaway)	39	Other same direction	T-junction	Daylight	150.741435	-33.746291	0	0
2015	1086086	Minor/Other Injury	31	Left rear	Roundabout	Daylight	150.760198	-33.754146	0	1
2015	1086604	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.767649	-33.769709	0	1
2015	1087180	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.757951	-33.768012	0	1
2015	1087311	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.800889	-33.776298	0	0
2015	1087358	Moderate Injury	31	Left rear	2-way undivided	Daylight	150.772356	-33.776764	0	1
2015	1087579	Serious Injury	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	2
2015	1087724	Moderate Injury	30	Rear end	Divided road	Daylight	150.773211	-33.770021	0	1
2015	1087908	Non-casualty (towaway)	30	Rear end	X-intersection	Darkness	150.814379	-33.779199	0	0
2015	1088023	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771711	-33.780583	0	0
2015	1088364	Non-casualty (towaway)	34	Lane change right	T-junction	Daylight	150.79405	-33.774821	0	0
2016	1090326	Non-casualty (towaway)	40	U turn	T-junction	Daylight	150.758065	-33.76557	0	0
2016	1090457	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.718845	-33.742871	0	0
2016	1091554	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.768721	-33.769532	0	1
2015	1092100	Minor/Other Injury	11	Right far	T-junction	Daylight	150.798652	-33.775962	0	1
2015	1092181	Moderate Injury	47	Emerging from drive	Divided road	Daylight	150.742517	-33.746464	0	1
2016	1092329	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.715903	-33.742338	0	0
2015	1092432	Minor/Other Injury	20	Head on	Divided road	Daylight	150.773174	-33.769907	0	1
2015	1092507	Serious Injury	21	Right through	2-way undivided	Daylight	150.742326	-33.746432	0	2
2015	1092562	Serious Injury	21	Right through	T-junction	Darkness	150.770841	-33.785244	0	2
2016	1092628	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.771185	-33.782823	0	1
2016	1092732	Minor/Other Injury	39	Other same direction	2-way undivided	Daylight	150.743449	-33.746622	0	1
2016	1093396	Moderate Injury	10	Cross traffic	T-junction	Darkness	150.812137	-33.778585	0	1
2016	1093643	Serious Injury	33	Lane sideswipe	T-junction	Daylight	150.776016	-33.747542	0	1
2016	1094570	Non-casualty (towaway)	88	Out of cont on bend	T-junction	Daylight	150.777686	-33.771088	0	0
2016	1094810	Non-casualty (towaway)	34	Lane change right	Divided road	Daylight	150.715801	-33.742578	0	0
2016	1094875	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.757655	-33.750289	0	1
2016	1094982	Serious Injury	13	Right near	X-intersection	Daylight	150.757915	-33.76819	0	3
2016	1097025	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.770841	-33.785244	0	0
2016	1097212	Moderate Injury	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	1
2016	1097376	Moderate Injury	30	Rear end	X-intersection	Daylight	150.786545	-33.773235	0	1
2016	1097558	Moderate Injury	21	Right through	X-intersection	Darkness	150.768726	-33.769638	0	2
2016	1097745	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.78238	-33.772269	0	0
2016	1098777	Moderate Injury	13	Right near	T-junction	Daylight	150.758987	-33.763053	0	1
2016	1099211	Serious Injury	30	Rear end	Divided road	Darkness	150.808188	-33.777724	0	1
2016	1100131	Non-casualty (towaway)	30	Rear end	X-intersection	Dawn	150.773492	-33.76996	0	0
2016	1100622	Minor/Other Injury	12	Left far	T-junction	Daylight	150.767914	-33.747614	0	1
2016	1100643	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.759829	-33.762089	0	0
2016	1100790	Non-casualty (towaway)	35	Lane change left	2-way undivided	Daylight	150.772192	-33.777704	0	0
2016	1101211	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.757915	-33.76819	0	0
2016	1102177	Non-casualty (towaway)	33	Lane sideswipe	Divided road	Daylight	150.765494	-33.769833	0	0
2016	1102737	Moderate Injury	21	Right through	X-intersection	Dawn	150.772975	-33.773197	0	1
2016	1103345	Moderate Injury	32	Right rear	T-junction	Dawn	150.767914	-33.747614	0	1
2016	1103565	Serious Injury	1	Ped emerging	2-way undivided	Daylight	150.769653	-33.747093	0	2
2016	1103964	Moderate Injury	30	Rear end	X-intersection	Dusk	150.814523	-33.779236	0	1
2016	1104083	Moderate Injury	30	Rear end	Roundabout	Dawn	150.777219	-33.747547	0	1
2016	1104189	Moderate Injury	30	Rear end	Divided road	Dusk	150.758954	-33.768436	0	1
2016	1104496	Moderate Injury	88	Out of cont on bend	Roundabout	Dusk	150.777598	-33.747563	0	1
2016	1104732	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.772162	-33.777874	0	1
2016	1104814	Minor/Other Injury	30	Rear end	Divided road	Dawn	150.759024	-33.750549	0	1
2016	1105018	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.76117	-33.758426	0	3
2016	1105103	Moderate Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	1
2016	1106202	Non-casualty (towaway)	36	Right turn sideswipe	T-junction	Daylight	150.758602	-33.763573	0	0
2016	1106588	Non-casualty (towaway)	39	Other same direction	T-junction	Dusk	150.715764	-33.742302	0	0
2016	1106673	Moderate Injury	48	From footpath	X-intersection	Daylight	150.757886	-33.768325	0	1
2016	1107534	Non-casualty (towaway)	30	Rear end	2-way undivided	Dusk	150.751213	-33.747977	0	0
2016	1108066	Moderate Injury	67	Struck animal	Divided road	Daylight	150.810252	-33.778131	0	2
2016	1108276	Minor/Other Injury	11	Right far	X-intersection	Daylight	150.773175	-33.771945	0	1
2016	1108792	Moderate Injury	16	Left near	T-junction	Daylight	150.775593	-33.770519	0	2
2016	1109128	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.815347	-33.779452	0	0
2016	1109848	Minor/Other Injury	11	Right far	T-junction	Dusk	150.772256	-33.777339	0	1
2016	1110073	Non-casualty (towaway)	10	Cross traffic	T-junction	Daylight	150.744969	-33.746819	0	0
2016	1110115	Non-casualty (towaway)	45	Reversing	T-junction	Darkness	150.744969	-33.746819	0	0
2016	1110643	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.814498	-33.779381	0	1

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2016	1110879	Minor/Other Injury	35	Lane change left	T-junction	Daylight	150.800995	-33.776314	0	1
2016	1111406	Moderate Injury	30	Rear end	T-junction	Darkness	150.746133	-33.74698	0	2
2016	1111657	Moderate Injury	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	1
2016	1112138	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.786545	-33.773235	0	0
2016	1113018	Non-casualty (towaway)	72	Off road to right	Divided road	Daylight	150.802409	-33.776538	0	0
2016	1113899	Minor/Other Injury	71	Off rd left => obj	Divided road	Daylight	150.743369	-33.746608	0	1
2016	1114870	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.776696	-33.747457	0	0
2016	1115558	Moderate Injury	30	Rear end	T-junction	Darkness	150.802653	-33.776721	0	1
2016	1116025	Moderate Injury	71	Off rd left => obj	Divided road	Darkness	150.784431	-33.772632	0	1
2016	1116233	Serious Injury	81	Off left/rt bnd=>obj	T-junction	Darkness	150.802653	-33.776721	0	1
2016	1121121	Minor/Other Injury	13	Right near	T-junction	Darkness	150.719905	-33.743044	0	1
2016	1116799	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.757915	-33.76819	0	1
2016	1116841	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.782134	-33.772102	0	0
2016	1117078	Moderate Injury	30	Rear end	Divided road	Darkness	150.770728	-33.785103	0	1
2016	1117716	Moderate Injury	30	Rear end	X-intersection	Daylight	150.73739	-33.745618	0	2
2016	1117793	Moderate Injury	29	Other opposing	T-junction	Daylight	150.771058	-33.783218	0	1
2016	1118662	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.809189	-33.77809	0	0
2016	1120082	Moderate Injury	30	Rear end	Divided road	Daylight	150.79989	-33.776232	0	1
2016	1121121	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814523	-33.779236	0	0
2016	1123352	Moderate Injury	30	Rear end	X-intersection	Darkness	150.814498	-33.779381	0	2
2016	1123829	Minor/Other Injury	32	Right rear	X-intersection	Darkness	150.773492	-33.76996	0	1
2016	1124029	Moderate Injury	13	Right near	T-junction	Daylight	150.771072	-33.783173	0	1
2016	1124128	Minor/Other Injury	70	Off road to left	2-way undivided	Darkness	150.735261	-33.745311	0	1
2016	1125004	Serious Injury	3	Ped on carriageway	X-intersection	Daylight	150.786649	-33.77326	0	1
2017	1125453	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	0
2016	1125675	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.757886	-33.768325	0	1
2017	1125806	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.757886	-33.768325	0	0
2017	1126228	Serious Injury	71	Off rd left => obj	Divided road	Daylight	150.775163	-33.770327	0	1
2017	1126260	Moderate Injury	31	Left rear	T-junction	Daylight	150.715903	-33.742338	0	1
2017	1126454	Non-casualty (towaway)	62	Accident	2-way undivided	Daylight	150.771855	-33.779689	0	0
2016	1128920	Serious Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	2
2017	1129017	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.773472	-33.770072	0	1
2017	1130628	Non-casualty (towaway)	29	Other opposing	T-junction	Darkness	150.719901	-33.743044	0	0
2017	1131837	Moderate Injury	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	2
2017	1131920	Non-casualty (towaway)	11	Right far	T-junction	Darkness	150.771711	-33.780583	0	0
2017	1132093	Non-casualty (towaway)	47	Emerging from drive	2-way undivided	Dusk	150.772161	-33.777883	0	0
2017	1132138	Non-casualty (towaway)	18	2 left turning	T-junction	Daylight	150.800889	-33.776298	0	0
2017	1134129	Minor/Other Injury	21	Right through	X-intersection	Daylight	150.768726	-33.769638	0	1
2017	1134782	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.744969	-33.746819	0	0
2017	1135271	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.768726	-33.769638	0	1
2017	1136451	Non-casualty (towaway)	39	Other same direction	X-intersection	Darkness	150.768726	-33.769638	0	0
2017	1136485	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.771786	-33.780136	0	1
2017	1137134	Moderate Injury	21	Right through	T-junction	Darkness	150.779348	-33.771414	0	1
2017	1137999	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.779454	-33.771582	0	1
2017	1138171	Serious Injury	10	Cross traffic	Roundabout	Daylight	150.760198	-33.754146	0	1
2017	1138775	Moderate Injury	71	Off rd left => obj	2-way undivided	Daylight	150.737922	-33.745697	0	1
2017	1139087	Serious Injury	13	Right near	T-junction	Darkness	150.722165	-33.743463	0	2
2017	1139282	Non-casualty (towaway)	39	Other same direction	X-intersection	Daylight	150.773492	-33.76996	0	0
2017	1139813	Moderate Injury	21	Right through	T-junction	Darkness	150.771215	-33.783197	0	1
2017	1140448	Serious Injury	71	Off rd left => obj	T-junction	Daylight	150.726229	-33.744045	0	1
2017	1140788	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.726229	-33.744045	0	0
2017	1141181	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.736326	-33.745464	0	2
2017	1142029	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.767234	-33.747891	0	1
2017	1142305	Moderate Injury	30	Rear end	Divided road	Darkness	150.771626	-33.780695	0	1
2017	1142615	Moderate Injury	13	Right near	T-junction	Daylight	150.739498	-33.745926	0	1
2017	1143072	Non-casualty (towaway)	21	Right through	X-intersection	Daylight	150.786671	-33.773147	0	0
2017	1143501	Moderate Injury	34	Lane change right	X-intersection	Darkness	150.773472	-33.770072	0	2
2017	1144047	Minor/Other Injury	30	Rear end	T-junction	Darkness	150.771711	-33.780583	0	1
2017	1144417	Moderate Injury	30	Rear end	Divided road	Daylight	150.781532	-33.772075	0	1
2017	1145066	Serious Injury	10	Cross traffic	X-intersection	Daylight	150.773492	-33.76996	0	1
2017	1145582	Moderate Injury	13	Right near	T-junction	Darkness	150.767914	-33.747614	0	2
2017	1145625	Minor/Other Injury	21	Right through	X-intersection	Darkness	150.772975	-33.773197	0	1
2017	1146146	Moderate Injury	21	Right through	T-junction	Dusk	150.771058	-33.783218	0	3
2017	1146901	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.737496	-33.745634	0	2
2017	1147004	Serious Injury	30	Rear end	Divided road	Darkness	150.7929	-33.774677	0	1
2017	1147046	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.771072	-33.783173	0	0
2017	1147055	Minor/Other Injury	30	Rear end	2-way undivided	Darkness	150.734729	-33.745232	0	1
2017	1148370	Serious Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	1
2017	1148894	Moderate Injury	30	Rear end	X-intersection	Daylight	150.786545	-33.773235	0	1
2017	1149099	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.767914	-33.747614	0	1
2017	1151754	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.71592	-33.742295	0	0
2017	1151802	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.767429	-33.747813	0	0
2017	1152290	Serious Injury	35	Lane change left	T-junction	Daylight	150.800889	-33.776298	0	1
2017	1152405	Serious Injury	21	Right through	T-junction	Dawn	150.770841	-33.785244	0	1
2017	1152789	Moderate Injury	88	Out of cont on bend	X-intersection	Daylight	150.814379	-33.779199	0	1

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2017	1153413	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.794012	-33.774925	0	1
2017	1153447	Serious Injury	1	Ped emerging	Divided road	Daylight	150.79054	-33.774141	0	1
2017	1153538	Minor/Other Injury	30	Rear end	Roundabout	Darkness	150.777219	-33.747547	0	1
2017	1153624	Moderate Injury	39	Other same direction	Divided road	Daylight	150.781884	-33.772155	0	1
2017	1153985	Non-casualty (towaway)	21	Right through	T-junction	Darkness	150.715903	-33.742338	0	0
2017	1154947	Serious Injury	87	Off lft/lft bnd=>obj	2-way undivided	Darkness	150.7603	-33.750472	0	1
2017	1155535	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.73739	-33.745618	0	1
2017	1155545	Non-casualty (towaway)	29	Other opposing	X-intersection	Daylight	150.814379	-33.779199	0	0
2017	1156060	Serious Injury	71	Off rd left => obj	Divided road	Darkness	150.777474	-33.74782	0	2
2017	1156470	Moderate Injury	20	Head on	Divided road	Daylight	150.774015	-33.77007	0	1
2017	1156652	Non-casualty (towaway)	87	Off lft/lft bnd=>obj	T-junction	Darkness	150.776658	-33.770616	0	0
2017	1157044	Serious Injury	10	Cross traffic	X-intersection	Darkness	150.773472	-33.770072	0	2
2017	1157407	Serious Injury	31	Left rear	T-junction	Darkness	150.812137	-33.778585	0	1
2017	1157705	Serious Injury	21	Right through	T-junction	Darkness	150.771711	-33.780583	0	2
2017	1158288	Serious Injury	20	Head on	2-way undivided	Darkness	150.757554	-33.750262	0	6
2017	1158963	Moderate Injury	21	Right through	T-junction	Darkness	150.800889	-33.776298	0	1
2017	1158975	Minor/Other Injury	74	On road-out of cont.	T-junction	Dusk	150.771974	-33.747175	0	1
2017	1159262	Minor/Other Injury	10	Cross traffic	Roundabout	Darkness	150.758225	-33.765504	0	1
2018	1160859	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.771974	-33.747175	0	1
2018	1160918	Moderate Injury	21	Right through	T-junction	Daylight	150.772665	-33.774994	0	1
2018	1161105	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.784462	-33.772753	0	1
2018	1161958	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.773451	-33.770206	0	1
2018	1162165	Serious Injury	21	Right through	X-intersection	Dawn	150.772975	-33.773197	0	1
2018	1162178	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.757147	-33.750135	0	0
2018	1163260	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.718015	-33.742718	0	0
2018	1163513	Minor/Other Injury	32	Right rear	X-intersection	Daylight	150.768721	-33.769532	0	1
2018	1163533	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.737177	-33.745587	0	1
2018	1163607	Serious Injury	31	Left rear	T-junction	Daylight	150.771711	-33.780583	0	1
2018	1164253	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.773472	-33.770072	0	0
2018	1164719	Serious Injury	30	Rear end	2-way undivided	Daylight	150.761515	-33.756654	0	1
2018	1164935	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2018	1164947	Moderate Injury	30	Rear end	2-way undivided	Dawn	150.772119	-33.778127	0	1
2018	1165886	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.726229	-33.744045	0	1
2018	1166308	Minor/Other Injury	21	Right through	T-junction	Darkness	150.794012	-33.774925	0	1
2018	1167587	Serious Injury	13	Right near	T-junction	Daylight	150.770841	-33.785244	0	2
2018	1168308	Minor/Other Injury	30	Rear end	2-way undivided	Dawn	150.761645	-33.750111	0	1
2018	1169771	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.814498	-33.779381	0	1
2018	1169781	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771072	-33.783173	0	0
2018	1171067	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771072	-33.783173	0	0
2018	1172687	Serious Injury	30	Rear end	T-junction	Daylight	150.771974	-33.747175	0	2
2018	1173326	Moderate Injury	47	Emerging from drive	Divided road	Daylight	150.742368	-33.746439	0	2
2018	1175458	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.77948	-33.77144	0	0
2018	1176091	Moderate Injury	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	1
2018	1176333	Minor/Other Injury	39	Other same direction	Divided road	Daylight	150.773366	-33.770743	0	1
2018	1176481	Serious Injury	21	Right through	X-intersection	Darkness	150.814351	-33.779341	0	4
2018	1176548	Moderate Injury	13	Right near	X-intersection	Darkness	150.757915	-33.76819	0	2
2018	1177970	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.814523	-33.779236	0	1
2018	1178329	Moderate Injury	21	Right through	T-junction	Daylight	150.771711	-33.780583	0	4
2018	1178363	Moderate Injury	10	Cross traffic	X-intersection	Darkness	150.786671	-33.773147	0	2
2018	1178380	Serious Injury	30	Rear end	Divided road	Daylight	150.814558	-33.779057	0	3
2018	1178932	Moderate Injury	70	Off road to left	X-intersection	Daylight	150.773492	-33.76996	0	1
2018	1181540	Moderate Injury	30	Rear end	X-intersection	Dusk	150.773492	-33.76996	0	1
2018	1181658	Moderate Injury	21	Right through	X-intersection	Daylight	150.786545	-33.773235	0	1
2018	1181806	Non-casualty (towaway)	63	Vehicle door	2-way undivided	Daylight	150.758114	-33.765933	0	0
2018	1182335	Moderate Injury	88	Out of cont on bend	Roundabout	Daylight	150.759556	-33.750396	0	1
2018	1182708	Non-casualty (towaway)	85	Off rt/lft bnd=>obj	Other	Daylight	150.771093	-33.785194	0	0
2018	1183955	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.77948	-33.77144	0	0
2018	1184175	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.725697	-33.743966	0	1
2018	1185447	Moderate Injury	31	Left rear	2-way undivided	Daylight	150.772149	-33.777954	0	2
2018	1185515	Moderate Injury	71	Off rd left => obj	2-way undivided	Daylight	150.731563	-33.744754	0	3
2018	1186480	Moderate Injury	47	Emerging from drive	2-way undivided	Daylight	150.75817	-33.766255	0	1
2018	1186615	Moderate Injury	13	Right near	T-junction	Darkness	150.771711	-33.780583	0	3
2018	1186837	Minor/Other Injury	81	Off lft/rt bnd=>obj	X-intersection	Darkness	150.773472	-33.770072	0	1
2018	1186974	Moderate Injury	60	Parked	Divided road	Daylight	150.799297	-33.775998	0	2
2018	1187051	Moderate Injury	10	Cross traffic	X-intersection	Daylight	150.773492	-33.76996	0	1
2018	1187108	Minor/Other Injury	30	Rear end	X-intersection	Dawn	150.772975	-33.773197	0	1
2018	1187117	Serious Injury	13	Right near	T-junction	Dawn	150.794012	-33.774925	0	1
2018	1188085	Non-casualty (towaway)	42	Leaving parking	T-junction	Daylight	150.809189	-33.77809	0	0
2018	1188427	Serious Injury	10	Cross traffic	T-junction	Darkness	150.771072	-33.783173	0	2
2018	1188687	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Daylight	150.783442	-33.772403	0	0
2018	1190101	Minor/Other Injury	85	Off rt/lft bnd=>obj	2-way undivided	Daylight	150.776696	-33.747457	0	2
2018	1190141	Non-casualty (towaway)	32	Right rear	T-junction	Daylight	150.779454	-33.771582	0	0
2018	1193013	Serious Injury	3	Ped on carriageway	T-junction	Daylight	150.715903	-33.742338	0	1
2018	1193353	Moderate Injury	30	Rear end	T-junction	Daylight	150.794012	-33.774925	0	1

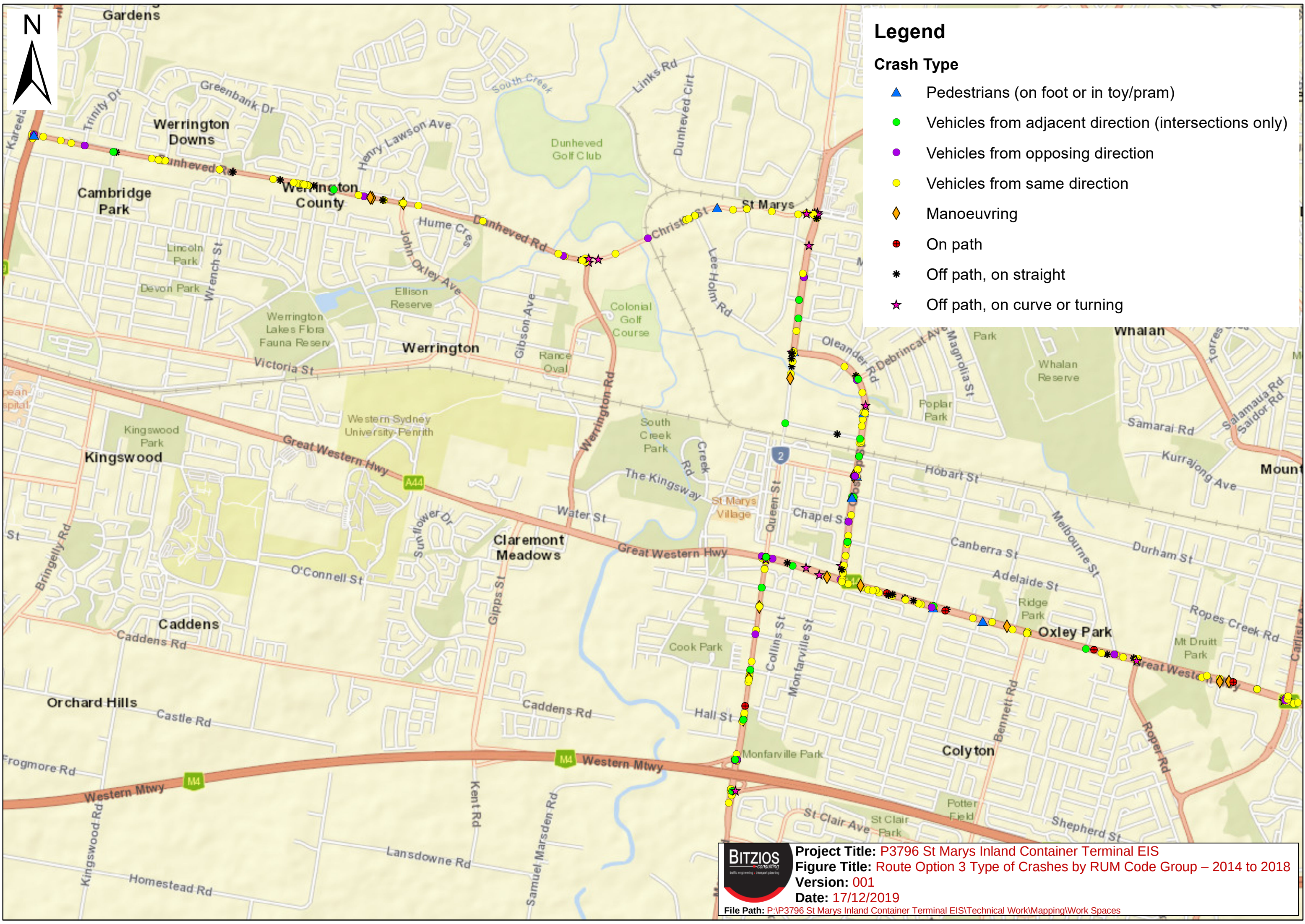
Appendix D: Crash Data – Route Option 3





Legend

- Crash Severity**
- Fatal or Serious Injury
 - Moderate or Minor/Other Injury
 - Non-casualty (towaway)



Legend

Crash Type

- ▲ Pedestrians (on foot or in toy/pram)
- Vehicles from adjacent direction (intersections only)
- Vehicles from opposing direction
- Vehicles from same direction
- ◆ Manoeuvring
- On path
- * Off path, on straight
- ★ Off path, on curve or turning

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2014	1010118	Non-casualty (towaway)	60	Parked	Divided road	Daylight	150.783012	-33.772305	0	0
2014	1010474	Moderate Injury	71	Off rd left => obj	Divided road	Daylight	150.787714	-33.773383	0	1
2014	1011557	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.809918	-33.778065	0	0
2014	1011643	Minor/Other Injury	47	Emerging from drive	2-way undivided	Daylight	150.74239	-33.746442	0	1
2014	1011846	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	0
2014	1011872	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.780269	-33.765982	0	0
2014	1011919	Moderate Injury	30	Rear end	Divided road	Daylight	150.781011	-33.771958	0	3
2014	1012365	Non-casualty (towaway)	85	Off r/ft bnd=>obj	X-intersection	Daylight	150.814523	-33.779236	0	0
2014	1014963	Non-casualty (towaway)	35	Lane change left	X-intersection	Daylight	150.772299	-33.773108	0	0
2014	1015377	Non-casualty (towaway)	21	Right through	T-junction	Dawn	150.771058	-33.783218	0	0
2014	1016185	Moderate Injury	35	Lane change left	T-junction	Daylight	150.772223	-33.777526	0	1
2014	1016233	Non-casualty (towaway)	71	Off rd left => obj	T-junction	Darkness	150.809189	-33.77809	0	0
2014	1016768	Minor/Other Injury	85	Off r/ft bnd=>obj	Roundabout	Darkness	150.759566	-33.750635	0	1
2014	1017123	Moderate Injury	35	Lane change left	T-junction	Daylight	150.771726	-33.780494	0	1
2014	1017631	Minor/Other Injury	32	Right rear	2-way undivided	Daylight	150.775441	-33.757971	0	1
2014	1018136	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2014	1019263	Non-casualty (towaway)	87	Off lft/ft bnd=>obj	Roundabout	Daylight	150.777548	-33.74743	0	0
2014	1019365	Moderate Injury	71	Off rd left => obj	Divided road	Daylight	150.800327	-33.776317	0	1
2014	1020694	Moderate Injury	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	1
2014	1020850	Non-casualty (towaway)	34	Lane change right	2-way undivided	Darkness	150.772714	-33.774716	0	0
2014	1021621	Non-casualty (towaway)	81	Off left/rt bnd=>obj	X-intersection	Daylight	150.814379	-33.779199	0	0
2014	1021727	Non-casualty (towaway)	70	Off road to left	X-intersection	Darkness	150.726229	-33.744045	0	0
2014	1022170	Moderate Injury	13	Right near	X-intersection	Daylight	150.780395	-33.766043	0	1
2014	1022533	Non-casualty (towaway)	35	Lane change left	2-way undivided	Dusk	150.716643	-33.74247	0	0
2014	1022838	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.771711	-33.780583	0	0
2014	1022878	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814328	-33.779187	0	0
2014	1023393	Moderate Injury	21	Right through	X-intersection	Darkness	150.772975	-33.773197	0	2
2014	1023752	Moderate Injury	71	Off rd left => obj	X-intersection	Darkness	150.814523	-33.779236	0	1
2014	1024351	Moderate Injury	30	Rear end	X-intersection	Daylight	150.814276	-33.779174	0	2
2014	1025034	Non-casualty (towaway)	14	2 right turning	T-junction	Daylight	150.779908	-33.768952	0	0
2014	1025456	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.736858	-33.745541	0	0
2014	1026629	Moderate Injury	37	Left turn sideswipe	T-junction	Daylight	150.780492	-33.764649	0	1
2014	1026740	Non-casualty (towaway)	37	Left turn sideswipe	T-junction	Daylight	150.776104	-33.75314	0	0
2014	1026867	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.737443	-33.745626	0	0
2014	1027264	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.786567	-33.773123	0	0
2014	1027649	Non-casualty (towaway)	81	Off left/rt bnd=>obj	X-intersection	Daylight	150.814248	-33.779314	0	0
2014	1028494	Moderate Injury	34	Lane change right	T-junction	Daylight	150.809918	-33.778065	0	1
2014	1029467	Serious Injury	48	From footpath	T-junction	Daylight	150.780935	-33.771807	0	1
2014	1029627	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.780697	-33.764223	0	1
2014	1030424	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.736645	-33.74551	0	0
2014	1030767	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771015	-33.783168	0	0
2014	1030875	Non-casualty (towaway)	81	Off left/rt bnd=>obj	T-junction	Daylight	150.775569	-33.756524	0	0
2014	1031094	Moderate Injury	30	Rear end	T-junction	Darkness	150.802673	-33.776583	0	1
2014	1031638	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.779908	-33.768952	0	0
2014	1031733	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.741541	-33.746307	0	2
2014	1031821	Moderate Injury	71	Off rd left => obj	T-junction	Daylight	150.779989	-33.767638	0	1
2014	1031897	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2014	1032756	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.779975	-33.768545	0	0
2014	1033192	Moderate Injury	30	Rear end	T-junction	Dusk	150.744862	-33.746805	0	1
2014	1033476	Non-casualty (towaway)	32	Right rear	2-way undivided	Daylight	150.773954	-33.74734	0	0
2014	1033987	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.770707	-33.785239	0	0
2014	1034184	Non-casualty (towaway)	35	Lane change left	T-junction	Daylight	150.780634	-33.758163	0	0
2014	1034697	Moderate Injury	31	Left rear	Divided road	Daylight	150.781032	-33.761395	0	2
2014	1034943	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.771199	-33.783286	0	1
2014	1035072	Moderate Injury	30	Rear end	X-intersection	Dawn	150.737336	-33.74561	0	1
2014	1035201	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.737071	-33.745572	0	0
2014	1035629	Non-casualty (towaway)	40	U turn	T-junction	Daylight	150.780386	-33.764631	0	0
2014	1035725	Minor/Other Injury	13	Right near	T-junction	Daylight	150.722165	-33.743463	0	1
2014	1035983	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.809189	-33.77809	0	0
2014	1036505	Non-casualty (towaway)	30	Rear end	X-intersection	Darkness	150.814549	-33.779395	0	0
2014	1036869	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.771756	-33.780315	0	0
2014	1037333	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.783422	-33.77251	0	0
2014	1037393	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.786619	-33.773135	0	0
2014	1037428	Minor/Other Injury	60	Parked	Divided road	Dusk	150.787586	-33.773476	0	1
2014	1037544	Moderate Injury	30	Rear end	T-junction	Daylight	150.809187	-33.777921	0	2
2014	1038000	Moderate Injury	13	Right near	T-junction	Dawn	150.776104	-33.75314	0	1
2014	1039245	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.809918	-33.778065	0	0
2014	1039333	Moderate Injury	13	Right near	T-junction	Dusk	150.779908	-33.768952	0	1
2014	1039431	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.789768	-33.773968	0	0
2014	1039574	Moderate Injury	11	Right far	X-intersection	Daylight	150.781306	-33.760522	0	1
2014	1040099	Serious Injury	13	Right near	T-junction	Darkness	150.775002	-33.76119	0	1
2014	1040247	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.780492	-33.764649	0	0
2014	1040589	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.785712	-33.773041	0	0
2014	1040910	Moderate Injury	30	Rear end	Divided road	Daylight	150.780847	-33.762493	0	1
2014	1044586	Non-casualty (towaway)	31	Left rear	Divided road	Daylight	150.781106	-33.760948	0	0
2014	1044914	Serious Injury	10	Cross traffic	X-intersection	Daylight	150.773473	-33.770072	0	1
2014	1045346	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.814342	-33.779386	0	0
2014	1045431	Moderate Injury	13	Right near	T-junction	Daylight	150.780395	-33.766043	0	1
2014	1045570	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.794116	-33.774948	0	1
2014	1046086	Moderate Injury	73	Off rd rght => obj	Divided road	Daylight	150.783134	-33.772442	0	1
2014	1046143	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Daylight	150.758919	-33.750528	0	0
2014	1046369	Moderate Injury	30	Rear end	Divided road	Daylight	150.779556	-33.770994	0	1
2014	1046688	Non-casualty (towaway)	16	Left near	T-junction	Daylight	150.780394	-33.766017	0	0

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2014	1047264	Non-casualty (towaway)	81	Off left/rt bnd=>obj	T-junction	Daylight	150.779399	-33.770481	0	0
2014	1047659	Serious Injury	21	Right through	T-junction	Darkness	150.776481	-33.751661	0	1
2014	1047739	Serious Injury	30	Rear end	T-junction	Daylight	150.779894	-33.769041	0	2
2014	1048254	Non-casualty (towaway)	70	Off road to left	Roundabout	Daylight	150.777331	-33.747395	0	0
2014	1048685	Moderate Injury	71	Off rd left => obj	T-junction	Daylight	150.715902	-33.742311	0	1
2014	1048739	Non-casualty (towaway)	34	Lane change right	Divided road	Daylight	150.715801	-33.742578	0	0
2014	1049256	Moderate Injury	30	Rear end	Divided road	Daylight	150.786753	-33.773284	0	1
2014	1049823	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.780492	-33.764649	0	0
2014	1050330	Moderate Injury	30	Rear end	T-junction	Dawn	150.791291	-33.774195	0	1
2014	1050699	Moderate Injury	21	Right through	T-junction	Daylight	150.715904	-33.742338	0	1
2014	1051255	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.814498	-33.779381	0	1
2014	1053225	Non-casualty (towaway)	39	Other same direction	X-intersection	Daylight	150.773492	-33.769959	0	0
2014	1053725	Minor/Other Injury	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	1
2014	1054007	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.773371	-33.770715	0	1
2014	1054196	Non-casualty (towaway)	39	Other same direction	Y-junction	Darkness	150.770796	-33.785515	0	0
2014	1054447	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.770723	-33.785141	0	0
2014	1054659	Minor/Other Injury	49	Other manoeuvring	T-junction	Daylight	150.771711	-33.780583	0	1
2014	1055032	Non-casualty (towaway)	39	Other same direction	Divided road	Dawn	150.778314	-33.771155	0	0
2015	1055661	Non-casualty (towaway)	39	Other same direction	Daylight	Daylight	150.776481	-33.751661	0	0
2015	1055727	Minor/Other Injury	30	Rear end	X-intersection	Dawn	150.814276	-33.779174	0	1
2015	1056933	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.730495	-33.744616	0	0
2015	1056970	Non-casualty (towaway)	81	Off left/rt bnd=>obj	Roundabout	Darkness	150.777548	-33.74743	0	0
2014	1057085	Serious Injury	21	Right through	T-junction	Daylight	150.809918	-33.778065	0	2
2015	1057111	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.741859	-33.746358	0	1
2015	1057611	Minor/Other Injury	32	Right rear	X-intersection	Daylight	150.814523	-33.779236	0	1
2015	1058157	Non-casualty (towaway)	39	Other same direction	2-way undivided	Daylight	150.770906	-33.747236	0	0
2015	1058371	Moderate Injury	13	Right near	T-junction	Darkness	150.802653	-33.776721	0	2
2014	1058487	Serious Injury	10	Cross traffic	X-intersection	Dusk	150.773175	-33.771945	0	2
2015	1058678	Serious Injury	21	Right through	T-junction	Daylight	150.776481	-33.751661	0	1
2015	1058718	Moderate Injury	21	Right through	Divided road	Daylight	150.742329	-33.746432	0	1
2014	1059607	Serious Injury	71	Off rd left => obj	2-way undivided	Darkness	150.722378	-33.743493	0	1
2015	1060053	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.7712	-33.783284	0	1
2015	1060120	Minor/Other Injury	34	Lane change right	Divided road	Daylight	150.77997	-33.771716	0	1
2015	1060813	Non-casualty (towaway)	42	Leaving parking	Divided road	Daylight	150.792459	-33.774459	0	0
2015	1060859	Moderate Injury	39	Other same direction	T-junction	Daylight	150.779633	-33.770504	0	1
2015	1061963	Moderate Injury	21	Right through	2-way undivided	Daylight	150.741859	-33.746358	0	1
2015	1062043	Serious Injury	30	Rear end	T-junction	Daylight	150.802653	-33.776721	0	2
2014	1062568	Minor/Other Injury	37	Left turn sideswipe	T-junction	Daylight	150.779989	-33.767638	0	1
2015	1065286	Minor/Other Injury	30	Rear end	Divided road	Dusk	150.801602	-33.776513	0	1
2015	1066019	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.777489	-33.747776	0	1
2015	1066060	Non-casualty (towaway)	13	Right near	X-intersection	Darkness	150.814379	-33.779199	0	0
2015	1066195	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.725166	-33.743887	0	1
2015	1067150	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.785504	-33.772993	0	0
2015	1067210	Non-casualty (towaway)	21	Right through	T-junction	Darkness	150.802653	-33.776721	0	0
2015	1067662	Non-casualty (towaway)	47	Emerging from drive	Divided road	Darkness	150.778299	-33.771258	0	0
2015	1068196	Fatal	13	Right near	T-junction	Dusk	150.779908	-33.768952	1	4
2015	1069329	Moderate Injury	48	From footpath	X-intersection	Daylight	150.772975	-33.773197	0	1
2015	1069372	Minor/Other Injury	30	Rear end	Roundabout	Dusk	150.75928	-33.750643	0	1
2015	1070166	Non-casualty (towaway)	30	Rear end	Roundabout	Daylight	150.759256	-33.750408	0	0
2015	1070771	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.780198	-33.767221	0	0
2015	1070788	Minor/Other Injury	21	Right through	T-junction	Dusk	150.809189	-33.77809	0	1
2015	1071443	Serious Injury	21	Right through	T-junction	Daylight	150.772256	-33.777339	0	2
2015	1072040	Moderate Injury	30	Rear end	T-junction	Daylight	150.802726	-33.776593	0	2
2015	1072313	Moderate Injury	13	Right near	T-junction	Dawn	150.771711	-33.780583	0	1
2015	1072578	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.767185	-33.74791	0	2
2015	1073373	Moderate Injury	20	Head on	2-way undivided	Daylight	150.764202	-33.749094	0	1
2015	1073835	Non-casualty (towaway)	42	Leaving parking	T-junction	Daylight	150.809918	-33.778065	0	0
2015	1075698	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.802653	-33.776721	0	0
2015	1075868	Serious Injury	71	Off rd left => obj	2-way undivided	Darkness	150.775508	-33.757508	0	1
2015	1076499	Non-casualty (towaway)	30	Rear end	2-way undivided	Dawn	150.725697	-33.743966	0	0
2015	1076583	Minor/Other Injury	32	Right rear	T-junction	Daylight	150.770707	-33.785242	0	1
2015	1076744	Moderate Injury	13	Right near	T-junction	Darkness	150.776481	-33.751661	0	2
2015	1077149	Moderate Injury	21	Right through	T-junction	Daylight	150.779989	-33.767638	0	1
2015	1077152	Moderate Injury	21	Right through	X-intersection	Darkness	150.814351	-33.779341	0	1
2015	1077747	Minor/Other Injury	19	Other adjacent	X-intersection	Darkness	150.773175	-33.771945	0	1
2015	1077901	Minor/Other Injury	13	Right near	T-junction	Darkness	150.779908	-33.768952	0	1
2015	1078084	Minor/Other Injury	32	Right rear	X-intersection	Daylight	150.773473	-33.770072	0	1
2015	1079102	Moderate Injury	30	Rear end	Divided road	Daylight	150.780975	-33.762466	0	1
2015	1079953	Non-casualty (towaway)	11	Right far	T-junction	Daylight	150.771215	-33.783197	0	0
2015	1080188	Moderate Injury	30	Rear end	Divided road	Dusk	150.807784	-33.777813	0	1
2015	1081006	Non-casualty (towaway)	21	Right through	T-junction	Dusk	150.744969	-33.746819	0	0
2015	1081324	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.770796	-33.785515	0	0
2015	1081442	Minor/Other Injury	71	Off rd left => obj	Divided road	Daylight	150.785109	-33.772787	0	1
2015	1081743	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.770565	-33.786011	0	1
2015	1082365	Moderate Injury	30	Rear end	T-junction	Darkness	150.726123	-33.74403	0	3
2015	1082844	Non-casualty (towaway)	73	Off rd right => obj	T-junction	Daylight	150.775667	-33.756628	0	0
2015	1082915	Minor/Other Injury	32	Right rear	T-junction	Dusk	150.780625	-33.764671	0	1
2015	1083119	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	0
2015	1083740	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814549	-33.779395	0	0
2015	1083742	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.815014	-33.779512	0	1
2015	1084172	Minor/Other Injury	34	Lane change right	T-junction	Daylight	150.779495	-33.771351	0	1
2015	1084280	Non-casualty (towaway)	10	Cross traffic	T-junction	Daylight	150.744969	-33.746819	0	0
2015	1085237	Non-casualty (towaway)	30	Rear end	T-junction	Dawn	150.802726	-33.776593	0	0

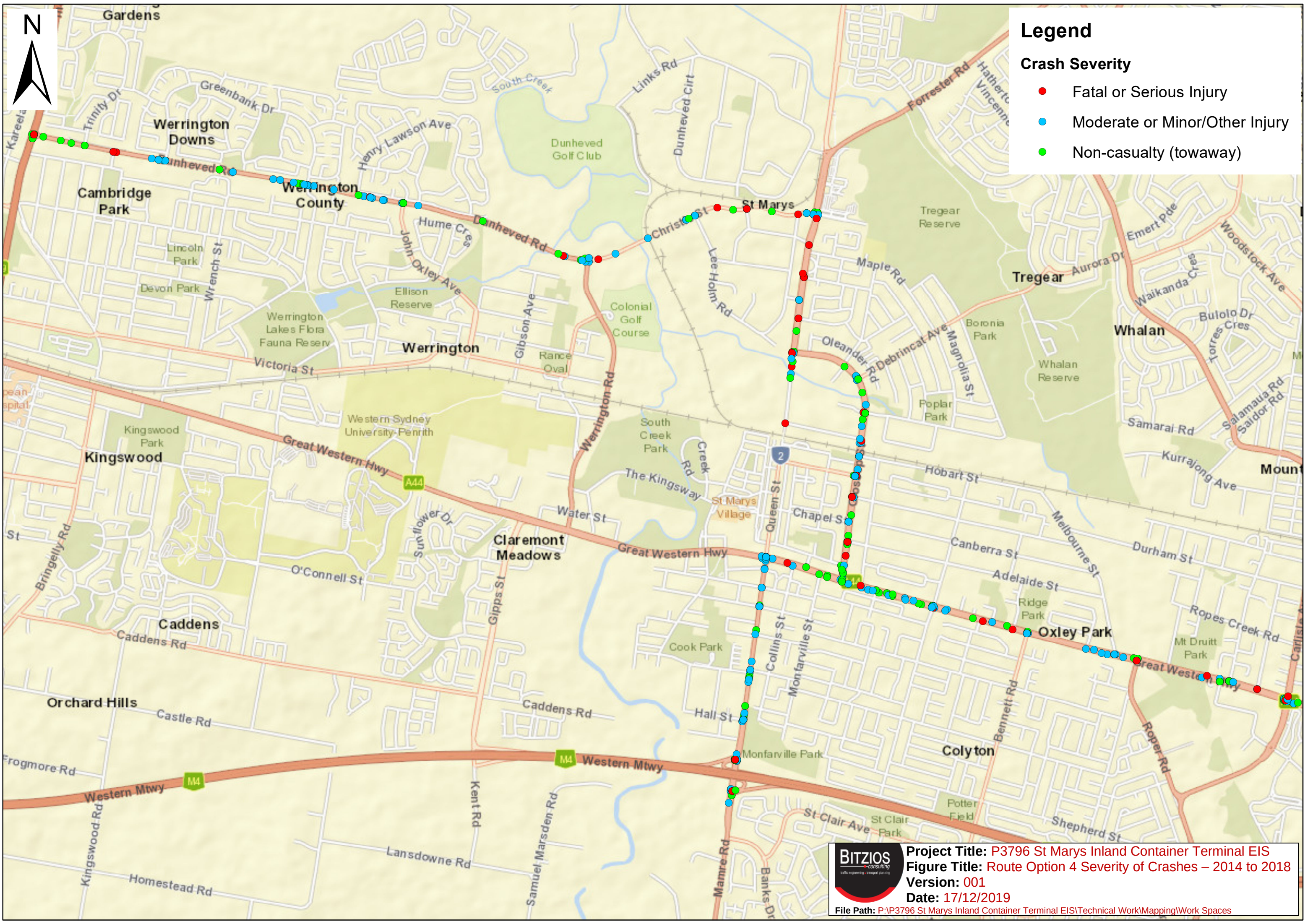
Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2015	1085330	Moderate Injury	21	Right through	2-way undivided	Daylight	150.74239	-33.746442	0	1
2015	1085602	Non-casualty (towaway)	29	Other opposing	T-junction	Daylight	150.779908	-33.768952	0	0
2015	1086020	Non-casualty (towaway)	39	Other same direction	T-junction	Daylight	150.741435	-33.746291	0	0
2015	1086640	Minor/Other Injury	33	Lane sideswipe	T-junction	Daylight	150.780749	-33.758316	0	1
2015	1087311	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.800899	-33.776298	0	0
2015	1087358	Moderate Injury	31	Left rear	2-way undivided	Daylight	150.772356	-33.776764	0	1
2015	1087579	Serious Injury	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	2
2015	1087724	Moderate Injury	30	Rear end	Divided road	Daylight	150.773211	-33.770021	0	1
2015	1087908	Non-casualty (towaway)	30	Rear end	X-intersection	Darkness	150.814379	-33.779199	0	0
2015	1088023	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771711	-33.780583	0	0
2015	1088364	Non-casualty (towaway)	34	Lane change right	T-junction	Daylight	150.79405	-33.774821	0	0
2015	1088841	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.781173	-33.7605	0	1
2016	1090457	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.718845	-33.742871	0	0
2015	1092100	Minor/Other Injury	11	Right far	T-junction	Daylight	150.798652	-33.775962	0	1
2015	1092181	Moderate Injury	47	Emerging from drive	Divided road	Daylight	150.742517	-33.746464	0	1
2016	1092329	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.715903	-33.742338	0	0
2015	1092432	Minor/Other Injury	20	Head on	Divided road	Daylight	150.773174	-33.769907	0	1
2015	1092507	Serious Injury	21	Right through	2-way undivided	Daylight	150.742326	-33.746432	0	2
2015	1092562	Serious Injury	21	Right through	T-junction	Darkness	150.770841	-33.785244	0	2
2016	1092628	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.771185	-33.782823	0	1
2016	1092732	Minor/Other Injury	39	Other same direction	2-way undivided	Daylight	150.743449	-33.746622	0	1
2015	1093354	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.780492	-33.764649	0	1
2016	1093396	Moderate Injury	10	Cross traffic	T-junction	Darkness	150.812137	-33.778585	0	1
2016	1093508	Non-casualty (towaway)	39	Other same direction	T-junction	Dusk	150.779908	-33.768952	0	0
2016	1093643	Serious Injury	33	Lane sideswipe	T-junction	Daylight	150.776016	-33.747542	0	1
2016	1094570	Non-casualty (towaway)	88	Out of cont on bend	T-junction	Daylight	150.777686	-33.771088	0	0
2016	1094810	Non-casualty (towaway)	34	Lane change right	Divided road	Daylight	150.715801	-33.742578	0	0
2016	1094875	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.757655	-33.750289	0	1
2015	1096284	Moderate Injury	0	Ped nearside	T-junction	Daylight	150.780624	-33.764645	0	1
2016	1097025	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.770841	-33.785244	0	0
2016	1097212	Moderate Injury	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	1
2016	1097376	Moderate Injury	30	Rear end	X-intersection	Daylight	150.786545	-33.773235	0	1
2016	1097510	Moderate Injury	73	Off rd right => obj	Divided road	Daylight	150.78057	-33.75809	0	1
2016	1097745	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.78238	-33.772269	0	0
2016	1099211	Serious Injury	30	Rear end	Divided road	Darkness	150.808188	-33.777724	0	1
2016	1099923	Moderate Injury	0	Ped nearside	X-intersection	Daylight	150.781173	-33.7605	0	1
2016	1100131	Non-casualty (towaway)	30	Rear end	X-intersection	Dawn	150.773492	-33.76996	0	0
2016	1100622	Minor/Other Injury	12	Left far	T-junction	Daylight	150.767914	-33.747614	0	1
2016	1100790	Non-casualty (towaway)	35	Lane change left	2-way undivided	Daylight	150.772192	-33.777704	0	0
2016	1102237	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.779663	-33.757484	0	0
2016	1102737	Moderate Injury	21	Right through	X-intersection	Dawn	150.772975	-33.773197	0	1
2016	1102921	Non-casualty (towaway)	33	Lane sideswipe	Divided road	Darkness	150.779556	-33.770994	0	0
2016	1103345	Moderate Injury	32	Right rear	T-junction	Dawn	150.767914	-33.747614	0	1
2016	1103565	Serious Injury	1	Ped emerging	2-way undivided	Daylight	150.769653	-33.747093	0	2
2016	1103964	Moderate Injury	30	Rear end	X-intersection	Dusk	150.814523	-33.779236	0	1
2016	1104083	Moderate Injury	30	Rear end	Roundabout	Dawn	150.777219	-33.747547	0	1
2016	1104496	Moderate Injury	88	Out of cont on bend	Roundabout	Dusk	150.777598	-33.747563	0	1
2016	1104732	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.772162	-33.777874	0	1
2016	1104814	Minor/Other Injury	30	Rear end	Divided road	Dawn	150.759024	-33.750549	0	1
2016	1105103	Moderate Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	1
2016	1106588	Non-casualty (towaway)	39	Other same direction	T-junction	Dusk	150.715764	-33.742302	0	0
2016	1106864	Serious Injury	30	Rear end	X-intersection	Daylight	150.781173	-33.7605	0	1
2016	1107012	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.779757	-33.769846	0	2
2016	1107039	Serious Injury	0	Ped nearside	T-junction	Daylight	150.775681	-33.756508	0	1
2016	1107240	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.780816	-33.763361	0	0
2016	1107534	Non-casualty (towaway)	30	Rear end	2-way undivided	Dusk	150.751213	-33.747977	0	0
2016	1108066	Moderate Injury	67	Struck animal	Divided road	Daylight	150.810252	-33.778131	0	2
2016	1108276	Minor/Other Injury	11	Right far	X-intersection	Daylight	150.773175	-33.771945	0	1
2016	1108792	Moderate Injury	16	Left near	T-junction	Daylight	150.775593	-33.770519	0	2
2016	1109128	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.815347	-33.779452	0	0
2016	1109267	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Darkness	150.779458	-33.770773	0	0
2016	1109466	Non-casualty (towaway)	16	Left near	T-junction	Daylight	150.779908	-33.768952	0	0
2016	1109848	Minor/Other Injury	11	Right far	T-junction	Dusk	150.772256	-33.777339	0	1
2016	1110073	Non-casualty (towaway)	10	Cross traffic	T-junction	Daylight	150.744969	-33.746819	0	0
2016	1110115	Non-casualty (towaway)	45	Reversing	T-junction	Darkness	150.744969	-33.746819	0	0
2016	1110643	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.814498	-33.779381	0	1
2016	1110700	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.775897	-33.755167	0	0
2016	1110879	Minor/Other Injury	35	Lane change left	T-junction	Daylight	150.800995	-33.776314	0	1
2016	1111111	Moderate Injury	21	Right through	T-junction	Daylight	150.780492	-33.764649	0	1
2016	1111406	Moderate Injury	30	Rear end	T-junction	Darkness	150.746133	-33.74698	0	2
2016	1111657	Moderate Injury	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	1
2016	1112138	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.786545	-33.773235	0	0
2016	1113018	Non-casualty (towaway)	72	Off road to right	Divided road	Daylight	150.802409	-33.776538	0	0
2016	1113899	Minor/Other Injury	71	Off rd left => obj	Divided road	Daylight	150.743369	-33.746608	0	1
2016	1114865	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.776034	-33.754343	0	0
2016	1114870	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.776696	-33.747457	0	0
2016	1115501	Serious Injury	21	Right through	T-junction	Daylight	150.776481	-33.751661	0	1
2016	1115558	Moderate Injury	30	Rear end	T-junction	Darkness	150.802653	-33.776721	0	1
2016	1115690	Non-casualty (towaway)	47	Emerging from drive	2-way undivided	Daylight	150.775403	-33.758245	0	0
2016	1115697	Minor/Other Injury	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	1
2016	1116025	Moderate Injury	71	Off rd left => obj	Divided road	Darkness	150.784431	-33.772632	0	1
2016	1116233	Serious Injury	81	Off left/rt bnd=>obj	T-junction	Darkness	150.802653	-33.776721	0	1
2016	1116675	Minor/Other Injury	13	Right near	T-junction	Darkness	150.719905	-33.743044	0	1

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2016	1116841	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.782134	-33.772102	0	0
2016	1116947	Moderate Injury	21	Right through	T-junction	Daylight	150.780642	-33.758369	0	1
2016	1117078	Moderate Injury	30	Rear end	Divided road	Darkness	150.770728	-33.785103	0	1
2016	1117716	Moderate Injury	30	Rear end	X-intersection	Daylight	150.73739	-33.745618	0	2
2016	1117793	Moderate Injury	29	Other opposing	T-junction	Daylight	150.771058	-33.783218	0	1
2016	1118662	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.809189	-33.77809	0	0
2016	1120082	Moderate Injury	30	Rear end	Divided road	Daylight	150.79989	-33.776232	0	1
2016	1121121	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814523	-33.779236	0	0
2016	1123352	Moderate Injury	30	Rear end	X-intersection	Darkness	150.814498	-33.779381	0	2
2016	1123829	Minor/Other Injury	32	Right rear	X-intersection	Darkness	150.773492	-33.76996	0	1
2016	1124029	Moderate Injury	13	Right near	T-junction	Daylight	150.771072	-33.783173	0	1
2016	1124128	Minor/Other Injury	70	Off road to left	2-way undivided	Darkness	150.735261	-33.745311	0	1
2016	1125004	Serious Injury	3	Ped on carriageway	X-intersection	Daylight	150.786649	-33.77326	0	1
2017	1125453	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	0
2017	1126228	Serious Injury	71	Off rd left => obj	Divided road	Daylight	150.775163	-33.770327	0	1
2017	1126260	Moderate Injury	31	Left rear	T-junction	Daylight	150.715903	-33.742338	0	1
2017	1126454	Non-casualty (towaway)	62	Accident	2-way undivided	Daylight	150.771855	-33.779689	0	0
2017	1128667	Moderate Injury	10	Cross traffic	T-junction	Dusk	150.779908	-33.768952	0	1
2016	1128920	Serious Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	2
2017	1129017	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.773472	-33.770072	0	1
2017	1129044	Serious Injury	30	Rear end	Divided road	Daylight	150.779757	-33.769846	0	1
2017	1129730	Serious Injury	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	4
2017	1130628	Non-casualty (towaway)	29	Other opposing	T-junction	Darkness	150.771901	-33.743044	0	0
2017	1131837	Moderate Injury	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	2
2017	1131920	Non-casualty (towaway)	11	Right far	T-junction	Darkness	150.771711	-33.780583	0	0
2017	1132093	Non-casualty (towaway)	47	Emerging from drive	2-way undivided	Dusk	150.772161	-33.777883	0	0
2017	1132138	Non-casualty (towaway)	18	2 left turning	T-junction	Daylight	150.800889	-33.776298	0	0
2017	1133201	Serious Injury	30	Rear end	T-junction	Daylight	150.780624	-33.764645	0	1
2017	1133315	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.775681	-33.756508	0	0
2017	1134782	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.744969	-33.746819	0	0
2017	1135386	Serious Injury	21	Right through	X-intersection	Daylight	150.781306	-33.760522	0	2
2017	1135448	Moderate Injury	74	On road-out of cont.	T-junction	Darkness	150.780816	-33.763361	0	1
2017	1136485	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.771786	-33.780136	0	1
2017	1137134	Moderate Injury	21	Right through	T-junction	Darkness	150.779348	-33.771414	0	1
2017	1137999	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.779454	-33.771582	0	1
2017	1138775	Moderate Injury	71	Off rd left => obj	2-way undivided	Daylight	150.737922	-33.745697	0	1
2017	1139087	Serious Injury	13	Right near	T-junction	Darkness	150.722165	-33.743463	0	2
2017	1139282	Non-casualty (towaway)	39	Other same direction	X-intersection	Daylight	150.773492	-33.76996	0	0
2017	1139813	Moderate Injury	21	Right through	T-junction	Darkness	150.771215	-33.783197	0	1
2017	1139872	Non-casualty (towaway)	13	Right near	T-junction	Darkness	150.779908	-33.768952	0	0
2017	1140448	Serious Injury	71	Off rd left => obj	T-junction	Daylight	150.726229	-33.744045	0	1
2017	1140788	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.726229	-33.744045	0	0
2017	1141035	Serious Injury	81	Off left/rt bnd=>obj	T-junction	Daylight	150.77556	-33.756569	0	1
2017	1141181	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.736326	-33.745464	0	2
2017	1142029	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.767234	-33.747891	0	1
2017	1142305	Moderate Injury	30	Rear end	Divided road	Darkness	150.771626	-33.780695	0	1
2017	1142615	Moderate Injury	13	Right near	T-junction	Daylight	150.739498	-33.745926	0	1
2017	1143072	Non-casualty (towaway)	21	Right through	X-intersection	Daylight	150.786671	-33.773147	0	0
2017	1143501	Moderate Injury	34	Lane change right	X-intersection	Darkness	150.773472	-33.770072	0	2
2017	1144047	Minor/Other Injury	30	Rear end	T-junction	Darkness	150.771711	-33.780583	0	1
2017	1144417	Moderate Injury	30	Rear end	Divided road	Daylight	150.781532	-33.772075	0	1
2017	1144604	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.775584	-33.757167	0	0
2017	1145066	Serious Injury	10	Cross traffic	X-intersection	Daylight	150.773492	-33.76996	0	1
2017	1145582	Moderate Injury	13	Right near	T-junction	Darkness	150.767914	-33.747614	0	2
2017	1145613	Serious Injury	30	Rear end	Divided road	Daylight	150.781002	-33.762336	0	3
2017	1145625	Minor/Other Injury	21	Right through	X-intersection	Darkness	150.772975	-33.773197	0	1
2017	1146146	Moderate Injury	21	Right through	T-junction	Dusk	150.771058	-33.783218	0	3
2017	1146153	Moderate Injury	30	Rear end	T-junction	Daylight	150.779908	-33.768952	0	1
2017	1146770	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.775667	-33.756628	0	1
2017	1146788	Serious Injury	0	Ped nearside	T-junction	Daylight	150.780269	-33.765982	0	1
2017	1146901	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.737496	-33.745634	0	2
2017	1147004	Serious Injury	30	Rear end	Divided road	Darkness	150.7929	-33.774677	0	1
2017	1147046	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.771072	-33.783173	0	0
2017	1147055	Minor/Other Injury	30	Rear end	2-way undivided	Darkness	150.734729	-33.745232	0	1
2017	1148370	Serious Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	1
2017	1148894	Moderate Injury	30	Rear end	X-intersection	Daylight	150.786545	-33.773235	0	1
2017	1149099	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.767914	-33.747614	0	1
2017	1149468	Non-casualty (towaway)	16	Left near	T-junction	Dusk	150.779908	-33.768952	0	0
2017	1150089	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.779879	-33.769131	0	0
2017	1150683	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.779908	-33.768952	0	1
2017	1151627	Moderate Injury	21	Right through	T-junction	Darkness	150.780492	-33.764649	0	1
2017	1151754	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.71592	-33.742295	0	0
2017	1151802	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.767429	-33.747813	0	0
2017	1152290	Serious Injury	35	Lane change left	T-junction	Daylight	150.800889	-33.776298	0	1
2017	1152405	Serious Injury	21	Right through	T-junction	Dawn	150.770841	-33.785244	0	1
2017	1152789	Moderate Injury	88	Out of cont on bend	X-intersection	Daylight	150.814379	-33.779199	0	1
2017	1153413	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.794012	-33.774925	0	1
2017	1153447	Serious Injury	1	Ped emerging	Divided road	Daylight	150.79054	-33.774141	0	1
2017	1153453	Minor/Other Injury	10	Cross traffic	T-junction	Daylight	150.780395	-33.766043	0	1
2017	1153538	Minor/Other Injury	30	Rear end	Roundabout	Darkness	150.777219	-33.747547	0	1
2017	1153624	Moderate Injury	39	Other same direction	Divided road	Daylight	150.781884	-33.772155	0	1
2017	1153985	Non-casualty (towaway)	21	Right through	T-junction	Darkness	150.715903	-33.742338	0	0
2017	1154301	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.781065	-33.759197	0	0

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2017	1154947	Serious Injury	87	Off ft/ft bnd=>obj	2-way undivided	Darkness	150.7603	-33.750472	0	1
2017	1155535	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.73739	-33.745618	0	1
2017	1155545	Non-casualty (towaway)	29	Other opposing	X-intersection	Daylight	150.814379	-33.779199	0	0
2017	1156060	Serious Injury	71	Off rd left => obj	Divided road	Darkness	150.777474	-33.74782	0	2
2017	1156470	Moderate Injury	20	Head on	Divided road	Daylight	150.774015	-33.77007	0	1
2017	1156652	Non-casualty (towaway)	87	Off ft/ft bnd=>obj	T-junction	Darkness	150.776658	-33.770616	0	0
2017	1156699	Fatal	75	Off end of road	T-junction	Daylight	150.775551	-33.756613	1	0
2017	1157044	Serious Injury	10	Cross traffic	X-intersection	Darkness	150.773472	-33.770072	0	2
2017	1157407	Serious Injury	31	Left rear	T-junction	Darkness	150.812137	-33.778585	0	1
2017	1157705	Serious Injury	21	Right through	T-junction	Darkness	150.771711	-33.780583	0	2
2017	1158288	Serious Injury	20	Head on	2-way undivided	Darkness	150.757554	-33.750262	0	6
2017	1158847	Non-casualty (towaway)	16	Left near	T-junction	Daylight	150.779908	-33.768952	0	0
2017	1158963	Moderate Injury	21	Right through	T-junction	Darkness	150.800889	-33.776298	0	1
2017	1158975	Minor/Other Injury	74	On road-out of cont.	T-junction	Dusk	150.771974	-33.747175	0	1
2018	1160859	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.771974	-33.747175	0	1
2018	1160918	Moderate Injury	21	Right through	T-junction	Daylight	150.772665	-33.774994	0	1
2018	1161105	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.784462	-33.772753	0	1
2018	1161565	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.780749	-33.758315	0	0
2018	1161813	Serious Injury	86	Off left/left bend	Divided road	Darkness	150.776876	-33.749548	0	1
2018	1161958	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.773451	-33.770206	0	1
2018	1162165	Serious Injury	21	Right through	X-intersection	Dawn	150.772975	-33.773197	0	1
2018	1162178	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.757147	-33.750135	0	0
2018	1162775	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.780492	-33.764649	0	0
2018	1163260	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.718015	-33.742718	0	0
2018	1163533	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.737177	-33.745587	0	1
2018	1163607	Serious Injury	31	Left rear	T-junction	Daylight	150.771711	-33.780583	0	1
2018	1164253	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.773472	-33.770072	0	0
2018	1164935	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2018	1164947	Moderate Injury	30	Rear end	2-way undivided	Dawn	150.772119	-33.778127	0	1
2018	1165886	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.726229	-33.744045	0	1
2018	1166308	Minor/Other Injury	21	Right through	T-junction	Darkness	150.794012	-33.774925	0	1
2018	1167587	Serious Injury	13	Right near	T-junction	Daylight	150.770841	-33.785244	0	2
2018	1168308	Minor/Other Injury	30	Rear end	2-way undivided	Dawn	150.761645	-33.750111	0	1
2018	1168373	Minor/Other Injury	16	Left near	T-junction	Daylight	150.780816	-33.763361	0	1
2018	1168815	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.779908	-33.768952	0	0
2018	1169771	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.814498	-33.779381	0	1
2018	1169781	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771072	-33.783173	0	0
2018	1171067	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771072	-33.783173	0	0
2018	1171352	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.781306	-33.760522	0	0
2018	1172687	Serious Injury	30	Rear end	T-junction	Daylight	150.771974	-33.747175	0	2
2018	1173326	Moderate Injury	47	Emerging from drive	Divided road	Daylight	150.742368	-33.746439	0	2
2018	1175458	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.77948	-33.77144	0	0
2018	1175546	Serious Injury	2	Ped far side	T-junction	Daylight	150.780262	-33.766021	0	1
2018	1175634	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.780492	-33.764649	0	0
2018	1175994	Serious Injury	13	Right near	T-junction	Daylight	150.776034	-33.754343	0	1
2018	1176091	Moderate Injury	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	1
2018	1176333	Minor/Other Injury	39	Other same direction	Divided road	Daylight	150.773366	-33.770743	0	1
2018	1176481	Serious Injury	21	Right through	X-intersection	Darkness	150.814351	-33.779341	0	4
2018	1177970	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.814523	-33.779236	0	1
2018	1178329	Moderate Injury	21	Right through	T-junction	Daylight	150.771711	-33.780583	0	4
2018	1178363	Moderate Injury	10	Cross traffic	X-intersection	Darkness	150.786671	-33.773147	0	2
2018	1178380	Serious Injury	30	Rear end	Divided road	Daylight	150.814558	-33.779057	0	3
2018	1178784	Fatal	30	Rear end	Divided road	Darkness	150.776391	-33.751416	1	1
2018	1178932	Moderate Injury	70	Off road to left	X-intersection	Daylight	150.773492	-33.76996	0	1
2018	1181540	Moderate Injury	30	Rear end	X-intersection	Dusk	150.773492	-33.76996	0	1
2018	1181658	Moderate Injury	21	Right through	X-intersection	Daylight	150.786545	-33.773235	0	1
2018	1182149	Moderate Injury	21	Right through	T-junction	Darkness	150.780492	-33.764649	0	1
2018	1182335	Moderate Injury	88	Out of cont on bend	Roundabout	Daylight	150.759556	-33.750396	0	1
2018	1182708	Non-casualty (towaway)	85	Off r/ft bnd=>obj	Other	Daylight	150.771093	-33.785194	0	0
2018	1183955	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.77948	-33.77144	0	0
2018	1184175	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.725697	-33.743966	0	1
2018	1185447	Moderate Injury	31	Left rear	2-way undivided	Daylight	150.772149	-33.777954	0	2
2018	1185515	Moderate Injury	71	Off rd left => obj	2-way undivided	Daylight	150.731563	-33.744754	0	3
2018	1185874	Non-casualty (towaway)	71	Off rd left => obj	2-way undivided	Daylight	150.779103	-33.761917	0	0
2018	1186578	Serious Injury	16	Left near	T-junction	Daylight	150.779908	-33.768952	0	1
2018	1186615	Moderate Injury	13	Right near	T-junction	Darkness	150.771711	-33.780583	0	3
2018	1186837	Minor/Other Injury	81	Off left/rt bnd=>obj	X-intersection	Darkness	150.773472	-33.770072	0	1
2018	1186974	Moderate Injury	60	Parked	Divided road	Daylight	150.799297	-33.775998	0	2
2018	1187051	Moderate Injury	10	Cross traffic	X-intersection	Daylight	150.773492	-33.76996	0	1
2018	1187108	Minor/Other Injury	30	Rear end	X-intersection	Dawn	150.772975	-33.773197	0	1
2018	1187117	Serious Injury	13	Right near	T-junction	Dawn	150.794012	-33.774925	0	1
2018	1188085	Non-casualty (towaway)	42	Leaving parking	T-junction	Daylight	150.809189	-33.77809	0	0
2018	1188427	Serious Injury	10	Cross traffic	T-junction	Darkness	150.771072	-33.783173	0	2
2018	1188687	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Daylight	150.783442	-33.772403	0	0
2018	1188910	Moderate Injury	71	Off rd left => obj	Divided road	Daylight	150.77549	-33.756971	0	1
2018	1189831	Moderate Injury	16	Left near	T-junction	Daylight	150.780887	-33.762224	0	3
2018	1190101	Minor/Other Injury	85	Off r/ft bnd=>obj	2-way undivided	Daylight	150.776696	-33.747457	0	2
2018	1190141	Non-casualty (towaway)	32	Right rear	T-junction	Daylight	150.779454	-33.771582	0	0
2018	1193013	Serious Injury	3	Ped on carriageway	T-junction	Daylight	150.715903	-33.742338	0	1
2018	1193353	Moderate Injury	30	Rear end	T-junction	Daylight	150.794012	-33.774925	0	1
2018	1198893	Moderate Injury	81	Off left/rt bnd=>obj	Divided road	Darkness	150.781345	-33.76001	0	1

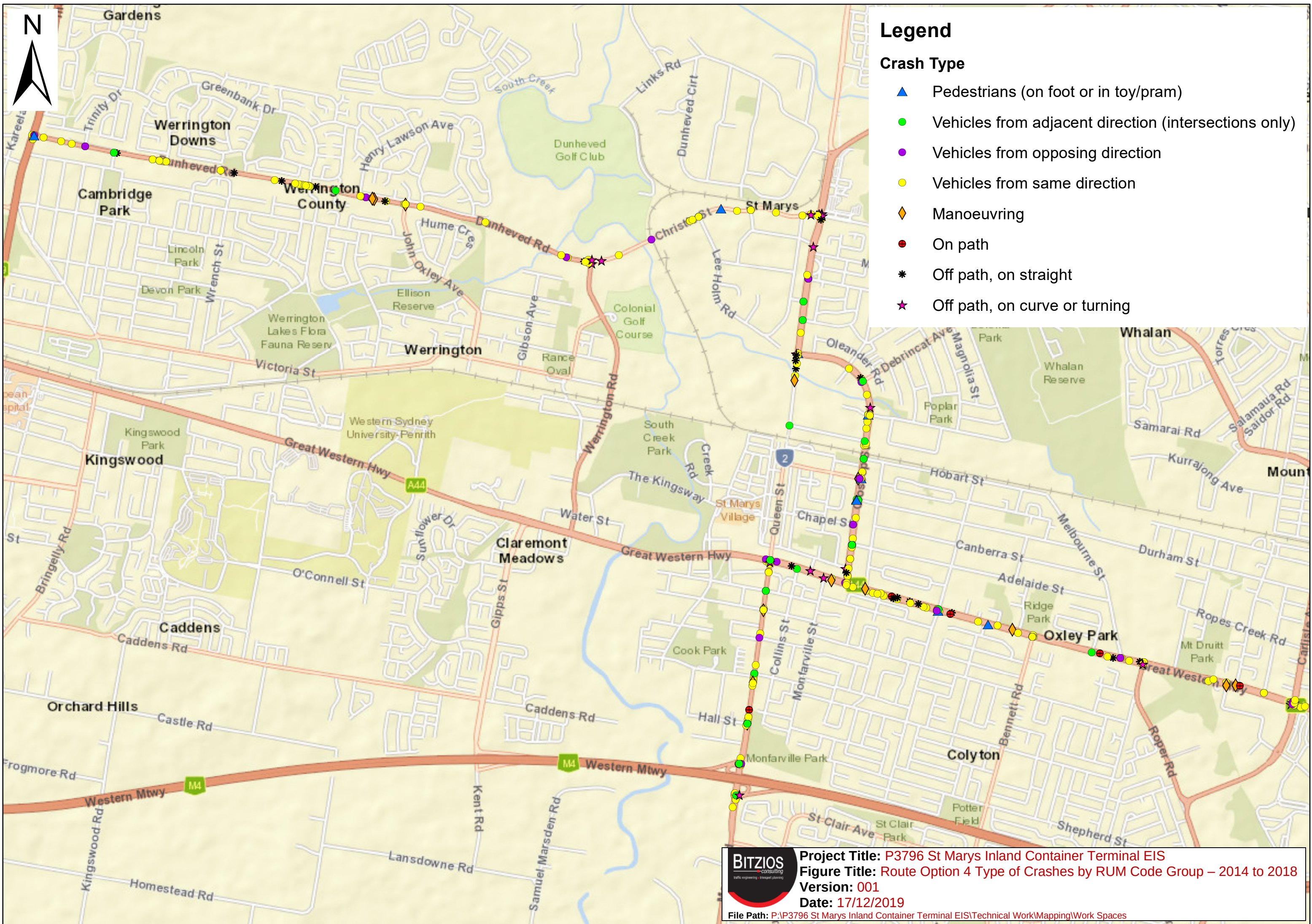
Appendix E: Crash Data – Route Option 4





Legend

- Crash Severity**
- Fatal or Serious Injury
 - Moderate or Minor/Other Injury
 - Non-casualty (towaway)



Legend

Crash Type

- ▲ Pedestrians (on foot or in toy/pram)
- Vehicles from adjacent direction (intersections only)
- Vehicles from opposing direction
- Vehicles from same direction
- ◆ Manoeuvring
- On path
- * Off path, on straight
- ★ Off path, on curve or turning



Project Title: P3796 St Marys Inland Container Terminal EIS
Figure Title: Route Option 4 Type of Crashes by RUM Code Group – 2014 to 2018
Version: 001
Date: 17/12/2019

File Path: P:\P3796 St Marys Inland Container Terminal EIS\Technical Work\Mapping\Work Spaces

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2014	1010118	Non-casualty (towaway)	60	Parked	Divided road	Daylight	150.783012	-33.772305	0	0
2014	1010474	Moderate Injury	71	Off rd left => obj	Divided road	Daylight	150.787714	-33.773383	0	1
2014	1011557	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.809918	-33.778065	0	0
2014	1011643	Minor/Other Injury	47	Emerging from drive	2-way undivided	Daylight	150.74239	-33.746442	0	1
2014	1011846	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	0
2014	1011872	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.780269	-33.765982	0	0
2014	1011919	Moderate Injury	30	Rear end	Divided road	Daylight	150.781011	-33.771958	0	3
2014	1012365	Non-casualty (towaway)	85	Off r/ft bnd=>obj	X-intersection	Daylight	150.814523	-33.779236	0	0
2014	1014963	Non-casualty (towaway)	35	Lane change left	X-intersection	Daylight	150.772299	-33.773108	0	0
2014	1015377	Non-casualty (towaway)	21	Right through	T-junction	Dawn	150.771058	-33.783218	0	0
2014	1016185	Moderate Injury	35	Lane change left	T-junction	Daylight	150.772223	-33.777526	0	1
2014	1016233	Non-casualty (towaway)	71	Off rd left => obj	T-junction	Darkness	150.809189	-33.77809	0	0
2014	1016768	Minor/Other Injury	85	Off r/ft bnd=>obj	Roundabout	Darkness	150.759566	-33.750635	0	1
2014	1017123	Moderate Injury	35	Lane change left	T-junction	Daylight	150.771726	-33.780494	0	1
2014	1017631	Minor/Other Injury	32	Right rear	2-way undivided	Daylight	150.775441	-33.757971	0	1
2014	1018136	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2014	1019263	Non-casualty (towaway)	87	Off lft/ft bnd=>obj	Roundabout	Daylight	150.777548	-33.74743	0	0
2014	1019365	Moderate Injury	71	Off rd left => obj	Divided road	Daylight	150.800327	-33.776317	0	1
2014	1020694	Moderate Injury	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	1
2014	1020850	Non-casualty (towaway)	34	Lane change right	2-way undivided	Darkness	150.772714	-33.774716	0	0
2014	1021621	Non-casualty (towaway)	81	Off left/rt bnd=>obj	X-intersection	Daylight	150.814379	-33.779199	0	0
2014	1021727	Non-casualty (towaway)	70	Off road to left	X-intersection	Darkness	150.726229	-33.744045	0	0
2014	1022170	Moderate Injury	13	Right near	X-intersection	Daylight	150.780395	-33.766043	0	1
2014	1022533	Non-casualty (towaway)	35	Lane change left	2-way undivided	Dusk	150.716643	-33.74247	0	0
2014	1022838	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.771711	-33.780583	0	0
2014	1022878	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814328	-33.779187	0	0
2014	1023393	Moderate Injury	21	Right through	X-intersection	Darkness	150.772975	-33.773197	0	2
2014	1023752	Moderate Injury	71	Off rd left => obj	X-intersection	Darkness	150.814523	-33.779236	0	1
2014	1024351	Moderate Injury	30	Rear end	X-intersection	Daylight	150.814276	-33.779174	0	2
2014	1025034	Non-casualty (towaway)	14	2 right turning	T-junction	Daylight	150.779908	-33.768952	0	0
2014	1025456	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.736858	-33.745541	0	0
2014	1026629	Moderate Injury	37	Left turn sideswipe	T-junction	Daylight	150.780492	-33.764649	0	1
2014	1026740	Non-casualty (towaway)	37	Left turn sideswipe	T-junction	Daylight	150.776104	-33.75314	0	0
2014	1026867	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.737443	-33.745626	0	0
2014	1027264	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.786567	-33.773123	0	0
2014	1027649	Non-casualty (towaway)	81	Off left/rt bnd=>obj	X-intersection	Daylight	150.814248	-33.779314	0	0
2014	1028494	Moderate Injury	34	Lane change right	T-junction	Daylight	150.809918	-33.778065	0	1
2014	1029467	Serious Injury	48	From footpath	T-junction	Daylight	150.780935	-33.771807	0	1
2014	1029627	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.780697	-33.764223	0	1
2014	1030424	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.736645	-33.74551	0	0
2014	1030767	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771015	-33.783168	0	0
2014	1030875	Non-casualty (towaway)	81	Off left/rt bnd=>obj	T-junction	Daylight	150.775569	-33.756524	0	0
2014	1031094	Moderate Injury	30	Rear end	T-junction	Darkness	150.802673	-33.776583	0	1
2014	1031638	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.779908	-33.768952	0	0
2014	1031733	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.741541	-33.746307	0	2
2014	1031821	Moderate Injury	71	Off rd left => obj	T-junction	Daylight	150.779989	-33.767638	0	1
2014	1031897	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2014	1032756	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.779975	-33.768545	0	0
2014	1033192	Moderate Injury	30	Rear end	T-junction	Dusk	150.744862	-33.746805	0	1
2014	1033476	Non-casualty (towaway)	32	Right rear	2-way undivided	Daylight	150.773954	-33.74734	0	0
2014	1033987	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.770707	-33.785239	0	0
2014	1034184	Non-casualty (towaway)	35	Lane change left	T-junction	Daylight	150.780634	-33.758163	0	0
2014	1034697	Moderate Injury	31	Left rear	Divided road	Daylight	150.781032	-33.761395	0	2
2014	1034943	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.771199	-33.783286	0	1
2014	1035072	Moderate Injury	30	Rear end	X-intersection	Dawn	150.737336	-33.74561	0	1
2014	1035201	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.737071	-33.745572	0	0
2014	1035629	Non-casualty (towaway)	40	U turn	T-junction	Daylight	150.780386	-33.764631	0	0
2014	1035725	Minor/Other Injury	13	Right near	T-junction	Daylight	150.722165	-33.743463	0	1
2014	1035983	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.809189	-33.77809	0	0
2014	1036505	Non-casualty (towaway)	30	Rear end	X-intersection	Darkness	150.814549	-33.779395	0	0
2014	1036869	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.771756	-33.780315	0	0
2014	1037333	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.783422	-33.77251	0	0
2014	1037393	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.786619	-33.773135	0	0
2014	1037428	Minor/Other Injury	60	Parked	Divided road	Dusk	150.787586	-33.773476	0	1
2014	1037544	Moderate Injury	30	Rear end	T-junction	Daylight	150.809187	-33.777921	0	2
2014	1038000	Moderate Injury	13	Right near	T-junction	Dawn	150.776104	-33.75314	0	1
2014	1039245	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.809918	-33.778065	0	0
2014	1039333	Moderate Injury	13	Right near	T-junction	Dusk	150.779908	-33.768952	0	1
2014	1039431	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.789768	-33.773968	0	0
2014	1039574	Moderate Injury	11	Right far	X-intersection	Daylight	150.781306	-33.760522	0	1
2014	1040099	Serious Injury	13	Right near	T-junction	Darkness	150.775002	-33.76119	0	1
2014	1040247	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.780492	-33.764649	0	0
2014	1040589	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.785712	-33.773041	0	0
2014	1040910	Moderate Injury	30	Rear end	Divided road	Daylight	150.780847	-33.762493	0	1
2014	1044586	Non-casualty (towaway)	31	Left rear	Divided road	Daylight	150.781106	-33.760948	0	0
2014	1044914	Serious Injury	10	Cross traffic	X-intersection	Daylight	150.773473	-33.770072	0	1
2014	1045346	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.814342	-33.779386	0	0
2014	1045431	Moderate Injury	13	Right near	T-junction	Daylight	150.780395	-33.766043	0	1
2014	1045570	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.794116	-33.774948	0	1
2014	1046086	Moderate Injury	73	Off rd rght => obj	Divided road	Daylight	150.783134	-33.772442	0	1
2014	1046143	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Daylight	150.758919	-33.750528	0	0
2014	1046369	Moderate Injury	30	Rear end	Divided road	Daylight	150.779556	-33.770994	0	1
2014	1046688	Non-casualty (towaway)	16	Left near	T-junction	Daylight	150.780394	-33.766017	0	0

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2014	1047264	Non-casualty (towaway)	81	Off left/rt bnd=>obj	T-junction	Daylight	150.779399	-33.770481	0	0
2014	1047659	Serious Injury	21	Right through	T-junction	Darkness	150.776481	-33.751661	0	1
2014	1047739	Serious Injury	30	Rear end	T-junction	Daylight	150.779894	-33.769041	0	2
2014	1048254	Non-casualty (towaway)	70	Off rd left => obj	Roundabout	Daylight	150.777331	-33.747395	0	0
2014	1048685	Moderate Injury	71	Off rd left => obj	T-junction	Daylight	150.715902	-33.742311	0	1
2014	1048739	Non-casualty (towaway)	34	Lane change right	Divided road	Daylight	150.715801	-33.742578	0	0
2014	1049256	Moderate Injury	30	Rear end	Divided road	Daylight	150.786753	-33.773284	0	1
2014	1049823	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.780492	-33.764649	0	0
2014	1050330	Moderate Injury	30	Rear end	T-junction	Dawn	150.791291	-33.774195	0	1
2014	1050699	Moderate Injury	21	Right through	T-junction	Daylight	150.715904	-33.742338	0	1
2014	1051255	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.814498	-33.779381	0	1
2014	1053225	Non-casualty (towaway)	39	Other same direction	X-intersection	Daylight	150.773492	-33.769959	0	0
2014	1053725	Minor/Other Injury	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	1
2014	1054007	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.773371	-33.770715	0	1
2014	1054196	Non-casualty (towaway)	39	Other same direction	Y-junction	Darkness	150.770796	-33.785515	0	0
2014	1054447	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.770723	-33.785141	0	0
2014	1054659	Minor/Other Injury	49	Other manoeuvring	T-junction	Daylight	150.771711	-33.780583	0	1
2014	1055032	Non-casualty (towaway)	39	Other same direction	Divided road	Dawn	150.778314	-33.771155	0	0
2015	1055661	Non-casualty (towaway)	39	Other same direction	Daylight	Daylight	150.776481	-33.751661	0	0
2015	1055727	Minor/Other Injury	30	Rear end	X-intersection	Dawn	150.814276	-33.779174	0	1
2015	1056933	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.730495	-33.744616	0	0
2015	1056970	Non-casualty (towaway)	81	Off left/rt bnd=>obj	Roundabout	Darkness	150.777548	-33.74743	0	0
2014	1057085	Serious Injury	21	Right through	T-junction	Daylight	150.809918	-33.778065	0	2
2015	1057111	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.741859	-33.746358	0	1
2015	1057611	Minor/Other Injury	32	Right rear	X-intersection	Daylight	150.814523	-33.779236	0	1
2015	1058157	Non-casualty (towaway)	39	Other same direction	2-way undivided	Daylight	150.770906	-33.747236	0	0
2015	1058371	Moderate Injury	13	Right near	T-junction	Darkness	150.802653	-33.776721	0	2
2014	1058487	Serious Injury	10	Cross traffic	X-intersection	Dusk	150.773175	-33.771945	0	2
2015	1058678	Serious Injury	21	Right through	T-junction	Daylight	150.776481	-33.751661	0	1
2015	1058718	Moderate Injury	21	Right through	Divided road	Daylight	150.742329	-33.746432	0	1
2014	1059607	Serious Injury	71	Off rd left => obj	2-way undivided	Darkness	150.722378	-33.743493	0	1
2015	1060053	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.7712	-33.783284	0	1
2015	1060120	Minor/Other Injury	34	Lane change right	Divided road	Daylight	150.77997	-33.771716	0	1
2015	1060813	Non-casualty (towaway)	42	Leaving parking	Divided road	Daylight	150.792459	-33.774459	0	0
2015	1060859	Moderate Injury	39	Other same direction	T-junction	Daylight	150.779633	-33.770504	0	1
2015	1061963	Moderate Injury	21	Right through	2-way undivided	Daylight	150.741859	-33.746358	0	1
2015	1062043	Serious Injury	30	Rear end	T-junction	Daylight	150.802653	-33.776721	0	2
2014	1062568	Minor/Other Injury	37	Left turn sideswipe	T-junction	Daylight	150.779989	-33.767638	0	1
2015	1065286	Minor/Other Injury	30	Rear end	Divided road	Dusk	150.801602	-33.776513	0	1
2015	1066019	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.777489	-33.747776	0	1
2015	1066060	Non-casualty (towaway)	13	Right near	X-intersection	Darkness	150.814379	-33.779199	0	0
2015	1066195	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.725166	-33.743887	0	1
2015	1067150	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.785504	-33.772993	0	0
2015	1067210	Non-casualty (towaway)	21	Right through	T-junction	Darkness	150.802653	-33.776721	0	0
2015	1067662	Non-casualty (towaway)	47	Emerging from drive	Divided road	Darkness	150.778299	-33.771258	0	0
2015	1068196	Fatal	13	Right near	T-junction	Dusk	150.779908	-33.768952	1	4
2015	1069329	Moderate Injury	48	From footpath	X-intersection	Daylight	150.772975	-33.773197	0	1
2015	1069372	Minor/Other Injury	30	Rear end	Roundabout	Dusk	150.75928	-33.750643	0	1
2015	1070166	Non-casualty (towaway)	30	Rear end	Roundabout	Daylight	150.759256	-33.750408	0	0
2015	1070771	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.780198	-33.767221	0	0
2015	1070788	Minor/Other Injury	21	Right through	T-junction	Dusk	150.809189	-33.77809	0	1
2015	1071443	Serious Injury	21	Right through	T-junction	Daylight	150.772256	-33.777339	0	2
2015	1072040	Moderate Injury	30	Rear end	T-junction	Daylight	150.802726	-33.776593	0	2
2015	1072313	Moderate Injury	13	Right near	T-junction	Dawn	150.771711	-33.780583	0	1
2015	1072578	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.767185	-33.74791	0	2
2015	1073373	Moderate Injury	20	Head on	2-way undivided	Daylight	150.764202	-33.749094	0	1
2015	1073835	Non-casualty (towaway)	42	Leaving parking	T-junction	Daylight	150.809918	-33.778065	0	0
2015	1075698	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.802653	-33.776721	0	0
2015	1075868	Serious Injury	71	Off rd left => obj	2-way undivided	Darkness	150.775508	-33.757508	0	1
2015	1076499	Non-casualty (towaway)	30	Rear end	2-way undivided	Dawn	150.725697	-33.743966	0	0
2015	1076583	Minor/Other Injury	32	Right rear	T-junction	Daylight	150.770707	-33.785242	0	1
2015	1076744	Moderate Injury	13	Right near	T-junction	Darkness	150.776481	-33.751661	0	2
2015	1077149	Moderate Injury	21	Right through	T-junction	Daylight	150.779989	-33.767638	0	1
2015	1077152	Moderate Injury	21	Right through	X-intersection	Darkness	150.814351	-33.779341	0	1
2015	1077747	Minor/Other Injury	19	Other adjacent	X-intersection	Darkness	150.773175	-33.771945	0	1
2015	1077901	Minor/Other Injury	13	Right near	T-junction	Darkness	150.779908	-33.768952	0	1
2015	1078084	Minor/Other Injury	32	Right rear	X-intersection	Daylight	150.773473	-33.770072	0	1
2015	1079102	Moderate Injury	30	Rear end	Divided road	Daylight	150.780975	-33.762466	0	1
2015	1079953	Non-casualty (towaway)	11	Right far	T-junction	Daylight	150.771215	-33.783197	0	0
2015	1080188	Moderate Injury	30	Rear end	Divided road	Dusk	150.807784	-33.777813	0	1
2015	1081006	Non-casualty (towaway)	21	Right through	T-junction	Dusk	150.744969	-33.746819	0	0
2015	1081324	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.770796	-33.785515	0	0
2015	1081442	Minor/Other Injury	71	Off rd left => obj	Divided road	Daylight	150.785109	-33.772787	0	1
2015	1081743	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.770565	-33.786011	0	1
2015	1082365	Moderate Injury	30	Rear end	T-junction	Darkness	150.726123	-33.74403	0	3
2015	1082844	Non-casualty (towaway)	73	Off rd right => obj	T-junction	Daylight	150.775667	-33.756628	0	0
2015	1082915	Minor/Other Injury	32	Right rear	T-junction	Dusk	150.780625	-33.764671	0	1
2015	1083119	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	0
2015	1083740	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814549	-33.779395	0	0
2015	1083742	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.815014	-33.779512	0	1
2015	1084172	Minor/Other Injury	34	Lane change right	T-junction	Daylight	150.779495	-33.771351	0	1
2015	1084280	Non-casualty (towaway)	10	Cross traffic	T-junction	Daylight	150.744969	-33.746819	0	0
2015	1085237	Non-casualty (towaway)	30	Rear end	T-junction	Dawn	150.802726	-33.776593	0	0

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2015	1085330	Moderate Injury	21	Right through	2-way undivided	Daylight	150.74239	-33.746442	0	1
2015	1085602	Non-casualty (towaway)	29	Other opposing	T-junction	Daylight	150.779908	-33.768952	0	0
2015	1086020	Non-casualty (towaway)	39	Other same direction	T-junction	Daylight	150.741435	-33.746291	0	0
2015	1086640	Minor/Other Injury	33	Lane sideswipe	T-junction	Daylight	150.780749	-33.758316	0	1
2015	1087311	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.800899	-33.776298	0	0
2015	1087358	Moderate Injury	31	Left rear	2-way undivided	Daylight	150.772356	-33.776764	0	1
2015	1087579	Serious Injury	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	2
2015	1087724	Moderate Injury	30	Rear end	Divided road	Daylight	150.773211	-33.770021	0	1
2015	1087908	Non-casualty (towaway)	30	Rear end	X-intersection	Darkness	150.814379	-33.779199	0	0
2015	1088023	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771711	-33.780583	0	0
2015	1088364	Non-casualty (towaway)	34	Lane change right	T-junction	Daylight	150.79405	-33.774821	0	0
2015	1088841	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.781173	-33.7605	0	1
2016	1090457	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.718845	-33.742871	0	0
2015	1092100	Minor/Other Injury	11	Right far	T-junction	Daylight	150.798652	-33.775962	0	1
2015	1092181	Moderate Injury	47	Emerging from drive	Divided road	Daylight	150.742517	-33.746464	0	1
2016	1092329	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.715903	-33.742338	0	0
2015	1092432	Minor/Other Injury	20	Head on	Divided road	Daylight	150.773174	-33.769907	0	1
2015	1092507	Serious Injury	21	Right through	2-way undivided	Daylight	150.742326	-33.746432	0	2
2015	1092562	Serious Injury	21	Right through	T-junction	Darkness	150.770841	-33.785244	0	2
2016	1092628	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.771185	-33.782823	0	1
2016	1092732	Minor/Other Injury	39	Other same direction	2-way undivided	Daylight	150.743449	-33.746622	0	1
2015	1093354	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.780492	-33.764649	0	1
2016	1093396	Moderate Injury	10	Cross traffic	T-junction	Darkness	150.812137	-33.778585	0	1
2016	1093508	Non-casualty (towaway)	39	Other same direction	T-junction	Dusk	150.779908	-33.768952	0	0
2016	1093643	Serious Injury	33	Lane sideswipe	T-junction	Daylight	150.776016	-33.747542	0	1
2016	1094570	Non-casualty (towaway)	88	Out of cont on bend	T-junction	Daylight	150.777686	-33.771088	0	0
2016	1094810	Non-casualty (towaway)	34	Lane change right	Divided road	Daylight	150.715801	-33.742578	0	0
2016	1094875	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.757655	-33.750289	0	1
2015	1096284	Moderate Injury	0	Ped nearside	T-junction	Daylight	150.780624	-33.764645	0	1
2016	1097025	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.770841	-33.785244	0	0
2016	1097212	Moderate Injury	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	1
2016	1097376	Moderate Injury	30	Rear end	X-intersection	Daylight	150.786545	-33.773235	0	1
2016	1097510	Moderate Injury	73	Off rd right => obj	Divided road	Daylight	150.78057	-33.75809	0	1
2016	1097745	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.78238	-33.772269	0	0
2016	1099211	Serious Injury	30	Rear end	Divided road	Darkness	150.808188	-33.777724	0	1
2016	1099923	Moderate Injury	0	Ped nearside	X-intersection	Daylight	150.781173	-33.7605	0	1
2016	1100131	Non-casualty (towaway)	30	Rear end	X-intersection	Dawn	150.773492	-33.76996	0	0
2016	1100622	Minor/Other Injury	12	Left far	T-junction	Daylight	150.767914	-33.747614	0	1
2016	1100790	Non-casualty (towaway)	35	Lane change left	2-way undivided	Daylight	150.772192	-33.777704	0	0
2016	1102237	Non-casualty (towaway)	39	Other same direction	Divided road	Daylight	150.779663	-33.757484	0	0
2016	1102737	Moderate Injury	21	Right through	X-intersection	Dawn	150.772975	-33.773197	0	1
2016	1102921	Non-casualty (towaway)	33	Lane sideswipe	Divided road	Darkness	150.779556	-33.770994	0	0
2016	1103345	Moderate Injury	32	Right rear	T-junction	Dawn	150.767914	-33.747614	0	1
2016	1103565	Serious Injury	1	Ped emerging	2-way undivided	Daylight	150.769653	-33.747093	0	2
2016	1103964	Moderate Injury	30	Rear end	X-intersection	Dusk	150.814523	-33.779236	0	1
2016	1104083	Moderate Injury	30	Rear end	Roundabout	Dawn	150.777219	-33.747547	0	1
2016	1104496	Moderate Injury	88	Out of cont on bend	Roundabout	Dusk	150.777598	-33.747563	0	1
2016	1104732	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.772162	-33.777874	0	1
2016	1104814	Minor/Other Injury	30	Rear end	Divided road	Dawn	150.759024	-33.750549	0	1
2016	1105103	Moderate Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	1
2016	1106588	Non-casualty (towaway)	39	Other same direction	T-junction	Dusk	150.715764	-33.742302	0	0
2016	1106864	Serious Injury	30	Rear end	X-intersection	Daylight	150.781173	-33.7605	0	1
2016	1107012	Minor/Other Injury	30	Rear end	Divided road	Daylight	150.779757	-33.769846	0	2
2016	1107039	Serious Injury	0	Ped nearside	T-junction	Daylight	150.775681	-33.756508	0	1
2016	1107240	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.780816	-33.763361	0	0
2016	1107534	Non-casualty (towaway)	30	Rear end	2-way undivided	Dusk	150.751213	-33.747977	0	0
2016	1108066	Moderate Injury	67	Struck animal	Divided road	Daylight	150.810252	-33.778131	0	2
2016	1108276	Minor/Other Injury	11	Right far	X-intersection	Daylight	150.773175	-33.771945	0	1
2016	1108792	Moderate Injury	16	Left near	T-junction	Daylight	150.775593	-33.770519	0	2
2016	1109128	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.815347	-33.779452	0	0
2016	1109267	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Darkness	150.779458	-33.770773	0	0
2016	1109466	Non-casualty (towaway)	16	Left near	T-junction	Daylight	150.779908	-33.768952	0	0
2016	1109848	Minor/Other Injury	11	Right far	T-junction	Dusk	150.772256	-33.777339	0	1
2016	1110073	Non-casualty (towaway)	10	Cross traffic	T-junction	Daylight	150.744969	-33.746819	0	0
2016	1110115	Non-casualty (towaway)	45	Reversing	T-junction	Darkness	150.744969	-33.746819	0	0
2016	1110643	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.814498	-33.779381	0	1
2016	1110700	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.775897	-33.755167	0	0
2016	1110879	Minor/Other Injury	35	Lane change left	T-junction	Daylight	150.800995	-33.776314	0	1
2016	1111111	Moderate Injury	21	Right through	T-junction	Daylight	150.780492	-33.764649	0	1
2016	1111406	Moderate Injury	30	Rear end	T-junction	Darkness	150.746133	-33.74698	0	2
2016	1111657	Moderate Injury	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	1
2016	1112138	Non-casualty (towaway)	30	Rear end	X-intersection	Dusk	150.786545	-33.773235	0	0
2016	1113018	Non-casualty (towaway)	72	Off road to right	Divided road	Daylight	150.802409	-33.776538	0	0
2016	1113899	Minor/Other Injury	71	Off rd left => obj	Divided road	Daylight	150.743369	-33.746608	0	1
2016	1114865	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.776034	-33.754343	0	0
2016	1114870	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.776696	-33.747457	0	0
2016	1115501	Serious Injury	21	Right through	T-junction	Daylight	150.776481	-33.751661	0	1
2016	1115558	Moderate Injury	30	Rear end	T-junction	Darkness	150.802653	-33.776721	0	1
2016	1115690	Non-casualty (towaway)	47	Emerging from drive	2-way undivided	Daylight	150.775403	-33.758245	0	0
2016	1115697	Minor/Other Injury	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	1
2016	1116025	Moderate Injury	71	Off rd left => obj	Divided road	Darkness	150.784431	-33.772632	0	1
2016	1116233	Serious Injury	81	Off left/rt bnd=>obj	T-junction	Darkness	150.802653	-33.776721	0	1
2016	1116675	Minor/Other Injury	13	Right near	T-junction	Darkness	150.719905	-33.743044	0	1

Year	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	No Killed	No Injured
2016	1116841	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.782134	-33.772102	0	0
2016	1116947	Moderate Injury	21	Right through	T-junction	Daylight	150.780642	-33.758369	0	1
2016	1117078	Moderate Injury	30	Rear end	Divided road	Darkness	150.770728	-33.785103	0	1
2016	1117716	Moderate Injury	30	Rear end	X-intersection	Daylight	150.73739	-33.745618	0	2
2016	1117793	Moderate Injury	29	Other opposing	T-junction	Daylight	150.771058	-33.783218	0	1
2016	1118662	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.809189	-33.77809	0	0
2016	1120082	Moderate Injury	30	Rear end	Divided road	Daylight	150.79989	-33.776232	0	1
2016	1121121	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.814523	-33.779236	0	0
2016	1123352	Moderate Injury	30	Rear end	X-intersection	Darkness	150.814498	-33.779381	0	2
2016	1123829	Minor/Other Injury	32	Right rear	X-intersection	Darkness	150.773492	-33.76996	0	1
2016	1124029	Moderate Injury	13	Right near	T-junction	Daylight	150.771072	-33.783173	0	1
2016	1124128	Minor/Other Injury	70	Off road to left	2-way undivided	Darkness	150.735261	-33.745311	0	1
2016	1125004	Serious Injury	3	Ped on carriageway	X-intersection	Daylight	150.786649	-33.77326	0	1
2017	1125453	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	0
2017	1126228	Serious Injury	71	Off rd left => obj	Divided road	Daylight	150.775163	-33.770327	0	1
2017	1126260	Moderate Injury	31	Left rear	T-junction	Daylight	150.715903	-33.742338	0	1
2017	1126454	Non-casualty (towaway)	62	Accident	2-way undivided	Daylight	150.771855	-33.779689	0	0
2017	1128667	Moderate Injury	10	Cross traffic	T-junction	Dusk	150.779908	-33.768952	0	1
2016	1128920	Serious Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	2
2017	1129017	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.773472	-33.770072	0	1
2017	1129044	Serious Injury	30	Rear end	Divided road	Daylight	150.779757	-33.769846	0	1
2017	1129730	Serious Injury	13	Right near	T-junction	Daylight	150.779908	-33.768952	0	4
2017	1130628	Non-casualty (towaway)	29	Other opposing	T-junction	Darkness	150.771901	-33.743044	0	0
2017	1131837	Moderate Injury	30	Rear end	X-intersection	Daylight	150.772975	-33.773197	0	2
2017	1131920	Non-casualty (towaway)	11	Right far	T-junction	Darkness	150.771711	-33.780583	0	0
2017	1132093	Non-casualty (towaway)	47	Emerging from drive	2-way undivided	Dusk	150.772161	-33.777883	0	0
2017	1132138	Non-casualty (towaway)	18	2 left turning	T-junction	Daylight	150.800889	-33.776298	0	0
2017	1133201	Serious Injury	30	Rear end	T-junction	Daylight	150.780624	-33.764645	0	1
2017	1133315	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.775681	-33.756508	0	0
2017	1134782	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.744969	-33.746819	0	0
2017	1135386	Serious Injury	21	Right through	X-intersection	Daylight	150.781306	-33.760522	0	2
2017	1135448	Moderate Injury	74	On road-out of cont.	T-junction	Darkness	150.780816	-33.763361	0	1
2017	1136485	Moderate Injury	30	Rear end	2-way undivided	Darkness	150.771786	-33.780136	0	1
2017	1137134	Moderate Injury	21	Right through	T-junction	Darkness	150.779348	-33.771414	0	1
2017	1137999	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.779454	-33.771582	0	1
2017	1138775	Moderate Injury	71	Off rd left => obj	2-way undivided	Daylight	150.737922	-33.745697	0	1
2017	1139087	Serious Injury	13	Right near	T-junction	Darkness	150.722165	-33.743463	0	2
2017	1139282	Non-casualty (towaway)	39	Other same direction	X-intersection	Daylight	150.773492	-33.76996	0	0
2017	1139813	Moderate Injury	21	Right through	T-junction	Darkness	150.771215	-33.783197	0	1
2017	1139872	Non-casualty (towaway)	13	Right near	T-junction	Darkness	150.779908	-33.768952	0	0
2017	1140448	Serious Injury	71	Off rd left => obj	T-junction	Daylight	150.726229	-33.744045	0	1
2017	1140788	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.726229	-33.744045	0	0
2017	1141035	Serious Injury	81	Off left/rt bnd=>obj	T-junction	Daylight	150.77556	-33.756569	0	1
2017	1141181	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.736326	-33.745464	0	2
2017	1142029	Minor/Other Injury	30	Rear end	2-way undivided	Daylight	150.767234	-33.747891	0	1
2017	1142305	Moderate Injury	30	Rear end	Divided road	Darkness	150.771626	-33.780695	0	1
2017	1142615	Moderate Injury	13	Right near	T-junction	Daylight	150.739498	-33.745926	0	1
2017	1143072	Non-casualty (towaway)	21	Right through	X-intersection	Daylight	150.786671	-33.773147	0	0
2017	1143501	Moderate Injury	34	Lane change right	X-intersection	Darkness	150.773472	-33.770072	0	2
2017	1144047	Minor/Other Injury	30	Rear end	T-junction	Darkness	150.771711	-33.780583	0	1
2017	1144417	Moderate Injury	30	Rear end	Divided road	Daylight	150.781532	-33.772075	0	1
2017	1144604	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.775584	-33.757167	0	0
2017	1145066	Serious Injury	10	Cross traffic	X-intersection	Daylight	150.773492	-33.76996	0	1
2017	1145582	Moderate Injury	13	Right near	T-junction	Darkness	150.767914	-33.747614	0	2
2017	1145613	Serious Injury	30	Rear end	Divided road	Daylight	150.781002	-33.762336	0	3
2017	1145625	Minor/Other Injury	21	Right through	X-intersection	Darkness	150.772975	-33.773197	0	1
2017	1146146	Moderate Injury	21	Right through	T-junction	Dusk	150.771058	-33.783218	0	3
2017	1146153	Moderate Injury	30	Rear end	T-junction	Daylight	150.779908	-33.768952	0	1
2017	1146770	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.775667	-33.756628	0	1
2017	1146788	Serious Injury	0	Ped nearside	T-junction	Daylight	150.780269	-33.765982	0	1
2017	1146901	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.737496	-33.745634	0	2
2017	1147004	Serious Injury	30	Rear end	Divided road	Darkness	150.7929	-33.774677	0	1
2017	1147046	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.771072	-33.783173	0	0
2017	1147055	Minor/Other Injury	30	Rear end	2-way undivided	Darkness	150.734729	-33.745232	0	1
2017	1148370	Serious Injury	21	Right through	T-junction	Darkness	150.771058	-33.783218	0	1
2017	1148894	Moderate Injury	30	Rear end	X-intersection	Daylight	150.786545	-33.773235	0	1
2017	1149099	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.767914	-33.747614	0	1
2017	1149468	Non-casualty (towaway)	16	Left near	T-junction	Dusk	150.779908	-33.768952	0	0
2017	1150089	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.779879	-33.769131	0	0
2017	1150683	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.779908	-33.768952	0	1
2017	1151627	Moderate Injury	21	Right through	T-junction	Darkness	150.780492	-33.764649	0	1
2017	1151754	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.71592	-33.742295	0	0
2017	1151802	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.767429	-33.747813	0	0
2017	1152290	Serious Injury	35	Lane change left	T-junction	Daylight	150.800889	-33.776298	0	1
2017	1152405	Serious Injury	21	Right through	T-junction	Dawn	150.770841	-33.785244	0	1
2017	1152789	Moderate Injury	88	Out of cont on bend	X-intersection	Daylight	150.814379	-33.779199	0	1
2017	1153413	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.794012	-33.774925	0	1
2017	1153447	Serious Injury	1	Ped emerging	Divided road	Daylight	150.79054	-33.774141	0	1
2017	1153453	Minor/Other Injury	10	Cross traffic	T-junction	Daylight	150.780395	-33.766043	0	1
2017	1153538	Minor/Other Injury	30	Rear end	Roundabout	Darkness	150.777219	-33.747547	0	1
2017	1153624	Moderate Injury	39	Other same direction	Divided road	Daylight	150.781884	-33.772155	0	1
2017	1153985	Non-casualty (towaway)	21	Right through	T-junction	Darkness	150.715903	-33.742338	0	0
2017	1154301	Non-casualty (towaway)	30	Rear end	Divided road	Daylight	150.781065	-33.759197	0	0

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2017	1154947	Serious Injury	87	Off lft/lft bnd=>obj	2-way undivided	Darkness	150.7603	-33.750472	0	1
2017	1155535	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.73739	-33.745618	0	1
2017	1155545	Non-casualty (towaway)	29	Other opposing	X-intersection	Daylight	150.814379	-33.779199	0	0
2017	1156060	Serious Injury	71	Off rd left => obj	Divided road	Darkness	150.777474	-33.74782	0	2
2017	1156470	Moderate Injury	20	Head on	Divided road	Daylight	150.774015	-33.77007	0	1
2017	1156652	Non-casualty (towaway)	87	Off lft/lft bnd=>obj	T-junction	Darkness	150.776658	-33.770616	0	0
2017	1156699	Fatal	75	Off end of road	T-junction	Daylight	150.775551	-33.756613	1	0
2017	1157044	Serious Injury	10	Cross traffic	X-intersection	Darkness	150.773472	-33.770072	0	2
2017	1157407	Serious Injury	31	Left rear	T-junction	Darkness	150.812137	-33.778585	0	1
2017	1157705	Serious Injury	21	Right through	T-junction	Darkness	150.771711	-33.780583	0	2
2017	1158288	Serious Injury	20	Head on	2-way undivided	Darkness	150.757554	-33.750262	0	6
2017	1158847	Non-casualty (towaway)	16	Left near	T-junction	Daylight	150.779908	-33.768952	0	0
2017	1158963	Moderate Injury	21	Right through	T-junction	Darkness	150.800889	-33.776298	0	1
2017	1158975	Minor/Other Injury	74	On road-out of cont.	T-junction	Dusk	150.771974	-33.747175	0	1
2018	1160859	Minor/Other Injury	39	Other same direction	T-junction	Daylight	150.771974	-33.747175	0	1
2018	1160918	Moderate Injury	21	Right through	T-junction	Daylight	150.772665	-33.774994	0	1
2018	1161105	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.784462	-33.772753	0	1
2018	1161565	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.780749	-33.758315	0	0
2018	1161813	Serious Injury	86	Off left/left bend	Divided road	Darkness	150.776876	-33.749548	0	1
2018	1161958	Minor/Other Injury	35	Lane change left	Divided road	Daylight	150.773451	-33.770206	0	1
2018	1162165	Serious Injury	21	Right through	X-intersection	Dawn	150.772975	-33.773197	0	1
2018	1162178	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.757147	-33.750135	0	0
2018	1162775	Non-casualty (towaway)	13	Right near	T-junction	Daylight	150.780492	-33.764649	0	0
2018	1163260	Non-casualty (towaway)	30	Rear end	2-way undivided	Daylight	150.718015	-33.742718	0	0
2018	1163533	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.737177	-33.745587	0	1
2018	1163607	Serious Injury	31	Left rear	T-junction	Daylight	150.771711	-33.780583	0	1
2018	1164253	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.773472	-33.770072	0	0
2018	1164935	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.771058	-33.783218	0	0
2018	1164947	Moderate Injury	30	Rear end	2-way undivided	Dawn	150.772119	-33.778127	0	1
2018	1165886	Minor/Other Injury	30	Rear end	T-junction	Daylight	150.726229	-33.744045	0	1
2018	1166308	Minor/Other Injury	21	Right through	T-junction	Darkness	150.794012	-33.774925	0	1
2018	1167587	Serious Injury	13	Right near	T-junction	Daylight	150.770841	-33.785244	0	2
2018	1168308	Minor/Other Injury	30	Rear end	2-way undivided	Dawn	150.761645	-33.750111	0	1
2018	1168373	Minor/Other Injury	16	Left near	T-junction	Daylight	150.780816	-33.763361	0	1
2018	1168815	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.779908	-33.768952	0	0
2018	1169771	Minor/Other Injury	30	Rear end	X-intersection	Daylight	150.814498	-33.779381	0	1
2018	1169781	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771072	-33.783173	0	0
2018	1171067	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.771072	-33.783173	0	0
2018	1171352	Non-casualty (towaway)	30	Rear end	X-intersection	Daylight	150.781306	-33.760522	0	0
2018	1172687	Serious Injury	30	Rear end	T-junction	Daylight	150.771974	-33.747175	0	2
2018	1173326	Moderate Injury	47	Emerging from drive	Divided road	Daylight	150.742368	-33.746439	0	2
2018	1175458	Non-casualty (towaway)	30	Rear end	T-junction	Darkness	150.77948	-33.77144	0	0
2018	1175546	Serious Injury	2	Ped far side	T-junction	Daylight	150.780262	-33.766021	0	1
2018	1175634	Non-casualty (towaway)	21	Right through	T-junction	Daylight	150.780492	-33.764649	0	0
2018	1175994	Serious Injury	13	Right near	T-junction	Daylight	150.776034	-33.754343	0	1
2018	1176091	Moderate Injury	21	Right through	T-junction	Daylight	150.794012	-33.774925	0	1
2018	1176333	Minor/Other Injury	39	Other same direction	Divided road	Daylight	150.773366	-33.770743	0	1
2018	1176481	Serious Injury	21	Right through	X-intersection	Darkness	150.814351	-33.779341	0	4
2018	1177970	Minor/Other Injury	30	Rear end	X-intersection	Dusk	150.814523	-33.779236	0	1
2018	1178329	Moderate Injury	21	Right through	T-junction	Daylight	150.771711	-33.780583	0	4
2018	1178363	Moderate Injury	10	Cross traffic	X-intersection	Darkness	150.786671	-33.773147	0	2
2018	1178380	Serious Injury	30	Rear end	Divided road	Daylight	150.814558	-33.779057	0	3
2018	1178784	Fatal	30	Rear end	Divided road	Darkness	150.776391	-33.751416	1	1
2018	1178932	Moderate Injury	70	Off road to left	X-intersection	Daylight	150.773492	-33.76996	0	1
2018	1181540	Moderate Injury	30	Rear end	X-intersection	Dusk	150.773492	-33.76996	0	1
2018	1181658	Moderate Injury	21	Right through	X-intersection	Daylight	150.786545	-33.773235	0	1
2018	1182149	Moderate Injury	21	Right through	T-junction	Darkness	150.780492	-33.764649	0	1
2018	1182335	Moderate Injury	88	Out of cont on bend	Roundabout	Daylight	150.759556	-33.750396	0	1
2018	1182708	Non-casualty (towaway)	85	Off r/lft bnd=>obj	Other	Daylight	150.771093	-33.785194	0	0
2018	1183955	Non-casualty (towaway)	30	Rear end	T-junction	Daylight	150.77948	-33.77144	0	0
2018	1184175	Moderate Injury	30	Rear end	2-way undivided	Daylight	150.725697	-33.743966	0	1
2018	1185447	Moderate Injury	31	Left rear	2-way undivided	Daylight	150.772149	-33.777954	0	2
2018	1185515	Moderate Injury	71	Off rd left => obj	2-way undivided	Daylight	150.731563	-33.744754	0	3
2018	1186578	Serious Injury	16	Left near	T-junction	Daylight	150.779908	-33.768952	0	1
2018	1186615	Moderate Injury	13	Right near	T-junction	Darkness	150.771711	-33.780583	0	3
2018	1186837	Minor/Other Injury	81	Off left/rt bnd=>obj	X-intersection	Darkness	150.773472	-33.770072	0	1
2018	1186974	Moderate Injury	60	Parked	Divided road	Daylight	150.799297	-33.775998	0	2
2018	1187051	Moderate Injury	10	Cross traffic	X-intersection	Daylight	150.773492	-33.76996	0	1
2018	1187108	Minor/Other Injury	30	Rear end	X-intersection	Dawn	150.772975	-33.773197	0	1
2018	1187117	Serious Injury	13	Right near	T-junction	Dawn	150.794012	-33.774925	0	1
2018	1188085	Non-casualty (towaway)	42	Leaving parking	T-junction	Daylight	150.809189	-33.77809	0	0
2018	1188427	Serious Injury	10	Cross traffic	T-junction	Darkness	150.771072	-33.783173	0	2
2018	1188687	Non-casualty (towaway)	71	Off rd left => obj	Divided road	Daylight	150.783442	-33.772403	0	0
2018	1188910	Moderate Injury	71	Off rd left => obj	Divided road	Daylight	150.77549	-33.756971	0	1
2018	1189831	Moderate Injury	16	Left near	T-junction	Daylight	150.780887	-33.762224	0	3
2018	1190101	Minor/Other Injury	85	Off r/lft bnd=>obj	2-way undivided	Daylight	150.776696	-33.747457	0	2
2018	1190141	Non-casualty (towaway)	32	Right rear	T-junction	Daylight	150.779454	-33.771582	0	0
2018	1193013	Serious Injury	3	Ped on carriageway	T-junction	Daylight	150.715903	-33.742338	0	1
2018	1193353	Moderate Injury	30	Rear end	T-junction	Daylight	150.794012	-33.774925	0	1
2018	1198893	Moderate Injury	81	Off left/rt bnd=>obj	Divided road	Darkness	150.781345	-33.76001	0	1