

Stevens, Mike

From: Alex Sidles <Sidles@bnd-law.com>
Sent: Tuesday, June 14, 2022 4:43 PM
To: Stevens, Mike
Subject: Additional comments of Willowbrook HOA attorney and experts
Attachments: Mathieu - willowbrook_stormwater_response_post-Hearing June 13 2022.pdf; Cooke - Re:Comments for the HE, Big Creek Land Company Site Plan (M2020-101 and EA2020-114) post Public Hearing 6:13:22.pdf; Tilghman - Willowbrook Apartments Hearing Follow-up Comments - Alex Sidles.pdf

Dear Mr. Stevens,

Please forward the following email and attachments to the Hearing Examiner:

Dear Mr. Examiner,

In accordance with your instructions given at the end of the June 13, 2022 hearing, attached are short emails from my experts, Msrs. Tilghman and Mathieu and Dr. Cooke, discussing their testimonies in light of the comments heard from the City and developer. Mr. Tilghman's email includes two attachments, which are diagrams from the City's traffic design manual. Dr. Cooke's email is two pages long, but the header that my software automatically generates pushes part of the text to a third page. Mr. Mathieu sent his comments in the form of a memo, two pages long.

In this email, I would like to briefly respond to your question as to whether compliance with covenants is appropriate for you to consider. At the end of the hearing, Mr. Roberts said he thought the covenants were irrelevant to your decision, but he is mistaken.

Site plan approvals may be made subject to “any conditions which the hearing examiner determines to be necessary to protect the public health, safety, and welfare or otherwise bring a proposed development into compliance with the purpose and intent of this title [Title 23, zoning regulations.]” RMC 23.48040. In other words, the examiner has extraordinarily broad discretion to condition, remand, or, if necessary, disapprove this application.

The site plan review application requirements do not explicitly require the developer to depict easements and covenants on the application. RMC 23.48.030 (listing application requirements). However, the application requirements in RMC 23.48.030 are not exhaustive. They do not list, for example, traffic impact analysis or wetland studies, and yet these additional studies are an integral part of the examiner’s review of whether the project protects the “public health, safety, and welfare” and whether the project complies with the “purpose and intent” of the zoning regulations. If a covenant exists that will prevent the construction and operation of the project’s main access road, the examiner should take notice of it.

The text of the covenant is quoted in our comment of May 25, 2022 (Ex. 13), and a copy of the covenant is provided. The comment also explains the covenant's application to Big Creek's Parcel D, through which the project's northern driveway must run. The covenant prohibits uses other than single-family houses, and obviously the driveway itself is not a single-family house, nor does it serve a single-family house. The covenant prohibits commercial uses of "business or commercial activity of any kind," which the development of Willowbrook Apartments is. Indeed, the covenant had to include a specific exception to the prohibitions against commercial use to allow construction of single-family homes; otherwise, even hiring a company to build a home would have violated the no-business-or-commercial rule. There is no question that the Willowbrook Apartments driveway is prohibited.

The examiner is well aware that sometimes, a parcel within a subdivision may be subject to covenants that prevent a developer from building out that parcel with a particular project. See *Cape St. Mary Assocs. v. San Juan Cty.*, 12 Wn. App.2d 1034 (2020), *cert. denied* 195 Wn.2d 1028 (2020) (upholding the examiner in his decision regarding the Ranch Tract of Cape St. Mary Estates). This is one of those times. The access road is required to build Willowbrook Apartments, yet the covenant prohibits the road. The examiner should find that the developer has not made adequate provisions of road access. Either the covenant will have to be amended or another access route found.

Regards,
Alex Sidles
Bricklin and Newman
(206) 264-8600

Willowbrook Apartments Hearing Follow-up Comments

Ross Tilghman <ross@tilghmangroup.com>

Tue 6/14/2022 2:49 PM

Inbox

To: Alex Sidles <Sidles@bnd-law.com>;

 2 attachments (288 KB)

2013_ST2A_06_2019.pdf; 2013_ST3A_06_2019.pdf;

Dear Hearing Examiner McLean:

During last night's hearing, I heard Mr. Lincoln, the applicant's traffic engineer, take issue with my characterization of a driveway and Mr. Rogalsky, the Public Works Director, say that the code's width requirement for a driveway applies to the approach at the curb cut of the intersecting street.

Checking code, I find these points of information:

1. *"Driveway" means any area, construction, or facility between the roadway of a street and private property to provide access for vehicles from the roadway of a street to private property. (RMC 12.040.020).* Clearly, the definition does not distinguish different parts of the driveway, such as the approach, throat or any other aspect.
2. *All driveways other than a single residence driveway shall be considered nonresidential and be installed where customer, visitor and/or tenant parking areas are involved. The minimum width for two-way operation shall be 35 feet and 15 feet for one-way operation. Standards for driveway installation shall be as follows:*
 - A. Construction shall be per current city of Richland standard details drawing. (RMC 12.04.095 Width of Driveways – Nonresidential)*
3. Richland's standard details (attached) show two cross-sections for a standard non-residential driveway: Type 1 where a driveway crosses a sidewalk parallel to the street curb; and Type 2 where the driveway crosses a sidewalk that bends away from the curb. For both types, the width of the driveway's flare at the sidewalk or curb is 35 feet, while the width of the drive past the flare is 30 feet. The Type 2 drawing indicates the 30 feet is typical. Nowhere do the standard details show a pavement width of less than 30 feet, except as provided by code 12.040.095 – 12.040.120. RMC 12.040.100 allows the Public Works Director to reduce the width of a non-residential driveway to 30 feet "the width excluding the radius of the curb return" only if the driveway serves 20 parking spaces or less and the anticipated peak hour traffic on the busiest hour of the busiest day of the week is 40 vehicles or less. As I noted in my comment letter to the city, the project fails both of those tests since the parking lot has 239 spaces and the traffic volume for the peak hour of the generator is 43 vehicle trips. Thus, the code requires the driveway to be 35 feet wide at its approach to the sidewalk/street and 30 feet

elsewhere.

4. If the applicant requested a deviation from the standard for the driveway's width, I have not seen that request. Nor have I seen any review by the City of the substandard width, justifying its radical reduction.
5. An exception to the standard can only be considered "provided the safety of pedestrians and motorists is not jeopardized ...by the deviation." (RMC 12.040.100) But the driveway's design jeopardizes pedestrian safety by forcing pedestrians to cross the driveway twice, only because there's not enough property to build the driveway with an adjacent sidewalk. Worse, the diagonal crosswalk at the curve maximizes pedestrian exposure to traffic by creating a 30 feet long crossing where the road's only 22 feet wide. This poorly aligned crossing also occurs at the bend of the curve where the road narrows and at the base of a steep slope, conditions that do not promote pedestrian safety. As far as I'm aware, no lighting plan has been shown for the driveway, sidewalk and pedestrian crossings. Neither the applicant nor the City responded to my previous comments about the jeopardy this design imposes on pedestrians. Again, the applicant should acquire easements or sufficient property to construct a code compliant driveway with continuous adjacent sidewalk.

Finally, in my 37 year career including five years as the transportation planner on the Seattle Design Commission, I have reviewed hundreds of site plans and have never seen such a haphazard contrivance for pedestrians as this proposed plan. The plan simply doesn't have enough property to do what should be done for this driveway and sidewalk, and no amount of conjuring the cross-section will correct that fault. And such conjuring should not jeopardize pedestrian safety. The site plan as proposed with this deficient driveway and pedestrian route should not be approved.

Thank you,
Ross

Ross Tilghman

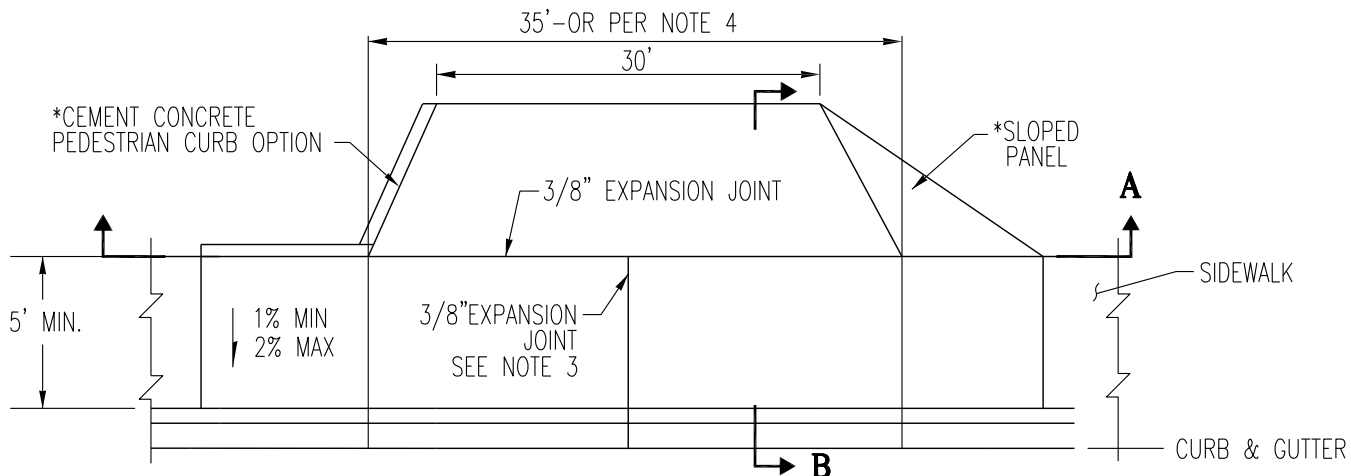
Tilghman Group

4618 44th Ave S

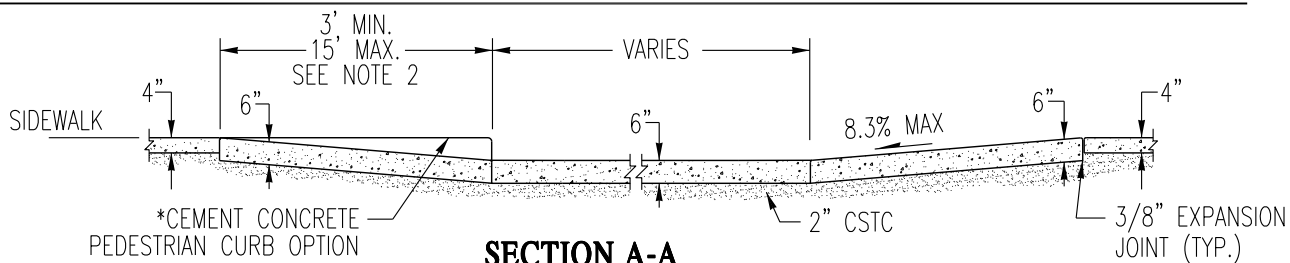
Seattle, WA 98118

206-577-6953

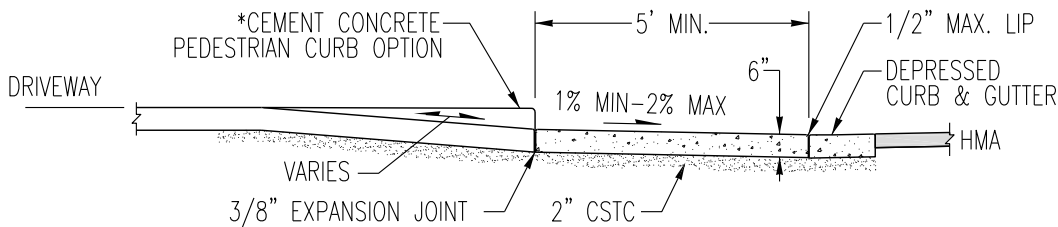
ross@tilghmangroup.com



CEMENT CONCRETE DRIVEWAY



SECTION A-A



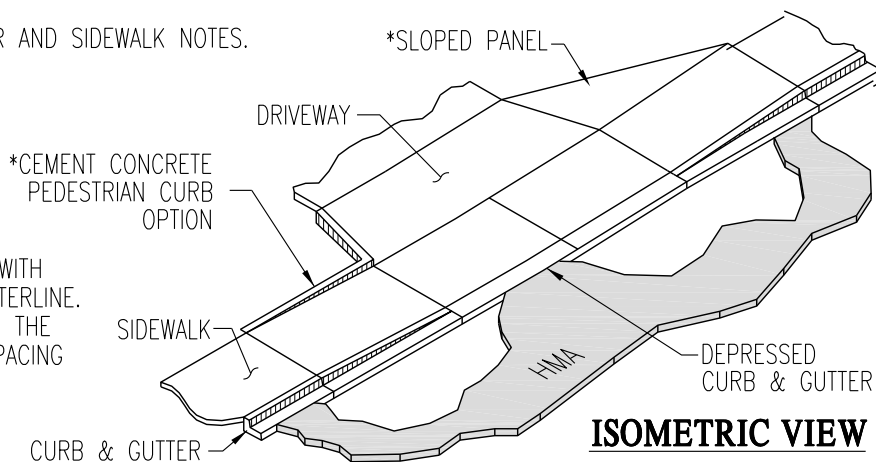
SECTION B-B

***NOTE:**
OPTION USED WILL
BE DETERMINED BY
CITY ENGINEER;
DEPENDENT UPON
FIELD CONDITIONS.

LEGEND: SLOPE IN EITHER DIRECTION

NOTES:

1. SEE STANDARD DETAIL ST7 FOR CURB, GUTTER AND SIDEWALK NOTES.
2. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15' TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES.
3. WHEN THE DRIVEWAY WIDTH EXCEEDS 15', CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" JOINT FILLER ALONG THE DRIVEWAY CENTERLINE. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15' MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30'.
4. SEE RMC 12.04.095 THRU 12.04.120 FOR ADDITIONAL DETAILS



ISOMETRIC VIEW



STANDARD NON-RESIDENTIAL DRIVEWAY (TYPE 1)

PUBLIC WORKS ENGINEERING

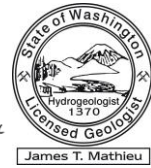
APPR. BY: PKR

DATE: 06.19

DRAWN BY: EY

DWG: ST2A

CAD FILE: 2013_ST2A_06_2019



James T. Mathieu

Memorandum

Date: June 14, 2022
To: Gary McLean, City of Richland Hearing Examiner
From: Jim Mathieu, Northwest Land & Water, Inc. (NLW)
Re: Analysis of stormwater detention capacity for the proposed Willowbrook Apartments

This memo presents an analysis of stormwater detention capacity at the proposed Willowbrook Apartments that I prepared on behalf of the Willowbrook HOA. It indicates that the volume of runoff produced during a major storm event would greatly exceed the detention capacity based on the design shown on Lake City Engineering's, Site Overview, **Drawing C3** of the *City of Richland Notice of Application, Public Hearing & Optional DNS (M2020-101 & EA2020-114)*.

Methodology

To perform this analysis, I did the following:

1. Estimated the impervious areas that would be added by roads, parking lots, sidewalks, and building roofs, based on **Drawing C3**, and summed them to calculate a total area of 147,090 ft².

Feature	Approximate impervious area (ft ²)
Roads	45,665
Parking lots	39,780
Sidewalks	8,782
Building roofs	52,863
Total	147,090

2. Calculated the volume of runoff that would be generated from the additional 147,090 ft² of impervious surface if 2.21 inches of rain were to fall on the site over a period of 24 hours. Such an event occurred at Hanford on August 10–11, 2019; it is reasonable to assume that other precipitation events of a similar—or possibly much larger—intensity will occur in the future.

3. Compared this value to the capacity of the detention basins, which I estimated using an assumed average depth of 2 feet for the three basins shown on **Drawing C3**.

Note that this analysis only considered runoff generated by impervious surfaces; it does not consider runoff from pervious soil surfaces that may be compacted during construction, thus reducing soil infiltration capacity.

Results

The calculations shown below indicate that the detention storage volume is *approximately 3.5 times less* than volume of stormwater runoff generated over a 24-hour period from the proposed impervious surfaces.

Factor	Volume
24-hour precipitation	2.21 inches
24-hour precipitation	0.18 feet
Approximate runoff originating from impervious surfaces at the site ¹	27,000 cubic feet
Approximate detention storage	8,000 cubic feet
<i>Runoff volume – detention</i>	<i>19,000 cubic feet</i>

This suggests that a substantial amount of additional detention storage may need be to incorporated into the site plan, potentially requiring modifications to the location, placement, and density of the site plan features.

Conclusion and Recommendations

As I stated in my testimony, I highly recommend that the Big Creek Land Company conduct a proper stormwater analysis and use it as the basis for designing infrastructure that not only considers climate conditions but is also fully integrated into the site plan. This work should be detailed in a supporting report and completed **now**—prior to site plan approval—since it may impact other site features. I also recommend community stakeholders be given sufficient review time to evaluate the applicant’s stormwater analysis and design.

This is the only responsible approach to avoid impacts to downstream communities, Amon Creek, and the numerous key fish and wildlife species that occupy this valuable wetland-creek system.

¹ Evaporation from impervious surfaces was not counted.

Re:Comments for the HE, Big Creek Land Company Site Plan (M2020-101 and EA2020-114) post Public Hearing 6/13/22

SARAH COOKE <cookess@comcast.net>

Tue 6/14/2022 7:37 AM

To:Alex Sidles <Sidles@bnd-law.com>;

Dear Mr. Hearing Examiner,

I am pleased to submit the following comments pertaining to the Statements made on the following issues from last night's testimony

- 1. Wetland Rating based on 2 reports that only looked at a small section of the Amon Creek Basin-**The new project in the Amon Creek basin that includes a wetland rating of a small section of the Creek was proposed by the planning director to be sent as "proof" that the Rating for the Wetlands associated with the Creek should be a Category II. This represents the same problem I described in my testimony, that rating the entire system based on a very small section is not only problematic, it is not following the protocol in the rating manual that SPECIFICALLY STATES (page15, Hruby, T. (2014). *Washington State Wetland Rating System for Eastern Washington: 2014 Update*. (Publication #14-06-030). Olympia, WA: Washington Department of Ecology.)
"The entire wetland has to be scored. Usually it is the entire delineated wetland that is scored. Small areas within a wetland (such as the footprint of an impact) cannot be rated separately. The method is not sensitive enough, or complex enough, to allow division of a wetland into smaller units based on level of disturbance, property lines, or plant communities. DO NOT SCORE ONLY THE PART BEING ALTERED OR MITIGATED".
-This is the same problem I have with the Scott Brainard rating the Amon Creek system a Category 2 after only seeing a small part of it in one snapshot (a single site visit in 2021). Fifteen different people looking at 15 different sections still does not comply with the methodology that states you MUST rate the entire wetland system. The compilation of each segment could easily add to the scores of each function such that you could have a Cat I wetland. The City must take it upon themselves (given multiple projects) along this important wetland to have a professional who is trained and qualified to do the rating for the entire wetland system along Amon Creek. I see this happen all the time and it is not correct application of the rating methodology and frequently results in an underprotection of valuable resources.
-I will point out again, current staff have admitted they were not around the City when the park was designated and the Park signage specifically states that the **"Wetlands on the west Fork of Amon Creek are the highest rated value wetland in southeast Washington. That is stating that the City recognizes or did when the Park was set up that the wetlands were a Category I.**

2. Mitigation for the issues of wildlife habitat replacement- you cannot mitigate if habitat is lost or impacted. The Planning Director does not have the training to understand the difference

between replacing vegetation and acreage in wetland and buffer mitigation; and habitat mitigation. Habitat is not something that can just have money thrown at it. You can mitigate buffers by planting more densely, or by doing buffer averaging (according to code though this is not science), but you cannot create habitat when there is no land for it to be mitigated, no time for the habitat to develop, and no security that the animals will come if you create it. You cannot just create endangered species habitat and expect it to be established instantly and expect the animals to move there the next day. It takes years for habitats to develop and what are the endangered species found on the site going to do in the meantime when their existing habitat is gone? Are they going to live in one of the housing units?

-It does not matter if the property is private or public. Endangered species are protected under the Endangered Species Act.

3. No wildlife census has been done for the property despite the fact that the WDFW knows of their presence and the area is known to harbor many listed species. Again, the City fails to understand this is not just another tract of land. This is a very special area down for its biological diversity, its critical habitat and species and the highest quality of its wetlands along Amon Creek.

4. Familiarity of Department of Ecology staff and WDFW staff with Amon Creek- we don't know how familiar the DOE staff person is with the overall Amon Creek system while we do know that the WDFW staff is very familiar with the Amon Creek wetlands and basin because Mike Ritter, WDFW staff (who commented to the City that he felt the project could not be accommodated with the existing ESA-listed species), has walked the entire creek and found salmonid spawning areas within 100 yards of the site as far back as 2016 and has identified at least two listed endangered species on the property. Additionally, he is a part of the team that identified the west Fork of Amon Creek wetlands as the most diverse in SE Washington.

5. Buffers calculated adjacent to Amon Creek. The City should settle the classification issue by rating Amon Creek Wetlands in their entirety, but even if the Cat 2 wetland status remains, it still does not address the steep slopes found on the site. Under code (RMC 10.115 E.), steep slopes in the buffers of wetlands are required to add an additional 25% on the required buffer.

RMC 10.115E states:

"Buffer modifications". When the minimum buffer for a wetland extends into an area with a slope of greater than 25 percent, the buffer shall be the greater of: a. The minimum buffer for that particular wetland; or b. Twenty-five feet beyond the point where the slope becomes 25 percent or less."

When I measured the slope across the site, it appears to be greater than 25 percent, at least for the northern portion of its length on the property. The buffer should therefore be 25% greater than 150 feet designated or 37.5 feet in addition to the 150 feet (187.5 feet in total). The current site plan does not appear to be able to accommodate this additional acreage. Another reason these issues must be resolved at this stage of planning.

6. Wetland Rating. Again, The City should, at this juncture, hire a qualified consultant to rate the entire Amon Creek wetland/creek system since they have multiple developments in the basin and will likely have more in the future. Their own signage states the wetland would be a Category I if it is "the highest rated value wetland in southeast Washington". The current

Planning Department needs this in order to be able to make an informed decisions in the future. There is sufficient disagreement with the Consultants about land use and other questions that relate to the scoring in the rating, that someone who has seen the entire Amon Creek system on the ground and not just from aerial photographic interpretation should make the final decision. Since the future of this development rests on this determination, this should be done prior to a decision on the approval of the project, and certainly before conditions of an approval are set.

Sarah Spear Cooke, Ph.D. Fellow, International Society of Wetland Scientists.

Staffing report fails to address discrepancies and misstatements in the application package:

- The City appears to have accepted all statements in application as true. They are not.
- SEPA checklist omits findings and contains inaccuracies when compared with supporting reports, especially the Critical Area Report and Wildlife Habitat Report.
- The staff report states that the applicant has or will obtain access easements from adjacent landowners. This is patently untrue and can easily be confirmed.

Failures by the property owners to complete previously directed activities:

- The EIS process directed by the City in 2014 was never completed as directed. An EIS must be prepared as a condition of approval.
- An EIS must still be required as a condition of approval.

Some findings of fact and resulting conditions of approval are incorrect:

- Finding 1: States that the Comprehensive Plan designates the property for High Density residential. This is incorrect – it is designated as Medium Density.
- Finding 2: States the site is located in an R-3 zoned area. This is incorrect – the site is not fully located in R-3 zoned area. Portions are zoned Single Family and also are subject to HOA covenants that prohibit the usage proposed.
- Condition 15: Requires Secondary Emergency Access. This is not to Richland Fire Code. Multi-unit developments with >100 units require TWO primary emergency vehicle access roads (PEVA). A secondary EVA is not acceptable per International Fire Code, Section D as adopted by the City of Richland.

- Condition 20: The City calls the access road at Broadmoor Street a private driveway. A private driveway is defined *“a road or driveway on privately owned property, limited to the use of the owner or a group of owners”*.

Traffic Loads

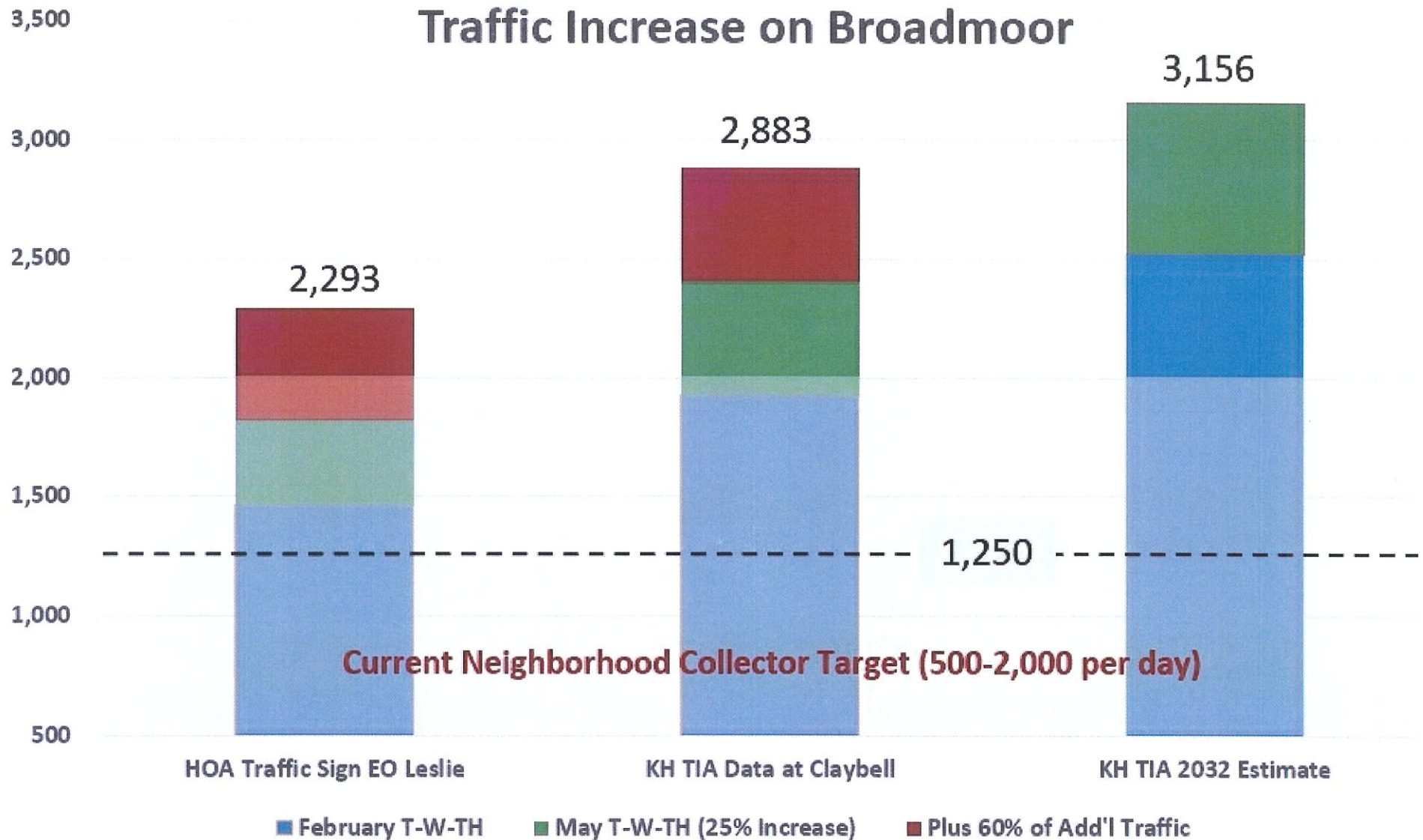
Staff report entirely fails to address additional traffic load on Broadmoor and Piper Streets and seems to accept that there is no significant impact to current traffic load.

The complex will add 791 vehicles to two residential streets each day (475 vehicles onto Broadmoor and 316 vehicles onto Piper Street). Broadmoor is a neighborhood collector with a target traffic load of 500-2000 cars per day. This is already regularly exceeded.

HOA installed radar traffic signs (at significant cost) on Broadmoor in 2017 after City had refused multiple times to address traffic issues on Broadmoor (excessive speeding, cars using Broadmoor to bypass the Leslie/Gage intersection). This data is routinely collected and was compared to data presented in the TIA by KH.

- HOA documented similar traffic loads on T-W-Th to KH TIA. We have no disagreement with collected data.
- However, data was collected in mid-February 2022 during a period of near freezing weather when traffic was still low from pandemic impacts.
- Similar mid-week data was examined for the same time in mid-May 2022. Traffic load averaged 25% higher for those days when compared to the same days in February. This is consistent with the data collected by City of Richland on Sept 15-17, 2021 (+10 vehicles).
- When the TIA figures are similarly increased, the daily traffic at Broadmoor and Bellerive rises from 1,926 to 2,397 vehicles per day (120% of the target maximum).
- The addition of 475 vehicles per day to Broadmoor increases the expected vehicle load near Claybell to 2,883. (Refer to video recorded to view typical weekend parking situation.)
- For the expected traffic load in 2032, the TIA expected load of 2,526 increases to 3,175 vehicles per day

Traffic Increase on Broadmoor



HOW TO READ THIS TRAFFIC DATA

This spreadsheet documents traffic data collected by the Meadow Springs Second Nine HOA radar traffic signs located on each side of Broadmoor Street just east of Leslie Blvd. in Meadow Springs.

Each tab represents one month of collected data from one sign.

Tabs are labeled to identify which sign and which month the data is for, like this:

- > 455_202101 represents data collected for traffic coming up the hill westbound on Broadmoor (sign ID 455) during the first month of 2021 (202101).
- > 456_202205 represents data collected for traffic coming down the hill eastbound on Broadmoor (sign ID 456) during the fifth month of 2022 (202205).

Red tabs indicate months with no data or missing data. This sign's solar panels were not receiving enough sunlight to maintain sufficient voltage and data was missing as a result. This is indicated by all zeros in the data, or section of data shown as zero. The trees were trimmed to provide better charging and a data is OK.

Beginning in row 1675, data is summarized in Columns M through R, showing totals and average cars per day for the entire month. In Row 1680, the maximum number of vehicles for one day is shown (column M) and the maximum speed recorded during the month (column R).

Data is collected every half hour on every day. Data collected each half hour includes number of vehicles, number of vehicles exceeding the speed limit (25 mph) and max speed recorded. We don't use the daily statistics in our reviews.

Note on Sign 456, the clock is out of sync during some months (you can see that the peak traffic volumes are offset by about 12 hours).

Period Stat	2/1/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg	peak spec	Avg counts	Peak coun	Summary
0:00	5	2	119	32	1	1	638
0:30	2	1	56	31	18	8	459
1:00	1	1	30	30	25	16	71.94
1:30	4	3	123	48	135	80	17692
2:00	3	1	70	27	277	266	48
2:30	1	0	21	21	154	212	30
3:00	1	1	30	30	23	48	34
3:30	0	0	0	0	4	6	
4:00	0	0	0	0	1	1	
4:30	0	0	0	0	0	0	
5:00	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	
6:00	1	1	29	29			
6:30	3	2	81	33			
7:00	2	2	63	35			
7:30	5	4	148	34			
8:00	3	2	76	33			
8:30	3	2	73	34			
9:00	4	3	102	27			
9:30	11	7	298	36			
10:00	16	12	438	34			
10:30	13	8	328	30			
11:00	25	21	727	36			
11:30	36	26	998	35			
12:00	12	11	384	41			
12:30	14	12	420	37			
13:00	19	11	480	39			
13:30	14	13	415	44			
14:00	19	13	539	38			
14:30	20	14	552	43			
15:00	22	17	628	35			
15:30	19	16	543	37			
16:00	23	14	636	35			
16:30	15	13	434	39			
17:00	19	16	548	36			
17:30	23	19	680	44			
18:00	39	26	1029	36			
18:30	36	20	928	38			
19:00	33	20	882	32			
19:30	33	24	919	36			
20:00	28	21	804	38			
20:30	23	17	635	35			
21:00	18	13	502	37			
21:30	24	15	630	39			
22:00	16	12	446	33			
22:30	8	4	216	32			
23:00	13	12	377	34			
23:30	9	7	255	34			
	638	459	17692	1507			

638 459 17692 1507 48

Period Stat	2/2/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg	peak spec	Avg counts	Peak coun	Summary
0:00	4	2	115	43	3	2	589
0:30	6	5	174	38	6	3	434
1:00	0	0	0	0	14	6	73.68
1:30	1	1	29	29	132	72	16641
2:00	1	1	34	34	263	257	51
2:30	1	0	24	24	142	192	30
3:00	3	2	87	34	21	43	34
3:30	0	0	0	0	5	11	
4:00	0	0	0	0	2	1	
4:30	1	1	31	31	1	2	
5:00	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	
6:00	0	0	0	0			
6:30	2	1	52	33			
7:00	3	2	81	33			
7:30	4	4	141	51			
8:00	3	2	74	31			
8:30	4	4	137	44			
9:00	4	1	99	29			
9:30	10	8	293	41			
10:00	18	13	522	40			
10:30	11	7	304	48			
11:00	22	20	617	35			
11:30	41	28	1150	38			
12:00	14	8	390	36			
12:30	11	7	295	34			
13:00	16	11	457	38			
13:30	19	12	536	40			
14:00	14	11	393	38			
14:30	18	12	502	37			
15:00	16	13	506	50			
15:30	19	17	549	34			
16:00	13	11	385	40			
16:30	23	15	639	37			
17:00	36	30	1012	40			

17:30	26	17	707	34
18:00	29	22	856	40
18:30	30	22	820	33
19:00	20	15	575	38
19:30	25	19	704	36
20:00	31	24	832	35
20:30	23	20	659	38
21:00	19	13	531	37
21:30	12	8	322	31
22:00	10	8	279	33
22:30	7	3	177	31
23:00	13	10	396	41
23:30	6	4	155	30
	589	434	16641	1537

589 434 16641 1537 51

Period Stat	2/3/2022	Daily Statistics				
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary
0:00	7	6	204	37	1	640
0:30	5	5	166	38	11	476
1:00	0	0	0	0	14	74.37
1:30	2	0	50	25	138	18037
2:00	2	0	46	25	290	45
2:30	2	0	48	25	148	220
3:00	1	1	27	27	31	34
3:30	1	1	27	27	7	10
4:00	0	0	0	0	0	1
4:30	0	0	0	0	0	1
5:00	1	1	41	41	0	0
5:30	0	0	0	0	0	0
6:00	0	0	0	0		
6:30	5	4	157	37		
7:00	3	2	84	32		
7:30	6	6	191	36		
8:00	1	1	30	30		
8:30	5	4	146	33		
9:00	5	2	128	31		
9:30	12	9	346	37		
10:00	14	12	399	34		
10:30	13	7	345	33		
11:00	17	12	485	41		
11:30	31	29	903	35		
12:00	17	12	483	39		
12:30	18	10	495	38		
13:00	12	11	356	34		
13:30	12	9	338	36		
14:00	20	13	538	38		
14:30	21	15	626	41		
15:00	27	22	768	35		
15:30	22	15	613	41		
16:00	20	13	549	37		
16:30	19	14	539	36		
17:00	16	13	437	34		
17:30	23	18	683	40		
18:00	44	35	1251	45		
18:30	32	27	944	38		
19:00	23	13	598	36		
19:30	33	27	935	40		
20:00	33	26	923	33		
20:30	22	18	621	39		
21:00	25	18	692	40		
21:30	21	14	558	38		
22:00	13	8	342	33		
22:30	12	10	341	45		
23:00	14	9	373	34		
23:30	8	4	211	35		
	640	476	18037	1529		

640 476 18037 1529 45

Period Stat	2/4/2022	Daily Statistics				
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary
0:00	4	4	136	41	4	663
0:30	2	1	59	35	9	501
1:00	1	0	17	17	20	75.57
1:30	1	1	27	27	129	18849
2:00	0	0	0	0	300	64
2:30	2	1	55	32	149	233
3:00	1	1	32	32	43	66
3:30	0	0	0	0	7	11
4:00	0	0	0	0	0	1
4:30	0	0	0	0	0	0
5:00	1	0	20	20	1	1
5:30	1	1	30	30	1	1
6:00	0	0	0	0		
6:30	1	1	35	35		
7:00	2	2	59	31		
7:30	3	3	98	34		
8:00	1	1	35	35		
8:30	3	2	70	33		

9:00	8	5	189	36
9:30	9	6	245	36
10:00	12	9	347	37
10:30	15	12	454	58
11:00	22	13	583	35
11:30	37	27	1044	36
12:00	10	8	295	41
12:30	20	15	574	39
13:00	21	14	567	36
13:30	23	16	598	34
14:00	16	12	426	39
14:30	22	20	680	39
15:00	26	20	766	41
15:30	18	17	547	41
16:00	30	23	891	38
16:30	21	17	621	42
17:00	19	16	577	40
17:30	23	15	659	64
18:00	43	34	1227	38
18:30	40	35	1221	44
19:00	26	19	736	38
19:30	34	28	981	39
20:00	29	25	841	38
20:30	25	19	704	39
21:00	15	9	389	32
21:30	15	10	375	30
22:00	13	9	339	32
22:30	20	11	526	40
23:00	18	11	501	39
23:30	10	8	273	38
	663	501	18849	1581

663 501 18849 1581 64

Period Stat	2/5/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak coun	Summary
0:00	19	11	530	42	2	2	600
0:30	12	9	350	37	13	7	439
1:00	8	7	218	35	17	10	73.17
1:30	6	5	180	36	129	74	16986
2:00	4	2	98	35	238	232	58
2:30	1	1	26	26	161	203	30
3:00	1	1	26	26	31	58	35
3:30	2	2	67	35	8	11	
4:00	0	0	0	0	0	2	
4:30	1	0	25	25	0	0	
5:00	0	0	0	0	1	1	
5:30	0	0	0	0	0	0	
6:00	1	0	16	16			
6:30	0	0	0	0			
7:00	1	0	24	24			
7:30	1	1	28	28			
8:00	2	2	67	38			
8:30	4	2	99	35			
9:00	1	0	11	11			
9:30	2	0	48	24			
10:00	7	4	180	34			
10:30	5	3	133	30			
11:00	13	9	368	43			
11:30	9	8	247	30			
12:00	10	8	267	33			
12:30	17	15	508	37			
13:00	17	13	505	37			
13:30	21	13	560	39			
14:00	21	17	620	45			
14:30	24	21	725	35			
15:00	21	20	662	37			
15:30	21	16	598	42			
16:00	19	16	579	36			
16:30	28	24	793	39			
17:00	37	30	1080	38			
17:30	26	20	742	37			
18:00	27	20	740	37			
18:30	28	21	798	36			
19:00	24	16	655	35			
19:30	26	17	740	39			
20:00	27	16	719	41			
20:30	23	14	620	34			
21:00	17	12	473	41			
21:30	16	11	463	38			
22:00	14	10	388	32			
22:30	15	9	404	38			
23:00	8	6	256	58			
23:30	13	7	350	42			
	600	439	16986	1536			

600 439 16986 1536 58

Period Stat	2/6/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak coun	Summary
0:00	6	5	171	34	4	3	512

0:30	8	7	226	33	9	6	369
1:00	6	3	113	27	10	6	72.07
1:30	6	5	218	50	120	65	14390
2:00	5	3	138	32	214	215	50
2:30	5	3	138	34	125	168	30
3:00	4	3	107	34	21	39	34
3:30	1	0	11	11	6	7	
4:00	1	0	25	25	3	2	
4:30	2	2	59	31	0	1	
5:00	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	
6:00	0	0	0	0			
6:30	0	0	0	0			
7:00	0	0	0	0			
7:30	1	0	23	23			
8:00	0	0	0	0			
8:30	3	1	74	26			
9:00	0	0	0	0			
9:30	4	4	129	36			
10:00	4	3	101	31			
10:30	6	5	167	35			
11:00	4	3	112	32			
11:30	8	5	230	41			
12:00	12	8	336	33			
12:30	12	9	352	39			
13:00	13	10	378	41			
13:30	25	22	752	42			
14:00	21	14	581	32			
14:30	21	16	586	38			
15:00	21	15	579	36			
15:30	25	20	743	47			
16:00	30	25	899	41			
16:30	19	12	520	37			
17:00	18	12	516	40			
17:30	23	18	648	35			
18:00	20	15	593	41			
18:30	26	21	721	36			
19:00	19	11	505	31			
19:30	28	19	787	38			
20:00	18	10	479	39			
20:30	24	19	667	36			
21:00	11	7	293	32			
21:30	18	12	474	32			
22:00	12	10	352	34			
22:30	8	2	197	27			
23:00	10	7	277	37			
23:30	4	3	113	34			
	512	369	14390	1413			

512 369 14390 1413 50

Period Stat	2/7/2022		Daily Statistics				
Time	# vehicles	#violators	sum of avg peak spec	avg counts	Peak coun	Summary	
0:00	4	3	118	33	6	5	567
0:30	3	2	82	30	12	6	398
1:00	2	2	55	29	19	9	70.19
1:30	1	1	28	28	132	67	15571
2:00	1	1	26	26	254	266	47
2:30	0	0	0	0	117	169	29
3:00	0	0	0	0	23	37	34
3:30	0	0	0	0	3	7	
4:00	0	0	0	0	1	1	
4:30	0	0	0	0	0	0	
5:00	1	1	38	38	0	0	
5:30	2	1	52	32	0	0	
6:00	0	0	0	0			
6:30	3	2	91	40			
7:00	3	0	70	25			
7:30	3	3	110	42			
8:00	2	1	52	34			
8:30	5	2	131	30			
9:00	4	3	113	33			
9:30	9	8	255	34			
10:00	12	12	364	36			
10:30	16	14	452	36			
11:00	16	13	453	35			
11:30	36	26	1013	39			
12:00	18	11	483	37			
12:30	19	13	517	33			
13:00	10	8	289	35			
13:30	15	11	389	36			
14:00	15	11	409	34			
14:30	21	14	545	47			
15:00	20	14	590	40			
15:30	21	13	575	39			
16:00	14	12	402	33			
16:30	16	9	428	34			
17:00	12	10	352	36			
17:30	22	14	569	38			
18:00	37	21	948	33			
18:30	32	22	863	40			

19:00	28	18	729	34
19:30	31	20	838	34
20:00	32	24	906	41
20:30	20	11	552	40
21:00	18	16	508	33
21:30	14	9	369	31
22:00	11	10	319	35
22:30	10	8	283	41
23:00	5	3	135	35
23:30	3	1	70	29
	567	398	15571	1468

567 398 15571 1468 47

Period Stat	2/8/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary	
0:00	3	2	81	37	2	1	584
0:30	3	2	82	29	13	7	408
1:00	1	1	31	31	23	11	69.86
1:30	0	0	0	0	138	94	15914
2:00	2	1	52	28	286	264	44
2:30	0	0	0	0	108	175	29
3:00	0	0	0	0	10	27	33
3:30	0	0	0	0	4	4	
4:00	0	0	0	0	0	0	
4:30	0	0	0	0	0	0	
5:00	0	0	0	0	0	1	
5:30	0	0	0	0	0	0	
6:00	0	0	0	0			
6:30	3	2	83	32			
7:00	3	2	79	28			
7:30	3	2	88	44			
8:00	2	0	29	18			
8:30	3	3	91	33			
9:00	7	4	190	35			
9:30	12	5	306	32			
10:00	18	13	494	37			
10:30	13	11	342	33			
11:00	17	14	490	34			
11:30	33	26	949	40			
12:00	14	11	392	33			
12:30	18	11	464	34			
13:00	16	13	474	37			
13:30	14	8	351	34			
14:00	20	13	542	35			
14:30	18	14	503	33			
15:00	21	15	574	31			
15:30	21	13	567	44			
16:00	11	7	287	30			
16:30	18	13	510	34			
17:00	10	8	266	35			
17:30	25	17	674	38			
18:00	43	25	1107	35			
18:30	34	24	953	38			
19:00	36	14	861	33			
19:30	26	21	720	34			
20:00	30	22	835	36			
20:30	21	16	590	42			
21:00	15	12	417	32			
21:30	17	15	509	43			
22:00	11	9	297	34			
22:30	7	4	191	30			
23:00	13	13	388	35			
23:30	2	2	55	28			
	584	408	15914	1329			

584 408 15914 1329 44

Period Stat	2/9/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary	
0:00	10	8	310	45	4	1	698
0:30	5	3	132	31	20	11	498
1:00	3	1	71	27	26	17	71.35
1:30	0	0	0	0	150	87	19450
2:00	2	1	50	27	295	291	65
2:30	0	0	0	0	158	223	30
3:00	1	1	32	32	37	56	34
3:30	0	0	0	0	7	9	
4:00	0	0	0	0	0	0	
4:30	0	0	0	0	0	2	
5:00	0	0	0	0	0	0	
5:30	0	0	0	0	1	1	
6:00	0	0	0	0			
6:30	4	2	104	33			
7:00	4	4	119	30			
7:30	3	3	86	32			
8:00	1	0	14	14			
8:30	5	3	130	37			
9:00	7	5	197	33			
9:30	12	5	305	31			
10:00	14	10	403	38			

10:30	19	17	577	45
11:00	24	14	613	34
11:30	32	20	877	35
12:00	24	19	670	35
12:30	15	6	376	37
13:00	17	14	475	34
13:30	25	16	672	42
14:00	17	11	447	36
14:30	20	12	555	36
15:00	18	12	499	40
15:30	24	20	763	65
16:00	23	19	699	38
16:30	26	14	685	44
17:00	40	24	1072	43
17:30	26	20	719	38
18:00	27	20	787	40
18:30	28	23	807	39
19:00	38	31	1110	39
19:30	33	22	883	39
20:00	33	25	898	39
20:30	30	23	836	41
21:00	19	18	550	36
21:30	16	11	438	41
22:00	19	14	533	37
22:30	11	8	296	34
23:00	16	14	471	34
23:30	7	5	189	37
	698	498	19450	1468

698 498 19450 1468 65

Period Stat	2/10/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary	
0:00	4	4	127	41	4	2	688
0:30	1	1	29	29	10	4	483
1:00	3	2	81	31	31	11	70.2
1:30	5	3	129	30	160	96	19158
2:00	2	2	63	37	282	276	47
2:30	1	1	32	32	162	240	30
3:00	0	0	0	0	30	49	34
3:30	1	1	33	33	8	9	
4:00	1	0	24	24	1	1	
4:30	0	0	0	0	0	0	
5:00	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	
6:00	0	0	0	0			
6:30	5	3	152	47			
7:00	2	2	59	30			
7:30	3	3	98	33			
8:00	4	3	107	33			
8:30	4	3	104	31			
9:00	12	7	312	37			
9:30	7	6	200	31			
10:00	15	13	454	41			
10:30	19	13	541	44			
11:00	25	19	684	37			
11:30	34	28	978	35			
12:00	17	12	478	35			
12:30	12	8	348	38			
13:00	8	6	232	39			
13:30	15	12	435	41			
14:00	23	15	643	38			
14:30	24	19	675	34			
15:00	23	14	634	38			
15:30	26	14	687	35			
16:00	23	15	636	38			
16:30	11	5	278	34			
17:00	17	8	432	35			
17:30	20	14	547	42			
18:00	46	21	1128	41			
18:30	37	22	1011	42			
19:00	34	28	1002	43			
19:30	40	32	1136	39			
20:00	34	27	954	36			
20:30	28	21	779	36			
21:00	27	21	786	39			
21:30	20	16	560	38			
22:00	19	13	538	36			
22:30	17	16	506	36			
23:00	10	7	298	36			
23:30	9	3	228	31			
	688	483	19158	1556			

688 483 19158 1556 47

Period Stat	2/11/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary	
0:00	5	2	143	38	4	1	690
0:30	3	2	78	31	16	7	494
1:00	6	4	176	40	33	23	71.59
1:30	2	2	62	35	143	76	19261

2:00	2	0	40	25	293	281	44
2:30	0	0	0	0	160	228	30
3:00	1	1	31	31	33	57	35
3:30	1	0	24	24	8	16	
4:00	0	0	0	0	0	0	
4:30	0	0	0	0	0	1	
5:00	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	
6:00	0	0	0	0			
6:30	0	0	0	0			
7:00	3	2	76	27			
7:30	3	2	87	35			
8:00	2	2	69	38			
8:30	5	4	134	34			
9:00	6	3	150	38			
9:30	9	6	259	33			
10:00	16	13	456	35			
10:30	16	11	425	37			
11:00	25	19	708	34			
11:30	39	34	1124	40			
12:00	16	11	444	38			
12:30	16	11	460	35			
13:00	20	14	574	42			
13:30	21	11	540	41			
14:00	23	21	714	44			
14:30	23	14	622	35			
15:00	25	19	690	41			
15:30	26	21	751	39			
16:00	26	16	683	32			
16:30	20	16	564	34			
17:00	26	19	734	41			
17:30	28	19	762	37			
18:00	40	20	991	34			
18:30	24	21	734	43			
19:00	28	21	807	40			
19:30	31	27	910	36			
20:00	41	28	1117	37			
20:30	23	16	654	39			
21:00	15	11	419	41			
21:30	18	11	488	32			
22:00	15	8	388	33			
22:30	10	7	282	41			
23:00	19	17	565	40			
23:30	12	8	326	34			
	690	494	19261	1484			

690 494 19261 1484 44

Period Stat	2/12/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg	peak speec	Avg counts	Peak coun	Summary
0:00	13	8	348	33	6	4	601
0:30	10	7	299	42	9	5	418
1:00	8	5	215	41	31	18	69.55
1:30	4	3	106	31	137	104	16634
2:00	6	4	160	34	246	236	50
2:30	5	3	136	33	136	171	30
3:00	0	0	0	0	29	50	34
3:30	1	0	15	15	6	12	
4:00	2	0	47	24	1	0	
4:30	0	0	0	0	0	0	
5:00	1	1	32	32	0	1	
5:30	1	1	33	33	0	0	
6:00	0	0	0	0			
6:30	1	0	21	21			
7:00	0	0	0	0			
7:30	1	0	24	24			
8:00	3	2	84	32			
8:30	2	1	55	30			
9:00	1	0	13	13			
9:30	3	3	87	31			
10:00	8	8	250	37			
10:30	6	5	174	35			
11:00	11	8	295	40			
11:30	21	16	622	41			
12:00	20	17	584	37			
12:30	15	13	437	40			
13:00	15	10	416	34			
13:30	25	18	740	40			
14:00	25	24	786	38			
14:30	24	20	697	41			
15:00	20	7	461	37			
15:30	32	16	801	38			
16:00	31	26	921	43			
16:30	22	20	638	37			
17:00	25	20	702	33			
17:30	29	22	800	33			
18:00	29	19	775	37			
18:30	21	14	584	36			
19:00	18	10	490	36			
19:30	28	17	771	35			
20:00	24	16	653	38			

20:30	19	14	515	50
21:00	11	9	304	32
21:30	14	8	381	37
22:00	17	6	414	34
22:30	10	6	265	30
23:00	9	8	241	31
23:30	10	3	242	29
	601	418	16634	1498

601	418	16634	1498	50
-----	-----	-------	------	----

Period Stat	2/13/2022	Daily Statistics				
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary
0:00	6	3	147	30	5	531
0:30	6	4	154	37	13	390
1:00	3	1	89	40	16	73.45
1:30	3	1	74	28	107	14723
2:00	4	3	114	33	250	236 43
2:30	1	1	28	28	113	164 29
3:00	1	1	29	29	23	37 34
3:30	3	1	63	27	4	9
4:00	0	0	0	0	0	0
4:30	0	0	0	0	0	0
5:00	1	1	38	38	0	0
5:30	1	1	32	32	0	0
6:00	0	0	0	0		
6:30	0	0	0	0		
7:00	3	1	81	32		
7:30	0	0	0	0		
8:00	1	0	25	25		
8:30	0	0	0	0		
9:00	1	0	25	25		
9:30	3	3	92	35		
10:00	4	1	79	26		
10:30	7	3	175	32		
11:00	9	7	259	39		
11:30	14	9	368	32		
12:00	14	10	395	41		
12:30	15	12	402	33		
13:00	21	15	572	31		
13:30	18	14	505	33		
14:00	28	20	786	39		
14:30	17	13	474	32		
15:00	23	19	675	42		
15:30	28	24	827	38		
16:00	21	16	575	37		
16:30	33	25	961	41		
17:00	23	20	658	35		
17:30	35	27	1001	43		
18:00	22	18	645	37		
18:30	29	26	848	39		
19:00	16	15	489	38		
19:30	18	14	489	33		
20:00	6	3	138	30		
20:30	8	6	233	35		
21:00	10	5	228	30		
21:30	6	3	160	30		
22:00	28	17	690	36		
22:30	21	10	529	31		
23:00	11	8	302	32		
23:30	9	9	269	40		
	531	390	14723	1424		

531	390	14723	1424	43
-----	-----	-------	------	----

Period Stat	2/14/2022	Daily Statistics				
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary
0:00	7	4	181	37	8	701
0:30	3	3	90	34	14	500
1:00	1	1	26	26	25	71.33
1:30	1	1	26	26	154	19185
2:00	0	0	0	0	344	318 56
2:30	1	0	15	15	138	213 29
3:00	1	0	23	23	14	41 34
3:30	0	0	0	0	1	4
4:00	0	0	0	0	2	1
4:30	2	1	59	34	0	1
5:00	0	0	0	0	1	1
5:30	0	0	0	0	0	0
6:00	0	0	0	0		
6:30	4	2	103	32		
7:00	1	1	27	27		
7:30	4	4	139	46		
8:00	6	4	157	31		
8:30	4	2	104	31		
9:00	7	5	197	33		
9:30	12	9	331	33		
10:00	16	14	486	56		
10:30	14	8	374	33		
11:00	17	9	447	33		
11:30	38	27	1068	36		

12:00	13	11	360	33
12:30	23	20	665	35
13:00	19	14	519	32
13:30	17	6	347	33
14:00	22	16	605	37
14:30	24	17	665	36
15:00	23	19	636	35
15:30	20	18	554	32
16:00	17	13	476	35
16:30	25	16	665	41
17:00	30	24	866	40
17:30	33	23	927	40
18:00	46	36	1282	35
18:30	27	18	703	30
19:00	53	36	1447	37
19:30	38	26	1052	50
20:00	33	20	872	35
20:30	28	24	825	37
21:00	20	14	506	34
21:30	16	12	442	35
22:00	11	9	308	36
22:30	13	7	336	35
23:00	8	4	190	34
23:30	3	2	84	33
	701	500	19185	1446

701 500 19185 1446 56

Period Stat	2/15/2022		Daily Statistics				
Time	# vehicles	#violators	sum of avg	peak spec	Avg counts	Peak coun	Summary
0:00	5	3	136	39	3	0	630
0:30	6	3	157	33	11	7	462
1:00	2	2	63	34	23	8	73.33
1:30	3	2	83	35	131	79	17834
2:00	2	0	30	16	266	242	51
2:30	1	0	25	25	153	221	30
3:00	0	0	0	0	35	55	35
3:30	0	0	0	0	6	15	
4:00	0	0	0	0	1	2	
4:30	0	0	0	0	1	1	
5:00	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	
6:00	1	1	26	26			
6:30	4	1	101	33			
7:00	2	2	60	31			
7:30	4	3	111	32			
8:00	2	1	46	33			
8:30	5	4	151	41			
9:00	9	5	224	33			
9:30	9	5	251	35			
10:00	14	13	410	36			
10:30	16	13	439	40			
11:00	22	16	620	36			
11:30	35	27	1028	41			
12:00	14	11	410	37			
12:30	12	8	353	40			
13:00	18	13	491	38			
13:30	19	13	557	41			
14:00	18	15	530	36			
14:30	17	14	506	38			
15:00	20	15	555	33			
15:30	14	11	411	36			
16:00	21	14	578	41			
16:30	14	12	417	40			
17:00	29	22	812	44			
17:30	24	18	691	46			
18:00	37	23	1006	33			
18:30	32	20	878	34			
19:00	39	30	1077	37			
19:30	27	21	755	36			
20:00	35	26	1027	51			
20:30	22	17	642	37			
21:00	12	10	322	35			
21:30	13	9	371	36			
22:00	13	11	392	39			
22:30	14	11	404	35			
23:00	13	9	367	39			
23:30	11	8	321	38			
	630	462	17834	1519			

630 462 17834 1519 51

Period Stat	2/16/2022		Daily Statistics				
Time	# vehicles	#violators	sum of avg	peak spec	Avg counts	Peak coun	Summary
0:00	15	15	458	39	1	0	681
0:30	3	1	67	32	15	7	516
1:00	5	5	146	34	25	13	75.77
1:30	0	0	0	0	124	79	19242
2:00	2	1	49	26	315	283	45
2:30	1	1	28	28	161	222	30
3:00	0	0	0	0	33	67	35

3:30	1	0	25	25	7	9
4:00	1	1	27	27	0	1
4:30	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:30	0	0	0	0	0	0
6:00	0	0	0	0		
6:30	1	0	17	17		
7:00	5	4	151	44		
7:30	2	2	71	41		
8:00	4	1	79	28		
8:30	5	4	152	37		
9:00	9	5	216	33		
9:30	4	2	107	32		
10:00	17	16	516	40		
10:30	12	10	354	35		
11:00	25	20	705	35		
11:30	36	29	1052	36		
12:00	9	7	261	38		
12:30	16	10	455	40		
13:00	11	10	340	45		
13:30	18	12	507	39		
14:00	21	18	629	42		
14:30	22	17	614	37		
15:00	25	18	726	38		
15:30	26	21	756	37		
16:00	29	24	859	39		
16:30	23	18	642	41		
17:00	40	29	1107	35		
17:30	25	20	693	38		
18:00	24	20	694	35		
18:30	30	22	857	38		
19:00	34	28	1015	43		
19:30	22	11	589	36		
20:00	40	31	1125	38		
20:30	25	20	698	34		
21:00	26	17	690	35		
21:30	27	17	687	34		
22:00	13	8	351	31		
22:30	6	5	164	31		
23:00	12	11	351	35		
23:30	9	5	212	34		
	681	516	19242	1482		

681 516 19242 1482 45

Period Stat	2/17/2022		Daily Statistics			
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary
0:00	10	7	285	43	4	680
0:30	3	1	78	35	25	392
1:00	2	1	56	32	40	57.65
1:30	1	0	21	21	219	17912
2:00	1	0	25	25	269	44
2:30	0	0	0	0	99	28
3:00	1	1	27	27	17	33
3:30	0	0	0	0	7	9
4:00	0	0	0	0	0	1
4:30	2	1	49	26	0	0
5:00	0	0	0	0	0	0
5:30	0	0	0	0	0	0
6:00	0	0	0	0		
6:30	1	0	23	23		
7:00	4	2	108	35		
7:30	1	1	41	41		
8:00	4	4	118	32		
8:30	2	1	54	29		
9:00	7	3	187	41		
9:30	8	7	241	35		
10:00	10	10	300	39		
10:30	22	16	637	44		
11:00	23	16	659	41		
11:30	29	21	801	36		
12:00	22	14	595	41		
12:30	18	11	466	40		
13:00	13	6	312	29		
13:30	21	17	599	34		
14:00	21	10	508	35		
14:30	31	15	799	33		
15:00	22	11	561	32		
15:30	29	21	784	33		
16:00	17	10	441	36		
16:30	22	10	554	34		
17:00	23	13	583	33		
17:30	27	12	666	37		
18:00	43	15	1007	35		
18:30	25	8	618	36		
19:00	42	24	1127	38		
19:30	23	17	664	38		
20:00	22	13	577	36		
20:30	29	16	739	41		
21:00	24	15	651	36		
21:30	16	9	420	34		

22:00	17	8	441	36
22:30	15	9	396	32
23:00	15	9	396	35
23:30	12	7	298	32
	680	392	17912	1451

680	392	17912	1451	44
-----	-----	-------	------	----

Period Stat	2/18/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg	peak speec	Avg counts	Peak coun	Summary
0:00	9	5	269	40	4	3	732
0:30	7	2	188	48	10	4	515
1:00	12	5	327	37	17	11	70.36
1:30	4	2	106	40	186	94	20320
2:00	2	1	51	35	332	331	52
2:30	1	1	35	35	142	218	29
3:00	0	0	0	0	37	63	34
3:30	2	1	54	29	2	6	
4:00	0	0	0	0	1	1	
4:30	0	0	0	0	1	1	
5:00	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	
6:00	0	0	0	0			
6:30	0	0	0	0			
7:00	4	3	120	36			
7:30	1	0	23	23			
8:00	0	0	0	0			
8:30	4	4	121	38			
9:00	4	2	88	35			
9:30	8	5	214	32			
10:00	12	11	349	37			
10:30	16	12	456	37			
11:00	26	17	725	38			
11:30	35	29	1014	35			
12:00	20	17	598	35			
12:30	13	8	363	35			
13:00	20	15	569	37			
13:30	19	13	508	32			
14:00	21	12	536	36			
14:30	21	13	550	35			
15:00	26	18	705	34			
15:30	26	21	749	52			
16:00	33	27	967	41			
16:30	18	14	547	44			
17:00	29	21	801	37			
17:30	30	25	847	36			
18:00	45	33	1247	37			
18:30	34	26	961	36			
19:00	37	25	1014	35			
19:30	35	23	935	36			
20:00	34	28	947	39			
20:30	30	20	837	37			
21:00	22	13	590	38			
21:30	22	15	580	40			
22:00	12	7	328	38			
22:30	15	8	377	29			
23:00	16	8	431	35			
23:30	7	5	193	33			
	732	515	20320	1462			

732	515	20320	1462	52
-----	-----	-------	------	----

Period Stat	2/19/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg	peak speec	Avg counts	Peak coun	Summary
0:00	13	9	358	41	1	1	542
0:30	7	5	178	31	10	5	404
1:00	6	4	168	32	18	11	74.54
1:30	4	3	115	32	109	55	15423
2:00	4	3	116	33	225	228	43
2:30	1	1	41	41	138	169	30
3:00	3	2	88	34	30	55	35
3:30	1	1	27	27	11	17	
4:00	1	1	30	30	0	1	
4:30	0	0	0	0	0	0	
5:00	2	0	44	22	0	0	
5:30	0	0	0	0	0	0	
6:00	0	0	0	0			
6:30	2	2	65	38			
7:00	1	1	37	37			
7:30	0	0	0	0			
8:00	1	1	26	26			
8:30	2	1	44	27			
9:00	1	0	11	11			
9:30	3	2	81	28			
10:00	8	6	221	31			
10:30	14	12	416	40			
11:00	9	7	243	30			
11:30	12	6	337	43			
12:00	9	7	254	37			
12:30	16	11	420	35			
13:00	19	13	540	37			

13:30	19	15	553	37
14:00	23	19	671	39
14:30	21	15	589	41
15:00	27	20	764	41
15:30	26	21	742	38
16:00	23	19	648	34
16:30	22	13	594	37
17:00	14	12	440	41
17:30	22	18	657	42
18:00	13	9	358	35
18:30	24	21	724	40
19:00	22	17	648	41
19:30	20	13	560	41
20:00	21	16	600	41
20:30	18	14	528	38
21:00	21	18	624	39
21:30	14	10	400	37
22:00	13	6	324	40
22:30	18	16	536	37
23:00	8	4	218	36
23:30	14	10	385	35
	542	404	15423	1553

542 404 15423 1553 43

Period Stat	2/20/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary	
0:00	15	9	399	34	2	0	528
0:30	13	5	326	34	7	3	404
1:00	6	5	170	32	16	8	76.52
1:30	6	5	179	38	99	68	14956
2:00	4	2	112	37	249	221	42
2:30	3	3	92	33	126	164	30
3:00	1	1	26	26	26	56	35
3:30	2	1	59	35	3	7	
4:00	0	0	0	0	0	1	
4:30	2	2	58	31	0	0	
5:00	0	0	0	0	0	0	
5:30	1	0	20	20	0	0	
6:00	0	0	0	0			
6:30	0	0	0	0			
7:00	0	0	0	0			
7:30	1	0	22	22			
8:00	0	0	0	0			
8:30	4	3	116	33			
9:00	3	1	53	30			
9:30	5	3	140	35			
10:00	4	3	99	29			
10:30	10	8	298	38			
11:00	12	11	361	40			
11:30	5	5	150	32			
12:00	15	11	423	35			
12:30	11	10	330	39			
13:00	18	14	492	33			
13:30	18	15	537	38			
14:00	24	17	635	35			
14:30	19	17	572	36			
15:00	21	17	630	37			
15:30	20	18	594	37			
16:00	19	16	549	36			
16:30	21	16	598	36			
17:00	25	18	726	41			
17:30	13	11	385	41			
18:00	30	28	875	38			
18:30	16	12	458	42			
19:00	26	20	723	37			
19:30	24	16	667	34			
20:00	31	26	909	36			
20:30	17	12	474	39			
21:00	13	9	361	38			
21:30	14	11	380	31			
22:00	11	9	312	33			
22:30	9	5	231	36			
23:00	8	4	209	32			
23:30	8	5	206	29			
	528	404	14956	1448			

528 404 14956 1448 42

Period Stat	2/21/2022	Daily Statistics					
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary	
0:00	6	2	138	34	5	4	549
0:30	7	3	186	34	10	3	390
1:00	9	7	276	40	17	13	71.04
1:30	5	3	149	37	127	74	15239
2:00	0	0	0	0	245	234	44
2:30	3	2	83	33	114	165	29
3:00	0	0	0	0	26	49	34
3:30	0	0	0	0	5	7	
4:00	1	1	37	37	0	0	
4:30	0	0	0	0	0	0	

5:00	1	1	35	35	0	0
5:30	0	0	0	0	0	0
6:00	1	0	22	22		
6:30	2	2	61	35		
7:00	4	4	113	31		
7:30	1	1	29	29		
8:00	3	2	95	38		
8:30	3	3	90	36		
9:00	5	4	138	30		
9:30	3	2	78	29		
10:00	7	5	210	41		
10:30	15	13	422	35		
11:00	12	8	331	35		
11:30	10	6	264	32		
12:00	5	5	143	30		
12:30	18	14	513	34		
13:00	20	13	534	36		
13:30	20	9	466	36		
14:00	21	14	548	38		
14:30	21	15	612	42		
15:00	19	8	483	39		
15:30	21	20	625	35		
16:00	28	23	835	38		
16:30	28	21	786	39		
17:00	21	12	538	33		
17:30	21	17	605	44		
18:00	32	24	886	37		
18:30	23	18	659	37		
19:00	23	14	629	38		
19:30	20	15	572	38		
20:00	18	14	504	37		
20:30	20	10	496	34		
21:00	17	15	505	42		
21:30	16	10	419	34		
22:00	17	13	491	35		
22:30	9	7	259	37		
23:00	7	6	211	34		
23:30	6	4	163	32		
	549	390	15239	1522		

549 390 15239 1522 44

Period Stat	2/22/2022		Daily Statistics				
Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak coun	Summary	
0:00	4	2	103	31	3	0	589
0:30	2	1	56	34	9	6	435
1:00	3	2	77	32	25	11	73.85
1:30	1	1	29	29	117	70	16570
2:00	1	1	30	30	249	231	49
2:30	1	0	24	24	156	215	30
3:00	0	0	0	0	25	49	35
3:30	0	0	0	0	4	6	
4:00	1	1	28	28	1	1	
4:30	0	0	0	0	0	0	
5:00	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	
6:00	0	0	0	0			
6:30	2	1	52	33			
7:00	7	5	183	33			
7:30	2	2	59	31			
8:00	5	4	147	35			
8:30	3	3	81	28			
9:00	6	4	177	36			
9:30	13	9	372	35			
10:00	17	12	478	35			
10:30	14	10	390	49			
11:00	22	17	634	42			
11:30	40	31	1143	37			
12:00	10	7	286	35			
12:30	16	14	472	36			
13:00	12	10	347	41			
13:30	13	8	354	32			
14:00	14	11	392	35			
14:30	19	13	546	38			
15:00	18	16	535	37			
15:30	18	15	545	39			
16:00	23	19	704	41			
16:30	12	10	334	34			
17:00	23	17	648	35			
17:30	25	19	728	43			
18:00	44	30	1186	37			
18:30	26	18	731	38			
19:00	23	19	682	35			
19:30	27	25	788	39			
20:00	25	17	659	32			
20:30	19	9	499	35			
21:00	21	14	545	37			
21:30	16	11	424	39			
22:00	13	7	349	36			
22:30	12	8	302	32			
23:00	12	8	334	35			

23:30	4	4	117	36					
	589	435	16570	1479	589	435	16570	1479	49

Period Stat Time	2/23/2022		Daily Statistics				
	# vehicles	#violators	sum of avg	peak speec	Avg counts	Peak coun	Summary
0:00	4	3	118	43	0	0	605
0:30	3	2	80	33	14	7	447
1:00	4	2	107	39	18	7	73.88
1:30	4	3	116	34	126	86	17015
2:00	1	0	23	23	254	218	45
2:30	0	0	0	0	164	231	30
3:00	1	1	32	32	24	47	34
3:30	0	0	0	0	5	9	
4:00	1	1	36	36	0	0	
4:30	1	0	23	23	0	0	
5:00	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	
6:00	0	0	0	0			
6:30	3	1	75	32			
7:00	3	2	95	38			
7:30	4	3	118	36			
8:00	3	2	73	30			
8:30	3	2	72	31			
9:00	10	4	249	30			
9:30	13	6	337	36			
10:00	14	13	437	37			
10:30	15	9	420	45			
11:00	15	13	454	36			
11:30	35	28	991	36			
12:00	15	14	456	35			
12:30	15	11	413	41			
13:00	17	9	445	35			
13:30	12	8	323	32			
14:00	17	11	441	41			
14:30	10	7	273	32			
15:00	19	16	537	33			
15:30	28	13	735	44			
16:00	23	17	657	37			
16:30	15	10	407	34			
17:00	37	30	1063	35			
17:30	19	14	524	35			
18:00	20	18	576	40			
18:30	23	16	646	39			
19:00	23	20	679	36			
19:30	31	27	909	39			
20:00	26	20	745	36			
20:30	26	20	725	35			
21:00	21	18	589	35			
21:30	12	8	330	33			
22:00	20	15	578	37			
22:30	10	8	272	32			
23:00	18	13	512	36			
23:30	11	9	324	35			
	605	447	17015	1517	605	447	17015

Period Stat Time	2/24/2022		Daily Statistics				
	# vehicles	#violators	sum of avg	peak speec	Avg counts	Peak coun	Summary
0:00	8	6	227	40	4	2	589
0:30	5	3	131	28	9	6	376
1:00	2	1	52	29	30	13	63.84
1:30	5	5	144	30	170	108	15838
2:00	1	0	17	17	258	271	46
2:30	0	0	0	0	99	149	29
3:00	0	0	0	0	16	35	33
3:30	1	1	27	27	2	4	
4:00	0	0	0	0	1	1	
4:30	1	0	21	21	0	0	
5:00	0	0	0	0	0	0	
5:30	1	1	33	33	0	0	
6:00	0	0	0	0			
6:30	3	1	73	32			
7:00	2	2	71	36			
7:30	1	1	26	26			
8:00	3	3	84	28			
8:30	5	2	132	39			
9:00	8	1	165	31			
9:30	9	1	193	27			
10:00	14	10	390	32			
10:30	9	5	224	29			
11:00	16	3	349	31			
11:30	37	16	924	32			
12:00	14	7	363	35			
12:30	15	10	395	36			
13:00	21	13	567	34			
13:30	12	8	324	32			
14:00	24	16	646	35			
14:30	13	12	366	34			

15:00	15	8	370	35
15:30	19	15	570	41
16:00	13	11	358	37
16:30	14	11	410	37
17:00	22	15	627	37
17:30	23	14	614	35
18:00	40	21	1045	35
18:30	21	13	553	43
19:00	25	21	734	40
19:30	32	24	915	37
20:00	25	18	709	39
20:30	26	18	694	34
21:00	20	15	570	46
21:30	21	14	557	33
22:00	14	8	364	32
22:30	12	9	324	34
23:00	11	9	308	36
23:30	6	4	172	35
	589	376	15838	1440

589

376

15838

1440

46

Period Stat	2/25/2022	Daily Statistics			
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun Summary
0:00	4	2	104	33	2 1 661
0:30	8	5	213	39	21 5 477
1:00	5	5	163	40	25 19 72.16
1:30	2	2	60	32	136 87 18410
2:00	0	0	0	0	286 266 47
2:30	1	1	32	32	146 212 30
3:00	0	0	0	0	39 58 34
3:30	0	0	0	0	5 11
4:00	1	1	29	29	1 1
4:30	0	0	0	0	0 1
5:00	0	0	0	0	0 0
5:30	0	0	0	0	0 0
6:00	1	1	26	26	
6:30	1	0	24	24	
7:00	3	1	78	36	
7:30	3	3	111	44	
8:00	2	1	55	31	
8:30	1	1	35	35	
9:00	9	4	226	39	
9:30	7	5	206	39	
10:00	17	11	474	38	
10:30	19	16	561	36	
11:00	23	20	645	40	
11:30	36	25	1006	36	
12:00	11	11	322	40	
12:30	15	9	411	39	
13:00	13	12	391	36	
13:30	20	16	608	37	
14:00	16	14	465	35	
14:30	22	20	670	37	
15:00	21	16	618	41	
15:30	27	18	730	37	
16:00	22	17	622	40	
16:30	17	13	490	36	
17:00	18	13	475	36	
17:30	27	18	752	44	
18:00	40	25	1060	37	
18:30	28	23	802	34	
19:00	30	17	790	37	
19:30	27	23	777	36	
20:00	29	22	791	34	
20:30	36	23	935	39	
21:00	27	15	707	41	
21:30	18	10	473	40	
22:00	18	12	467	39	
22:30	14	8	363	31	
23:00	10	10	328	47	
23:30	12	8	315	32	
	661	477	18410	1534	

661

477

18410

1534

47

Period Stat	2/26/2022	Daily Statistics			
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun Summary
0:00	4	1	92	26	4 1 586
0:30	9	4	221	41	15 11 389
1:00	5	4	137	32	31 12 66.38
1:30	6	1	128	28	147 111 15794
2:00	2	1	56	32	261 276 54
2:30	2	2	53	27	103 128 29
3:00	1	1	36	36	21 40 33
3:30	4	3	128	41	3 6
4:00	1	1	26	26	0 0
4:30	0	0	0	0	1 0
5:00	1	0	25	25	0 1
5:30	0	0	0	0	0 0
6:00	1	1	31	31	

6:30	1	1	27	27						
7:00	1	1	40	40						
7:30	0	0	0	0						
8:00	1	0	24	24						
8:30	2	1	52	31						
9:00	1	0	14	14						
9:30	2	2	63	36						
10:00	6	6	200	40						
10:30	7	5	209	36						
11:00	13	11	387	41						
11:30	15	12	410	32						
12:00	16	7	394	37						
12:30	22	13	545	32						
13:00	17	11	441	36						
13:30	26	17	681	33						
14:00	17	10	469	35						
14:30	23	20	635	36						
15:00	30	18	808	40						
15:30	21	13	567	33						
16:00	27	17	691	33						
16:30	25	21	719	36						
17:00	19	13	517	35						
17:30	27	11	698	39						
18:00	19	10	491	31						
18:30	26	15	631	33						
19:00	26	20	778	37						
19:30	25	18	665	37						
20:00	27	21	777	36						
20:30	16	13	446	36						
21:00	24	20	666	34						
21:30	23	16	626	54						
22:00	15	8	394	35						
22:30	11	7	299	33						
23:00	6	3	141	29						
23:30	13	9	356	34						
	586	389	15794	1520	586	389	15794	1520		54

Period Stat	2/27/2022		Daily Statistics							
Time	# vehicles	#violators	sum of avg peak spec	Avg counts	Peak coun	Summary				
0:00	14	9	373	33	2	1	518			
0:30	11	9	324	37	8	3	375			
1:00	6	4	152	32	11	8	72.39			
1:30	6	5	187	35	122	62	14453			
2:00	5	4	161	41	246	239	42			
2:30	2	2	66	35	110	168	30			
3:00	1	1	27	27	16	31	34			
3:30	2	2	60	31	3	6				
4:00	1	0	23	23	0	0				
4:30	0	0	0	0	0	0				
5:00	0	0	0	0	0	0				
5:30	0	0	0	0	0	0				
6:00	0	0	0	0						
6:30	0	0	0	0						
7:00	1	0	22	22						
7:30	2	2	67	38						
8:00	0	0	0	0						
8:30	0	0	0	0						
9:00	0	0	0	0						
9:30	1	1	32	32						
10:00	3	3	82	28						
10:30	7	6	209	33						
11:00	10	8	297	40						
11:30	11	9	314	34						
12:00	13	11	372	35						
12:30	15	9	409	39						
13:00	11	8	305	32						
13:30	16	13	449	33						
14:00	19	14	499	34						
14:30	19	16	540	39						
15:00	21	15	602	38						
15:30	26	17	708	38						
16:00	26	22	734	34						
16:30	25	18	691	35						
17:00	14	13	415	35						
17:30	27	17	752	38						
18:00	27	20	755	37						
18:30	34	25	926	32						
19:00	28	20	800	42						
19:30	24	15	664	37						
20:00	16	9	441	36						
20:30	16	11	415	31						
21:00	12	4	304	32						
21:30	9	7	253	33						
22:00	13	8	360	36						
22:30	15	12	413	32						
23:00	5	3	135	35						
23:30	4	3	115	31						
	518	375	14453	1365	518	375	14453	1365		42

Period Stat		2/28/2022		Daily Statistics			
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak coun	Summary
0:00	5	2	134	32	8	2	584
0:30	1	0	13	13	20	11	384
1:00	0	0	0	0	19	18	65.75
1:30	2	1	62	38	153	103	15670
2:00	0	0	0	0	255	266	46
2:30	1	0	25	25	107	148	28
3:00	0	0	0	0	19	28	33
3:30	2	0	30	16	2	7	
4:00	0	0	0	0	1	1	
4:30	0	0	0	0	0	0	
5:00	1	0	25	25	0	0	
5:30	0	0	0	0	0	0	
6:00	0	0	0	0			
6:30	2	1	52	34			
7:00	4	3	110	34			
7:30	3	2	77	37			
8:00	4	3	114	40			
8:30	7	6	195	31			
9:00	8	5	208	35			
9:30	12	10	336	32			
10:00	13	9	352	36			
10:30	14	9	377	32			
11:00	21	14	578	35			
11:30	35	22	947	41			
12:00	12	7	328	36			
12:30	12	7	333	46			
13:00	16	10	438	36			
13:30	16	10	400	33			
14:00	25	14	556	31			
14:30	20	15	586	41			
15:00	23	12	573	32			
15:30	16	9	410	34			
16:00	18	15	503	37			
16:30	14	10	385	36			
17:00	19	10	480	33			
17:30	22	14	601	35			
18:00	36	23	957	35			
18:30	24	15	601	32			
19:00	22	16	597	35			
19:30	25	21	735	38			
20:00	27	16	689	32			
20:30	22	17	633	38			
21:00	27	15	694	34			
21:30	20	18	590	39			
22:00	7	5	218	37			
22:30	12	8	330	34			
23:00	5	3	137	35			
23:30	9	7	261	36			
	584	384	15670	1391			

584 384 15670 1391 46

0 0 0 0

0 0 0 0 0

0 0 0 0

0 0 0 0 0

0

17176	12233	477167	41459
-------	-------	--------	-------

0.712215

Avg: 573 408 15906 1382

Max: 732 65

Period Statistic: 2/1/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	0	0	0	0	7	4	528
0:30	2	2	59	32	11	6	360
1:00	1	0	25	25	24	14	68.18
1:30	0	0	0	0	126	72	14224
2:00	0	0	0	0	244	217	40
2:30	1	0	10	10	103	175	29
3:00	4	2	103	29	13	37	34
3:30	7	5	204	37	0	3	
4:00	3	2	78	28	0	0	
4:30	13	8	339	37	0	0	
5:00	9	6	227	31	0	0	
5:30	12	7	299	34	0	0	
6:00	14	12	425	37			
6:30	35	22	944	36			
7:00	18	9	481	33			
7:30	30	22	848	36			
8:00	28	24	797	38			
8:30	22	14	533	32			
9:00	24	19	642	32			
9:30	25	18	682	36			
10:00	26	20	758	38			
10:30	20	14	522	32			
11:00	28	23	792	34			
11:30	30	16	763	35			
12:00	25	17	685	36			
12:30	13	7	323	32			
13:00	16	13	453	34			
13:30	20	15	554	35			
14:00	19	14	510	31			
14:30	15	11	420	35			
15:00	8	6	219	30			
15:30	18	11	463	34			
16:00	9	4	220	32			
16:30	8	8	220	31			
17:00	5	2	135	33			
17:30	4	2	103	35			
18:00	3	3	85	32			
18:30	4	1	105	31			
19:00	2	1	63	40			
19:30	3	0	48	19			
20:00	0	0	0	0			
20:30	1	0	18	18			
21:00	0	0	0	0			
21:30	0	0	0	0			
22:00	0	0	0	0			
22:30	0	0	0	0			
23:00	2	0	45	23			
23:30	1	0	24	24			
	528	360	14224	1267			

528 360 14224 1267 40

Period Statistic: 2/2/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	0	0	0	0	10	5	690
0:30	1	0	25	25	17	11	409
1:00	0	0	0	0	44	18	59.28
1:30	4	4	112	30	210	124	18040
2:00	4	4	116	32	293	303	44
2:30	9	2	131	28	101	185	29
3:00	26	13	643	38	13	37	33
3:30	23	11	586	36	2	6	
4:00	49	30	1314	42	0	1	
4:30	35	24	951	38	0	0	
5:00	26	12	651	40	0	0	
5:30	23	14	594	35	0	0	
6:00	8	5	221	34			
6:30	16	6	421	35			
7:00	17	9	430	32			
7:30	17	10	443	40			
8:00	24	9	602	34			
8:30	24	9	558	39			
9:00	23	16	612	33			
9:30	19	11	500	34			
10:00	21	13	567	34			
10:30	30	18	766	32			
11:00	52	31	1351	38			
11:30	25	8	571	31			
12:00	19	11	495	33			
12:30	31	23	875	40			
13:00	19	14	527	35			
13:30	27	18	745	44			
14:00	25	17	670	33			
14:30	23	15	622	34			
15:00	11	10	326	39			
15:30	13	9	345	34			
16:00	15	8	377	35			
16:30	8	6	220	32			
17:00	9	7	249	34			

17:30	3	2	84	35
18:00	4	4	115	34
18:30	1	1	31	31
19:00	0	0	0	0
19:30	2	2	67	34
20:00	2	2	71	37
20:30	0	0	0	0
21:00	0	0	0	0
21:30	0	0	0	0
22:00	0	0	0	0
22:30	0	0	0	0
23:00	1	1	31	31
23:30	1	0	25	25
	690	409	18040	1380

690 409 18040 1380

44

Period Statistic: 2/3/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	3	0	61	25	2	0	722
0:30	2	2	60	31	11	7	485
1:00	1	0	21	21	55	23	67.17
1:30	3	2	88	32	169	107	19358
2:00	4	3	115	36	339	311	41
2:30	10	9	302	38	126	215	29
3:00	24	18	658	34	18	53	34
3:30	21	18	577	38	2	6	
4:00	42	27	1136	39	0	0	
4:30	31	21	850	38	0	0	
5:00	18	13	474	33	0	0	
5:30	18	9	445	32	0	0	
6:00	15	10	394	30			
6:30	16	11	426	33			
7:00	13	11	361	36			
7:30	20	14	531	30			
8:00	21	16	611	37			
8:30	32	28	923	41			
9:00	23	14	596	34			
9:30	18	10	459	32			
10:00	24	13	583	32			
10:30	41	26	1068	39			
11:00	44	27	1163	35			
11:30	34	20	887	32			
12:00	30	17	782	36			
12:30	46	28	1192	34			
13:00	29	23	791	33			
13:30	26	21	743	40			
14:00	21	18	612	36			
14:30	14	7	361	34			
15:00	16	10	454	41			
15:30	14	10	391	35			
16:00	12	9	340	38			
16:30	9	7	237	31			
17:00	6	6	177	34			
17:30	7	4	172	27			
18:00	2	0	31	20			
18:30	1	0	25	25			
19:00	1	1	30	30			
19:30	1	1	31	31			
20:00	2	0	44	22			
20:30	0	0	0	0			
21:00	3	1	72	26			
21:30	2	0	38	24			
22:00	0	0	0	0			
22:30	0	0	0	0			
23:00	1	0	22	22			
23:30	1	0	24	24			
	722	485	19358	1451			

722 485 19358 1451

41

Period Statistic: 2/4/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	1	1	30	30	4	1	721
0:30	2	0	47	24	14	6	451
1:00	1	0	6	6	47	18	62.55
1:30	1	1	28	28	205	130	19249
2:00	5	3	138	31	324	310	40
2:30	5	4	142	35	97	199	29
3:00	22	15	589	39	30	50	34
3:30	21	11	543	40	0	7	
4:00	54	32	1423	36	0	0	
4:30	39	27	1067	35	0	0	
5:00	17	12	453	35	0	0	
5:30	19	11	514	36	0	0	
6:00	17	12	446	36			
6:30	15	6	380	37			
7:00	28	16	739	35			
7:30	24	13	620	34			
8:00	21	14	549	32			
8:30	26	13	664	32			

9:00	26	17	715	36
9:30	49	29	1325	39
10:00	21	17	592	37
10:30	21	12	544	38
11:00	20	11	499	30
11:30	27	11	668	31
12:00	24	15	655	40
12:30	26	18	741	38
13:00	33	20	876	38
13:30	30	21	850	38
14:00	28	18	730	36
14:30	14	13	389	33
15:00	16	15	454	32
15:30	14	10	393	36
16:00	11	6	295	39
16:30	13	8	346	32
17:00	15	12	414	33
17:30	5	0	111	25
18:00	3	2	82	33
18:30	0	0	0	0
19:00	3	2	80	29
19:30	0	0	0	0
20:00	1	1	37	37
20:30	0	0	0	0
21:00	2	1	47	26
21:30	0	0	0	0
22:00	0	0	0	0
22:30	0	0	0	0
23:00	0	0	0	0
23:30	1	1	28	28
	721	451	19249	1365

721 451 19249 1365 40

Period Statistic: 2/5/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	0	0	0	0	8	3	775
0:30	1	0	25	25	12	13	524
1:00	0	0	0	0	47	12	67.61
1:30	4	3	105	30	184	110	21088
2:00	7	7	212	41	355	316	50
2:30	4	3	112	33	138	239	30
3:00	23	14	601	36	22	67	34
3:30	15	12	417	36	8	12	
4:00	57	35	1510	42	1	0	
4:30	38	32	1112	43	0	2	
5:00	19	13	539	38	0	1	
5:30	21	13	554	32	0	0	
6:00	22	12	588	35			
6:30	24	14	633	37			
7:00	25	16	674	33			
7:30	21	17	580	35			
8:00	18	13	524	39			
8:30	22	14	587	38			
9:00	9	6	243	35			
9:30	23	6	546	42			
10:00	28	20	740	40			
10:30	30	23	812	39			
11:00	51	34	1355	38			
11:30	30	16	796	36			
12:00	22	16	580	34			
12:30	45	32	1225	35			
13:00	32	20	848	34			
13:30	37	29	1038	41			
14:00	23	14	636	38			
14:30	17	11	466	35			
15:00	15	11	411	37			
15:30	18	13	491	36			
16:00	17	14	500	50			
16:30	10	8	301	40			
17:00	9	5	256	36			
17:30	7	6	220	42			
18:00	5	3	139	39			
18:30	10	7	292	43			
19:00	3	3	94	38			
19:30	3	1	58	29			
20:00	5	4	143	34			
20:30	1	1	36	36			
21:00	0	0	0	0			
21:30	1	0	6	6			
22:00	3	3	83	30			
22:30	0	0	0	0			
23:00	0	0	0	0			
23:30	0	0	0	0			
	775	524	21088	1516			

775 524 21088 1516 50

Period Statistic: 2/6/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	0	0	0	0	4	3	843

0:30	1	1	32	32	16	9	571
1:00	1	1	29	29	33	12	67.73
1:30	3	2	85	36	219	107	23037
2:00	5	3	145	36	383	358	65
2:30	7	5	195	32	159	277	30
3:00	22	14	570	33	25	69	34
3:30	20	13	551	42	2	6	
4:00	51	34	1365	33	1	1	
4:30	31	25	910	39	0	0	
5:00	18	11	465	34	0	0	
5:30	15	10	409	32	1	1	
6:00	25	19	691	35			
6:30	19	13	535	38			
7:00	25	16	666	36			
7:30	27	15	726	32			
8:00	23	15	617	38			
8:30	33	26	907	33			
9:00	22	14	587	33			
9:30	25	18	696	37			
10:00	44	28	1175	35			
10:30	40	29	1111	38			
11:00	62	44	1694	34			
11:30	28	19	755	37			
12:00	36	26	1003	38			
12:30	36	24	986	38			
13:00	34	20	880	35			
13:30	38	24	1002	39			
14:00	28	18	773	34			
14:30	27	17	742	38			
15:00	14	9	384	36			
15:30	17	11	483	47			
16:00	7	5	203	37			
16:30	8	7	232	35			
17:00	10	7	261	31			
17:30	9	5	223	31			
18:00	11	5	265	32			
18:30	7	4	236	65			
19:00	5	5	164	37			
19:30	1	1	30	30			
20:00	2	2	63	32			
20:30	0	0	0	0			
21:00	3	3	91	33			
21:30	0	0	0	0			
22:00	1	1	31	31			
22:30	0	0	0	0			
23:00	1	1	34	34			
23:30	1	1	35	35			
	843	571	23037	1572			

843 571 23037 1572

65

Period Statistic: 2/7/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	0	0	0	0	6	3	697
0:30	0	0	0	0	11	8	487
1:00	1	1	31	31	20	10	69.87
1:30	0	0	0	0	173	90	19043
2:00	2	1	50	26	345	288	57
2:30	4	2	101	32	118	232	30
3:00	4	0	92	25	19	52	34
3:30	5	3	132	28	2	11	
4:00	7	4	194	39	2	1	
4:30	10	4	262	32	0	1	
5:00	24	16	640	34	1	0	
5:30	19	12	493	40	0	1	
6:00	27	20	734	35			
6:30	30	19	800	35			
7:00	32	24	922	47			
7:30	33	25	911	35			
8:00	34	18	853	34			
8:30	24	19	659	37			
9:00	27	14	686	42			
9:30	36	23	984	38			
10:00	22	17	595	33			
10:30	32	23	887	33			
11:00	27	20	760	38			
11:30	31	26	884	39			
12:00	32	14	764	32			
12:30	40	28	1098	38			
13:00	31	23	826	32			
13:30	18	12	480	34			
14:00	23	16	640	38			
14:30	15	12	420	35			
15:00	14	12	392	33			
15:30	9	8	292	57			
16:00	19	16	529	35			
16:30	14	12	390	33			
17:00	15	13	465	45			
17:30	3	2	89	38			
18:00	8	8	235	33			
18:30	10	8	291	34			

19:00	5	4	148	36
19:30	2	2	79	48
20:00	5	4	150	34
20:30	1	1	27	27
21:00	0	0	0	0
21:30	1	1	34	34
22:00	0	0	0	0
22:30	1	0	24	24
23:00	0	0	0	0
23:30	0	0	0	0
	697	487	19043	1453

697 487 19043 1453 57

Period Statistic: 2/8/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	1	0	25	25	7	3	694
0:30	0	0	0	0	14	9	469
1:00	1	1	26	26	33	21	67.58
1:30	2	0	45	23	171	90	18759
2:00	5	3	136	32	329	300	42
2:30	3	1	65	29	113	203	29
3:00	2	1	50	28	23	59	34
3:30	6	5	177	38	4	9	
4:00	5	4	143	36	0	0	
4:30	19	15	525	35	0	0	
5:00	27	15	666	34	0	0	
5:30	26	20	726	36	0	0	
6:00	27	20	775	38			
6:30	27	20	752	36			
7:00	28	23	814	42			
7:30	27	19	727	33			
8:00	36	27	978	34			
8:30	27	23	774	40			
9:00	39	28	1088	41			
9:30	38	30	1073	36			
10:00	43	27	1141	33			
10:30	33	20	878	39			
11:00	30	17	764	38			
11:30	31	16	799	34			
12:00	31	21	831	32			
12:30	26	16	674	37			
13:00	21	14	577	34			
13:30	28	22	769	38			
14:00	23	16	628	35			
14:30	14	6	362	33			
15:00	20	12	527	36			
15:30	13	10	367	37			
16:00	13	5	298	31			
16:30	7	4	183	31			
17:00	6	4	161	30			
17:30	5	2	127	27			
18:00	1	1	28	28			
18:30	1	1	34	34			
19:00	2	0	46	25			
19:30	0	0	0	0			
20:00	0	0	0	0			
20:30	0	0	0	0			
21:00	0	0	0	0			
21:30	0	0	0	0			
22:00	0	0	0	0			
22:30	0	0	0	0			
23:00	0	0	0	0			
23:30	0	0	0	0			
	694	469	18759	1274			

694 469 18759 1274 42

Period Statistic: 2/9/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	1	0	25	25	16	9	792
0:30	0	0	0	0	15	9	452
1:00	2	2	55	29	54	24	57.07
1:30	3	2	73	28	255	167	20758
2:00	4	1	105	37	311	304	53
2:30	14	2	185	31	109	211	29
3:00	20	13	523	32	28	61	34
3:30	33	17	851	45	3	4	
4:00	56	34	1456	33	0	2	
4:30	43	32	1202	36	1	1	
5:00	18	9	456	29	0	0	
5:30	20	12	546	37	0	0	
6:00	21	12	528	33			
6:30	11	6	294	32			
7:00	21	13	531	36			
7:30	24	15	633	40			
8:00	25	15	638	32			
8:30	23	14	630	39			
9:00	27	13	688	36			
9:30	21	8	528	40			
10:00	28	17	756	37			

10:30	31	20	819	35
11:00	48	26	1295	37
11:30	42	15	987	32
12:00	36	18	909	34
12:30	39	17	997	38
13:00	29	19	764	33
13:30	24	16	670	37
14:00	25	14	661	32
14:30	17	13	510	45
15:00	26	13	725	53
15:30	12	6	299	34
16:00	9	6	250	41
16:30	10	9	301	38
17:00	10	8	294	37
17:30	6	3	158	32
18:00	4	4	126	33
18:30	3	3	101	35
19:00	3	3	96	35
19:30	0	0	0	0
20:00	0	0	0	0
20:30	0	0	0	0
21:00	0	0	0	0
21:30	0	0	0	0
22:00	2	2	69	35
22:30	0	0	0	0
23:00	0	0	0	0
23:30	1	0	24	24
	792	452	20758	1407

792 452 20758 1407

53

Period Statistic: 2/10/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	1	0	25	25	7	2	748
0:30	0	0	0	0	17	9	485
1:00	1	0	6	6	38	20	64.84
1:30	2	2	56	29	201	111	20133
2:00	5	2	136	36	315	306	42
2:30	13	13	393	35	146	240	29
3:00	19	13	492	36	20	52	34
3:30	14	9	369	34	4		8
4:00	49	30	1320	41	0	0	
4:30	36	30	1071	42	0	0	
5:00	20	11	501	32	0	0	
5:30	16	10	427	33	0	0	
6:00	15	9	405	36			
6:30	13	8	345	34			
7:00	13	8	330	36			
7:30	27	19	740	39			
8:00	24	17	673	38			
8:30	29	15	742	34			
9:00	20	12	531	34			
9:30	23	13	603	36			
10:00	21	17	591	35			
10:30	39	26	1069	37			
11:00	48	27	1265	40			
11:30	39	21	990	34			
12:00	25	20	690	34			
12:30	44	27	1137	32			
13:00	32	18	855	36			
13:30	31	20	816	35			
14:00	26	15	679	42			
14:30	20	6	492	35			
15:00	28	20	803	38			
15:30	10	10	332	41			
16:00	9	8	258	33			
16:30	8	8	245	34			
17:00	10	8	288	36			
17:30	8	4	175	29			
18:00	4	3	112	32			
18:30	0	0	0	0			
19:00	0	0	0	0			
19:30	1	1	31	31			
20:00	0	0	0	0			
20:30	0	0	0	0			
21:00	3	3	86	32			
21:30	0	0	0	0			
22:00	0	0	0	0			
22:30	0	0	0	0			
23:00	1	1	26	26			
23:30	1	1	28	28			
	748	485	20133	1356			

748 485 20133 1356

42

Period Statistic: 2/11/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	0	0	0	0	4	1	793
0:30	1	1	26	26	21	9	501
1:00	2	2	79	49	47	24	63.18
1:30	2	2	57	29	220	133	21178

2:00	2	2	57	31	349	319	49
2:30	10	8	288	43	123	243	29
3:00	25	17	679	36	23	52	34
3:30	21	16	572	33	5	9	
4:00	46	29	1187	34	1	2	
4:30	34	25	935	36	0	1	
5:00	31	15	780	33	0	0	
5:30	14	11	375	33	0	0	
6:00	18	7	447	37			
6:30	23	10	599	39			
7:00	21	9	510	35			
7:30	35	27	949	38			
8:00	14	12	407	34			
8:30	30	15	717	35			
9:00	28	13	718	40			
9:30	42	29	1152	35			
10:00	41	24	1098	36			
10:30	31	15	829	38			
11:00	38	25	1049	41			
11:30	28	19	753	32			
12:00	31	21	812	34			
12:30	38	30	1032	37			
13:00	28	14	733	39			
13:30	28	16	744	37			
14:00	27	16	707	33			
14:30	28	19	774	40			
15:00	20	10	542	36			
15:30	10	9	289	39			
16:00	14	12	421	44			
16:30	9	6	243	33			
17:00	6	1	142	26			
17:30	5	5	149	32			
18:00	3	2	82	42			
18:30	2	2	59	31			
19:00	3	2	79	29			
19:30	0	0	0	0			
20:00	2	1	55	31			
20:30	0	0	0	0			
21:00	0	0	0	0			
21:30	0	0	0	0			
22:00	1	1	26	26			
22:30	0	0	0	0			
23:00	0	0	0	0			
23:30	1	1	26	26			
	793	501	21178	1438			

793 501 21178 1438

49

Period Statistic: 2/12/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	2	2	55	29	4	0	764
0:30	0	0	0	0	10	8	504
1:00	1	1	31	31	38	12	65.97
1:30	3	2	79	28	208	118	20631
2:00	4	3	111	34	349	311	49
2:30	10	8	294	39	132	250	30
3:00	21	9	543	35	20	57	34
3:30	22	15	572	33	2	5	
4:00	44	28	1204	35	1	2	
4:30	40	33	1165	41	0	1	
5:00	17	13	493	38	0	0	
5:30	10	6	250	30	0	0	
6:00	18	13	501	40			
6:30	26	14	684	36			
7:00	29	22	807	37			
7:30	22	14	578	34			
8:00	15	12	422	35			
8:30	16	12	422	33			
9:00	30	15	771	35			
9:30	27	15	736	38			
10:00	12	10	361	49			
10:30	28	15	712	35			
11:00	52	31	1381	32			
11:30	24	17	631	32			
12:00	35	24	940	33			
12:30	42	33	1173	35			
13:00	36	23	971	40			
13:30	36	23	937	39			
14:00	37	22	982	39			
14:30	25	18	656	34			
15:00	10	5	255	33			
15:30	16	11	444	33			
16:00	18	11	444	35			
16:30	7	5	215	38			
17:00	6	4	175	37			
17:30	13	6	317	35			
18:00	4	4	139	41			
18:30	0	0	0	0			
19:00	3	3	98	37			
19:30	0	0	0	0			
20:00	0	0	0	0			

20:30	1	1	26	26
21:00	0	0	0	0
21:30	0	0	0	0
22:00	1	1	31	31
22:30	0	0	0	0
23:00	0	0	0	0
23:30	1	0	25	25
	764	504	20631	1400

764	504	20631	1400	49
-----	-----	-------	------	----

Period Statistic: 2/13/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	3	0	70	25	5	2	847
0:30	0	0	0	0	13	7	552
1:00	0	0	0	0	52	16	65.17
1:30	4	2	106	37	225	151	22691
2:00	7	4	198	41	388	356	45
2:30	8	3	206	31	146	259	29
3:00	24	11	600	40	12	46	34
3:30	15	13	437	43	6	9	
4:00	46	30	1236	36	0	1	
4:30	36	30	983	35	0	0	
5:00	18	11	452	32	0	0	
5:30	21	9	512	32	0	0	
6:00	30	17	796	35			
6:30	29	20	791	33			
7:00	56	47	1576	36			
7:30	37	19	958	35			
8:00	21	15	551	32			
8:30	28	21	770	38			
9:00	23	12	599	35			
9:30	33	26	929	42			
10:00	37	18	896	34			
10:30	35	14	862	34			
11:00	29	13	724	35			
11:30	33	25	931	35			
12:00	27	22	770	37			
12:30	37	26	989	35			
13:00	26	20	740	39			
13:30	38	25	988	33			
14:00	28	19	750	34			
14:30	16	13	450	33			
15:00	21	10	538	33			
15:30	12	8	325	32			
16:00	15	10	403	38			
16:30	8	7	240	42			
17:00	12	10	377	45			
17:30	8	2	197	32			
18:00	9	6	243	36			
18:30	3	2	83	32			
19:00	5	5	156	36			
19:30	2	2	68	37			
20:00	3	2	76	30			
20:30	0	0	0	0			
21:00	1	0	25	25			
21:30	2	2	57	29			
22:00	0	0	0	0			
22:30	1	1	33	33			
23:00	0	0	0	0			
23:30	0	0	0	0			
	847	552	22691	1467			

847	552	22691	1467	45
-----	-----	-------	------	----

Period Statistic: 2/14/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	0	0	0	0	6	4	719
0:30	0	0	0	0	15	8	479
1:00	0	0	0	0	40	20	66.62
1:30	4	0	69	21	179	98	19500
2:00	0	0	0	0	328	308	58
2:30	4	2	107	31	113	216	29
3:00	4	2	106	35	32	50	34
3:30	15	11	420	33	4	13	
4:00	8	6	214	29	1	0	
4:30	20	15	549	34	0	1	
5:00	21	17	600	44	1	0	
5:30	32	22	871	34	0	1	
6:00	19	13	509	32			
6:30	25	19	707	38			
7:00	34	25	946	36			
7:30	21	13	556	40			
8:00	25	20	741	39			
8:30	27	15	702	37			
9:00	41	27	1111	38			
9:30	28	13	721	41			
10:00	26	21	743	39			
10:30	32	11	761	34			
11:00	30	16	770	37			
11:30	33	25	918	36			

12:00	23	16	646	36
12:30	27	18	717	38
13:00	34	18	885	38
13:30	26	22	744	42
14:00	27	24	782	40
14:30	17	13	477	42
15:00	23	19	652	40
15:30	16	11	431	35
16:00	16	9	400	38
16:30	9	6	238	36
17:00	11	6	290	36
17:30	12	5	288	31
18:00	4	1	95	37
18:30	3	3	101	36
19:00	6	4	152	29
19:30	6	3	173	47
20:00	3	3	84	29
20:30	4	3	115	35
21:00	1	0	23	23
21:30	0	0	0	0
22:00	0	0	0	0
22:30	1	1	28	28
23:00	0	0	0	0
23:30	1	1	58	58
	719	479	19500	1482

719 479 19500 1482

58

Period Statistic: 2/15/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	0	0	0	0	1	1	580
0:30	3	1	71	26	7	3	415
1:00	0	0	0	0	32	19	71.55
1:30	2	1	43	32	125	65	16078
2:00	2	1	51	26	274	238	64
2:30	6	6	171	30	111	195	30
3:00	7	6	209	39	26	47	34
3:30	15	12	410	38	3	11	
4:00	18	13	510	36	0	0	
4:30	21	13	577	41	0	0	
5:00	18	16	522	36	0	0	
5:30	33	22	926	38	1	1	
6:00	24	18	688	40			
6:30	24	22	696	38			
7:00	29	27	862	64			
7:30	29	26	853	41			
8:00	35	25	963	35			
8:30	21	17	633	39			
9:00	28	23	781	36			
9:30	17	10	434	30			
10:00	17	8	435	36			
10:30	17	12	481	40			
11:00	18	15	490	32			
11:30	27	15	733	37			
12:00	27	18	714	36			
12:30	25	15	682	36			
13:00	28	12	722	42			
13:30	15	9	401	34			
14:00	12	9	339	39			
14:30	12	8	337	38			
15:00	10	7	258	30			
15:30	13	8	330	34			
16:00	13	10	346	32			
16:30	6	4	174	35			
17:00	1	0	20	20			
17:30	1	1	31	31			
18:00	1	1	30	30			
18:30	1	1	33	33			
19:00	0	0	0	0			
19:30	0	0	0	0			
20:00	0	0	0	0			
20:30	0	0	0	0			
21:00	0	0	0	0			
21:30	1	1	33	33			
22:00	0	0	0	0			
22:30	1	1	33	33			
23:00	1	0	25	25			
23:30	1	1	31	31			
	580	415	16078	1402			

580 415 16078 1402

64

Period Statistic: 2/16/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	0	0	0	0	6	2	655
0:30	1	1	30	30	16	14	339
1:00	6	3	167	33	36	17	51.76
1:30	13	6	300	36	258	176	16787
2:00	24	7	522	30	258	298	39
2:30	21	10	538	30	74	132	28
3:00	63	19	1568	39	7	15	32

3:30	41	26	1136	35	0	1
4:00	17	5	407	33	0	0
4:30	21	6	494	31	0	0
5:00	16	8	412	35	0	0
5:30	25	14	654	36	0	0
6:00	19	12	500	30		
6:30	20	9	498	29		
7:00	39	21	1026	39		
7:30	18	11	485	32		
8:00	20	14	526	32		
8:30	27	16	683	34		
9:00	25	16	680	32		
9:30	59	33	1516	34		
10:00	56	26	1418	35		
10:30	38	18	927	36		
11:00	36	24	972	34		
11:30	33	23	877	33		
12:00	17	11	451	37		
12:30	0	0	0	0		
13:00	0	0	0	0		
13:30	0	0	0	0		
14:00	0	0	0	0		
14:30	0	0	0	0		
15:00	0	0	0	0		
15:30	0	0	0	0		
16:00	0	0	0	0		
16:30	0	0	0	0		
17:00	0	0	0	0		
17:30	0	0	0	0		
18:00	0	0	0	0		
18:30	0	0	0	0		
19:00	0	0	0	0		
19:30	0	0	0	0		
20:00	0	0	0	0		
20:30	0	0	0	0		
21:00	0	0	0	0		
21:30	0	0	0	0		
22:00	0	0	0	0		
22:30	0	0	0	0		
23:00	0	0	0	0		
23:30	0	0	0	0		
	655	339	16787	805		

655 339 16787 805 39

Period Statistic: 2/17/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	32	15	822	44	10	4	906
0:30	17	12	473	33	19	12	555
1:00	22	12	550	31	44	26	61.26
1:30	31	15	796	35	278	136	24051
2:00	30	15	783	31	405	417	53
2:30	31	22	835	32	127	251	29
3:00	18	10	473	34	19	55	33
3:30	53	33	1408	38	2	2	
4:00	38	22	984	35	1	0	
4:30	31	15	775	33	1	3	
5:00	45	36	1266	50	0	0	
5:30	46	34	1308	41	0	0	
6:00	39	28	1086	38			
6:30	43	31	1198	40			
7:00	30	24	823	36			
7:30	27	16	731	35			
8:00	30	18	812	35			
8:30	25	16	702	35			
9:00	18	14	512	35			
9:30	13	12	371	33			
10:00	10	8	284	37			
10:30	5	5	146	32			
11:00	3	1	76	28			
11:30	5	3	132	29			
12:00	2	2	74	39			
12:30	1	1	53	53			
13:00	2	2	52	26			
13:30	0	0	0	0			
14:00	2	2	62	33			
14:30	1	1	28	28			
15:00	0	0	0	0			
15:30	0	0	0	0			
16:00	0	0	0	0			
16:30	2	0	47	24			
17:00	0	0	0	0			
17:30	0	0	0	0			
18:00	15	4	295	29			
18:30	12	3	261	34			
19:00	4	3	109	31			
19:30	13	8	363	36			
20:00	23	15	609	31			
20:30	27	17	711	38			
21:00	58	36	1581	37			
21:30	16	6	368	34			

22:00	24	11	579	35					
22:30	21	8	499	37					
23:00	22	13	562	31					
23:30	19	6	452	35					
	906	555	24051	1461		906	555	24051	1461

Period Statistic: 2/18/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	27	12	656	34	3	2	907
0:30	32	25	881	37	20	10	567
1:00	20	12	530	31	50	21	62.51
1:30	28	17	738	33	267	141	24075
2:00	40	19	991	38	417	393	42
2:30	46	29	1223	34	124	272	29
3:00	16	12	428	37	22	60	33
3:30	34	17	892	35	4	8	
4:00	32	16	806	36	0	0	
4:30	33	19	883	41	0	0	
5:00	47	26	1234	34	0	0	
5:30	33	27	964	37	0	0	
6:00	38	25	1032	35			
6:30	52	39	1388	37			
7:00	43	27	1107	36			
7:30	37	30	1057	41			
8:00	31	19	829	35			
8:30	16	11	466	41			
9:00	26	21	724	35			
9:30	5	5	148	31			
10:00	9	4	209	31			
10:30	4	3	113	36			
11:00	3	2	82	31			
11:30	0	0	0	0			
12:00	1	1	26	26			
12:30	2	1	55	30			
13:00	1	1	37	37			
13:30	0	0	0	0			
14:00	0	0	0	0			
14:30	0	0	0	0			
15:00	0	0	0	0			
15:30	0	0	0	0			
16:00	0	0	0	0			
16:30	3	1	75	28			
17:00	0	0	0	0			
17:30	0	0	0	0			
18:00	1	1	36	36			
18:30	6	5	175	33			
19:00	7	4	181	34			
19:30	21	11	565	38			
20:00	28	16	682	34			
20:30	27	13	672	34			
21:00	46	31	1287	37			
21:30	24	16	620	34			
22:00	18	12	454	33			
22:30	26	15	699	42			
23:00	19	8	504	40			
23:30	25	14	626	30			
	907	567	24075	1362			

907 567 24075 1362 42

Period Statistic: 2/19/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	23	12	607	39	7	5	944
0:30	30	20	800	36	26	10	599
1:00	27	22	770	44	43	26	63.45
1:30	29	17	770	40	269	147	25186
2:00	28	15	734	34	430	392	44
2:30	32	21	876	41	138	294	29
3:00	26	18	721	38	27	57	34
3:30	60	26	1549	35	4	13	
4:00	43	23	1101	37	0	0	
4:30	30	18	788	39	0	0	
5:00	41	30	1115	40	0	0	
5:30	39	27	1058	31	0	0	
6:00	34	20	880	32			
6:30	29	22	831	37			
7:00	43	35	1227	41			
7:30	20	16	593	37			
8:00	21	17	576	31			
8:30	30	24	808	34			
9:00	20	14	557	37			
9:30	10	8	285	33			
10:00	10	8	277	34			
10:30	6	6	188	38			
11:00	4	4	128	38			
11:30	4	4	131	39			
12:00	1	1	33	33			
12:30	2	2	61	34			
13:00	0	0	0	0			

13:30	2	2	62	33
14:00	0	0	0	0
14:30	0	0	0	0
15:00	0	0	0	0
15:30	0	0	0	0
16:00	0	0	0	0
16:30	2	1	49	27
17:00	0	0	0	0
17:30	3	2	80	29
18:00	12	1	214	30
18:30	12	5	296	32
19:00	7	5	171	34
19:30	17	9	456	35
20:00	24	11	592	34
20:30	29	12	704	39
21:00	57	38	1521	36
21:30	25	14	642	36
22:00	27	13	686	32
22:30	32	18	833	36
23:00	19	11	482	34
23:30	34	27	934	35
	944	599	25186	1454

944 599 25186 1454 44

Period Statistic: 2/20/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	42	22	1039	38	8	3	841
0:30	45	27	1159	37	18	10	555
1:00	27	12	702	34	35	17	65.99
1:30	33	22	901	38	225	115	22653
2:00	31	20	824	35	391	370	50
2:30	32	22	848	31	133	252	30
3:00	20	9	491	29	26	66	34
3:30	46	36	1277	36	4	7	
4:00	34	13	823	36	1	0	
4:30	32	20	855	41	0	1	
5:00	30	20	815	33	0	0	
5:30	25	18	682	34	0	0	
6:00	31	19	829	36			
6:30	35	25	937	41			
7:00	27	20	761	41			
7:30	25	19	695	39			
8:00	30	22	846	37			
8:30	13	11	385	38			
9:00	14	13	408	50			
9:30	16	11	441	35			
10:00	21	14	546	35			
10:30	9	8	263	36			
11:00	11	9	307	37			
11:30	3	3	90	31			
12:00	4	3	115	32			
12:30	7	5	212	37			
13:00	2	2	63	34			
13:30	1	1	31	31			
14:00	0	0	0	0			
14:30	3	3	101	44			
15:00	2	2	72	37			
15:30	0	0	0	0			
16:00	0	0	0	0			
16:30	1	1	27	27			
17:00	0	0	0	0			
17:30	0	0	0	0			
18:00	1	1	28	28			
18:30	2	2	64	32			
19:00	0	0	0	0			
19:30	7	6	198	32			
20:00	22	18	646	36			
20:30	16	8	410	31			
21:00	18	13	510	37			
21:30	24	13	628	34			
22:00	26	19	704	31			
22:30	25	16	670	32			
23:00	27	16	724	35			
23:30	21	11	526	32			
	841	555	22653	1480			

841 555 22653 1480 50

Period Statistic: 2/21/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	34	20	910	34	2	1	861
0:30	34	26	950	39	11	3	577
1:00	27	12	698	34	40	20	67.02
1:30	46	28	1239	39	231	147	23395
2:00	43	30	1159	38	397	356	60
2:30	41	25	1068	34	150	266	29
3:00	29	20	788	37	25	60	34
3:30	18	9	473	34	4	4	
4:00	25	14	654	36	0	3	
4:30	35	27	986	35	0	0	

5:00	35	20	905	34	1	0
5:30	23	17	631	37	0	1
6:00	29	18	754	36		
6:30	40	30	1114	38		
7:00	22	19	612	33		
7:30	25	19	690	42		
8:00	19	15	539	41		
8:30	13	8	344	36		
9:00	15	7	382	33		
9:30	31	26	900	60		
10:00	26	17	719	45		
10:30	15	14	442	36		
11:00	14	10	401	42		
11:30	10	6	273	33		
12:00	9	9	303	39		
12:30	3	3	81	28		
13:00	4	4	123	36		
13:30	1	1	26	26		
14:00	0	0	0	0		
14:30	0	0	0	0		
15:00	1	1	32	32		
15:30	4	0	80	23		
16:00	0	0	0	0		
16:30	0	0	0	0		
17:00	2	2	67	34		
17:30	0	0	0	0		
18:00	5	3	135	31		
18:30	2	1	54	32		
19:00	7	2	168	27		
19:30	5	3	126	34		
20:00	11	7	291	36		
20:30	12	7	302	30		
21:00	7	6	197	36		
21:30	20	10	528	34		
22:00	19	15	524	31		
22:30	37	24	995	35		
23:00	31	21	866	39		
23:30	32	21	866	35		
	861	577	23395	1524	861	577
					23395	1524

Period Statistic: 2/22/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	33	20	850	34	15	9	777
0:30	31	25	878	39	28	20	440
1:00	31	23	843	38	60	32	56.63
1:30	29	12	708	37	234	153	19918
2:00	23	11	581	38	336	327	40
2:30	26	16	709	37	79	184	28
3:00	23	16	641	33	25	49	33
3:30	21	15	597	38	0	3	
4:00	25	10	632	40	0	0	
4:30	22	16	558	34	0	0	
5:00	18	8	459	37	0	0	
5:30	21	16	579	36	0	0	
6:00	21	15	552	31			
6:30	24	16	646	34			
7:00	14	11	384	31			
7:30	22	12	554	31			
8:00	23	13	603	37			
8:30	24	10	578	36			
9:00	30	19	793	36			
9:30	8	7	228	32			
10:00	13	11	368	34			
10:30	7	6	196	35			
11:00	7	4	198	37			
11:30	0	0	0	0			
12:00	1	1	38	38			
12:30	4	2	106	32			
13:00	0	0	0	0			
13:30	0	0	0	0			
14:00	0	0	0	0			
14:30	0	0	0	0			
15:00	0	0	0	0			
15:30	0	0	0	0			
16:00	0	0	0	0			
16:30	0	0	0	0			
17:00	2	0	50	25			
17:30	1	0	24	24			
18:00	9	1	161	31			
18:30	8	5	208	32			
19:00	5	3	118	30			
19:30	23	3	405	30			
20:00	25	9	597	30			
20:30	27	10	606	37			
21:00	47	30	1263	40			
21:30	29	15	730	32			
22:00	23	8	557	36			
22:30	20	10	498	33			
23:00	20	14	520	36			

23:30	37	17	902	32
	777	440	19918	1333

777

440

19918

1333

40

Period Statistic: 2/23/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary
0:00	12	5	310	31	8	5 849
0:30	23	5	524	30	20	7 490
1:00	32	14	797	37	50	29 57.71
1:30	34	15	770	33	281	159 22057
2:00	19	13	506	31	388	385 41
2:30	33	19	821	34	84	212 29
3:00	26	17	690	38	16	45 33
3:30	52	23	1325	37	2	6
4:00	34	15	802	31	0	1
4:30	32	15	836	34	0	0
5:00	44	29	1191	39	0	0
5:30	32	19	845	34	0	0
6:00	29	23	819	38		
6:30	35	26	945	33		
7:00	38	27	1041	35		
7:30	26	16	705	34		
8:00	26	21	723	38		
8:30	17	8	426	34		
9:00	11	6	288	34		
9:30	8	7	240	37		
10:00	3	3	97	40		
10:30	7	5	188	34		
11:00	4	4	116	34		
11:30	5	0	43	13		
12:00	1	0	21	21		
12:30	0	0	0	0		
13:00	0	0	0	0		
13:30	0	0	0	0		
14:00	0	0	0	0		
14:30	0	0	0	0		
15:00	0	0	0	0		
15:30	0	0	0	0		
16:00	2	0	46	25		
16:30	2	1	49	26		
17:00	1	1	27	27		
17:30	2	2	64	34		
18:00	3	3	84	30		
18:30	5	2	124	28		
19:00	5	4	135	29		
19:30	16	8	425	35		
20:00	23	15	599	36		
20:30	29	14	748	41		
21:00	53	29	1372	37		
21:30	30	19	815	37		
22:00	23	14	624	36		
22:30	27	19	716	35		
23:00	15	11	413	34		
23:30	30	13	747	41		
	849	490	22057	1365		

849

490

22057

1365

41

Period Statistic: 2/24/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary
0:00	21	8	510	32	6	4 981
0:30	37	16	894	34	27	11 554
1:00	26	14	700	39	58	25 56.47
1:30	26	9	599	36	336	208 25318
2:00	26	16	711	35	435	441 45
2:30	24	13	613	30	103	251 28
3:00	29	13	720	34	13	32 32
3:30	53	37	1401	34	3	6
4:00	34	18	846	33	0	3
4:30	29	16	752	33	0	0
5:00	47	39	1298	37	0	0
5:30	42	25	1128	37	0	0
6:00	43	30	1168	36		
6:30	46	30	1231	41		
7:00	42	32	1179	35		
7:30	34	24	888	38		
8:00	31	17	793	39		
8:30	29	15	728	32		
9:00	17	11	447	39		
9:30	11	7	288	31		
10:00	5	4	133	31		
10:30	2	1	53	29		
11:00	5	5	142	36		
11:30	6	4	155	30		
12:00	2	2	55	28		
12:30	2	1	53	28		
13:00	0	0	0	0		
13:30	0	0	0	0		
14:00	1	1	30	30		
14:30	0	0	0	0		

15:00	0	0	0	0
15:30	0	0	0	0
16:00	0	0	0	0
16:30	3	1	76	27
17:00	1	0	24	24
17:30	0	0	0	0
18:00	10	1	199	35
18:30	9	2	203	31
19:00	13	4	302	31
19:30	21	11	550	34
20:00	24	13	606	35
20:30	23	8	547	36
21:00	55	30	1438	36
21:30	27	17	713	45
22:00	31	16	798	33
22:30	33	16	824	35
23:00	27	15	689	33
23:30	34	12	834	41
	981	554	25318	1393

981

554

25318

1393

45

Period Statistic: 2/25/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary
0:00	16	6	400	30	8	3 899
0:30	27	21	754	39	14	9 542
1:00	43	23	1065	32	49	17 60.29
1:30	31	16	786	30	286	154 23875
2:00	25	15	635	33	398	413 43
2:30	40	25	1043	37	116	227 29
3:00	21	16	584	38	22	67 34
3:30	42	26	1151	42	6	8
4:00	38	21	1007	36	0	1
4:30	26	17	704	33	0	0
5:00	34	21	913	34	0	0
5:30	38	28	1064	35	0	0
6:00	34	23	912	38		
6:30	34	22	922	37		
7:00	27	16	732	41		
7:30	23	19	667	36		
8:00	30	16	783	36		
8:30	30	21	826	43		
9:00	17	4	385	29		
9:30	20	15	569	39		
10:00	4	4	132	39		
10:30	11	9	323	40		
11:00	3	2	87	36		
11:30	1	0	23	23		
12:00	1	0	25	25		
12:30	3	2	88	35		
13:00	0	0	0	0		
13:30	0	0	0	0		
14:00	0	0	0	0		
14:30	0	0	0	0		
15:00	0	0	0	0		
15:30	0	0	0	0		
16:00	0	0	0	0		
16:30	2	1	51	27		
17:00	1	0	25	25		
17:30	4	2	110	31		
18:00	1	0	23	23		
18:30	6	5	183	35		
19:00	8	2	201	29		
19:30	19	13	514	32		
20:00	30	15	732	35		
20:30	30	18	791	43		
21:00	54	32	1430	38		
21:30	37	21	1021	41		
22:00	13	6	352	34		
22:30	19	7	454	29		
23:00	22	16	592	33		
23:30	34	16	816	32		
	899	542	23875	1403		

899

542

23875

1403

43

Period Statistic: 2/26/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary
0:00	28	15	702	34	5	2 949
0:30	33	18	850	39	19	13 547
1:00	13	9	360	35	69	34 57.64
1:30	38	24	992	32	309	162 24710
2:00	19	14	509	36	413	427 43
2:30	19	14	515	38	112	250 29
3:00	17	11	453	37	18	53 33
3:30	58	32	1515	43	4	8
4:00	42	17	1053	43	0	0
4:30	39	21	976	32	0	0
5:00	46	29	1243	37	0	0
5:30	28	19	733	31	0	0
6:00	48	31	1290	37		

6:30	47	28	1248	42
7:00	39	30	1079	36
7:30	22	14	594	38
8:00	24	17	653	33
8:30	29	20	803	37
9:00	8	7	225	43
9:30	16	5	393	31
10:00	9	5	227	34
10:30	9	8	258	31
11:00	9	9	283	36
11:30	3	3	87	32
12:00	2	2	55	28
12:30	3	1	70	31
13:00	0	0	0	0
13:30	0	0	0	0
14:00	0	0	0	0
14:30	4	1	104	33
15:00	0	0	0	0
15:30	0	0	0	0
16:00	0	0	0	0
16:30	1	0	23	23
17:00	0	0	0	0
17:30	1	0	23	23
18:00	8	1	171	27
18:30	7	5	204	38
19:00	11	7	268	28
19:30	9	5	233	35
20:00	26	16	669	34
20:30	25	10	608	31
21:00	64	28	1590	36
21:30	32	13	808	36
22:00	26	10	606	31
22:30	33	15	819	37
23:00	33	18	847	34
23:30	21	15	571	32
	949	547	24710	1404

949 547 24710 1404 43

Period Statistic: 2/27/2022				Daily Statistics			
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary	
0:00	32	16	813	36	3	2	900
0:30	27	18	717	35	11	7	540
1:00	30	17	772	42	67	20	60
1:30	28	21	766	40	279	173	23827
2:00	30	15	726	31	393	392	61
2:30	30	15	734	36	120	243	29
3:00	35	14	832	33	20	48	33
3:30	56	29	1441	36	4	12	
4:00	39	18	990	39	0	0	
4:30	46	25	1181	33	2	1	
5:00	38	25	989	33	0	1	
5:30	34	23	912	36	1	1	
6:00	47	31	1299	44			
6:30	41	29	1113	39			
7:00	38	22	1026	38			
7:30	25	18	694	35			
8:00	29	19	802	41			
8:30	27	16	702	35			
9:00	16	11	436	32			
9:30	24	17	710	61			
10:00	20	10	528	38			
10:30	7	6	216	52			
11:00	10	4	284	38			
11:30	9	6	254	42			
12:00	7	5	197	35			
12:30	3	2	76	28			
13:00	4	4	118	33			
13:30	1	1	30	30			
14:00	1	1	40	40			
14:30	1	0	20	20			
15:00	1	0	25	25			
15:30	0	0	0	0			
16:00	0	0	0	0			
16:30	0	0	0	0			
17:00	2	2	56	28			
17:30	0	0	0	0			
18:00	1	1	26	26			
18:30	3	3	96	34			
19:00	4	4	112	28			
19:30	13	10	370	33			
20:00	15	7	371	32			
20:30	9	6	258	39			
21:00	13	8	358	34			
21:30	20	11	529	36			
22:00	20	13	538	32			
22:30	29	17	770	35			
23:00	18	9	453	30			
23:30	17	11	447	31			
	900	540	23827	1554			

900 540 23827 1554 61

Period Statistic: 2/28/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak coun	Summary
0:00	28	20	744	32	2	739
0:30	31	20	825	33	11	4 507
1:00	34	24	904	31	33	13 68.61
1:30	28	17	726	41	186	109 20075
2:00	24	16	635	33	365	320 49
2:30	22	14	566	33	111	221 29
3:00	19	13	503	32	29	57 34
3:30	20	16	546	38	1	12
4:00	39	28	1072	40	1	1
4:30	24	16	630	37	0	0
5:00	32	19	884	49	0	0
5:30	27	19	745	38	0	0
6:00	23	16	641	37		
6:30	35	26	984	39		
7:00	24	16	652	38		
7:30	21	17	600	40		
8:00	20	17	566	33		
8:30	16	13	468	36		
9:00	17	9	446	35		
9:30	26	16	655	34		
10:00	18	11	496	37		
10:30	14	11	427	38		
11:00	8	5	226	40		
11:30	14	8	380	34		
12:00	7	5	203	37		
12:30	4	2	99	28		
13:00	1	0	25	25		
13:30	0	0	0	0		
14:00	1	1	33	33		
14:30	1	1	30	30		
15:00	1	1	27	27		
15:30	0	0	0	0		
16:00	0	0	0	0		
16:30	1	1	30	30		
17:00	0	0	0	0		
17:30	2	2	72	38		
18:00	1	1	26	26		
18:30	1	0	19	19		
19:00	4	4	123	38		
19:30	9	4	248	37		
20:00	5	3	134	31		
20:30	9	6	224	28		
21:00	13	7	345	31		
21:30	13	12	390	36		
22:00	31	19	824	37		
22:30	19	10	485	34		
23:00	26	23	724	36		
23:30	26	18	693	35		
	739	507	20075	1514		

739 507 20075 1514

49

0

22121	13956	589694	39282
-------	-------	--------	-------

Avg: 790 498 21061 1403

Max: 981 65

Period Statistics

5/1/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	4	4	121	37	14	8 670
0:30	3	3	98	37	27	22 438
1:00	3	1	77	35	33	19 65.37
1:30	0	0	0	0	158	108 17859
2:00	0	0	0	0	292	279 52
2:30	0	0	0	0	121	191 29
3:00	0	0	0	0	23	39 33
3:30	1	1	28	28	1	3
4:00	12	0	139	15	0	0
4:30	4	1	61	34	1	1
5:00	4	2	105	32	0	0
5:30	3	2	76	26	0	0
6:00	2	2	63	34		
6:30	4	3	102	32		
7:00	9	8	264	34		
7:30	6	4	152	34		
8:00	6	4	167	33		
8:30	17	12	467	38		
9:00	22	15	584	34		
9:30	23	19	670	37		
10:00	13	10	367	39		
10:30	24	19	696	39		

11:00	24	12	586	36
11:30	26	18	675	34
12:00	21	14	568	38
12:30	26	13	641	34
13:00	27	21	748	42
13:30	27	15	726	39
14:00	40	22	1030	40
14:30	27	17	743	52
15:00	32	20	831	33
15:30	23	20	655	37
16:00	23	16	622	35
16:30	30	19	802	35
17:00	31	23	887	36
17:30	31	24	854	37
18:00	26	12	698	37
18:30	18	16	518	35
19:00	23	15	605	32
19:30	15	8	373	30
20:00	15	9	409	37
20:30	10	8	290	36
21:00	6	2	149	30
21:30	4	2	99	33
22:00	2	1	47	31

22:30	1	0	15	15
23:00	2	1	51	28
23:30	0	0	0	0

Period Statistics

5/2/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	0	0	0	0	10	4	739
0:30	1	1	26	26	24	19	489
1:00	0	0	0	0	32	19	66.17
1:30	0	0	0	0	184	116	19935
2:00	0	0	0	0	320	324	44
2:30	2	0	46	24	126	195	29
3:00	1	1	28	28	37	48	34
3:30	1	0	19	19	6	14	
4:00	20	1	256	32	0	0	
4:30	5	2	106	31	0	0	
5:00	3	3	99	37	0	0	
5:30	11	4	247	34	0	0	
6:00	5	3	136	33			
6:30	11	7	307	36			
7:00	18	13	485	38			
7:30	12	10	347	39			
8:00	14	8	372	37			

8:30	36	31	1004	34
9:00	18	6	460	32
9:30	21	15	569	39
10:00	23	17	634	34
10:30	8	4	220	36
11:00	19	10	477	37
11:30	22	15	593	34
12:00	23	20	663	40
12:30	21	15	596	36
13:00	19	14	566	40
13:30	22	14	573	31
14:00	22	17	626	40
14:30	21	12	569	41
15:00	38	28	1002	32
15:30	39	20	994	34
16:00	21	15	585	40
16:30	36	30	1097	44
17:00	36	24	974	34
17:30	32	21	896	42
18:00	25	16	678	34
18:30	25	20	731	40
19:00	22	20	641	41
19:30	33	19	858	34

20:00	17	9	454	33
20:30	11	8	306	37
21:00	11	9	311	34
21:30	7	5	206	38
22:00	6	2	153	39
22:30	0	0	0	0
23:00	1	0	25	25
23:30	0	0	0	0

Period Statistics

5/3/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	0	0	0	0	4	3 816
0:30	0	0	0	0	15	8 574
1:00	0	0	0	0	32	13 70.34
1:30	1	1	31	31	191	124 22544
2:00	1	1	27	27	354	351 43
2:30	0	0	0	0	178	245 29
3:00	0	0	0	0	35	60 34
3:30	0	0	0	0	7	12
4:00	4	1	100	34	0	0
4:30	7	6	221	36	0	0
5:00	3	3	95	36	0	0
5:30	4	3	98	29	0	0

6:00	12	7	298	32
6:30	11	10	318	36
7:00	15	11	436	39
7:30	20	15	595	42
8:00	17	15	486	35
8:30	40	31	1111	34
9:00	14	11	386	33
9:30	20	16	560	41
10:00	22	11	566	33
10:30	19	9	484	37
11:00	28	21	784	37
11:30	20	10	488	32
12:00	30	25	864	41
12:30	26	14	678	38
13:00	25	17	669	34
13:30	22	9	555	39
14:00	23	17	634	36
14:30	27	18	736	41
15:00	39	21	998	32
15:30	41	24	1093	34
16:00	28	24	802	37
16:30	35	26	1022	40
17:00	36	31	1031	40

17:30	38	30	1089	38
18:00	36	31	1059	36
18:30	28	16	729	36
19:00	39	28	1079	37
19:30	20	11	537	35
20:00	18	11	501	37
20:30	15	12	405	30
21:00	9	7	263	40
21:30	11	10	381	43
22:00	4	3	112	31
22:30	3	3	87	31
23:00	3	2	82	31
23:30	2	2	54	28

Period Statistics

5/4/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	0	0	0	0	15	4 865
0:30	0	0	0	0	22	25 604
1:00	0	0	0	0	22	15 69.83
1:30	0	0	0	0	202	98 23700
2:00	1	1	27	27	391	392 43
2:30	0	0	0	0	177	253 30
3:00	0	0	0	0	33	70 34

3:30	3	1	61	27	3	7
4:00	20	1	222	29	0	1
4:30	6	2	105	32	0	0
5:00	4	3	101	33	0	0
5:30	7	4	196	37	0	0
6:00	10	6	245	32		
6:30	15	10	410	37		
7:00	20	16	568	35		
7:30	11	9	313	34		
8:00	16	12	437	39		
8:30	36	29	1023	35		
9:00	17	15	491	34		
9:30	33	25	953	37		
10:00	12	8	324	38		
10:30	13	12	370	32		
11:00	23	16	626	34		
11:30	18	12	487	33		
12:00	25	20	724	40		
12:30	28	17	776	38		
13:00	30	16	786	40		
13:30	26	17	721	43		
14:00	43	26	1146	34		
14:30	26	20	772	41		

15:00	25	15	662	37
15:30	34	24	956	37
16:00	40	29	1090	39
16:30	37	30	1054	41
17:00	38	32	1117	37
17:30	32	25	921	36
18:00	36	28	1048	37
18:30	35	28	979	33
19:00	33	20	922	36
19:30	35	24	939	34
20:00	31	23	853	35
20:30	17	9	483	36
21:00	11	6	300	40
21:30	9	6	248	36
22:00	4	3	107	30
22:30	3	2	79	29
23:00	2	2	58	31
23:30	0	0	0	0

Period Statistics 5/5/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	1	1	26	26	4	2 739
0:30	1	1	33	33	13	3 536

1:00	0	0	0	0	21	19	72.53
1:30	0	0	0	0	165	95	20305
2:00	1	0	25	25	371	347	45
2:30	0	0	0	0	141	236	29
3:00	0	0	0	0	19	32	33
3:30	1	1	32	32	5	4	
4:00	4	2	101	34	0	1	
4:30	2	2	58	32	0	0	
5:00	2	2	67	36	0	0	
5:30	5	4	136	39	0	0	
6:00	12	9	321	34			
6:30	12	10	340	35			
7:00	12	11	348	33			
7:30	20	13	522	38			
8:00	22	13	570	37			
8:30	44	36	1280	37			
9:00	11	9	319	33			
9:30	12	7	303	30			
10:00	17	12	458	43			
10:30	17	11	449	36			
11:00	15	12	412	31			
11:30	20	12	526	35			
12:00	24	18	658	36			

12:30	14	12	390	30
13:00	14	9	367	32
13:30	14	8	376	41
14:00	25	17	668	34
14:30	24	17	661	39
15:00	36	26	1005	36
15:30	34	26	932	36
16:00	25	15	673	38
16:30	37	26	995	42
17:00	30	23	810	32
17:30	30	19	829	44
18:00	37	34	1076	36
18:30	26	20	697	32
19:00	39	28	1108	37
19:30	23	18	655	36
20:00	27	18	731	33
20:30	14	9	377	34
21:00	12	8	326	34
21:30	6	4	165	34
22:00	7	5	182	28
22:30	4	3	110	29
23:00	4	3	106	28
23:30	2	2	82	45

Period Statistics

5/6/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak count	Summary
0:00	1	1	27	27	12	1 876
0:30	0	0	0	0	30	29 598
1:00	0	0	0	0	34	19 68.26
1:30	0	0	0	0	202	123 23750
2:00	1	1	27	27	398	386 66
2:30	1	0	23	23	166	251 29
3:00	0	0	0	0	27	57 34
3:30	1	0	22	22	4	7
4:00	18	2	229	28	2	1
4:30	3	1	53	31	0	1
5:00	3	3	97	38	0	0
5:30	4	2	89	28	1	1
6:00	7	5	202	33		
6:30	10	7	289	36		
7:00	13	11	395	39		
7:30	21	13	554	35		
8:00	23	17	603	33		
8:30	63	39	1701	37		
9:00	26	18	726	37		
9:30	18	15	499	41		

10:00	25	16	682	39
10:30	19	13	511	42
11:00	16	14	441	35
11:30	33	24	898	37
12:00	20	12	543	36
12:30	24	15	635	46
13:00	22	13	579	36
13:30	29	16	777	34
14:00	21	13	551	34
14:30	33	18	852	36
15:00	37	27	998	40
15:30	40	33	1129	50
16:00	29	26	861	37
16:30	35	24	978	37
17:00	35	30	1022	37
17:30	31	25	883	40
18:00	28	19	797	39
18:30	24	18	687	39
19:00	28	18	751	36
19:30	43	29	1137	37
20:00	18	7	465	35
20:30	20	15	516	31
21:00	15	8	393	35
21:30	11	10	335	43

22:00	4	4	116	35
22:30	13	9	382	41
23:00	7	6	195	34
23:30	3	1	100	66

Period Statistics

5/7/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	2	1	63	44	2	1	715
0:30	3	2	79	30	12	6	514
1:00	1	0	24	24	31	12	71.89
1:30	0	0	0	0	156	104	19891
2:00	0	0	0	0	327	306	51
2:30	1	1	30	30	148	221	30
3:00	0	0	0	0	32	50	34
3:30	0	0	0	0	6	13	
4:00	0	0	0	0	0	0	
4:30	0	0	0	0	1	2	
5:00	0	0	0	0	0	0	
5:30	1	1	36	36	0	0	
6:00	3	2	96	41			
6:30	3	3	103	37			
7:00	3	1	73	31			

7:30	10	5	257	31
8:00	12	8	318	31
8:30	22	14	607	36
9:00	17	11	451	33
9:30	25	15	656	32
10:00	22	16	640	43
10:30	28	17	752	37
11:00	29	22	793	33
11:30	33	26	917	35
12:00	20	14	544	37
12:30	33	28	993	42
13:00	34	27	935	32
13:30	29	21	821	37
14:00	31	23	892	38
14:30	24	19	690	39
15:00	23	16	641	39
15:30	21	18	630	41
16:00	20	16	552	36
16:30	27	21	760	36
17:00	26	22	764	39
17:30	24	18	670	34
18:00	26	21	753	40
18:30	28	19	760	37
19:00	17	9	408	34

19:30	28	18	760	39
20:00	16	5	376	33
20:30	15	14	436	38
21:00	11	8	299	38
21:30	18	13	514	51
22:00	14	10	406	44
22:30	5	4	129	30
23:00	5	3	141	34
23:30	5	2	122	31

Period Statistics

5/8/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	4	4	111	30	7	5 640
0:30	1	1	39	39	22	20 453
1:00	2	2	66	35	17	8 70.78
1:30	4	2	110	32	141	85 17590
2:00	1	0	25	25	285	258 47
2:30	0	0	0	0	130	206 30
3:00	0	0	0	0	35	51 34
3:30	0	0	0	0	2	6
4:00	13	0	150	22	1	1
4:30	6	0	77	21	0	0

5:00	1	1	35	35	0	0
5:30	3	2	81	32	0	0
6:00	2	1	53	30		
6:30	3	3	95	34		
7:00	3	3	90	32		
7:30	15	12	432	37		
8:00	7	5	215	40		
8:30	13	8	368	42		
9:00	21	14	556	38		
9:30	20	14	546	37		
10:00	18	18	561	40		
10:30	22	19	621	35		
11:00	26	21	732	37		
11:30	29	19	760	35		
12:00	33	28	953	37		
12:30	20	17	563	36		
13:00	40	29	1099	37		
13:30	27	17	703	39		
14:00	24	18	675	37		
14:30	25	18	744	45		
15:00	29	19	798	35		
15:30	24	16	670	35		
16:00	24	19	691	40		
16:30	16	11	429	36		

17:00	29	22	823	36
17:30	22	19	642	37
18:00	30	19	804	40
18:30	9	6	254	38
19:00	11	6	294	35
19:30	18	10	483	34
20:00	14	9	386	34
20:30	11	6	291	32
21:00	8	6	221	40
21:30	6	3	155	33
22:00	1	1	27	27
22:30	0	0	0	0
23:00	2	2	56	30
23:30	3	3	106	47

Period Statistics

5/9/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary
0:00	1	0	22	22	16	7	779
0:30	0	0	0	0	49	30	456
1:00	0	0	0	0	33	32	58.54
1:30	0	0	0	0	225	160	20089
2:00	1	1	28	28	316	357	45

2:30	0	0	0	0	118	154	28
3:00	0	0	0	0	16	33	32
3:30	3	1	59	30	6	5	
4:00	20	3	278	32	0	1	
4:30	3	1	55	33	0	0	
5:00	3	2	80	36	0	0	
5:30	3	3	89	36	0	0	
6:00	8	5	211	34			
6:30	11	8	321	40			
7:00	17	13	480	37			
7:30	15	14	451	36			
8:00	20	8	486	34			
8:30	38	23	1014	41			
9:00	17	11	470	45			
9:30	20	12	544	35			
10:00	13	9	333	31			
10:30	18	11	506	33			
11:00	19	8	426	30			
11:30	30	15	752	36			
12:00	29	16	723	41			
12:30	21	10	525	35			
13:00	17	12	424	30			
13:30	18	11	453	31			
14:00	30	18	776	34			

14:30	31	15	792	35
15:00	36	17	884	31
15:30	34	13	784	38
16:00	28	16	727	34
16:30	32	20	839	37
17:00	39	22	1013	36
17:30	31	24	852	41
18:00	38	25	1051	42
18:30	27	19	742	35
19:00	42	30	1148	41
19:30	19	12	510	33
20:00	25	20	697	35
20:30	6	2	145	34
21:00	5	1	111	28
21:30	4	3	115	37
22:00	4	0	94	25
22:30	0	0	0	0
23:00	1	1	32	32
23:30	2	1	47	26

Period Statistics

5/10/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
------	------------	------------	-----------------------	------------	-------------	---------

0:00	0	0	0	0	8	5	849
0:30	3	2	90	33	20	10	517
1:00	2	2	55	28	45	28	60.9
1:30	0	0	0	0	259	183	22424
2:00	0	0	0	0	378	413	45
2:30	0	0	0	0	117	180	28
3:00	0	0	0	0	19	25	32
3:30	1	0	19	19	3	4	
4:00	5	4	146	34	0	1	
4:30	3	2	88	32	0	0	
5:00	2	2	60	32	0	0	
5:30	8	5	201	34	0	0	
6:00	6	4	153	33			
6:30	13	7	362	35			
7:00	18	14	507	36			
7:30	26	14	699	35			
8:00	16	11	398	34			
8:30	42	31	1153	33			
9:00	21	17	586	37			
9:30	13	5	330	40			
10:00	21	9	525	31			
10:30	22	10	554	34			
11:00	25	19	661	34			
11:30	30	18	763	37			

12:00	23	17	649	42
12:30	35	22	909	31
13:00	23	13	590	38
13:30	26	21	698	33
14:00	19	9	485	33
14:30	19	10	509	36
15:00	39	21	978	38
15:30	46	25	1200	35
16:00	40	21	1035	34
16:30	33	20	873	36
17:00	36	20	927	33
17:30	43	24	1115	41
18:00	36	30	1016	35
18:30	37	21	977	37
19:00	24	13	635	37
19:30	19	13	498	34
20:00	17	9	444	30
20:30	24	15	632	32
21:00	8	3	220	37
21:30	7	3	170	28
22:00	8	5	236	45
22:30	5	5	154	37
23:00	1	0	25	25

23:30	4	1	99	32
-------	---	---	----	----

Period Statistics 5/11/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak count	Summary
0:00	0	0	0	0	30	14 962
0:30	0	0	0	0	35	41 542
1:00	0	0	0	0	54	25 56.34
1:30	0	0	0	0	301	232 24751
2:00	0	0	0	0	384	398 42
2:30	0	0	0	0	132	215 28
3:00	0	0	0	0	22	32 32
3:30	2	0	24	16	4	5
4:00	32	1	377	28	0	0
4:30	8	2	119	32	0	0
5:00	3	1	78	30	0	0
5:30	7	5	191	35	0	0
6:00	11	7	271	32		
6:30	13	8	358	37		
7:00	16	11	455	38		
7:30	17	12	457	39		
8:00	28	16	715	38		
8:30	37	28	1052	38		
9:00	18	9	466	36		

9:30	14	6	355	37
10:00	19	5	448	32
10:30	22	12	576	35
11:00	23	13	570	31
11:30	31	20	805	34
12:00	27	14	678	36
12:30	25	16	671	34
13:00	28	8	681	33
13:30	33	11	787	33
14:00	47	17	1191	34
14:30	27	16	705	35
15:00	36	23	956	37
15:30	29	14	728	36
16:00	30	18	779	37
16:30	41	25	1080	35
17:00	38	27	1043	38
17:30	43	27	1185	42
18:00	37	24	984	33
18:30	43	29	1182	35
19:00	37	20	976	41
19:30	45	30	1185	37
20:00	53	39	1490	41
20:30	21	15	573	33

21:00	4	4	114	32
21:30	10	6	285	40
22:00	2	0	45	25
22:30	3	3	82	30
23:00	0	0	0	0
23:30	2	0	34	23

Period Statistics

5/12/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	0	0	0	0	10	4 743
0:30	0	0	0	0	17	11 457
1:00	0	0	0	0	41	26 61.51
1:30	0	0	0	0	218	151 19585
2:00	0	0	0	0	321	339 43
2:30	0	0	0	0	117	181 28
3:00	0	0	0	0	17	28 32
3:30	1	1	32	32	2	3
4:00	5	3	142	38	0	0
4:30	2	2	63	32	0	0
5:00	1	1	28	28	0	0
5:30	7	5	204	37	0	0
6:00	10	4	221	32		
6:30	11	8	300	33		

7:00	18	10	482	36
7:30	24	10	565	31
8:00	16	10	406	29
8:30	38	24	1031	35
9:00	18	9	457	33
9:30	15	8	382	31
10:00	17	9	432	32
10:30	25	9	630	35
11:00	24	13	562	38
11:30	23	10	595	36
12:00	21	16	581	35
12:30	29	19	793	37
13:00	19	11	478	33
13:30	21	13	516	32
14:00	27	20	734	38
14:30	25	16	661	31
15:00	29	7	679	30
15:30	32	17	834	33
16:00	25	17	654	34
16:30	24	15	638	34
17:00	38	33	1107	43
17:30	31	24	878	37
18:00	39	31	1076	38

18:30	32	22	841	34
19:00	18	13	491	36
19:30	18	13	506	33
20:00	21	16	594	39
20:30	10	3	233	28
21:00	10	3	248	37
21:30	9	6	233	32
22:00	3	2	88	38
22:30	3	2	87	33
23:00	3	2	78	29
23:30	1	0	25	25

Period Statistics 5/13/2022

Daily Statistics

Time	# vehicles	#violators	sum of	avg peak speed	Avg counts	Peak count	Summary
0:00	1	1	31	31	17	7	911
0:30	1	1	29	29	41	30	531
1:00	0	0	0	0	49	35	58.29
1:30	1	1	29	29	273	189	23682
2:00	0	0	0	0	356	396	45
2:30	0	0	0	0	150	198	28
3:00	0	0	0	0	21	48	33
3:30	2	1	38	26	4	8	
4:00	22	2	288	27	0	0	

4:30	7	3	131	35	0	0
5:00	2	2	66	39	0	0
5:30	3	2	82	31	0	0
6:00	8	4	202	35		
6:30	12	7	325	35		
7:00	18	16	536	37		
7:30	19	11	499	36		
8:00	20	13	532	33		
8:30	38	23	1004	35		
9:00	25	16	676	38		
9:30	28	22	772	33		
10:00	28	20	774	37		
10:30	22	18	622	36		
11:00	24	13	617	32		
11:30	27	21	749	36		
12:00	28	20	796	41		
12:30	28	15	719	33		
13:00	29	16	743	36		
13:30	30	17	814	45		
14:00	25	10	613	33		
14:30	25	11	595	36		
15:00	43	11	1010	31		
15:30	42	21	1093	40		

16:00	31	27	891	36
16:30	44	26	1134	35
17:00	38	27	1056	35
17:30	22	15	571	34
18:00	30	13	779	41
18:30	21	12	539	33
19:00	26	16	714	42
19:30	32	20	825	36
20:00	29	15	745	35
20:30	21	8	499	34
21:00	20	9	491	35
21:30	9	6	247	35
22:00	9	6	237	35
22:30	3	3	99	33
23:00	8	4	216	33
23:30	10	6	254	35

Period Statistics 5/14/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	2	2	59	30	5	4 683
0:30	4	4	147	50	20	12 415
1:00	0	0	0	0	34	23 60.76
1:30	0	0	0	0	209	141 18175

2:00	0	0	0	0	283	303	50
2:30	2	2	64	37	106	162	28
3:00	0	0	0	0	23	34	33
3:30	1	0	21	21	2	3	
4:00	0	0	0	0	1	0	
4:30	0	0	0	0	0	1	
5:00	0	0	0	0	0	0	
5:30	1	1	34	34	0	0	
6:00	3	1	74	31			
6:30	2	2	60	31			
7:00	4	3	114	31			
7:30	5	1	118	26			
8:00	10	3	251	34			
8:30	8	4	206	34			
9:00	15	11	421	35			
9:30	23	13	594	35			
10:00	15	9	381	32			
10:30	25	19	727	41			
11:00	15	7	396	36			
11:30	22	12	568	32			
12:00	34	24	917	35			
12:30	29	21	790	38			
13:00	28	18	725	36			

13:30	27	19	767	37
14:00	25	17	685	35
14:30	34	21	914	37
15:00	25	15	660	33
15:30	23	11	559	33
16:00	30	14	746	33
16:30	38	23	978	35
17:00	23	20	675	40
17:30	28	21	793	36
18:00	38	17	972	34
18:30	21	13	561	38
19:00	23	12	586	31
19:30	21	7	519	30
20:00	13	4	313	36
20:30	19	12	496	33
21:00	11	7	288	35
21:30	9	7	249	37
22:00	8	4	227	43
22:30	5	3	117	27
23:00	10	8	291	35
23:30	4	3	112	36

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	7	3	160	28	13	7	622
0:30	4	2	123	43	22	21	381
1:00	0	0	0	0	27	13	61.25
1:30	1	1	33	33	179	126	16296
2:00	1	0	22	22	275	283	59
2:30	1	1	33	33	87	138	28
3:00	2	2	60	32	15	29	33
3:30	0	0	0	0	3	4	
4:00	19	0	220	21	0	0	
4:30	2	0	18	9	0	0	
5:00	1	1	32	32	1	1	
5:30	1	0	23	23	0	0	
6:00	1	1	34	34			
6:30	3	2	92	40			
7:00	5	3	131	29			
7:30	3	2	81	30			
8:00	9	8	255	32			
8:30	11	6	307	36			
9:00	12	9	326	33			
9:30	16	15	437	35			
10:00	18	14	509	34			
10:30	18	12	487	36			

11:00	25	15	669	40
11:30	26	16	658	35
12:00	27	17	704	34
12:30	27	20	710	38
13:00	17	8	455	37
13:30	27	14	706	35
14:00	30	19	781	32
14:30	27	17	735	36
15:00	16	8	401	32
15:30	26	15	667	33
16:00	29	16	786	42
16:30	29	20	791	37
17:00	24	18	717	59
17:30	29	18	772	39
18:00	16	10	432	41
18:30	18	13	520	36
19:00	22	17	585	32
19:30	17	7	415	33
20:00	21	12	530	38
20:30	12	6	300	30
21:00	11	7	293	31
21:30	3	3	91	36
22:00	3	2	75	27
22:30	4	1	97	35

23:00	0	0	0	0
23:30	1	0	23	23

Period Statistics

5/16/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	0	0	0	0	9	4	780
0:30	2	1	57	33	38	27	487
1:00	1	0	22	22	45	28	62.44
1:30	0	0	0	0	201	128	20579
2:00	0	0	0	0	326	341	61
2:30	0	0	0	0	144	211	29
3:00	0	0	0	0	15	38	33
3:30	1	0	9	9	1	2	
4:00	14	1	193	26	0	0	
4:30	6	2	102	29	0	0	
5:00	5	3	138	35	0	0	
5:30	8	5	205	35	1	1	
6:00	8	6	213	31			
6:30	10	7	279	31			
7:00	11	9	308	35			
7:30	15	11	415	33			
8:00	15	6	385	32			

8:30	39	21	971	35
9:00	17	10	440	32
9:30	14	10	397	36
10:00	21	15	576	33
10:30	12	5	300	30
11:00	27	12	669	36
11:30	23	10	572	32
12:00	22	10	537	33
12:30	19	11	476	36
13:00	22	9	505	33
13:30	23	13	569	42
14:00	22	18	622	38
14:30	21	14	607	38
15:00	33	17	822	35
15:30	37	20	952	37
16:00	26	18	726	36
16:30	41	34	1158	37
17:00	41	31	1136	35
17:30	25	15	673	35
18:00	41	29	1130	35
18:30	35	24	967	36
19:00	21	17	611	38
19:30	19	15	530	36
20:00	38	29	1039	33

20:30	21	16	584	32
21:00	10	6	283	35
21:30	8	3	200	31
22:00	4	3	142	61
22:30	1	1	34	34
23:00	0	0	0	0
23:30	1	0	25	25

Period Statistics

5/17/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	0	0	0	0	7	4	788
0:30	0	0	0	0	16	8	524
1:00	1	1	41	41	36	19	66.5
1:30	2	1	42	26	205	119	21533
2:00	0	0	0	0	333	342	67
2:30	0	0	0	0	155	232	29
3:00	0	0	0	0	26	49	34
3:30	2	0	47	24	7	12	
4:00	4	2	109	33	2	1	
4:30	4	4	125	34	0	1	
5:00	4	2	103	37	0	0	
5:30	4	2	83	28	1	1	

6:00	7	5	198	32
6:30	11	8	315	33
7:00	18	17	536	36
7:30	18	11	499	37
8:00	11	8	299	36
8:30	38	33	1078	41
9:00	19	12	510	35
9:30	18	10	483	39
10:00	20	13	529	35
10:30	14	6	377	34
11:00	27	15	678	35
11:30	18	11	491	42
12:00	22	17	618	41
12:30	24	15	645	38
13:00	19	16	547	37
13:30	20	17	552	37
14:00	26	17	746	37
14:30	21	14	584	33
15:00	25	11	609	34
15:30	35	16	864	37
16:00	36	24	967	41
16:30	34	27	956	39
17:00	40	31	1137	40
17:30	42	29	1185	40

18:00	29	17	774	33
18:30	29	22	811	41
19:00	21	12	547	36
19:30	31	17	829	33
20:00	40	27	1050	34
20:30	25	17	733	67
21:00	13	8	397	50
21:30	6	5	191	47
22:00	4	2	98	33
22:30	2	1	54	29
23:00	2	0	45	23
23:30	2	1	51	28

Period Statistics

5/18/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	1	0	11	11	16	6 762
0:30	0	0	0	0	31	23 515
1:00	0	0	0	0	25	23 67.59
1:30	2	1	62	37	175	104 20651
2:00	1	0	23	23	316	304 43
2:30	0	0	0	0	163	234 30
3:00	0	0	0	0	33	62 34

3:30	2	0	39	22	3	6
4:00	14	3	208	35	0	0
4:30	6	3	126	34	0	0
5:00	2	1	61	37	0	0
5:30	8	5	219	37	0	0
6:00	10	6	260	32		
6:30	12	8	313	31		
7:00	14	10	374	33		
7:30	13	11	375	35		
8:00	20	12	536	36		
8:30	33	24	928	39		
9:00	30	24	872	37		
9:30	4	3	112	33		
10:00	18	10	481	33		
10:30	19	7	470	33		
11:00	22	10	525	33		
11:30	13	10	370	35		
12:00	16	4	392	30		
12:30	25	18	681	35		
13:00	23	14	617	37		
13:30	27	13	665	36		
14:00	37	24	978	34		
14:30	27	21	771	38		
15:00	26	16	729	40		

15:30	34	19	863	37
16:00	30	19	799	34
16:30	37	31	1080	36
17:00	32	25	892	39
17:30	33	24	891	40
18:00	28	23	826	39
18:30	34	32	1009	39
19:00	17	15	500	37
19:30	16	10	448	42
20:00	35	31	1019	37
20:30	13	10	350	41
21:00	12	8	328	34
21:30	4	4	138	43
22:00	5	3	139	36
22:30	4	2	94	28
23:00	1	1	31	31
23:30	2	0	46	24

Period Statistics 5/19/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	0	0	0	0	5	4 808
0:30	2	2	59	33	15	7 539

1:00	0	0	0	0	40	23	66.71
1:30	0	0	0	0	209	128	22044
2:00	0	0	0	0	352	364	49
2:30	0	0	0	0	142	212	29
3:00	0	0	0	0	35	55	34
3:30	1	1	33	33	9	14	
4:00	2	2	56	30	1	1	
4:30	4	4	122	33	0	0	
5:00	5	3	150	42	0	0	
5:30	8	7	219	37	0	0	
6:00	10	7	272	38			
6:30	13	10	363	37			
7:00	15	11	422	37			
7:30	19	14	563	49			
8:00	19	13	477	35			
8:30	36	27	1006	38			
9:00	21	9	537	34			
9:30	26	21	747	36			
10:00	13	9	344	33			
10:30	20	14	549	36			
11:00	23	17	647	42			
11:30	20	15	570	36			
12:00	23	16	645	42			
12:30	35	26	948	41			

13:00	18	10	462	34
13:30	27	13	695	36
14:00	22	16	597	35
14:30	20	11	544	41
15:00	33	20	883	37
15:30	38	18	984	40
16:00	38	27	1058	40
16:30	37	21	973	41
17:00	43	24	1131	35
17:30	29	21	800	37
18:00	37	24	1013	41
18:30	27	20	741	41
19:00	38	27	1045	38
19:30	23	18	669	41
20:00	22	18	667	40
20:30	17	9	424	32
21:00	8	3	206	34
21:30	8	5	216	36
22:00	4	4	111	30
22:30	1	1	32	32
23:00	2	0	37	22
23:30	1	1	27	27

Period Statistics

5/20/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	0	0	0	0	19	3 976
0:30	0	0	0	0	27	29 646
1:00	3	2	82	32	38	17 66.19
1:30	0	0	0	0	246	142 26299
2:00	0	0	0	0	414	411 43
2:30	0	0	0	0	198	294 29
3:00	0	0	0	0	31	75 34
3:30	1	0	11	11	3	4
4:00	23	3	308	39	0	0
4:30	11	0	123	16	0	1
5:00	4	3	121	38	0	0
5:30	4	4	115	32	0	0
6:00	13	8	334	35		
6:30	7	3	192	36		
7:00	15	14	440	37		
7:30	13	13	393	43		
8:00	18	13	489	36		
8:30	45	34	1275	35		
9:00	25	18	693	36		
9:30	32	22	877	34		
10:00	28	20	773	41		

10:30	30	23	821	39
11:00	32	21	856	35
11:30	30	22	841	35
12:00	25	19	688	38
12:30	28	17	776	36
13:00	27	16	716	32
13:30	21	14	561	34
14:00	25	13	679	37
14:30	29	12	741	34
15:00	35	24	966	36
15:30	45	15	1078	35
16:00	41	36	1189	37
16:30	28	26	837	37
17:00	35	29	1024	37
17:30	32	21	902	36
18:00	44	29	1236	37
18:30	44	28	1195	34
19:00	50	34	1331	35
19:30	31	18	847	36
20:00	44	33	1189	33
20:30	18	9	468	33
21:00	15	10	414	38
21:30	7	7	202	31

22:00	10	6	277	40
22:30	2	1	48	32
23:00	1	1	29	29
23:30	5	5	162	42

Period Statistics 5/21/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	3	2	81	35	5	2 763
0:30	4	1	88	33	18	8 497
1:00	2	1	58	34	51	33 65.14
1:30	0	0	0	0	192	133 20688
2:00	0	0	0	0	316	323 52
2:30	0	0	0	0	145	202 29
3:00	0	0	0	0	27	50 34
3:30	1	0	25	25	5	8
4:00	0	0	0	0	3	0
4:30	1	0	23	23	1	3
5:00	3	2	92	39	0	1
5:30	3	0	54	24	0	0
6:00	3	1	71	28		
6:30	4	3	120	33		
7:00	4	2	110	34		
7:30	3	1	77	28		

8:00	18	14	517	37
8:30	19	16	521	33
9:00	20	13	552	37
9:30	32	19	850	37
10:00	32	16	822	33
10:30	28	20	757	35
11:00	31	24	859	35
11:30	33	22	880	37
12:00	36	12	836	38
12:30	38	23	1014	50
13:00	36	21	947	33
13:30	27	22	726	33
14:00	26	19	744	43
14:30	21	14	553	37
15:00	28	20	794	40
15:30	37	26	965	34
16:00	31	22	857	41
16:30	24	21	719	39
17:00	21	18	614	36
17:30	25	18	708	35
18:00	22	13	607	38
18:30	17	14	478	46
19:00	15	8	409	32

19:30	20	12	530	34
20:00	16	10	449	37
20:30	12	9	328	39
21:00	15	5	360	42
21:30	13	6	353	52
22:00	11	8	306	32
22:30	12	9	370	45
23:00	7	4	213	48
23:30	9	6	251	33

Period Statistics

5/22/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	3	1	69	38	28	8 646
0:30	2	1	54	29	20	31 421
1:00	3	2	66	32	35	24 65.17
1:30	1	1	44	44	142	91 16913
2:00	1	0	24	24	287	297 44
2:30	2	0	22	12	113	160 29
3:00	0	0	0	0	19	32 33
3:30	1	1	31	31	2	3
4:00	14	0	141	16	0	0
4:30	6	2	99	31	0	0
5:00	2	1	51	28	0	0

5:30	1	1	27	27	0	0
6:00	0	0	0	0		
6:30	2	1	52	35		
7:00	1	1	30	30		
7:30	6	5	166	31		
8:00	12	10	345	34		
8:30	15	12	435	39		
9:00	14	8	365	35		
9:30	16	12	430	36		
10:00	18	10	453	39		
10:30	24	16	633	34		
11:00	22	18	617	34		
11:30	22	10	560	31		
12:00	17	11	453	37		
12:30	25	16	648	36		
13:00	26	15	663	36		
13:30	27	20	744	37		
14:00	30	21	803	34		
14:30	19	17	532	34		
15:00	38	24	1009	41		
15:30	32	26	888	36		
16:00	29	19	770	35		
16:30	32	21	883	35		

17:00	28	20	733	34
17:30	20	14	537	37
18:00	25	16	680	37
18:30	15	8	388	33
19:00	21	10	520	39
19:30	15	6	384	37
20:00	13	11	348	32
20:30	16	13	436	35
21:00	11	8	295	39
21:30	11	8	291	32
22:00	6	3	153	31
22:30	2	1	41	28
23:00	0	0	0	0
23:30	0	0	0	0

Period Statistics

5/23/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	1	0	23	23	25	13 826
0:30	0	0	0	0	30	26 525
1:00	1	0	23	23	46	29 63.56
1:30	0	0	0	0	200	136 21760
2:00	1	0	24	24	338	339 44
2:30	0	0	0	0	157	228 29

3:00	0	0	0	0	27	44	33
3:30	2	0	27	18	3	10	
4:00	17	0	196	24	0	1	
4:30	10	3	174	36	0	0	
5:00	4	3	132	39	0	0	
5:30	4	3	110	36	0	0	
6:00	13	6	333	33			
6:30	8	6	227	44			
7:00	19	13	508	34			
7:30	15	10	424	39			
8:00	21	16	575	35			
8:30	47	41	1327	37			
9:00	17	12	470	32			
9:30	12	8	335	37			
10:00	16	12	439	39			
10:30	26	18	727	36			
11:00	28	17	690	42			
11:30	27	12	682	33			
12:00	27	20	731	40			
12:30	22	13	570	34			
13:00	27	8	633	41			
13:30	19	9	467	40			
14:00	22	13	590	39			

14:30	30	21	802	36
15:00	34	28	958	39
15:30	37	26	999	39
16:00	36	22	983	36
16:30	33	22	908	35
17:00	39	30	1128	40
17:30	30	9	665	37
18:00	24	10	588	33
18:30	23	17	633	34
19:00	25	15	651	34
19:30	29	22	783	39
20:00	33	26	922	38
20:30	20	15	553	34
21:00	10	8	283	40
21:30	8	5	219	33
22:00	5	4	151	39
22:30	0	0	0	0
23:00	1	0	25	25
23:30	3	2	72	28

Period Statistics

5/24/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	0	0	0	0	1	1 796

0:30	0	0	0	0	16	5	576
1:00	0	0	0	0	21	14	72.36
1:30	0	0	0	0	182	96	22200
2:00	0	0	0	0	358	352	44
2:30	1	1	26	26	169	253	30
3:00	1	1	33	33	44	65	34
3:30	1	1	30	30	5	10	
4:00	4	3	111	35	0	0	
4:30	2	1	57	32	0	0	
5:00	5	4	146	36	0	0	
5:30	8	5	203	39	0	0	
6:00	11	7	283	31			
6:30	14	10	403	37			
7:00	16	14	455	44			
7:30	16	15	497	36			
8:00	17	13	467	34			
8:30	41	38	1215	38			
9:00	13	5	337	32			
9:30	11	10	309	32			
10:00	13	10	395	38			
10:30	16	8	420	41			
11:00	22	15	607	35			
11:30	23	19	642	36			

12:00	25	16	694	36
12:30	26	17	714	37
13:00	24	17	643	33
13:30	25	16	637	37
14:00	27	20	768	38
14:30	18	11	491	40
15:00	29	19	785	37
15:30	41	28	1113	34
16:00	27	25	827	42
16:30	40	33	1165	39
17:00	39	30	1117	36
17:30	29	19	808	40
18:00	31	21	848	39
18:30	35	23	947	35
19:00	25	20	702	36
19:30	29	18	765	35
20:00	43	32	1230	41
20:30	25	18	702	42
21:00	7	2	176	32
21:30	6	5	177	39
22:00	2	1	47	26
22:30	3	1	67	27
23:00	4	3	104	30
23:30	1	1	37	37

Period Statistics

5/25/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	0	0	0	0	9	3 854
0:30	0	0	0	0	31	23 570
1:00	0	0	0	0	33	25 66.74
1:30	0	0	0	0	211	120 23098
2:00	0	0	0	0	375	381 48
2:30	0	0	0	0	155	236 29
3:00	0	0	0	0	32	53 33
3:30	1	0	22	22	6	11
4:00	13	2	188	34	2	2
4:30	6	2	105	40	0	0
5:00	3	1	85	36	0	0
5:30	4	3	107	32	0	0
6:00	10	6	264	37		
6:30	9	7	259	32		
7:00	19	15	550	38		
7:30	14	12	386	39		
8:00	10	7	230	32		
8:30	47	36	1339	39		
9:00	19	12	498	31		

9:30	26	19	696	36
10:00	16	10	430	33
10:30	15	11	410	35
11:00	28	22	804	38
11:30	18	13	529	40
12:00	32	17	811	35
12:30	35	21	918	48
13:00	26	16	696	36
13:30	26	16	713	43
14:00	44	28	1157	34
14:30	25	15	665	34
15:00	25	19	702	38
15:30	24	20	685	38
16:00	25	17	680	36
16:30	39	32	1149	46
17:00	33	25	933	34
17:30	31	23	857	34
18:00	32	17	845	41
18:30	46	36	1273	36
19:00	39	24	1084	42
19:30	15	9	434	40
20:00	39	24	1039	38
20:30	24	16	657	42
21:00	14	5	311	31

21:30	8	6	232	44
22:00	5	1	106	27
22:30	6	4	177	38
23:00	2	0	40	24
23:30	1	1	32	32

Period Statistics

5/26/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak count	Summary
0:00	1	1	27	27	3	1 862
0:30	0	0	0	0	26	9 553
1:00	0	0	0	0	36	22 64.15
1:30	0	0	0	0	244	148 23175
2:00	2	0	43	24	385	402 45
2:30	0	0	0	0	134	220 29
3:00	0	0	0	0	31	53 33
3:30	2	0	41	22	3	6
4:00	3	3	95	35	0	1
4:30	2	2	70	38	0	0
5:00	3	1	87	38	0	0
5:30	4	4	114	30	0	0
6:00	13	9	353	40		
6:30	9	5	238	34		

7:00	17	13	483	37
7:30	22	16	577	35
8:00	13	10	362	37
8:30	39	30	1076	35
9:00	18	10	479	36
9:30	30	22	818	36
10:00	21	15	575	40
10:30	19	14	519	36
11:00	23	18	653	38
11:30	28	18	737	35
12:00	27	20	749	33
12:30	26	15	687	39
13:00	36	23	931	32
13:30	21	13	569	41
14:00	22	11	563	34
14:30	27	12	700	42
15:00	33	19	862	32
15:30	40	15	979	36
16:00	32	20	829	34
16:30	33	22	870	39
17:00	38	29	1076	39
17:30	36	31	1047	45
18:00	21	15	602	38
18:30	31	21	863	36

19:00	30	18	803	35
19:30	51	32	1420	38
20:00	33	19	841	37
20:30	20	8	505	31
21:00	12	7	328	33
21:30	9	2	190	32
22:00	9	6	258	40
22:30	2	1	44	30
23:00	3	2	85	31
23:30	1	1	27	27

Period Statistics

5/27/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	3	2	86	35	9	3 758
0:30	0	0	0	0	22	20 509
1:00	0	0	0	0	32	16 67.15
1:30	0	0	0	0	186	122 20529
2:00	2	2	63	32	327	316 57
2:30	0	0	0	0	152	232 29
3:00	0	0	0	0	26	42 33
3:30	2	1	53	30	3	6
4:00	11	2	157	30	0	0

4:30	9	1	137	32	0	0
5:00	1	1	30	30	1	1
5:30	2	2	52	26	0	0
6:00	6	4	156	32		
6:30	9	7	255	34		
7:00	17	14	486	37		
7:30	13	11	393	44		
8:00	17	11	451	36		
8:30	23	14	625	35		
9:00	21	10	540	36		
9:30	26	16	705	35		
10:00	22	14	587	37		
10:30	26	22	751	38		
11:00	35	20	929	37		
11:30	24	18	674	34		
12:00	28	20	783	37		
12:30	26	20	704	34		
13:00	26	23	774	38		
13:30	30	22	858	41		
14:00	17	13	470	34		
14:30	19	13	521	40		
15:00	25	18	692	39		
15:30	32	19	843	36		
16:00	30	19	823	38		

16:30	31	27	883	34
17:00	28	16	705	32
17:30	32	17	852	36
18:00	21	16	583	39
18:30	21	8	532	35
19:00	24	14	591	34
19:30	14	11	380	36
20:00	15	9	389	37
20:30	21	17	628	42
21:00	14	8	371	38
21:30	10	8	288	39
22:00	11	9	301	32
22:30	8	4	212	31
23:00	3	3	120	57
23:30	3	3	96	36

Period Statistics

5/28/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	3	2	87	34	8	6	646
0:30	1	1	34	34	15	9	446
1:00	0	0	0	0	32	16	69.04
1:30	1	0	11	11	145	98	17729

2:00	0	0	0	0	268	249	50
2:30	0	0	0	0	152	222	30
3:00	0	0	0	0	19	36	34
3:30	0	0	0	0	6	9	
4:00	0	0	0	0	1	0	
4:30	0	0	0	0	0	1	
5:00	1	1	30	30	0	0	
5:30	1	0	25	25	0	0	
6:00	2	1	39	27			
6:30	3	3	94	32			
7:00	3	1	70	26			
7:30	11	6	287	35			
8:00	9	6	248	33			
8:30	20	15	553	43			
9:00	12	8	329	33			
9:30	25	19	744	41			
10:00	18	12	483	35			
10:30	27	20	768	36			
11:00	31	23	874	34			
11:30	30	14	740	34			
12:00	30	22	831	37			
12:30	27	20	762	40			
13:00	23	19	642	39			
13:30	28	17	758	42			

14:00	26	23	764	37
14:30	21	16	606	37
15:00	19	17	562	39
15:30	28	18	683	32
16:00	20	17	567	40
16:30	27	19	752	36
17:00	15	9	395	37
17:30	20	14	562	41
18:00	25	18	712	35
18:30	26	20	735	42
19:00	16	12	470	50
19:30	20	17	573	38
20:00	12	8	330	31
20:30	19	5	428	35
21:00	11	5	275	34
21:30	11	6	277	34
22:00	6	2	147	35
22:30	9	3	212	29
23:00	6	5	184	43
23:30	3	2	86	34

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	1	1	37	37	8	3	567
0:30	3	3	87	34	22	19	402
1:00	0	0	0	0	12	10	70.9
1:30	0	0	0	0	123	73	15543
2:00	1	1	33	33	251	237	48
2:30	0	0	0	0	121	173	29
3:00	0	0	0	0	24	41	34
3:30	0	0	0	0	4	9	
4:00	13	0	161	22	2	0	
4:30	1	0	10	10	0	2	
5:00	2	2	62	34	0	0	
5:30	0	0	0	0	0	0	
6:00	3	3	96	40			
6:30	3	1	79	30			
7:00	2	0	39	24			
7:30	2	2	54	28			
8:00	7	6	216	38			
8:30	8	4	211	32			
9:00	18	15	501	32			
9:30	14	12	389	38			
10:00	12	10	342	36			
10:30	14	12	387	37			
11:00	25	20	700	40			

11:30	12	7	322	34
12:00	16	16	492	44
12:30	14	14	402	32
13:00	32	28	917	35
13:30	20	13	578	39
14:00	28	20	785	39
14:30	27	19	742	37
15:00	14	9	385	36
15:30	24	18	662	36
16:00	34	21	908	37
16:30	28	22	752	33
17:00	26	17	682	35
17:30	24	18	680	38
18:00	15	8	411	36
18:30	20	12	571	47
19:00	17	13	485	36
19:30	15	11	418	33
20:00	14	8	376	41
20:30	20	15	552	38
21:00	9	5	224	31
21:30	9	3	225	32
22:00	8	3	191	31
22:30	5	4	140	32

23:00	6	5	204	48
23:30	1	1	35	35

Period Statistics

5/30/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak count	Summary	
0:00	3	2	92	36	20	6	616
0:30	2	1	48	34	20	28	377
1:00	0	0	0	0	25	15	61.2
1:30	0	0	0	0	174	117	16308
2:00	0	0	0	0	229	249	49
2:30	0	0	0	0	125	156	29
3:00	3	0	71	25	18	38	34
3:30	1	1	30	30	4	6	
4:00	17	0	181	22	1	1	
4:30	8	3	168	41	0	0	
5:00	1	0	25	25	0	0	
5:30	2	2	65	36	0	0	
6:00	3	2	84	30			
6:30	1	0	25	25			
7:00	4	4	119	33			
7:30	7	1	170	26			
8:00	10	7	248	31			
8:30	2	0	43	23			

9:00	16	11	441	35
9:30	12	9	347	34
10:00	18	10	452	34
10:30	18	17	530	36
11:00	24	12	557	41
11:30	25	18	728	38
12:00	31	15	814	34
12:30	20	16	564	34
13:00	24	17	670	35
13:30	26	15	674	35
14:00	15	9	399	35
14:30	20	16	566	36
15:00	23	7	549	32
15:30	26	16	716	40
16:00	23	17	668	43
16:30	33	26	968	37
17:00	20	17	574	34
17:30	20	13	533	35
18:00	28	16	763	33
18:30	20	15	537	36
19:00	21	9	573	42
19:30	19	10	432	34
20:00	18	12	471	33

20:30	16	8	418	31
21:00	17	9	440	39
21:30	12	8	350	49
22:00	1	1	28	28
22:30	1	1	28	28
23:00	1	0	25	25
23:30	4	4	124	38

Period Statistics

5/31/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	5	3	134	35	3	2 833
0:30	0	0	0	0	12	5 579
1:00	0	0	0	0	31	15 69.51
1:30	0	0	0	0	208	132 22931
2:00	0	0	0	0	384	357 48
2:30	1	1	31	31	158	260 29
3:00	1	0	24	24	30	51 34
3:30	1	0	18	18	5	8
4:00	1	0	23	23	2	3
4:30	2	1	57	33	0	0
5:00	3	1	78	31	0	0
5:30	6	5	156	30	0	0
6:00	9	7	266	34		

6:30	7	6	209	36
7:00	16	11	466	36
7:30	10	9	318	37
8:00	16	11	422	34
8:30	32	23	884	34
9:00	12	8	340	39
9:30	19	14	479	34
10:00	16	10	437	37
10:30	20	14	547	37
11:00	21	13	584	37
11:30	30	19	790	33
12:00	24	14	631	41
12:30	19	15	556	46
13:00	28	18	745	34
13:30	25	16	678	32
14:00	19	11	511	44
14:30	33	21	886	38
15:00	38	26	1052	48
15:30	39	27	1051	40
16:00	34	23	933	37
16:30	32	24	884	38
17:00	47	31	1282	36
17:30	37	31	1079	41

18:00	28	23	796	36
18:30	35	23	991	36
19:00	27	19	768	43
19:30	26	20	720	33
20:00	36	27	986	35
20:30	36	28	1030	39
21:00	13	10	361	34
21:30	10	8	284	40
22:00	10	4	237	33
22:30	6	3	138	29
23:00	2	1	49	27
23:30	1	0	20	20

Period Stat 5/1/2022

Daily Statistics

Period Statistics

Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary
0:00	0	0	0	0	4	4 722
0:30	2	2	72	37	10	6 465
1:00	5	4	147	33	47	19 64.4
1:30	1	1	27	27	196	114 19370
2:00	0	0	0	0	328	311 45
2:30	0	0	0	0	111	214 29
3:00	3	3	94	35	23	47 33
3:30	0	0	0	0	3	7
4:00	0	0	0	0	0	0
4:30	0	0	0	0	0	0
5:00	2	1	51	26	0	0
5:30	3	0	68	25	0	0
6:00	5	3	136	31		
6:30	4	2	94	32		
7:00	5	4	136	30		
7:30	6	5	161	33		
8:00	7	5	198	39		
8:30	19	14	529	36		
9:00	22	13	586	41		
9:30	25	12	640	36		
10:00	15	11	418	34		
10:30	28	17	746	32		
11:00	21	14	562	32		
11:30	34	20	896	33		
12:00	33	20	842	34		
12:30	36	21	939	35		
13:00	33	26	907	33		
13:30	35	27	949	35		
14:00	34	19	901	40		
14:30	30	19	766	34		
15:00	38	25	1051	45		
15:30	33	17	867	37		
16:00	26	18	668	37		
16:30	21	15	585	37		
17:00	23	15	640	35		
17:30	28	21	767	38		
18:00	21	15	583	33		
18:30	26	18	730	43		
19:00	19	6	468	30		
19:30	17	8	474	38		
20:00	22	14	586	38		
20:30	10	7	286	39		
21:00	6	5	176	37		
21:30	12	8	286	31		

Time	peak speed
0:00	0
0:30	37
1:00	33
1:30	27
2:00	0
2:30	0
3:00	35
3:30	0
4:00	0
4:30	0
5:00	26
5:30	25
6:00	31
6:30	32
7:00	30
7:30	33
8:00	39
8:30	36
9:00	41
9:30	36
10:00	34
10:30	32
11:00	32
11:30	33
12:00	34
12:30	35
13:00	33
13:30	35
14:00	40
14:30	34
15:00	45
15:30	37
16:00	37
16:30	37
17:00	35
17:30	38
18:00	33
18:30	43
19:00	30
19:30	38
20:00	38
20:30	39
21:00	37
21:30	31

22:00	7	6	199	31	22:00	31
22:30	1	1	32	32	22:30	32
23:00	2	2	55	28	23:00	28
23:30	2	1	52	29	23:30	29

Period Stat	5/2/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary
0:00	2	2	71	40	21	8	799
0:30	0	0	0	0	13	19	476
1:00	0	0	0	0	51	21	59.57
1:30	0	0	0	0	238	122	20935
2:00	0	0	0	0	335	346	42
2:30	1	1	26	26	121	224	29
3:00	0	0	0	0	19	53	34
3:30	0	0	0	0	1	5	
4:00	0	0	0	0	0	1	
4:30	1	1	31	31	0	0	
5:00	0	0	0	0	0	0	
5:30	6	2	148	27	0	0	
6:00	5	3	133	34			
6:30	9	3	156	34			
7:00	23	10	533	30			
7:30	26	9	633	32			
8:00	35	20	896	32			
8:30	46	27	1244	35			
9:00	27	17	749	38			
9:30	16	9	397	33			
10:00	16	11	451	33			
10:30	15	10	418	42			
11:00	24	9	531	30			
11:30	26	14	612	33			
12:00	21	14	556	33			
12:30	22	11	561	34			
13:00	19	9	425	35			
13:30	25	21	710	34			
14:00	23	17	630	34			
14:30	33	21	928	39			
15:00	53	32	1383	38			
15:30	35	10	815	35			
16:00	32	20	864	35			
16:30	47	39	1315	37			
17:00	35	21	950	40			
17:30	40	30	1132	36			
18:00	25	11	607	36			

Period Statistics	
Time	peak speed
0:00	40
0:30	0
1:00	0
1:30	0
2:00	0
2:30	26
3:00	0
3:30	0
4:00	0
4:30	31
5:00	0
5:30	27
6:00	34
6:30	34
7:00	30
7:30	32
8:00	32
8:30	35
9:00	38
9:30	33
10:00	33
10:30	42
11:00	30
11:30	33
12:00	33
12:30	34
13:00	35
13:30	34
14:00	34
14:30	39
15:00	38
15:30	35
16:00	35
16:30	37
17:00	40
17:30	36
18:00	36

18:30	20	14	573	39	18:30	39
19:00	31	22	866	39	19:00	39
19:30	16	8	406	38	19:30	38
20:00	11	7	284	32	20:00	32
20:30	7	4	188	35	20:30	35
21:00	10	7	290	38	21:00	38
21:30	8	7	238	34	21:30	34
22:00	7	3	164	31	22:00	31
22:30	0	0	0	0	22:30	0
23:00	0	0	0	0	23:00	0
23:30	1	0	21	21	23:30	21

Period Stat	5/3/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	1	1	35	35	2	2	903
0:30	0	0	0	0	19	10	619
1:00	0	0	0	0	47	14	68.55
1:30	0	0	0	0	216	123	24516
2:00	0	0	0	0	431	386	42
2:30	0	0	0	0	154	277	30
3:00	0	0	0	0	29	80	34
3:30	1	1	26	26	5	11	
4:00	2	2	52	26	0	0	
4:30	3	3	98	37	0	0	
5:00	0	0	0	0	0	0	
5:30	3	3	79	27	0	0	
6:00	3	2	88	37			
6:30	7	5	207	41			
7:00	17	13	466	34			
7:30	20	16	539	33			
8:00	44	27	1166	35			
8:30	46	35	1299	41			
9:00	24	17	679	36			
9:30	28	15	708	33			
10:00	26	19	700	37			
10:30	16	12	413	34			
11:00	18	7	439	36			
11:30	30	18	809	36			
12:00	25	19	715	40			
12:30	26	13	645	32			
13:00	32	21	841	35			
13:30	29	22	814	38			
14:00	26	16	699	38			
14:30	28	16	758	38			
15:00	62	44	1685	38			

Period Statistics	
Time	peak speed
0:00	35
0:30	0
1:00	0
1:30	0
2:00	0
2:30	0
3:00	0
3:30	26
4:00	26
4:30	37
5:00	0
5:30	27
6:00	37
6:30	41
7:00	34
7:30	33
8:00	35
8:30	41
9:00	36
9:30	33
10:00	37
10:30	34
11:00	36
11:30	36
12:00	40
12:30	32
13:00	35
13:30	38
14:00	38
14:30	38
15:00	38

15:30	35	17	853	30
16:00	45	27	1162	33
16:30	45	33	1247	39
17:00	45	32	1199	35
17:30	36	24	998	37
18:00	33	29	959	41
18:30	35	28	994	40
19:00	29	21	813	42
19:30	27	17	705	36
20:00	23	17	651	37
20:30	13	9	362	37
21:00	5	5	155	33
21:30	8	7	247	41
22:00	3	2	80	30
22:30	3	3	99	37
23:00	0	0	0	0
23:30	1	1	32	32

15:30	30
16:00	33
16:30	39
17:00	35
17:30	37
18:00	41
18:30	40
19:00	42
19:30	36
20:00	37
20:30	37
21:00	33
21:30	41
22:00	30
22:30	37
23:00	0
23:30	32

Period Stat	5/4/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary
0:00	0	0	0	0	4	2	928
0:30	1	1	33	33	18	9	638
1:00	1	1	47	47	42	23	68.75
1:30	0	0	0	0	226	113	25273
2:00	0	0	0	0	443	389	47
2:30	0	0	0	0	165	311	30
3:00	0	0	0	0	24	73	34
3:30	1	0	23	23	5	6	
4:00	0	0	0	0	1	1	
4:30	1	1	29	29	0	1	
5:00	0	0	0	0	0	0	
5:30	5	1	107	30	0	0	
6:00	3	2	81	29			
6:30	7	6	196	32			
7:00	19	12	496	35			
7:30	21	13	542	33			
8:00	47	28	1232	37			
8:30	46	36	1268	37			
9:00	28	25	793	34			
9:30	18	9	458	31			
10:00	25	15	648	33			
10:30	21	12	551	30			
11:00	30	21	794	39			
11:30	21	19	596	34			

Period Statistics	
Time	peak speed
0:00	0
0:30	33
1:00	47
1:30	0
2:00	0
2:30	0
3:00	0
3:30	23
4:00	0
4:30	29
5:00	0
5:30	30
6:00	29
6:30	32
7:00	35
7:30	33
8:00	37
8:30	37
9:00	34
9:30	31
10:00	33
10:30	30
11:00	39
11:30	34

12:00	35	17	865	35	12:00	35
12:30	29	21	786	37	12:30	37
13:00	26	19	701	37	13:00	37
13:30	47	28	1264	35	13:30	35
14:00	32	20	875	38	14:00	38
14:30	26	21	749	38	14:30	38
15:00	40	26	1096	43	15:00	43
15:30	46	20	1244	44	15:30	44
16:00	39	26	1036	41	16:00	41
16:30	41	35	1177	34	16:30	34
17:00	41	37	1205	35	17:00	35
17:30	48	36	1333	36	17:30	36
18:00	39	33	1105	36	18:00	36
18:30	30	21	834	41	18:30	41
19:00	24	15	637	31	19:00	31
19:30	23	14	622	35	19:30	35
20:00	25	17	704	37	20:00	37
20:30	9	8	258	38	20:30	38
21:00	17	12	437	32	21:00	32
21:30	7	4	190	33	21:30	33
22:00	4	2	104	31	22:00	31
22:30	2	2	69	39	22:30	39
23:00	0	0	0	0	23:00	0
23:30	3	2	88	37	23:30	37

Period Stat	5/5/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	1	1	28	28	5	3	810
0:30	1	1	32	32	21	7	518
1:00	0	0	0	0	42	30	63.95
1:30	0	0	0	0	224	121	21551
2:00	0	0	0	0	375	338	41
2:30	0	0	0	0	124	255	29
3:00	0	0	0	0	16	51	34
3:30	1	1	28	28	3	5	
4:00	4	3	112	31	0	0	
4:30	1	1	34	34	0	0	
5:00	1	1	26	26	0	0	
5:30	1	1	26	26	0	0	
6:00	2	1	53	28			
6:30	2	2	71	41			
7:00	19	13	519	32			
7:30	11	7	289	33			
8:00	46	20	1080	33			
8:30	43	36	1277	38			

Period Statistics	
Time	peak speed
0:00	28
0:30	32
1:00	0
1:30	0
2:00	0
2:30	0
3:00	0
3:30	28
4:00	31
4:30	34
5:00	26
5:30	26
6:00	28
6:30	41
7:00	32
7:30	33
8:00	33
8:30	38

9:00	24	17	680	35	9:00	35
9:30	19	12	499	34	9:30	34
10:00	12	8	329	37	10:00	37
10:30	18	5	460	39	10:30	39
11:00	18	8	479	35	11:00	35
11:30	15	12	400	32	11:30	32
12:00	14	11	368	35	12:00	35
12:30	24	15	659	38	12:30	38
13:00	22	12	548	34	13:00	34
13:30	18	11	444	29	13:30	29
14:00	28	12	694	33	14:00	33
14:30	30	17	765	33	14:30	33
15:00	61	35	1614	36	15:00	36
15:30	28	14	722	34	15:30	34
16:00	37	22	980	35	16:00	35
16:30	51	32	1356	33	16:30	33
17:00	50	38	1364	39	17:00	39
17:30	33	21	868	41	17:30	41
18:00	41	36	1151	33	18:00	33
18:30	23	13	594	35	18:30	35
19:00	28	16	722	32	19:00	32
19:30	24	21	694	38	19:30	38
20:00	16	12	403	31	20:00	31
20:30	16	14	464	37	20:30	37
21:00	9	5	236	33	21:00	33
21:30	6	5	166	34	21:30	34
22:00	10	4	251	41	22:00	41
22:30	2	2	66	38	22:30	38
23:00	0	0	0	0	23:00	0
23:30	0	0	0	0	23:30	0

Period Stat	Daily Statistics						
5/6/2022							
Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary	
0:00	0	0	0	0	3	3	923
0:30	0	0	0	0	21	10	613
1:00	0	0	0	0	52	20	66.41
1:30	2	0	43	25	234	122	24847
2:00	0	0	0	0	433	407	57
2:30	0	0	0	0	152	283	29
3:00	0	0	0	0	23	68	34
3:30	2	2	55	28	3	7	
4:00	0	0	0	0	1	1	
4:30	0	0	0	0	0	1	
5:00	1	1	36	36	1	0	

Period Statistics	
Time	peak speed
0:00	0
0:30	0
1:00	0
1:30	25
2:00	0
2:30	0
3:00	0
3:30	28
4:00	0
4:30	0
5:00	36

5:30	2	2	60	32	0	1		5:30	32
6:00	5	2	108	31				6:00	31
6:30	5	3	122	33				6:30	33
7:00	21	15	595	35				7:00	35
7:30	49	31	1307	34				7:30	34
8:00	81	50	2139	37				8:00	37
8:30	33	20	890	42				8:30	42
9:00	16	14	466	35				9:00	35
9:30	19	11	495	34				9:30	34
10:00	19	14	536	37				10:00	37
10:30	24	15	638	33				10:30	33
11:00	24	15	631	32				11:00	32
11:30	31	26	863	34				11:30	34
12:00	23	15	627	34				12:00	34
12:30	23	12	583	36				12:30	36
13:00	17	9	416	36				13:00	36
13:30	15	10	411	38				13:30	38
14:00	38	20	911	35				14:00	35
14:30	31	15	741	32				14:30	32
15:00	43	34	1205	40				15:00	40
15:30	41	25	1078	36				15:30	36
16:00	28	16	725	32				16:00	32
16:30	56	40	1538	35				16:30	35
17:00	41	33	1151	43				17:00	43
17:30	44	38	1268	38				17:30	38
18:00	35	21	942	50				18:00	50
18:30	21	14	573	34				18:30	34
19:00	14	11	424	40				19:00	40
19:30	22	16	591	38				19:30	38
20:00	18	10	504	35				20:00	35
20:30	19	11	503	38				20:30	38
21:00	13	10	365	32				21:00	32
21:30	10	9	325	57				21:30	57
22:00	11	4	269	28				22:00	28
22:30	16	12	451	40				22:30	40
23:00	7	6	198	32				23:00	32
23:30	3	1	64	28				23:30	28

Period Stat	5/7/2022							Daily Statistics		Period Statistics	
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary	Time	peak speed		
0:00	1	1	27	27	5	4	791	0:00	27		
0:30	5	0	95	23	12	7	542	0:30	23		
1:00	1	0	17	17	35	12	68.52	1:00	17		
1:30	1	1	32	32	197	100	21652	1:30	32		
2:00	0	0	0	0	357	323	47	2:00	0		

2:30	1	1	35	35	147	253	30	2:30	35
3:00	0	0	0	0	31	71	35	3:00	0
3:30	4	3	111	29	6	16		3:30	29
4:00	1	0	24	24	1	2		4:00	24
4:30	0	0	0	0	0	2		4:30	0
5:00	0	0	0	0	0	1		5:00	0
5:30	0	0	0	0	0	0		5:30	0
6:00	3	3	89	33				6:00	33
6:30	2	1	46	36				6:30	36
7:00	6	3	173	38				7:00	38
7:30	7	5	185	36				7:30	36
8:00	16	12	445	37				8:00	37
8:30	22	19	617	40				8:30	40
9:00	22	17	628	34				9:00	34
9:30	26	17	711	40				9:30	40
10:00	32	23	874	33				10:00	33
10:30	28	14	679	32				10:30	32
11:00	34	21	904	32				11:00	32
11:30	42	34	1222	40				11:30	40
12:00	36	21	959	36				12:00	36
12:30	30	22	849	41				12:30	41
13:00	27	17	719	35				13:00	35
13:30	27	11	675	37				13:30	37
14:00	28	21	755	34				14:00	34
14:30	18	15	491	41				14:30	41
15:00	37	25	1020	39				15:00	39
15:30	20	15	590	39				15:30	39
16:00	32	27	883	33				16:00	33
16:30	30	23	853	39				16:30	39
17:00	22	11	581	45				17:00	45
17:30	31	19	829	39				17:30	39
18:00	32	26	893	35				18:00	35
18:30	28	17	737	33				18:30	33
19:00	31	15	770	32				19:00	32
19:30	15	10	404	32				19:30	32
20:00	19	15	531	34				20:00	34
20:30	20	14	583	42				20:30	42
21:00	13	10	375	38				21:00	38
21:30	20	17	614	38				21:30	38
22:00	7	3	183	34				22:00	34
22:30	6	6	184	44				22:30	44
23:00	4	3	106	28				23:00	28
23:30	4	4	154	47				23:30	47

Period Stat 5/8/2022

Daily Statistics

Period Statistics

Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary
0:00	4	2	103	31	4	2	686
0:30	4	2	101	33	11	6	495
1:00	1	1	31	31	32	18	72.16
1:30	5	4	153	36	144	82	18734
2:00	2	1	55	33	347	303	44
2:30	0	0	0	0	126	223	30
3:00	1	1	38	38	20	45	34
3:30	0	0	0	0	2	6	
4:00	0	0	0	0	0	0	
4:30	1	0	24	24	0	1	
5:00	0	0	0	0	0	0	
5:30	1	1	31	31	0	0	
6:00	5	3	132	30			
6:30	3	2	85	39			
7:00	9	8	276	40			
7:30	8	5	209	32			
8:00	6	5	164	29			
8:30	19	16	533	35			
9:00	12	10	346	36			
9:30	21	16	585	33			
10:00	21	17	589	41			
10:30	23	17	634	38			
11:00	36	30	1007	34			
11:30	28	24	781	34			
12:00	28	23	782	34			
12:30	30	20	780	35			
13:00	26	18	702	33			
13:30	27	18	705	31			
14:00	24	17	662	33			
14:30	33	25	933	37			
15:00	27	22	724	32			
15:30	32	23	871	39			
16:00	27	19	750	36			
16:30	24	12	603	34			
17:00	31	25	876	38			
17:30	19	16	553	35			
18:00	29	20	777	37			
18:30	15	11	424	37			
19:00	19	11	471	36			
19:30	18	11	475	32			
20:00	18	9	467	32			
20:30	15	8	381	34			
21:00	12	7	282	34			
21:30	13	8	347	31			

Time	peak speed
0:00	31
0:30	33
1:00	31
1:30	36
2:00	33
2:30	0
3:00	38
3:30	0
4:00	0
4:30	24
5:00	0
5:30	31
6:00	30
6:30	39
7:00	40
7:30	32
8:00	29
8:30	35
9:00	36
9:30	33
10:00	41
10:30	38
11:00	34
11:30	34
12:00	34
12:30	35
13:00	33
13:30	31
14:00	33
14:30	37
15:00	32
15:30	39
16:00	36
16:30	34
17:00	38
17:30	35
18:00	37
18:30	37
19:00	36
19:30	32
20:00	32
20:30	34
21:00	34
21:30	31

22:00	4	2	118	37	22:00	37
22:30	2	2	82	44	22:30	44
23:00	2	2	65	36	23:00	36
23:30	1	1	27	27	23:30	27

Period Stat	5/9/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary
0:00	3	3	99	36	12	7	936
0:30	1	1	31	31	29	15	546
1:00	0	0	0	0	68	33	58.33
1:30	0	0	0	0	281	162	24227
2:00	0	0	0	0	413	413	41
2:30	0	0	0	0	110	247	28
3:00	0	0	0	0	20	49	33
3:30	1	0	24	24	3	10	
4:00	2	1	51	26	0	0	
4:30	1	1	29	29	0	0	
5:00	0	0	0	0	0	0	
5:30	5	2	122	27	0	0	
6:00	2	1	48	28			
6:30	16	2	236	26			
7:00	13	7	325	31			
7:30	17	7	428	30			
8:00	51	30	1310	34			
8:30	44	36	1241	39			
9:00	17	12	475	36			
9:30	29	15	709	36			
10:00	23	10	572	37			
10:30	34	25	929	36			
11:00	31	19	831	38			
11:30	49	29	1249	34			
12:00	29	16	755	33			
12:30	26	11	664	38			
13:00	29	16	749	34			
13:30	32	19	761	33			
14:00	30	14	751	41			
14:30	37	25	1003	37			
15:00	66	32	1604	33			
15:30	42	19	1105	41			
16:00	40	18	1015	41			
16:30	35	19	899	38			
17:00	37	28	1028	40			
17:30	47	30	1262	36			
18:00	37	23	995	40			

Period Statistics	
Time	peak speed
0:00	36
0:30	31
1:00	0
1:30	0
2:00	0
2:30	0
3:00	0
3:30	24
4:00	26
4:30	29
5:00	0
5:30	27
6:00	28
6:30	26
7:00	31
7:30	30
8:00	34
8:30	39
9:00	36
9:30	36
10:00	37
10:30	36
11:00	38
11:30	34
12:00	33
12:30	38
13:00	34
13:30	33
14:00	41
14:30	37
15:00	33
15:30	41
16:00	41
16:30	38
17:00	40
17:30	36
18:00	40

18:30	26	19	696	33
19:00	21	12	555	32
19:30	16	12	433	34
20:00	13	8	342	34
20:30	5	4	137	33
21:00	13	8	315	31
21:30	8	5	213	38
22:00	3	3	94	33
22:30	2	2	63	34
23:00	0	0	0	0
23:30	3	2	79	30

18:30	33
19:00	32
19:30	34
20:00	34
20:30	33
21:00	31
21:30	38
22:00	33
22:30	34
23:00	0
23:30	30

Period Stat 5/10/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary
0:00	0	0	0	0	2	0	1213
0:30	1	1	28	28	27	7	682
1:00	1	1	39	39	89	49	56.22
1:30	0	0	0	0	413	282	31605
2:00	1	1	51	51	516	577	51
2:30	0	0	0	0	143	243	28
3:00	0	0	0	0	20	49	32
3:30	0	0	0	0	2	5	
4:00	1	0	25	25	0	0	
4:30	1	1	32	32	1	1	
5:00	1	1	35	35	0	0	
5:30	1	1	27	27	0	0	
6:00	7	1	161	32			
6:30	4	3	112	30			
7:00	17	9	437	32			
7:30	27	14	710	40			
8:00	41	19	1062	36			
8:30	43	37	1239	39			
9:00	25	20	667	35			
9:30	18	6	435	30			
10:00	46	27	1205	34			
10:30	34	19	904	36			
11:00	28	12	692	33			
11:30	48	25	1216	34			
12:00	39	17	994	43			
12:30	30	15	768	39			
13:00	49	24	1297	37			
13:30	23	19	631	32			
14:00	41	20	1004	32			
14:30	44	30	1187	39			
15:00	79	31	1956	35			

Period Statistics

Time	peak speed
0:00	0
0:30	28
1:00	39
1:30	0
2:00	51
2:30	0
3:00	0
3:30	0
4:00	25
4:30	32
5:00	35
5:30	27
6:00	32
6:30	30
7:00	32
7:30	40
8:00	36
8:30	39
9:00	35
9:30	30
10:00	34
10:30	36
11:00	33
11:30	34
12:00	43
12:30	39
13:00	37
13:30	32
14:00	32
14:30	39
15:00	35

15:30	56	31	1443	34
16:00	53	18	1322	33
16:30	53	33	1392	37
17:00	67	29	1661	39
17:30	68	49	1837	35
18:00	49	31	1280	37
18:30	39	25	1054	36
19:00	42	21	1091	41
19:30	37	24	996	37
20:00	19	15	509	31
20:30	28	18	741	39
21:00	12	9	324	33
21:30	8	8	219	30
22:00	12	6	284	35
22:30	11	6	297	34
23:00	2	1	52	27
23:30	7	4	189	31

15:30	34
16:00	33
16:30	37
17:00	39
17:30	35
18:00	37
18:30	36
19:00	41
19:30	37
20:00	31
20:30	39
21:00	33
21:30	30
22:00	35
22:30	34
23:00	27
23:30	31

Period Stat 5/11/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary
0:00	0	0	0	0	6	2 1115
0:30	4	2	103	31	25	16 685
1:00	0	0	0	0	81	40 61.43
1:30	0	0	0	0	318	181 29524
2:00	0	0	0	0	498	478 51
2:30	0	0	0	0	154	317 29
3:00	2	1	47	33	31	72 34
3:30	0	0	0	0	1	8
4:00	2	2	67	34	0	0
4:30	5	3	157	38	1	1
5:00	0	0	0	0	0	0
5:30	17	6	374	36	0	0
6:00	11	3	240	30		
6:30	16	8	406	34		
7:00	25	13	633	34		
7:30	32	20	848	37		
8:00	57	31	1476	39		
8:30	71	57	2018	39		
9:00	29	16	746	36		
9:30	26	13	672	33		
10:00	28	17	723	33		
10:30	44	14	1060	35		
11:00	48	29	1209	34		
11:30	28	18	740	33		

Period Statistics

Time	peak speed
0:00	0
0:30	31
1:00	0
1:30	0
2:00	0
2:30	0
3:00	33
3:30	0
4:00	34
4:30	38
5:00	0
5:30	36
6:00	30
6:30	34
7:00	34
7:30	37
8:00	39
8:30	39
9:00	36
9:30	33
10:00	33
10:30	35
11:00	34
11:30	33

12:00	26	16	647	35	12:00	35
12:30	34	22	902	36	12:30	36
13:00	30	18	784	51	13:00	51
13:30	46	30	1227	37	13:30	37
14:00	34	20	844	37	14:00	37
14:30	28	17	751	36	14:30	36
15:00	27	13	689	39	15:00	39
15:30	44	21	1136	38	15:30	38
16:00	42	29	1175	39	16:00	39
16:30	37	27	1008	41	16:30	41
17:00	62	45	1704	38	17:00	38
17:30	47	37	1364	39	17:30	39
18:00	32	20	880	40	18:00	40
18:30	43	30	1202	35	18:30	35
19:00	32	22	881	35	19:00	35
19:30	31	20	825	37	19:30	37
20:00	28	16	738	40	20:00	40
20:30	22	14	586	33	20:30	33
21:00	8	5	213	32	21:00	32
21:30	13	7	339	34	21:30	34
22:00	1	1	27	27	22:00	27
22:30	1	0	24	24	22:30	24
23:00	0	0	0	0	23:00	0
23:30	2	2	59	32	23:30	32

Period Stat	5/12/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	1	1	32	32	8	6	852
0:30	0	0	0	0	18	7	503
1:00	0	0	0	0	48	19	59.04
1:30	0	0	0	0	275	167	22372
2:00	0	0	0	0	372	387	52
2:30	0	0	0	0	112	225	29
3:00	0	0	0	0	13	31	33
3:30	1	0	24	24	4	8	
4:00	2	2	54	28	1	0	
4:30	1	1	41	41	1	1	
5:00	0	0	0	0	0	1	
5:30	1	1	26	26	0	0	
6:00	2	1	52	33			
6:30	9	6	243	35			
7:00	11	4	258	31			
7:30	25	10	620	35			
8:00	50	22	1248	33			
8:30	46	32	1292	37			

Period Statistics	
Time	peak speed
0:00	32
0:30	0
1:00	0
1:30	0
2:00	0
2:30	0
3:00	0
3:30	24
4:00	28
4:30	41
5:00	0
5:30	26
6:00	33
6:30	35
7:00	31
7:30	35
8:00	33
8:30	37

9:00	17	8	435	37	9:00	37
9:30	20	11	525	31	9:30	31
10:00	21	9	529	31	10:00	31
10:30	14	9	360	31	10:30	31
11:00	34	18	906	49	11:00	49
11:30	19	14	513	34	11:30	34
12:00	24	12	613	33	12:00	33
12:30	27	15	672	35	12:30	35
13:00	23	18	620	32	13:00	32
13:30	19	15	528	35	13:30	35
14:00	32	24	869	33	14:00	33
14:30	37	28	1001	36	14:30	36
15:00	77	37	1887	35	15:00	35
15:30	60	34	1553	37	15:30	37
16:00	42	25	1152	52	16:00	52
16:30	32	22	864	33	16:30	33
17:00	35	19	882	32	17:00	32
17:30	23	14	631	41	17:30	41
18:00	35	20	922	34	18:00	34
18:30	18	14	499	41	18:30	41
19:00	13	9	344	34	19:00	34
19:30	20	11	544	36	19:30	36
20:00	10	6	265	31	20:00	31
20:30	14	8	355	38	20:30	38
21:00	8	8	235	39	21:00	39
21:30	15	4	378	43	21:30	43
22:00	8	5	214	33	22:00	33
22:30	4	4	129	38	22:30	38
23:00	2	2	57	29	23:00	29
23:30	0	0	0	0	23:30	0

Period Stat 5/13/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary
0:00	1	1	30	30	4	1 976
0:30	0	0	0	0	19	7 569
1:00	0	0	0	0	67	33 58.3
1:30	1	1	30	30	317	168 25630
2:00	0	0	0	0	414	443 44
2:30	0	0	0	0	132	269 29
3:00	0	0	0	0	20	48 33
3:30	1	1	26	26	3	6
4:00	1	1	26	26	0	1
4:30	0	0	0	0	0	0
5:00	0	0	0	0	0	0

Period Statistics

Time	peak speed
0:00	30
0:30	0
1:00	0
1:30	30
2:00	0
2:30	0
3:00	0
3:30	26
4:00	26
4:30	0
5:00	0

5:30	8	4	203	35	0	0		5:30	35
6:00	3	1	81	33				6:00	33
6:30	14	10	376	32				6:30	32
7:00	25	15	669	33				7:00	33
7:30	29	19	781	33				7:30	33
8:00	50	29	1294	35				8:00	35
8:30	43	30	1157	37				8:30	37
9:00	27	17	711	36				9:00	36
9:30	20	9	513	34				9:30	34
10:00	26	18	706	33				10:00	33
10:30	20	9	537	35				10:30	35
11:00	25	21	694	36				11:00	36
11:30	37	29	1044	37				11:30	37
12:00	27	15	711	36				12:00	36
12:30	38	16	922	32				12:30	32
13:00	29	15	757	39				13:00	39
13:30	29	14	735	35				13:30	35
14:00	25	9	616	35				14:00	35
14:30	39	14	967	34				14:30	34
15:00	56	27	1438	43				15:00	43
15:30	41	23	1047	36				15:30	36
16:00	37	19	930	32				16:00	32
16:30	49	27	1274	36				16:30	36
17:00	45	33	1237	39				17:00	39
17:30	38	22	972	36				17:30	36
18:00	46	23	1177	38				18:00	38
18:30	23	15	601	32				18:30	32
19:00	30	20	816	38				19:00	38
19:30	14	12	406	32				19:30	32
20:00	19	13	464	32				20:00	32
20:30	12	5	316	38				20:30	38
21:00	15	11	426	44				21:00	44
21:30	10	8	289	36				21:30	36
22:00	10	4	246	40				22:00	40
22:30	3	2	77	26				22:30	26
23:00	3	2	105	42				23:00	42
23:30	7	5	223	38				23:30	38

Period Stat	5/14/2022 Daily Statistics							Period Statistics	
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary	Time	peak speed
0:00	4	4	123	39	5	3	772	0:00	39
0:30	3	3	91	32	8	3	505	0:30	32
1:00	0	0	0	0	38	15	65.41	1:00	0
1:30	0	0	0	0	216	120	20699	1:30	0
2:00	0	0	0	0	366	352	42	2:00	0

2:30	3	3	80	27	119	228	29	2:30	27
3:00	0	0	0	0	18	44	33	3:00	0
3:30	1	1	28	28	2	6		3:30	28
4:00	1	1	31	31	0	1		4:00	31
4:30	0	0	0	0	0	0		4:30	0
5:00	0	0	0	0	0	0		5:00	0
5:30	1	1	35	35	0	0		5:30	35
6:00	1	1	26	26				6:00	26
6:30	11	7	293	37				6:30	37
7:00	11	7	287	31				7:00	31
7:30	8	3	206	30				7:30	30
8:00	19	13	522	36				8:00	36
8:30	29	19	782	36				8:30	36
9:00	20	16	543	39				9:00	39
9:30	25	15	655	33				9:30	33
10:00	24	12	607	33				10:00	33
10:30	33	22	839	32				10:30	32
11:00	22	21	635	36				11:00	36
11:30	18	12	491	34				11:30	34
12:00	30	25	847	35				12:00	35
12:30	36	25	965	34				12:30	34
13:00	28	17	759	35				13:00	35
13:30	25	13	650	35				13:30	35
14:00	21	13	536	32				14:00	32
14:30	32	21	853	34				14:30	34
15:00	28	15	717	36				15:00	36
15:30	27	15	713	36				15:30	36
16:00	28	19	740	35				16:00	35
16:30	42	28	1137	39				16:30	39
17:00	27	19	747	35				17:00	35
17:30	23	14	630	35				17:30	35
18:00	22	15	575	31				18:00	31
18:30	26	19	722	36				18:30	36
19:00	24	15	661	40				19:00	40
19:30	19	8	467	34				19:30	34
20:00	22	13	562	31				20:00	31
20:30	21	10	540	33				20:30	33
21:00	11	8	322	42				21:00	42
21:30	13	8	354	34				21:30	34
22:00	14	12	412	41				22:00	41
22:30	7	4	182	37				22:30	37
23:00	3	3	88	30				23:00	30
23:30	9	5	246	36				23:30	36

Period Stat 5/15/2022

Daily Statistics

Period Statistics

Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary
0:00	4	4	122	35	2	1	678
0:30	7	4	195	34	20	7	398
1:00	3	2	86	31	38	25	58.7
1:30	1	1	26	26	220	121	17772
2:00	3	3	83	31	284	299	49
2:30	1	0	24	24	102	189	29
3:00	0	0	0	0	11	34	33
3:30	0	0	0	0	0	1	
4:00	1	0	25	25	1	1	
4:30	2	1	51	26	0	0	
5:00	0	0	0	0	0	0	
5:30	1	1	30	30	0	0	
6:00	1	1	30	30			
6:30	4	2	97	35			
7:00	6	3	144	31			
7:30	6	3	146	35			
8:00	12	8	329	37			
8:30	14	8	345	31			
9:00	23	14	605	36			
9:30	17	10	461	35			
10:00	19	14	513	36			
10:30	17	13	482	39			
11:00	22	9	564	37			
11:30	27	14	671	34			
12:00	29	16	758	34			
12:30	33	19	872	33			
13:00	23	13	569	32			
13:30	21	9	516	33			
14:00	28	15	714	34			
14:30	19	12	516	35			
15:00	38	23	1005	35			
15:30	26	17	686	33			
16:00	28	17	805	49			
16:30	20	14	537	33			
17:00	34	23	932	35			
17:30	29	22	829	37			
18:00	30	18	764	33			
18:30	28	15	725	34			
19:00	17	9	424	32			
19:30	24	8	554	34			
20:00	16	8	430	34			
20:30	15	10	384	31			
21:00	12	4	277	28			
21:30	8	4	199	30			

Time	peak speed
0:00	35
0:30	34
1:00	31
1:30	26
2:00	31
2:30	24
3:00	0
3:30	0
4:00	25
4:30	26
5:00	0
5:30	30
6:00	30
6:30	35
7:00	31
7:30	35
8:00	37
8:30	31
9:00	36
9:30	35
10:00	36
10:30	39
11:00	37
11:30	34
12:00	34
12:30	33
13:00	32
13:30	33
14:00	34
14:30	35
15:00	35
15:30	33
16:00	49
16:30	33
17:00	35
17:30	37
18:00	33
18:30	34
19:00	32
19:30	34
20:00	34
20:30	31
21:00	28
21:30	30

22:00	2	2	53	27	22:00	27
22:30	6	4	164	33	22:30	33
23:00	1	1	30	30	23:00	30
23:30	0	0	0	0	23:30	0

Period Stat	5/16/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary	
0:00	1	0	21	21	7	4	889
0:30	1	1	30	30	22	11	531
1:00	0	0	0	0	67	22	59.73
1:30	0	0	0	0	262	173	23405
2:00	1	0	21	21	366	350	40
2:30	0	0	0	0	135	252	29
3:00	0	0	0	0	30	67	34
3:30	0	0	0	0	0	10	
4:00	1	0	25	25	0	0	
4:30	1	1	32	32	0	0	
5:00	1	1	35	35	0	0	
5:30	0	0	0	0	0	0	
6:00	7	5	186	32			
6:30	5	4	141	32			
7:00	30	9	652	40			
7:30	20	13	501	30			
8:00	42	13	1001	38			
8:30	46	30	1233	36			
9:00	11	7	294	37			
9:30	21	6	513	33			
10:00	18	8	466	34			
10:30	30	17	795	35			
11:00	21	16	554	33			
11:30	40	21	1028	36			
12:00	13	8	348	33			
12:30	32	12	723	36			
13:00	17	12	453	33			
13:30	23	11	591	34			
14:00	24	18	668	35			
14:30	27	16	712	37			
15:00	65	33	1687	38			
15:30	37	15	940	35			
16:00	33	23	891	37			
16:30	51	42	1451	38			
17:00	39	26	1066	37			
17:30	35	24	959	40			
18:00	54	41	1531	39			

Period Statistics	
Time	peak speed
0:00	21
0:30	30
1:00	0
1:30	0
2:00	21
2:30	0
3:00	0
3:30	0
4:00	25
4:30	32
5:00	35
5:30	0
6:00	32
6:30	32
7:00	40
7:30	30
8:00	38
8:30	36
9:00	37
9:30	33
10:00	34
10:30	35
11:00	33
11:30	36
12:00	33
12:30	36
13:00	33
13:30	34
14:00	35
14:30	37
15:00	38
15:30	35
16:00	37
16:30	38
17:00	37
17:30	40
18:00	39

18:30	38	27	1021	34	18:30	34
19:00	22	12	562	33	19:00	33
19:30	24	15	633	36	19:30	36
20:00	18	11	482	35	20:00	35
20:30	10	9	306	38	20:30	38
21:00	15	12	428	35	21:00	35
21:30	5	2	120	28	21:30	28
22:00	6	6	179	38	22:00	38
22:30	3	3	98	40	22:30	40
23:00	1	1	28	28	23:00	28
23:30	0	0	0	0	23:30	0

Period Stat 5/17/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary
0:00	2	0	42	23	2	0 934
0:30	2	1	63	42	13	6 614
1:00	1	1	28	28	53	22 65.74
1:30	0	0	0	0	252	150 25208
2:00	0	0	0	0	443	380 45
2:30	1	1	29	29	139	284 30
3:00	0	0	0	0	26	79 34
3:30	0	0	0	0	6	11
4:00	2	1	51	26	0	2
4:30	1	0	20	20	0	0
5:00	1	1	26	26	0	0
5:30	1	1	33	33	0	0
6:00	5	1	118	26		
6:30	7	4	190	32		
7:00	19	10	501	35		
7:30	33	25	918	40		
8:00	48	23	1190	35		
8:30	41	31	1190	45		
9:00	23	10	572	35		
9:30	18	9	476	35		
10:00	22	11	581	32		
10:30	16	7	396	34		
11:00	27	18	717	32		
11:30	21	14	552	31		
12:00	17	9	456	32		
12:30	36	20	913	34		
13:00	31	22	865	36		
13:30	23	16	616	36		
14:00	26	19	718	40		
14:30	26	18	675	34		
15:00	54	36	1426	36		

Period Statistics

Time	peak speed
0:00	23
0:30	42
1:00	28
1:30	0
2:00	0
2:30	29
3:00	0
3:30	0
4:00	26
4:30	20
5:00	26
5:30	33
6:00	26
6:30	32
7:00	35
7:30	40
8:00	35
8:30	45
9:00	35
9:30	35
10:00	32
10:30	34
11:00	32
11:30	31
12:00	32
12:30	34
13:00	36
13:30	36
14:00	40
14:30	34
15:00	36

15:30	42	26	1083	38
16:00	45	33	1253	38
16:30	64	51	1796	45
17:00	44	31	1219	41
17:30	50	36	1370	37
18:00	47	34	1316	37
18:30	32	27	917	35
19:00	26	18	714	38
19:30	14	8	366	32
20:00	17	7	440	33
20:30	13	7	322	36
21:00	14	9	404	41
21:30	12	10	358	44
22:00	3	3	82	29
22:30	4	4	120	33
23:00	1	0	25	25
23:30	2	1	61	36

15:30	38
16:00	38
16:30	45
17:00	41
17:30	37
18:00	37
18:30	35
19:00	38
19:30	32
20:00	33
20:30	36
21:00	41
21:30	44
22:00	29
22:30	33
23:00	25
23:30	36

Period Stat 5/18/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary
0:00	4	3	139	48	8	5 814
0:30	0	0	0	0	18	7 538
1:00	0	0	0	0	49	19 66.09
1:30	1	1	26	26	201	118 21925
2:00	0	0	0	0	365	345 48
2:30	0	0	0	0	145	252 29
3:00	0	0	0	0	21	55 34
3:30	0	0	0	0	6	11
4:00	1	1	28	28	1	2
4:30	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:30	2	2	61	32	0	0
6:00	2	2	52	26		
6:30	12	9	325	36		
7:00	16	10	418	32		
7:30	21	8	526	32		
8:00	47	28	1187	32		
8:30	39	31	1127	37		
9:00	18	8	459	33		
9:30	16	11	438	34		
10:00	18	11	489	33		
10:30	9	7	247	35		
11:00	25	13	595	37		
11:30	22	9	525	30		

Period Statistics

Time	peak speed
0:00	48
0:30	0
1:00	0
1:30	26
2:00	0
2:30	0
3:00	0
3:30	0
4:00	28
4:30	0
5:00	0
5:30	32
6:00	26
6:30	36
7:00	32
7:30	32
8:00	32
8:30	37
9:00	33
9:30	34
10:00	33
10:30	35
11:00	37
11:30	30

12:00	29	20	780	36
12:30	29	11	715	36
13:00	28	19	703	32
13:30	50	36	1359	34
14:00	38	23	980	34
14:30	23	16	632	36
15:00	26	17	707	39
15:30	34	14	806	33
16:00	28	19	760	45
16:30	40	30	1090	33
17:00	43	34	1238	43
17:30	29	17	777	36
18:00	35	23	948	37
18:30	34	24	933	36
19:00	19	18	582	40
19:30	10	10	311	36
20:00	19	16	546	42
20:30	12	11	409	43
21:00	13	11	374	40
21:30	10	7	271	33
22:00	5	5	170	41
22:30	3	1	74	31
23:00	3	1	80	32
23:30	1	1	38	38

12:00	36
12:30	36
13:00	32
13:30	34
14:00	34
14:30	36
15:00	39
15:30	33
16:00	45
16:30	33
17:00	43
17:30	36
18:00	37
18:30	36
19:00	40
19:30	36
20:00	42
20:30	43
21:00	40
21:30	33
22:00	41
22:30	31
23:00	32
23:30	38

Period Stat 5/19/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	1	1	33	33	6	2 918
0:30	2	2	65	34	24	13 571
1:00	0	0	0	0	43	29 62.2
1:30	0	0	0	0	274	148 24355
2:00	0	0	0	0	405	371 50
2:30	0	0	0	0	144	276 29
3:00	0	0	0	0	19	72 34
3:30	0	0	0	0	2	6
4:00	1	1	27	27	1	0
4:30	2	2	76	43	0	1
5:00	3	1	76	27	0	0
5:30	0	0	0	0	0	0
6:00	9	7	256	36		
6:30	7	4	187	30		
7:00	24	17	654	37		
7:30	15	11	402	36		
8:00	48	23	1154	32		
8:30	39	29	1063	33		

Period Statistics

Time	peak speed
0:00	33
0:30	34
1:00	0
1:30	0
2:00	0
2:30	0
3:00	0
3:30	0
4:00	27
4:30	43
5:00	27
5:30	0
6:00	36
6:30	30
7:00	37
7:30	36
8:00	32
8:30	33

9:00	24	14	617	34	9:00	34
9:30	29	15	719	33	9:30	33
10:00	22	12	580	36	10:00	36
10:30	19	15	533	35	10:30	35
11:00	32	19	844	36	11:00	36
11:30	29	14	704	32	11:30	32
12:00	22	18	581	31	12:00	31
12:30	29	15	739	34	12:30	34
13:00	28	20	756	34	13:00	34
13:30	27	15	679	35	13:30	35
14:00	20	15	554	36	14:00	36
14:30	40	28	1086	34	14:30	34
15:00	63	30	1617	38	15:00	38
15:30	40	16	1031	35	15:30	35
16:00	30	20	830	40	16:00	40
16:30	49	30	1318	36	16:30	36
17:00	50	31	1320	36	17:00	36
17:30	37	27	1027	40	17:30	40
18:00	31	19	815	34	18:00	34
18:30	34	27	975	38	18:30	38
19:00	23	21	685	50	19:00	50
19:30	21	12	556	35	19:30	35
20:00	14	12	388	30	20:00	30
20:30	10	2	245	32	20:30	32
21:00	14	9	389	35	21:00	35
21:30	14	6	339	32	21:30	32
22:00	8	5	200	32	22:00	32
22:30	4	3	126	42	22:30	42
23:00	3	2	82	31	23:00	31
23:30	1	1	27	27	23:30	27

Period Stat	5/20/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary	
0:00	0	0	0	0	12	6	1100
0:30	3	0	72	24	16	14	691
1:00	1	0	25	25	67	23	62.82
1:30	0	0	0	0	314	170	29354
2:00	0	0	0	0	500	468	51
2:30	0	0	0	0	154	330	29
3:00	0	0	0	0	31	75	34
3:30	1	0	25	25	4	12	
4:00	0	0	0	0	1	0	
4:30	1	1	27	27	1	2	
5:00	2	2	67	39	0	0	

Period Statistics	
Time	peak speed
0:00	0
0:30	24
1:00	25
1:30	0
2:00	0
2:30	0
3:00	0
3:30	25
4:00	0
4:30	27
5:00	39

5:30	3	0	63	24	0	0		5:30	24
6:00	4	3	111	31				6:00	31
6:30	13	9	345	31				6:30	31
7:00	28	19	755	37				7:00	37
7:30	30	16	745	30				7:30	30
8:00	49	17	1155	33				8:00	33
8:30	53	39	1466	37				8:30	37
9:00	35	12	822	36				9:00	36
9:30	43	25	1134	34				9:30	34
10:00	27	16	648	32				10:00	32
10:30	35	22	940	34				10:30	34
11:00	33	22	861	35				11:00	35
11:30	28	15	712	35				11:30	35
12:00	31	16	787	32				12:00	32
12:30	27	21	744	37				12:30	37
13:00	30	15	767	35				13:00	35
13:30	31	19	835	40				13:30	40
14:00	29	20	808	41				14:00	41
14:30	42	19	1028	33				14:30	33
15:00	56	21	1387	35				15:00	35
15:30	38	28	1086	40				15:30	40
16:00	40	24	1089	42				16:00	42
16:30	52	43	1486	38				16:30	38
17:00	71	57	2016	41				17:00	41
17:30	53	42	1522	40				17:30	40
18:00	50	37	1360	40				18:00	40
18:30	30	22	833	36				18:30	36
19:00	25	22	760	51				19:00	51
19:30	18	11	498	36				19:30	36
20:00	17	9	439	34				20:00	34
20:30	23	17	626	33				20:30	33
21:00	15	7	369	37				21:00	37
21:30	12	8	323	33				21:30	33
22:00	7	4	174	33				22:00	33
22:30	9	6	267	39				22:30	39
23:00	3	3	111	50				23:00	50
23:30	2	2	66	34				23:30	34

Period Stat	5/21/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg peak spec	avg counts	Peak counts	Summary	
0:00	5	4	157	36	10	4	910
0:30	6	1	120	26	21	10	606
1:00	3	3	94	36	62	30	66.59
1:30	1	1	31	31	211	140	24449
2:00	1	1	26	26	422	370	58

Period Statistics	
Time	peak speed
0:00	36
0:30	26
1:00	36
1:30	31
2:00	26

2:30	1	0	19	19	148	272	29	2:30	19
3:00	0	0	0	0	28	69	34	3:00	0
3:30	0	0	0	0	7	14		3:30	0
4:00	0	0	0	0	0	0		4:00	0
4:30	0	0	0	0	0	0		4:30	0
5:00	0	0	0	0	1	1		5:00	0
5:30	1	0	23	23	0	0		5:30	23
6:00	4	0	78	25				6:00	25
6:30	6	4	179	58				6:30	58
7:00	7	5	206	38				7:00	38
7:30	15	11	406	31				7:30	31
8:00	24	20	675	36				8:00	36
8:30	28	21	770	34				8:30	34
9:00	33	20	863	35				9:00	35
9:30	34	19	865	34				9:30	34
10:00	40	22	1013	35				10:00	35
10:30	37	18	950	39				10:30	39
11:00	47	33	1270	36				11:00	36
11:30	45	33	1194	36				11:30	36
12:00	37	20	924	34				12:00	34
12:30	42	27	1056	33				12:30	33
13:00	46	25	1209	38				13:00	38
13:30	28	22	794	41				13:30	41
14:00	31	20	813	34				14:00	34
14:30	29	22	796	34				14:30	34
15:00	33	23	857	36				15:00	36
15:30	29	22	770	33				15:30	33
16:00	21	17	630	41				16:00	41
16:30	23	14	622	40				16:30	40
17:00	26	16	693	33				17:00	33
17:30	23	19	661	35				17:30	35
18:00	28	17	754	38				18:00	38
18:30	22	13	556	34				18:30	34
19:00	27	19	770	44				19:00	44
19:30	20	17	569	40				19:30	40
20:00	17	12	479	37				20:00	37
20:30	16	12	460	42				20:30	42
21:00	15	11	415	38				21:00	38
21:30	20	14	541	34				21:30	34
22:00	11	9	320	36				22:00	36
22:30	12	6	320	40				22:30	40
23:00	11	10	355	41				23:00	41
23:30	5	3	146	37				23:30	37

Period Stat 5/22/2022

Daily Statistics

Period Statistics

Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary
0:00	6	6	186	33	11	6	736
0:30	0	0	0	0	24	12	481
1:00	2	2	68	34	43	29	65.35
1:30	2	2	52	26	177	99	19646
2:00	1	1	26	26	318	299	41
2:30	2	0	32	17	139	234	29
3:00	0	0	0	0	23	51	34
3:30	1	1	26	26	1	6	
4:00	0	0	0	0	0	0	
4:30	0	0	0	0	0	0	
5:00	1	1	26	26	0	0	
5:30	4	1	89	26	0	0	
6:00	1	0	24	24			
6:30	5	2	96	27			
7:00	7	5	185	31			
7:30	4	4	114	29			
8:00	14	9	359	34			
8:30	20	14	508	35			
9:00	17	15	483	36			
9:30	27	17	715	37			
10:00	33	22	892	34			
10:30	27	17	729	34			
11:00	33	28	941	37			
11:30	26	16	721	38			
12:00	20	13	543	33			
12:30	33	23	866	35			
13:00	36	18	837	33			
13:30	23	18	665	38			
14:00	27	19	774	38			
14:30	29	22	782	33			
15:00	26	16	678	34			
15:30	44	31	1181	41			
16:00	27	17	740	39			
16:30	27	17	699	35			
17:00	30	17	797	37			
17:30	16	14	473	38			
18:00	31	16	780	32			
18:30	22	16	614	37			
19:00	16	7	395	32			
19:30	25	13	643	34			
20:00	15	7	376	34			
20:30	17	10	458	37			
21:00	20	11	520	38			
21:30	3	3	100	39			

Time	peak speed
0:00	33
0:30	0
1:00	34
1:30	26
2:00	26
2:30	17
3:00	0
3:30	26
4:00	0
4:30	0
5:00	26
5:30	26
6:00	24
6:30	27
7:00	31
7:30	29
8:00	34
8:30	35
9:00	36
9:30	37
10:00	34
10:30	34
11:00	37
11:30	38
12:00	33
12:30	35
13:00	33
13:30	38
14:00	38
14:30	33
15:00	34
15:30	41
16:00	39
16:30	35
17:00	37
17:30	38
18:00	32
18:30	37
19:00	32
19:30	34
20:00	34
20:30	37
21:00	38
21:30	39

22:00	5	3	139	34	22:00	34
22:30	5	4	146	36	22:30	36
23:00	5	2	139	40	23:00	40
23:30	1	1	29	29	23:30	29

Period Stat	5/23/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary
0:00	0	0	0	0	10	5	1038
0:30	4	4	144	41	40	27	583
1:00	0	0	0	0	83	46	56.17
1:30	0	0	0	0	322	213	26500
2:00	0	0	0	0	439	449	41
2:30	1	1	34	34	129	251	28
3:00	2	2	61	31	14	44	33
3:30	1	1	35	35	1	2	
4:00	0	0	0	0	0	1	
4:30	2	2	60	33	0	0	
5:00	0	0	0	0	0	0	
5:30	14	5	315	28	0	0	
6:00	8	2	168	31			
6:30	17	4	287	31			
7:00	19	11	473	31			
7:30	38	21	979	39			
8:00	44	24	1095	34			
8:30	45	37	1261	36			
9:00	22	13	581	33			
9:30	28	12	692	34			
10:00	31	20	815	33			
10:30	25	14	636	33			
11:00	18	10	471	40			
11:30	28	8	671	30			
12:00	36	18	896	35			
12:30	43	14	986	32			
13:00	28	14	681	36			
13:30	30	16	738	35			
14:00	30	17	770	34			
14:30	32	21	873	40			
15:00	54	40	1467	35			
15:30	43	21	1062	32			
16:00	49	32	1323	33			
16:30	48	28	1257	39			
17:00	48	36	1320	34			
17:30	81	32	1950	32			
18:00	56	26	1341	31			

Period Statistics	
Time	peak speed
0:00	0
0:30	41
1:00	0
1:30	0
2:00	0
2:30	34
3:00	31
3:30	35
4:00	0
4:30	33
5:00	0
5:30	28
6:00	31
6:30	31
7:00	31
7:30	39
8:00	34
8:30	36
9:00	33
9:30	34
10:00	33
10:30	33
11:00	40
11:30	30
12:00	35
12:30	32
13:00	36
13:30	35
14:00	34
14:30	40
15:00	35
15:30	32
16:00	33
16:30	39
17:00	34
17:30	32
18:00	31

18:30	24	15	637	37	18:30	37
19:00	22	11	562	33	19:00	33
19:30	19	13	509	32	19:30	32
20:00	14	9	374	34	20:00	34
20:30	9	6	244	31	20:30	31
21:00	7	6	198	32	21:00	32
21:30	9	8	257	34	21:30	34
22:00	7	7	213	34	22:00	34
22:30	2	2	64	37	22:30	37
23:00	0	0	0	0	23:00	0
23:30	0	0	0	0	23:30	0

Period Stat		5/24/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary	
0:00	0	0	0	0	3	0	953	
0:30	0	0	0	0	19	10	634	
1:00	0	0	0	0	42	22	66.53	
1:30	0	0	0	0	255	143	25679	
2:00	0	0	0	0	460	425	45	
2:30	0	0	0	0	140	283	29	
3:00	0	0	0	0	28	52	34	
3:30	1	1	36	36	6	16		
4:00	0	0	0	0	0	2		
4:30	1	1	29	29	0	0		
5:00	2	1	53	28	0	0		
5:30	6	3	153	31	0	0		
6:00	3	1	76	29				
6:30	10	8	274	33				
7:00	20	9	496	30				
7:30	27	19	760	40				
8:00	42	24	1082	33				
8:30	43	36	1284	38				
9:00	19	12	517	36				
9:30	16	14	452	34				
10:00	28	20	745	37				
10:30	29	19	779	37				
11:00	27	17	723	33				
11:30	24	14	621	34				
12:00	25	20	700	36				
12:30	33	23	895	40				
13:00	28	16	716	33				
13:30	22	13	585	35				
14:00	28	17	753	38				
14:30	32	21	881	44				
15:00	57	33	1487	41				

Period Statistics	
Time	peak speed
0:00	0
0:30	0
1:00	0
1:30	0
2:00	0
2:30	0
3:00	0
3:30	36
4:00	0
4:30	29
5:00	28
5:30	31
6:00	29
6:30	33
7:00	30
7:30	40
8:00	33
8:30	38
9:00	36
9:30	34
10:00	37
10:30	37
11:00	33
11:30	34
12:00	36
12:30	40
13:00	33
13:30	35
14:00	38
14:30	44
15:00	41

15:30	35	22	903	33	15:30	33
16:00	48	25	1231	33	16:00	33
16:30	61	43	1652	40	16:30	40
17:00	55	39	1545	45	17:00	45
17:30	36	30	1011	39	17:30	39
18:00	41	24	1046	33	18:00	33
18:30	32	19	818	32	18:30	32
19:00	29	22	795	38	19:00	38
19:30	31	23	847	32	19:30	32
20:00	16	12	446	35	20:00	35
20:30	17	9	454	32	20:30	32
21:00	8	6	226	42	21:00	42
21:30	7	7	206	41	21:30	41
22:00	10	8	286	33	22:00	33
22:30	0	0	0	0	22:30	0
23:00	4	3	116	38	23:00	38
23:30	0	0	0	0	23:30	0

Period Stat	5/25/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary	
0:00	1	1	29	29	6	3	1013
0:30	2	2	63	37	26	13	650
1:00	0	0	0	0	51	26	64.17
1:30	0	0	0	0	280	145	27055
2:00	0	0	0	0	455	470	48
2:30	0	0	0	0	170	281	29
3:00	0	0	0	0	22	71	34
3:30	2	2	67	41	1	2	
4:00	1	1	32	32	2	2	
4:30	1	1	31	31	0	0	
5:00	0	0	0	0	0	0	
5:30	4	2	95	37	0	0	
6:00	2	1	40	27			
6:30	5	2	111	28			
7:00	15	10	392	33			
7:30	28	19	776	35			
8:00	35	17	882	35			
8:30	52	43	1538	46			
9:00	25	13	628	35			
9:30	26	16	689	36			
10:00	26	17	738	48			
10:30	26	17	684	32			
11:00	37	29	1015	39			
11:30	33	16	851	32			

Period Statistics	
Time	peak speed
0:00	29
0:30	37
1:00	0
1:30	0
2:00	0
2:30	0
3:00	0
3:30	41
4:00	32
4:30	31
5:00	0
5:30	37
6:00	27
6:30	28
7:00	33
7:30	35
8:00	35
8:30	46
9:00	35
9:30	36
10:00	48
10:30	32
11:00	39
11:30	32

12:00	39	19	980	34
12:30	32	18	812	34
13:00	31	19	797	32
13:30	51	35	1321	36
14:00	35	18	879	32
14:30	20	9	519	32
15:00	43	19	1035	34
15:30	34	20	880	39
16:00	31	18	820	36
16:30	41	35	1187	40
17:00	49	36	1371	35
17:30	50	36	1401	35
18:00	61	38	1571	33
18:30	48	36	1370	38
19:00	31	23	877	37
19:30	35	24	933	40
20:00	15	11	413	38
20:30	13	8	328	36
21:00	13	7	341	33
21:30	7	4	187	32
22:00	6	3	157	30
22:30	3	2	88	34
23:00	3	2	88	33
23:30	1	1	39	39

12:00	34
12:30	34
13:00	32
13:30	36
14:00	32
14:30	32
15:00	34
15:30	39
16:00	36
16:30	40
17:00	35
17:30	35
18:00	33
18:30	38
19:00	37
19:30	40
20:00	38
20:30	36
21:00	33
21:30	32
22:00	30
22:30	34
23:00	33
23:30	39

Period Stat 5/26/2022

Daily Statistics

Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary
0:00	1	1	30	30	15	7 977
0:30	2	2	65	34	25	20 586
1:00	0	0	0	0	67	28 59.98
1:30	0	0	0	0	284	168 25549
2:00	0	0	0	0	416	395 45
2:30	0	0	0	0	140	283 29
3:00	0	0	0	0	26	63 33
3:30	1	1	27	27	4	12
4:00	0	0	0	0	0	1
4:30	2	2	55	29	0	0
5:00	0	0	0	0	0	0
5:30	2	2	53	27	0	0
6:00	4	3	105	28		
6:30	11	8	302	36		
7:00	22	11	550	33		
7:30	23	12	593	36		
8:00	39	22	1010	36		
8:30	55	42	1559	37		

Period Statistics

Time	peak speed
0:00	30
0:30	34
1:00	0
1:30	0
2:00	0
2:30	0
3:00	0
3:30	27
4:00	0
4:30	29
5:00	0
5:30	27
6:00	28
6:30	36
7:00	33
7:30	36
8:00	36
8:30	37

9:00	23	13	600	36	9:00	36
9:30	26	12	673	42	9:30	42
10:00	23	16	632	34	10:00	34
10:30	28	15	725	38	10:30	38
11:00	25	16	684	41	11:00	41
11:30	38	18	948	40	11:30	40
12:00	25	12	640	35	12:00	35
12:30	24	14	618	32	12:30	32
13:00	19	10	477	32	13:00	32
13:30	27	19	729	38	13:30	38
14:00	24	17	642	34	14:00	34
14:30	39	25	1016	34	14:30	34
15:00	57	29	1448	36	15:00	36
15:30	43	15	1047	37	15:30	37
16:00	41	27	1070	33	16:00	33
16:30	49	35	1340	36	16:30	36
17:00	65	43	1694	35	17:00	35
17:30	52	35	1420	36	17:30	36
18:00	35	23	950	37	18:00	37
18:30	29	20	792	40	18:30	40
19:00	20	12	524	32	19:00	32
19:30	15	12	449	45	19:30	45
20:00	25	12	639	42	20:00	42
20:30	15	11	410	33	20:30	33
21:00	10	5	257	33	21:00	33
21:30	11	6	285	39	21:30	39
22:00	13	1	134	28	22:00	28
22:30	9	4	219	36	22:30	36
23:00	4	2	108	33	23:00	33
23:30	1	1	30	30	23:30	30

Period Stat	5/27/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary	
0:00	0	0	0	0	8	3	760
0:30	4	4	151	51	24	13	485
1:00	0	0	0	0	46	24	63.82
1:30	0	0	0	0	197	116	20290
2:00	0	0	0	0	328	321	51
2:30	0	0	0	0	130	220	29
3:00	0	0	0	0	19	48	34
3:30	1	1	27	27	7	13	
4:00	0	0	0	0	0	1	
4:30	0	0	0	0	1	1	
5:00	2	2	55	28	0	0	

Period Statistics	
Time	peak speed
0:00	0
0:30	51
1:00	0
1:30	0
2:00	0
2:30	0
3:00	0
3:30	27
4:00	0
4:30	0
5:00	28

5:30	3	1	82	34	0	0			5:30	34
6:00	1	0	24	24					6:00	24
6:30	10	7	282	33					6:30	33
7:00	15	11	393	37					7:00	37
7:30	17	11	464	33					7:30	33
8:00	13	5	306	33					8:00	33
8:30	25	15	649	32					8:30	32
9:00	28	14	678	33					9:00	33
9:30	31	21	839	40					9:30	40
10:00	28	19	763	35					10:00	35
10:30	23	18	658	40					10:30	40
11:00	25	14	671	36					11:00	36
11:30	31	24	864	36					11:30	36
12:00	27	21	770	42					12:00	42
12:30	23	9	581	32					12:30	32
13:00	25	12	631	34					13:00	34
13:30	26	16	680	38					13:30	38
14:00	28	16	726	35					14:00	35
14:30	30	20	789	35					14:30	35
15:00	34	20	890	39					15:00	39
15:30	34	22	898	38					15:30	38
16:00	24	12	568	32					16:00	32
16:30	24	15	652	41					16:30	41
17:00	22	14	594	35					17:00	35
17:30	34	20	915	43					17:30	43
18:00	28	16	698	36					18:00	36
18:30	25	21	739	44					18:30	44
19:00	15	13	422	33					19:00	33
19:30	17	13	470	37					19:30	37
20:00	19	10	491	40					20:00	40
20:30	15	11	396	32					20:30	32
21:00	16	10	439	35					21:00	35
21:30	15	8	423	40					21:30	40
22:00	5	4	134	31					22:00	31
22:30	6	4	148	32					22:30	32
23:00	5	5	151	33					23:00	33
23:30	6	6	179	38					23:30	38

Period Stat	5/28/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg peak spec	avg counts	Peak counts	Summary	
0:00	4	2	106	33	1	0	679
0:30	2	2	72	40	17	10	441
1:00	2	1	63	38	35	15	64.95
1:30	4	2	122	45	185	103	18393
2:00	0	0	0	0	295	288	45

Period Statistics	
Time	peak speed
0:00	33
0:30	40
1:00	38
1:30	45
2:00	0

2:30	0	0	0	0	110	201	29
3:00	0	0	0	0	31	52	34
3:30	0	0	0	0	5	9	
4:00	0	0	0	0	0	1	
4:30	0	0	0	0	0	0	
5:00	0	0	0	0	0	0	
5:30	1	0	25	25	0	0	
6:00	3	2	91	36			
6:30	4	2	105	37			
7:00	7	5	202	39			
7:30	16	7	396	30			
8:00	18	12	486	37			
8:30	29	21	819	36			
9:00	19	15	539	34			
9:30	23	17	644	36			
10:00	32	13	801	32			
10:30	29	17	750	34			
11:00	20	15	539	34			
11:30	22	13	563	32			
12:00	29	15	713	36			
12:30	28	16	704	34			
13:00	20	12	527	33			
13:30	19	10	481	36			
14:00	24	12	592	40			
14:30	15	12	442	35			
15:00	18	17	533	37			
15:30	25	21	695	33			
16:00	28	16	772	41			
16:30	26	16	732	36			
17:00	27	20	758	36			
17:30	17	15	502	38			
18:00	25	15	660	36			
18:30	18	16	536	39			
19:00	21	17	589	34			
19:30	17	8	437	39			
20:00	13	7	338	35			
20:30	16	7	391	33			
21:00	21	12	557	34			
21:30	8	5	210	30			
22:00	8	7	231	32			
22:30	8	7	243	40			
23:00	3	3	101	42			
23:30	10	9	326	42			

2:30	0
3:00	0
3:30	0
4:00	0
4:30	0
5:00	0
5:30	25
6:00	36
6:30	37
7:00	39
7:30	30
8:00	37
8:30	36
9:00	34
9:30	36
10:00	32
10:30	34
11:00	34
11:30	32
12:00	36
12:30	34
13:00	33
13:30	36
14:00	40
14:30	35
15:00	37
15:30	33
16:00	41
16:30	36
17:00	36
17:30	38
18:00	36
18:30	39
19:00	34
19:30	39
20:00	35
20:30	33
21:00	34
21:30	30
22:00	32
22:30	40
23:00	42
23:30	42

Period Stat 5/29/2022

Daily Statistics

Period Statistics

Time	# vehicles	#violators	sum of avg peak speec	Avg counts	Peak counts	Summary
0:00	2	0	34	19	2	2 616
0:30	2	2	63	32	14	5 371
1:00	2	0	35	21	34	25 60.23
1:30	2	1	50	26	195	115 16332
2:00	0	0	0	0	258	257 52
2:30	0	0	0	0	95	169 29
3:00	1	1	29	29	15	35 33
3:30	0	0	0	0	2	6
4:00	0	0	0	0	0	1
4:30	2	2	57	29	1	0
5:00	0	0	0	0	0	1
5:30	0	0	0	0	0	0
6:00	0	0	0	0		
6:30	3	1	63	27		
7:00	1	1	26	26		
7:30	6	5	167	32		
8:00	9	4	225	29		
8:30	10	8	275	34		
9:00	16	10	428	33		
9:30	12	9	318	34		
10:00	15	8	376	33		
10:30	14	8	381	35		
11:00	21	13	529	36		
11:30	20	11	514	37		
12:00	21	12	560	35		
12:30	19	12	508	32		
13:00	34	18	927	52		
13:30	21	13	570	36		
14:00	25	15	653	36		
14:30	29	18	815	35		
15:00	29	15	748	34		
15:30	27	20	757	38		
16:00	23	15	597	33		
16:30	31	19	836	35		
17:00	25	18	669	31		
17:30	27	18	714	41		
18:00	25	19	692	32		
18:30	26	14	688	38		
19:00	18	8	453	31		
19:30	19	12	502	33		
20:00	21	11	557	38		
20:30	14	7	387	42		
21:00	12	6	313	40		
21:30	11	4	266	37		

Time	peak speed
0:00	19
0:30	32
1:00	21
1:30	26
2:00	0
2:30	0
3:00	29
3:30	0
4:00	0
4:30	29
5:00	0
5:30	0
6:00	0
6:30	27
7:00	26
7:30	32
8:00	29
8:30	34
9:00	33
9:30	34
10:00	33
10:30	35
11:00	36
11:30	37
12:00	35
12:30	32
13:00	52
13:30	36
14:00	36
14:30	35
15:00	34
15:30	38
16:00	33
16:30	35
17:00	31
17:30	41
18:00	32
18:30	38
19:00	31
19:30	33
20:00	38
20:30	42
21:00	40
21:30	37

22:00	9	5	222	31	22:00	31
22:30	6	3	141	31	22:30	31
23:00	3	3	101	40	23:00	40
23:30	3	2	86	35	23:30	35

Period Stat		5/30/2022							Daily Statistics	
Time	# vehicles	#violators	sum of avg	peak speed	Avg counts	Peak counts	Summary			
0:00	2	1	53	30	12	6	691			
0:30	2	1	58	34	22	20	414			
1:00	0	0	0	0	46	26	59.91			
1:30	0	0	0	0	197	96	18017			
2:00	1	1	28	28	293	320	42			
2:30	0	0	0	0	104	171	29			
3:00	0	0	0	0	16	47	33			
3:30	1	1	27	27	1	4				
4:00	2	0	36	20	0	1				
4:30	0	0	0	0	0	0				
5:00	0	0	0	0	0	0				
5:30	2	2	52	26	0	0				
6:00	1	0	24	24						
6:30	2	1	52	27						
7:00	16	3	253	30						
7:30	10	10	288	36						
8:00	7	2	170	30						
8:30	15	7	365	35						
9:00	13	9	357	34						
9:30	31	21	853	36						
10:00	21	11	518	35						
10:30	17	10	463	40						
11:00	20	15	556	33						
11:30	28	24	796	36						
12:00	31	9	663	32						
12:30	39	25	995	39						
13:00	20	10	534	34						
13:30	26	10	593	32						
14:00	20	16	535	34						
14:30	40	24	1085	36						
15:00	24	11	607	38						
15:30	18	14	491	34						
16:00	33	16	839	34						
16:30	30	21	854	36						
17:00	34	19	896	42						
17:30	32	14	814	36						
18:00	23	18	638	36						

Period Statistics	
Time	peak speed
0:00	30
0:30	34
1:00	0
1:30	0
2:00	28
2:30	0
3:00	0
3:30	27
4:00	20
4:30	0
5:00	0
5:30	26
6:00	24
6:30	27
7:00	30
7:30	36
8:00	30
8:30	35
9:00	34
9:30	36
10:00	35
10:30	40
11:00	33
11:30	36
12:00	32
12:30	39
13:00	34
13:30	32
14:00	34
14:30	36
15:00	38
15:30	34
16:00	34
16:30	36
17:00	42
17:30	36
18:00	36

18:30	18	11	486	33	18:30	33
19:00	13	9	352	34	19:00	34
19:30	19	9	478	35	19:30	35
20:00	23	19	627	37	20:00	37
20:30	6	4	169	37	20:30	37
21:00	20	16	563	34	21:00	34
21:30	14	7	383	35	21:30	35
22:00	7	4	166	28	22:00	28
22:30	5	5	156	36	22:30	36
23:00	2	1	48	27	23:00	27
23:30	3	3	96	34	23:30	34

Period Stat	5/31/2022 Daily Statistics						
Time	# vehicles	#violators	sum of avg peak speed	Avg counts	Peak counts	Summary	
0:00	2	2	63	34	8	5	894
0:30	0	0	0	0	14	4	571
1:00	1	1	31	31	54	24	63.87
1:30	0	0	0	0	247	141	23854
2:00	0	0	0	0	405	385	44
2:30	0	0	0	0	142	264	29
3:00	0	0	0	0	21	61	34
3:30	1	1	29	29	3	10	
4:00	0	0	0	0	0	0	
4:30	0	0	0	0	0	0	
5:00	0	0	0	0	0	0	
5:30	2	0	29	23	0	0	
6:00	3	2	78	28			
6:30	8	4	209	37			
7:00	14	9	358	32			
7:30	23	20	660	41			
8:00	35	16	863	35			
8:30	43	32	1275	44			
9:00	25	14	664	38			
9:30	21	12	569	36			
10:00	23	16	608	34			
10:30	23	10	557	35			
11:00	32	18	801	32			
11:30	18	11	481	31			
12:00	31	17	783	33			
12:30	20	13	522	33			
13:00	38	24	1029	38			
13:30	27	19	732	35			
14:00	24	16	660	34			
14:30	32	17	864	34			
15:00	57	36	1501	34			

Period Statistics	
Time	peak speed
0:00	34
0:30	0
1:00	31
1:30	0
2:00	0
2:30	0
3:00	0
3:30	29
4:00	0
4:30	0
5:00	0
5:30	23
6:00	28
6:30	37
7:00	32
7:30	41
8:00	35
8:30	44
9:00	38
9:30	36
10:00	34
10:30	35
11:00	32
11:30	31
12:00	33
12:30	33
13:00	38
13:30	35
14:00	34
14:30	34
15:00	34

15:30	33	17	784	32
16:00	35	27	962	36
16:30	48	26	1219	35
17:00	31	19	823	38
17:30	39	27	1068	37
18:00	50	33	1343	42
18:30	39	29	1091	40
19:00	27	22	748	36
19:30	26	16	693	32
20:00	20	11	515	34
20:30	14	12	401	33
21:00	7	6	206	37
21:30	10	8	284	36
22:00	6	5	189	36
22:30	1	0	15	15
23:00	3	1	80	30
23:30	2	2	67	37

15:30	32
16:00	36
16:30	35
17:00	38
17:30	37
18:00	42
18:30	40
19:00	36
19:30	32
20:00	34
20:30	33
21:00	37
21:30	36
22:00	36
22:30	15
23:00	30
23:30	37

Max Speed Recorded: 58

City of Richland Collected Data				
	Broadmoor EB	Broadmoor WB	Total	Bellerive NB near Gage
September 14, 2021	932	868	1,800	2,401
September 15, 2021	923	891	1,814	2,397
September 16, 2021	955	915	1,870	2,522

Bellerive SB near Gage	
Total	
2,026	4,427
1,972	4,369
2,015	4,537

HOA Traffic Sign Data (May 2022)	Tuesday 44614	Wednesday 44615	Thursday 44616	Daily Avg
WB Uphill 455	589	605	589	
EB Downhill 456	777	849	981	
	1366	1454	1570	1,463

HOA Traffic Sign Data (May 2022)	Tuesday 24-May	Wednesday 25-May	Thursday 26-May	Daily Avg
WB Uphill 455	796	854	862	
EB Downhill 456	953	1013	977	
	1749	1867	1839	1,818
Additional Cars Per Day	383	413	269	
% Inc from Feb Data	28%	28%	17%	25%

KH TIA	Tuesday 15-Feb	Wednesday 16-Feb	Thursday 17-Feb	Daily Avg
EB	675	736	695	
WB	738	774	801	
Broadmoor EO Leslie	1,413	1,510	1,496	1,473
Add non-winter increase (avg 25%)	1,809	1,939	1,752	1,833
Broadmoor at Bellerive	1,870	1,953	1,955	1,926
Add non-winter increase (avg 25%)	2,394	2,508	2,290	2,397
Added vehicle load from site				475
Estimated traffic on Broadmoor with access road				2,872

February T-W-TH
May T-W-TH (25% Increase)
Plus 60% of Add'l Traffic

Friday 20-May	Saturday 21-May	Sunday 22-May
976	763	646
1100	910	736
2076	1673	1382
52%	15%	-12%

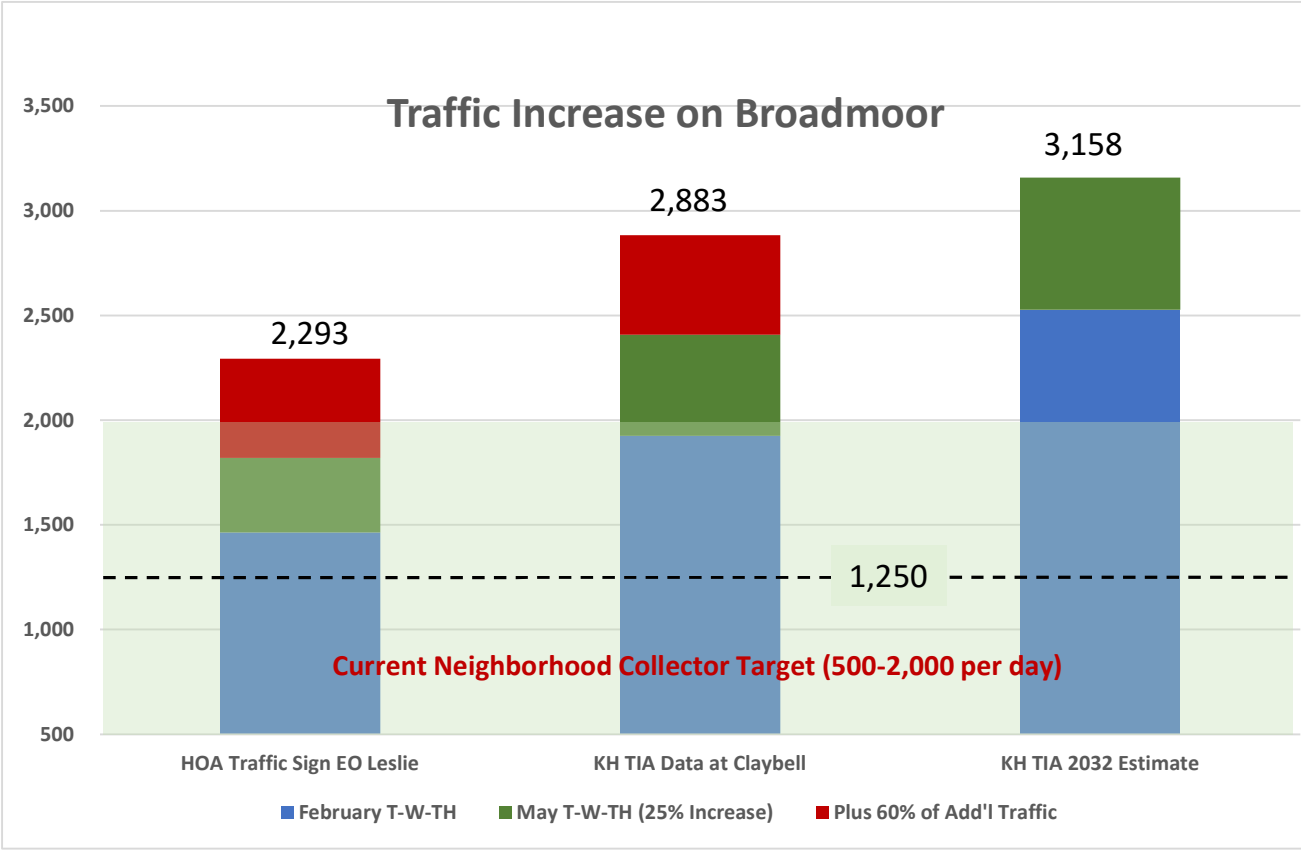
% in Excess
of Maximum

120%

144%

HOA Traffic Sign EO Leslie	KH TIA Data at Claybell	KH TIA 2032 Estimate	City of Richland Sept
1,463	1,926	2,526	1,828
355	482	632	
475	475		475
2,293	2,883	3,158	2,303

See Plot Below











Tapteal Greenway Comments on M2020-101 Willowbrook Apartments

My name is Dirk Peterson and I am representing Tapteal Greenway. We are a local nonprofit and were instrumental in the creation of the Amon Creek Natural Preserve, which unfortunately is located adjacent to the proposed Willowbrook Apartments development.

We strongly object to the City's issuance of a Determination of Non-Significance for this project. The City staff report includes recommended mitigation measures with regard to enhancing the buffer area. However, the submitted proposal has not been clarified, changed, or conditioned to include these mitigation measures as required by Item (3) of WAC 197-11-350. Therefore, a DNS is not appropriate and a Mitigated DNS should have been issued.

Additionally, extensive public comments were received by the City in their review process that corrected numerous errors and oversights in the applicants SEPA Checklist and supporting consultant reports. This leads to the conclusion that the application did not contain sufficient information for the City to make a threshold determination, as per WAC 197-11-335. Therefore, the City should have required the applicant to correct the oversights and errors in their application before making a determination.

These referenced sections of WAC (197-11-335 and 197-11-350) are adopted by reference in RMC 22.09.080.

It is our conclusion that the City has not met the requirements for properly making a threshold determination and therefore this application should be rejected.



6/1/22

WAC 197-11-350

Mitigated DNS.

The purpose of this section is to allow clarifications or changes to a proposal prior to making the threshold determination.

(1) In making threshold determinations, an agency may consider mitigation measures that the agency or applicant will implement.

(2) After submission of an environmental checklist and prior to the lead agency's threshold determination on a proposal, an applicant may ask the lead agency to indicate whether it is considering a DS. If the lead agency indicates a DS is likely, the applicant may clarify or change features of the proposal to mitigate the impacts which led the agency to consider a DS likely. The applicant shall revise the environmental checklist as may be necessary to describe the clarifications or changes. The lead agency shall make its threshold determination based upon the changed or clarified proposal. If a proposal continues to have a probable significant adverse environmental impact, even with mitigation measures, an EIS shall be prepared.

(3) Whether or not an applicant requests early notice under subsection (2), if the lead agency specifies mitigation measures on an applicant's proposal that would allow it to issue a DNS, and the proposal is clarified, changed, or conditioned to include those measures, the lead agency shall issue a DNS.

WAC 197-11-335

Additional information.

The lead agency shall make its threshold determination based upon information reasonably sufficient to evaluate the environmental impact of a proposal (WAC 197-11-055(2) and 197-11-060(3)). The lead agency may take one or more of the following actions if, after reviewing the checklist, the agency concludes that there is insufficient information to make its threshold determination:

- (1) Require an applicant to submit more information on subjects in the checklist;*
- (2) Make its own further study, including physical investigations on a proposed site;*
- (3) Consult with other agencies, requesting information on the proposal's potential impacts which lie within the other agencies' jurisdiction or expertise (agencies shall respond in accordance with WAC 197-11-550); or*
- (4) Decide that all or part of the action or its impacts are not sufficiently definite to allow environmental analysis and commit to timely, subsequent environmental analysis, consistent with WAC 197-11-055 through 197-11-070.*

HEARING EXAMINER'S COPY

Public Hearing Date: Willowbrook Apartments - June 13, 2022 at 6:00pm

Location: City Council Chambers

Presenter: Jeff Reiten – President “Meadow Springs Second Nine Homeowner Association”.

My wife De’Anna and I have lived at 133 Broadmoor Street for over 33 years.

Prior to my presentation I want to express my wholehearted support and concurrence with the several hundred pages of public comments submitted by individuals to the City of Richland over the last several years in opposition to M2020-101 & EA2020-114 (i.e.: Willowbrook Place Apartments).

I wish to also especially thank our Meadow Springs Second Nine Homeowner Association members (with special acknowledgement to Lisa Dukes, Raymond Swenson and Terry Miller) for their time and effort and technical expertise put forth towards contesting this proposal.

Many of the comments submitted to-date, describe such issues as inappropriate zoning, traffic volumes and safety, City of Richland code violations, Secondary Access Street to Broadmoor inadequacies as well as numerous environmental impacts. Although I wish to state my agreement with these concerns, in an effort to reduce redundancy and time, I will not be restating these issues during this presentation.

Therefore, I am going to limit my presentation only to the topic of violations to the Meadow Springs Second Nine Homeowner Association Covenants, Conditions and Restrictions (CCR’s).

Lots in the Second Nine are subject to ("CCR's") for our HOA. As a result, it is the Second Nine Boards position that:

VIOLATION #1

Per Article VIII, Section #1 below the CCR's restrict use of lots in the Second Nine to single family use. Any use of Meadow Springs Second Nine Phase One, Block 1, Lot 16, Parcel 136983020001016, 245 Broadmoor Street (referred to as Lot 16) to benefit or facilitate an apartment complex violates the single-family use covenant.

ARTICLE VIII - GENERAL PROTECTIVE COVENANTS, SECTION 1 “Residential Character of Property”

The term “residential lots,” as used herein, means all of the lots now or hereafter platted on the existing property or the additions thereto, with the exception of (1) the common properties, and (2) all properties to be used for shopping center and professional office complex development, for multiple family dwelling and for churches and church purposes. No structures or buildings of any kind shall be erected, altered, placed, or permitted to remain on any residential lot other

than one detached single-family dwelling for single-family occupancy only, not to exceed two stories in height with a private garage or carport for not more than three standard size passenger automobiles.

VIOLATION #2

Per Article VIII, Section #4 and Article X, Section 1 below the CCR's ensure quiet enjoyment of the Second Nine and prohibit any development or use that would be an annoyance or nuisance. Any use of Lot 16 to benefit or facilitate an apartment complex violates the quiet enjoyment covenant and constitutes an annoyance and a nuisance.

ARTICLE VIII - GENERAL PROTECTIVE COVENANTS, SECTION 4 "Business and Commercial Use of Property Prohibited"

No trade, craft, business, profession, commercial or manufacturing enterprise or business or commercial activity of any kind shall be conducted or carried on upon any residential lot, or within any building located on a residential lot, nor shall any goods, equipment, vehicles (including buses, trucks, and trailers of any description) or materials or supplies used in connection with any trade, service, or business, wherever the same may be conducted, or any vehicles in excess of 6,000 pounds gross weight (including buses, trucks and trailers of any description) used for private purposes, be kept, parked, stored, dismantled or repaired outside on any residential lot or on any street within the property nor shall anything be done on any residential lot which may be or may become an annoyance or nuisance to the neighborhood.

ARTICLE X - USE RESTRICTIONS, SECTION 1 "Enjoyment of Property"

The owners shall use their respective properties to their enjoyment in such a manner so as not to offend or detract from other owner's enjoyment of their own respective properties.

In summary it is the recommendation by the Meadow Springs Second Nine Homeowner Board that any use of Lot 16 in connection with development of an apartment complex (including installation of a secondary access street to Broadmoor) violates the Second Nine CCR's and cannot be allowed.

Attachments:

1. Meadow Springs Second Nine Homeowner Association Covenants
2. Benton County Parcel Map Lot 16_ Parcel 136983020001016
3. Property Details_ Lot 16_Parcel 136983020001016
4. Willowbrook Place Conceptual Site Plan Sheet C2 – Secondary Access Detail

ATTACHMENT #1

Covenants

Contents

- 1 ARTICLE I - DEFINITIONS
- 2 ARTICLE II
- 3 ARTICLE III - ANNEXATION OF ADDITIONAL PROPERTIES
- 4 ARTICLE IV - MEMBERSHIP IN THE ASSOCIATION
- 5 ARTICLE V - VOTING RIGHTS IN THE ASSOCIATION
- 6 ARTICLE VI - PROPERTY RIGHTS IN THE COMMON PROPERTIES
- 7 ARTICLE VII - COVENANT FOR MAINTENANCE ASSESSMENTS
- 8 ARTICLE VIII - GENERAL PROTECTIVE COVENANTS
- 9 ARTICLE IX - EXTERIOR MAINTENANCE
- 10 ARTICLE X - USE RESTRICTIONS
- 11 ARTICLE XI - GENERAL PROVISIONS

DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS SECOND NINE, A LIMITED PARTNERSHIP

Recorded: September 10, 1974
File No. 669883

Auditor's

THIS DECLARATION, made on the date hereinafter set forth by SECOND NINE, a LIMITED PARTNERSHIP, hereinafter referred to as "Declarant" or "Developer",

W I T N E S S E T H:

WHEREAS, Declarant is the owner of certain property in the County of Benton, State of Washington, which is more particularly described below; and

WHEREAS, Declarant will convey the said properties, subject to certain protective covenants, conditions, restrictions, reservations, easements, rights of access, liens and charges as hereinafter set forth.

NOW, THEREFORE, Declarant hereby declares that all of the properties described below shall be held, sold and conveyed subject to the following easements, restrictions, covenants, and conditions, all of which are for the purpose of enhancing and protecting the value, desirability, and attractiveness of the real property. These easements, covenants, restrictions, and conditions shall run with the real property and shall be binding on all

parties having or acquiring any right, title or interest in the described properties or any part thereof, and shall inure to the benefit of each owner thereof.

ARTICLE I -

DEFINITIONS

Section 1. "Association" shall mean and refer to SECOND NINE HOME OWNERS ASSOCIATION, its successors and assigns.

Section 2. "Properties" shall mean and refer to that certain real property hereinbefore described, and such additions thereto as may hereafter be brought within the jurisdiction of the Association.

Section 3. "Common Area" shall mean all real property owned by the Association for the common use and enjoyment of the members of the Association.

Section 4. "Lot" shall mean and refer to any plot of land shown upon any recorded subdivision map of the properties with the exception of the Common Area.

Section 5. "Unit" Shall mean and refer to any individual multi-unit dwelling shown upon any recorded subdivision map of the properties with the exception of the Common Area.

Section 6. "Member" shall mean and refer to every person or entity who holds membership in the Association.

Section 7. "Owner" shall mean and refer to the record owner, whether one or more persons or entities, of a fee simple title to any lot which is a part of the Properties, including contract sellers, but excluding those having such interest merely as security for the performance of an obligation.

Section 8. "Declarant" shall mean and refer to SECOND NINE, a LIMITED PARTNERSHIP, its successors and assigns, if such successors or assigns should acquire more than one undeveloped Lot from the Declarant for the purpose of development.

ARTICLE II

The real property which is, and shall be, held, transferred, sold, conveyed, and occupied subject to this Declaration is located in the City of Richland, Benton County, Washington, and is described as follows:

Meadow Springs Second Nine Phase 1 and 3, EXCEPT Tracts A, B, and G and 400, 500, 600, as recorded in the records of Benton County, Washington.

ARTICLE III -

ANNEXATION OF ADDITIONAL PROPERTIES

Section 1. Annexation of additional properties other than properties within the general plan of development provided for in Section 2 hereof, shall require the assent of two-thirds (2/3) of the members of the Association, at a meeting duly called for this purpose, written notice

of which shall be sent to all members not less than thirty (30) days nor more than sixty (60) days in advance of the meeting setting forth the purpose of the meeting. At this meeting the presence of members or of proxies entitled to cast sixty (60) percent of the votes shall constitute a quorum. If the required quorum is not forthcoming at any meeting, another meeting may be called subject to the notice requirement set forth above and the required quorum at such subsequent meeting shall be one-half (1/2) of the required quorum of the preceding meeting. No such subsequent meeting shall be held more than sixty (60) days following the preceding meeting. In the event the two-thirds (2/3) of the members are not present in person or by proxy, members not present may give their written consent to the action taken thereat. During the developmental period, annexation of additional properties under this Section 1 shall also require the prior written approval of the Developer.

Section 2. If within fifteen (15) years of the date of recording of this Declaration, Developer should develop additional lands within the area described in Exhibit "A" attached hereto, such additional lands may be annexed to the existing property without the assent of the members of the Association.

ARTICLE IV -

MEMBERSHIP IN THE ASSOCIATION

Every person or entity who is the contract purchaser or record owner of a fee interest in any lot or lots which are subject by Covenants of record to assessment by the Developer or the Association, shall be a member of the Association: Provided, however, that if any lot is held jointly by two or more persons, the several owners of such interest shall designate one of their number as the "member". The foregoing is not intended to include persons or entities who hold an interest merely as security for the performance of an obligation. No owner shall have more than one membership. Membership shall be appurtenant to and may not be separated from ownership of or a contract purchaser's interest in any lot which is subject to assessment by the Developer or the Association, except that the incorporators shall be eligible for membership without regard to ownership of an interest in the properties. Incorporators who are not owners or contract purchasers of any lot subject to assessment shall cease to be members of the Association at the expiration of two years from the date of incorporation of the Association. Upon transfer of the fee interest to, or upon the execution and delivery of a real estate contract for the sale of (or of an assignment of a contract purchaser's interest in) any Lot, the membership and certificate of membership in the Association shall ipsofacto be deemed to be transferred to the grantee, contract purchaser or new contract purchaser, as the case may be. Ownership of, or a contract purchaser's interest in, any such lot or lots shall be the sole qualification for membership.

ARTICLE V -

VOTING RIGHTS IN THE ASSOCIATION

The Association shall have two classes of voting membership:

Class A. Class A members shall be all those Owners as defined in Article I with the exception of the Developer. Class A members shall be entitled to one vote for each Lot or Unit in which they hold the interest required for membership by Article IV. When more than

one person holds such interest in any Lot or Unit, all such persons shall be members. The vote for such Lot shall be exercised as they among themselves determine, but in no event shall more than one vote be cast with respect to any Lot or Unit.

Class B. The Class B member(s) shall be the Developer. The Class B member(s) shall be entitled to three (3) votes for each Lot in which it holds the interest required for membership by Article IV, provided that the Class B membership shall cease and be converted to Class A membership on the happening of either of the following events, whichever occurs earlier:

- (a) When the total votes outstanding in Class A membership equal the total votes outstanding in the Class B membership, or
- (b) on July 1, 1994.

ARTICLE VI -

PROPERTY RIGHTS IN THE COMMON PROPERTIES

Section 1. Members Easements of Enjoyment: Every member shall have a right and easement of enjoyment in and to the common properties and such easement shall be appurtenant to and shall pass with the title to, or contract purchaser's interest in every assessed lot, subject to the following provisions:

- (a) The right of the Association to limit the number of guests of members;
- (b) The right of the Association to charge reasonable admission and other fees for the use of any recreational facility situated upon the common property;
- (c) The rights of the Association to take such steps as are reasonably necessary to protect any such mortgaged property against foreclosure, including, but not limited to, the right to charge admission and other fees as a condition to continued enjoyment by the members and, if necessary, to open the enjoyment of such properties to the public; and
- (d) The right of the Association to suspend the voting rights and right to use of the recreational facilities by a member for any period during which any assessment against his lot remains unpaid and for a period not to exceed thirty (30) days for any infraction of the Association's published rules and regulations. During the developmental period the Association shall be required to exercise its right to suspend the voting rights of, and the right to the use of the recreational facilities by a member for non-payment of an assessment, upon the request of the Developer;
- (e) The rights of the Association, to dedicate or transfer all or any part of the common properties to any governmental unit or public agency or authority or public utility for such purposes and subject to such conditions as may be agreed to by the members. No such dedication or transfer shall be effective unless an instrument signed by two-thirds (2/3) of the members entitled to vote has been recorded, agreeing to such dedication or transfer, and unless written notice of the proposed action is sent to every member not less than thirty (30) days nor more than sixty (60) days in advance; and
- (f) During the developmental period, the exercise of all of the rights and powers set forth in subparagraphs (b), (c), and (e) shall require the prior approval of both the Trustee and the Developer.

Section 2. Delegation of Use. Any member may delegate, in accordance with the Bylaws,

his right of enjoyment to the common properties and facilities to the members of his family, or his tenants, who reside on the property, and subject to regulation by the Association, to his temporary guests.

Section 3. Common Areas Described. The common properties referred to herein are more particularly described as follows:

Greenbelt: Meadow Springs Second Nine Phase III

Lot 10, Block 3, Meadow Springs Second Nine Phase 1; and

Greenbelt Meadow Springs Second Nine Phase 1, both recorded in the records of Benton County, Washington.

ARTICLE VII -

COVENANT FOR MAINTENANCE ASSESSMENTS

Section 1. Creation of the Lien and Personal Obligation of Assessments. Each owner or contract purchaser of any lot or lots by acceptance of a deed or real estate contract therefor, whether or not it shall be so expressed in any such deed or other conveyance, is deemed to covenant and agree to pay to the Developer during the developmental period, and thereafter to the Association as hereinafter provided: (1) Monthly assessments or charges, and (2) Special assessments for capital improvements, such assessments to be fixed, established, and collected from time to time as hereinafter provided. The monthly and special assessments, together with such interest thereon and costs of collection thereof, as hereinafter provided, shall be a charge on the land and shall be a continuing lien upon the property against which each such assessment is made. Each such assessment, together with such interest and costs of collection thereof (including reasonable attorney's fees) shall also be the personal obligation of the person who was the owner or contract purchaser of such property at the time when the assessment fell due. The personal obligation shall not pass to his successors in title unless expressly assumed by them: Provided, however, that in the case of a sale or a contract for the sale of (or an assignment of a contract purchaser's interest in) any lot which is charged with the payment of an assessment or assessments payable in installments, the person or entity who is the owner or contract purchaser immediately prior to the date of any such sale, contract or assignment shall be personally liable only for the amount of the installments due prior to said date. The new owner or contract purchaser shall be personally liable for installments which become due on or after said date.

Section 2. Purpose of Assessments. The assessments shall be used exclusively for the purpose of promoting the recreation, health, safety, and welfare of the residents of the properties, including, without limitation, the construction, establishment, improvement, repair and maintenance of the common properties and services and facilities related to the use and enjoyment of the common properties, the establishment and operation of the Second Nine Patrol, a private patrol supplementing municipal fire and police protection for residents of the properties, the payment of taxes and insurance on the common properties, and the installation and maintenance of the entry gate and gate house, and the cul-de-sac planters on streets located within the subdivision, and the payment of Trustee's fees to the Trustee appointed hereunder.

Section 3. Amount of Monthly Assessments. The amount of the monthly assessments shall be as follows: Each owner or contract purchaser shall pay the amount of \$3.00 per month per lot and in addition, in the case of multiple family dwellings constructed on any such lot or lots, \$1.00 per month for each separate living unit within a multiple family dwelling. During such time as title to the common properties is held by the Trustee such sum shall be payable to the Developer. Upon termination of the trust and conveyance of the common properties to the Association the sum shall be payable to the Association. Said monthly assessments may be increased by the Association with the consent of two-thirds (2/3) of the members voting in person or by proxy at a meeting duly called for such purpose, written notice of which shall be sent to all members not later than thirty (30) nor more than sixty (60) days in advance of the meeting. After consideration of current maintenance costs and future needs of the Association the Board of Trustees may fix the monthly assessment at an amount not in excess of the maximum. The monthly assessment may be increased by the Association without the assent of two-thirds (2/3) of the members in an amount not in excess of three (3) per cent per year.

Section 4. Special Assessments for Capital Improvements. In addition to the annual assessments authorized above, the Association may levy, in any assessment year, a special assessment applicable to that year only for the purpose of defraying in whole or in part, the cost of any construction, reconstruction, repair or replacement of capital improvements upon the Common Area, including fixtures and personal property related thereto, provided that any such assessment shall have the assent of two-thirds (2/3) of the votes of each class of members who are voting in person or by proxy at a meeting duly called for this purpose.

Section 5. Date of Commencement of Monthly Assessments -Due Dates. As to each particular lot involved, the liability for the monthly assessments provided for in Section 3 of this Article VII shall begin on the first day of the calendar month following the expiration of six (6) months from the date of any deed or real estate contract of sale for the Lot, or on the first day of the calendar month following occupancy of the premises, whichever is earlier. Said assessment shall be due and payable on such date and on the first day of each calendar month thereafter. The due date of any special assessments under Section 4 of this Article VII shall be fixed by the Trustee, or as to the Association, by the resolution authorizing such assessment. No assessments shall be due until the Developer conveys title to the Trustee or the Association to the fully developed common properties.

Section 6. Uniform Rate of Assessment. Both monthly and special assessments shall be fixed at a uniform rate for all Lots, including Lots upon which multiple family dwellings are constructed, that portion of the assessment which is determined on the basis of an additional amount per living unit shall always be fixed at a uniform rate and shall never exceed one-seventh (1/7) of the assessment amount per lot.

Section 7. Effect of Non-payment of Assessments - Remedies. If any assessment is not paid within thirty (30) days after it was first due and payable, the assessment shall bear interest from the date on which it was due at the rate of ____% (interest corresponding to the then current FHA interest rate then in effect at the time of delinquency) and the Developer or, upon termination of the trust, the Association may bring an action at law against the one personally obligated to pay the same and/or foreclose the lien against the property, and interest, costs, and reasonable attorney's fees of any such action shall be added to the amount of such assessment and all such sums shall be included in any judgment or decree entered in such suit. No owner or contract purchaser shall be relieved of liability for the assessments provided for herein by non-use of the common properties or

abandonment of his lot.

Section 8. Subordination of the Lien to Mortgagee. The Lien of the assessments provided for herein shall be subordinate to the lien of any first mortgage (and to the lien of any second mortgage given to secure payment of the purchase price) now or hereafter placed on any lot. Sale or transfer of any lot shall not affect the assessment lien. However, the sale or transfer of any lot which is subject to such first mortgage, or purchaser money second mortgage, pursuant to a decree of foreclosure under such mortgage or in lieu of foreclosure thereof, shall extinguish the lien of such assessments as to payments thereof which became due prior to such sale or transfer. No sale or transfer shall relieve such lot from liability for any assessments thereafter becoming due or from the lien thereof.

Section 9. Exempt Property. The following property subject to this declaration shall be exempt from the assessments created herein:

- (a) All properties owned by Developer;
- (b) All properties dedicated to and accepted by a local public authority;
- (c) All common properties; and
- (d) All properties owned by a charitable or non-profit organization exempt from taxation by the laws of the State of Washington.

However, no land or improvements devoted to dwelling use shall be exempt from said assessments.

ARTICLE VIII -

GENERAL PROTECTIVE COVENANTS

Section 1. Residential Character of Property. The term "residential lots," as used herein, means all of the lots now or hereafter platted on the existing property or the additions thereto, with the exception of (1) the common properties, and (2) all properties to be used for shopping center and professional office complex development, for multiple family dwelling and for churches and church purposes. No structures or buildings of any kind shall be erected, altered, placed, or permitted to remain on any residential lot other than one detached single-family dwelling for single-family occupancy only, not to exceed two stories in height with a private garage or carport for not more than three standard size passenger automobiles.

No house trailers shall be allowed to stop on the property. No trailer or unmounted camper shall be stored or parked on the premises nearer the front property line than the minimum setback line.

Section 2. Architectural Control. No building shall be erected, placed or altered on any lot (residential or nonresidential) on the property until the building, plans, specifications, plot plan, landscaping and fencing plan, showing the nature, kind, shape, height, materials, and location of such building have been approved in writing as to conformity and harmony of external design with existing structures in the subdivision, and as to location of the building with respect to topography and finished ground elevation, by a committee composed of Milo Bauder, Lou Prues, Jim Magnuson, Edris Phillips and F. M. Cochrane, or by a representative designated by a majority of the members of said committee. In the event

said board or its designated committee fails to approve or disapprove such design and location within thirty (30) days after said plans and specifications have been submitted to it approval will not be required and this Article will be deemed to have been fully complied with. Neither the members of such committee, nor its designated representatives shall be entitled to any compensation for services performed pursuant to the Covenant. The powers and duties of said committee members shall cease upon the termination of the developmental period, or upon the prior death of all three of said members. Thereafter, the committee approval described in this Covenant shall be obtained from The Architectural Control Committee of the Association. The Architectural Committee shall be composed of three or more representatives who shall be appointed by the Board of Trustees of the Association.

All plans, specifications and plot plans which must be submitted for approval hereunder shall be submitted to said committee at the following address:

Second Nine Architectural Control Committee
c/o Walla Walla Federal
Vista Way.
Kennewick, Washington 99336

or to such other address as may hereafter be given in writing to the owners or contract purchasers involved by the Developer or by said committee.

Section 3. Lot Size. No residential structure shall be erected or placed on any residential lot which has a (lot) area less than eight thousand (8,000) square feet or an average width of seventy (70) feet.

Section 4. Business and Commercial Use of Property Prohibited No trade, craft, business, profession, commercial or manufacturing enterprise or business or commercial activity of any kind shall be conducted or carried on upon any residential lot, or within any building located on a residential lot, nor shall any goods, equipment, vehicles (including buses, trucks, and trailers of any description) or materials or supplies used in connection with any trade, service, or business, wherever the same may be conducted, or any vehicles in excess of 6,000 pounds gross weight (including buses, trucks and trailers of any description) used for private purposes, be kept, parked, stored, dismantled or repaired outside on any residential lot or on any street within the property nor shall anything be done on any residential lot which may be or may become an annoyance or nuisance to the neighborhood.

No lot or tract shall be used as a dump for trash or rubbish of any kind. All garbage and other waste shall be kept in appropriate sanitary containers for proper disposal. Yard rakings, such as rocks, lawn and shrubbery clippings, and dirt and other material resulting from landscaping work shall not be dumped into public streets or ditches. The removal and disposal of all such materials shall be the sole responsibility of the individual lot owner. Should any individual lot owner or contract purchaser fail to remove any such trash, rubbish, garbage, yard rakings and other such materials from his property or the street and ditches adjacent thereto, within ten (10) days following the date on which notice is mailed to him by the Developer or the Association informing him of such violation, then the Developer or the Association may have said trash removed and charge the expense of removal to said lot owner or purchaser. Any such charge shall become a continuing lien on the property, which shall bind the property in the hands of the then owner or contract purchaser, and his successors in interest. Such charge shall also be a personal obligation of the one who is the owner or contract purchaser of the lot involved on the date of removal.

No owner or contract purchaser of any residential lot shall permit any vehicle owned by him or by any member of his family or by any acquaintance, and which is in an extreme state of disrepair, to be abandoned or to remain parked upon any street within the existing property for a period in excess of forty-eight (48) hours. Should any such owner or contract purchaser fail to remove such vehicle within two (2) days following the date on which notice is mailed to him by the Developer or the Association informing him of a violation of this provision, the Developer or the Association may have such vehicle removed and charge the expense of removal to said owner or purchaser in accordance with the provisions of the immediately preceding paragraph. A vehicle shall be deemed to be in an extreme state of disrepair when in the opinion of the Architectural Control Committee Board its presence offends the reasonable sensibilities of the occupants of the neighborhood.

Section 5. **Residential Use of Temporary Structures Prohibited.** No trailer, basement, tent, shack, garage, barn or other outbuildings or any structure of a temporary character erected or placed on the property shall at any time be used as a residence temporarily or permanently.

Section 6. **Minimum-Dwelling Cost.** No single family dwelling shall be permitted on any lot at a cost less than \$35,000.00 exclusive of land, based upon cost levels prevailing on the date these covenants are recorded, it being the intent and purpose of the Covenant to assure that all dwellings shall be of quality and workmanship and materials substantially the same or better than that which can be produced on the date these Covenants are recorded at the minimum cost stated herein for the minimum permitted dwelling size. The ground floor area of the main structure, exclusive of open porches and garages, shall not be less than one thousand three hundred fifty (1,350) square feet for a one-story dwelling, or the top two levels of a split level dwelling, nor less than one thousand (1,000) square feet for the ground floor area of a dwelling of more than one story. (For the purpose of this provision, a home with a daylight basement shall be considered a dwelling of more than one story.)

Section 7. **Utility Easements.** The grantors for themselves, their successors and assigns, dedicate easements for public utility purposes over the public utility easement strips as shown in the recorded plats. Said easements are hereby granted to maintain, construct and reconstruct and repair sewer lines, domestic water lines, telephone lines and lines for the delivery of electric energy as the same are constructed and installed at the time of the conveyance of each of the lots in said plat; and whenever the uses of said easement shall cease, the same shall revert to the owner of the land affected by said easement.

Section 8. **Date for Completion of Construction.** Any dwelling or structure erected or placed on any residential lot shall be completed as to external appearance, including finished painting, within nine (9) months from date of commencement of construction and shall be connected to the public sewer system. Landscaping shall be completed within six (6) months after completion of dwelling unit.

Section 9. **Animals.** No animal, livestock, or poultry of any kind shall be raised, bred, or kept on any lot, except that dogs, cats, birds or other household pets may be kept if they are not kept, bred, or maintained for any commercial purposes, and that they shall not be kept in numbers or under conditions reasonably objectionable in a closely built up residential community.

Section 10. **Signs.** No signs shall be erected or maintained on any residential lot in the tract, except that not more than one approved FOR SALE or FOR RENT sign placed by the owner or builder or by a licensed real estate broker, not exceeding eighteen (18) inches

high and twenty-four (24) inches long, may be displayed on any lot.

Section 11. Use Restriction Applicable to Lakes. Bulkheads may be erected and maintained on lots fronting on any lake, but no boathouses, docks or piers shall be erected or maintained on any such lots, nor shall any structures whatsoever, including but not limited to, fences, docks, piers or railroad tracks for boat launching, be permitted to extend from any lake front property out into such lake.

No power boats of any kind whatsoever and no swimming rafts or swimming floats of any kind shall be permitted on any lake with-in the subdivision.

Section 12. Mortgages Protected. Nothing herein contained shall impair or defeat the lien of any mortgage or deed of trust now or hereafter recorded covering any lot or lots, but title to any property obtained as a result of foreclosure shall thereafter be held subject to all of the provisions herein.

Section 13. Building Setback and Fence Requirements. No building or structure shall be located nearer to the front line of the lot or nearer to the side street line than the building setback lines shown on the recorded plat. In any event, no building shall be located on any residential lot nearer than 25 feet to the front lot line nor nearer than 20 feet to any side street line, except a detached garage and nearer than 20 feet to any rear lot line. No building shall be located nearer than ten feet to any (non-street) side lot line (chimney, porches and decks excepted). On the following described lots the minimum setback shall be 35 feet from the back lot line and 20 feet from the front lot line.

Lots 29, 30, 31, 32, Block 5; Lots 7, 8, 9, 10, 11, 12, 13, 14, Block 4; and Lots 1, 2, 3, 4, Block 3, Second Nine Phase I. Lots 3, 4, 27, 28, 29, 30, 31, 32, 33, Block 2, Second Nine Phase

No fence, wall, hedge, or mass planting other than foundation planting shall be permitted to extend nearer to any street than the minimum setback line of the residence, except that nothing shall prevent the erection of a necessary retaining wall, the top of which does not extend more than two feet above the finished grade at the back of said retaining wall, provided, however, that no fence, wall, hedge or mass planting shall at any time, where permitted, extend higher than six feet above ground. Fences shall be well constructed of suitable fencing materials and shall be artistic in design and shall not detract from the appearance of the dwelling house located upon the adjacent lots or building sites or be offensive to the owners or occupants thereof. No radio or television antennas shall be permitted to extend more than ten feet above the roof line of any residence without the written approval of the said committee.

The Architectural Control Committee shall have the authority in any individual case to make such exceptions to the building setback and fence location requirements set forth herein as said committee shall in its uncontrolled discretion deem necessary or advisable.

ARTICLE IX -

EXTERIOR MAINTENANCE

In the event an owner of any lot in the properties shall fail to maintain the premises and the improvements situated thereon in a manner satisfactory to the Board of Trustees, the Association, after approval of two-thirds (2/3) vote by the Board of Trustees, shall have the right, through its agents and employees, to enter upon said parcel and to repair, maintain,

and restore the lot and the exterior of the buildings and any other improvements erected thereon. The cost of such exterior maintenance shall be added to and become part of the assessment to which such lot is subject.

ARTICLE X -

USE RESTRICTIONS

Section 1. Enjoyment of Property. The owners shall use their respective properties to their enjoyment in such a manner so as not to offend or detract from other owner's enjoyment of their own respective properties.

Section 2. In Derogation of Law. No owner shall carry on any activity of any nature whatsoever on his property that is in derogation or in violation of the laws and statutes of the State of Washington.

Section 3. Pets. Owners shall observe and obey the laws applicable to the residents of the City of Richland and Benton County pertaining to care, control and husbandry of animals and pets.

Section 4. Commercial Activity. There shall be no commercial activity by the members of this Association within the properties of this Association

Section 5. Temporary Structures. No structure of a temporary character, such as a trailer or a shack or other outbuildings shall be used on any lot at any time as a residence.

Section 6. Nuisances. No noxious or offensive activity shall be carried on upon any properties, nor shall anything be done thereon which may become a nuisance as such is defined in the laws of the State of Washington.

Section 7. Livestock and Poultry. No animals or livestock or poultry of any kind shall be raised, bred or kept on any lot except that dogs, cats or other household pets may be kept according to the provisions of Section 3 hereof.

Section 8. Garbage and Refuse Disposal. No lot shall be used or maintained as a dumping ground for rubbish. Trash, garbage or other waste shall not be kept except in a sanitary container.

Section 9. Sewage Disposal. No individual sewage disposal system shall be permitted on any lot.

Section 10. Oil and Mining Operations. No oil drilling, oil development operations, oil refining, quarrying or mining operations of any kind shall be permitted upon or in any lot, nor shall oil wells, tanks, tunnels, mineral excavations or shafts be permitted upon or in any lot.

Section 11. Water Supply. No individual water supply system shall be permitted on any lot.

Section 12. Setback and Fence Requirements for Fairway Lots. No structures shall be constructed or maintained closer than 20 feet to the rear property line. In addition, no part of any structure or structures (other than a garage or carport of a size sufficient to accommodate no more than three (3) standard size passenger automobiles, or a fence meeting the requirements set forth below) on the lot shall be situated less than five feet from any side property line.

No fence shall be constructed or maintained on any fairway lot in the property except as follows:

(a) A patio constructed immediately adjacent to the house on any lot may be enclosed by a fence. Also a fence may be constructed and maintained to enclose any swimming pool. However, no part of any such fence enclosing a patio or a swimming pool may be closer than 15 feet to the rear property line without the prior written approval of the Architectural Control Committee provided for in Article VIII Section 2 hereof.

(b) A fence may be constructed and maintained by an Owner on either or both side lines of his lot, but no such fence shall be closer than the front setback line nor closer than 15 feet to the back property line. (Thus, for example, on a lot having a depth of 100 feet, such a fence may have a maximum length of 65 feet, with the ends of the fence being a minimum of 20 feet from the front property line and 15 feet from the back property line, respectively.)

(c) Any fence may be constructed and maintained which is required at the time as a matter of law. Upon the termination of any such legal requirement, any such fence shall promptly be removed, unless it meets with the requirements of the preceding subparagraphs (a) or (b). Except as otherwise required by law, no fence permitted by these special restrictive Covenants shall be more than six feet high. Fences shall be well constructed of suitable fencing materials and shall be artistic in design and shall not detract from the appearance of the dwelling house located upon the lot or building site or be offensive to the owners or occupants thereof, or detract from the appearance of the dwelling houses located on the adjacent lots or building sites. No fencing materials shall be used without prior approval of the Architectural Control Committee. No radio or television antennas shall be permitted to extend more than ten feet above the roof line of any residence without the written approval of the Architectural Control Committee.

The said committee shall have the authority in any individual case to make such exceptions to the building setback and fence location requirements set forth herein as said committee shall in its uncontrolled discretion deem necessary or advisable.

(d) Persons lawfully using the Second Nine Golf Course shall have an easement to come upon fairway lots solely for the purpose of retrieving golf balls shot upon any such fairway lot.

ARTICLE XI -

GENERAL PROVISIONS

Section 1. Enforcement. The Trustee, the Association, the Developer and each owner or contract purchaser of a lot or lots subject to this Declaration, shall have the right to enforce, by any proceeding at law or in equity, all restrictions, conditions, covenants, reservations, liens and charges now or hereafter imposed by the provisions of this Declaration: Provided, however, that the Developer's right to enforce the provisions of this Declaration shall terminate at such time as the Developer shall cease to be the owner of a lot or lots subject to this Declaration. Failure of the Trustee, the Association, the Developer, or any such owner or contract purchaser to enforce any covenant or restriction herein contained shall in no event be deemed a waiver of the right to do so thereafter.

Section 2. Severability. Invalidation of any one of these covenants or restrictions by judgment or Court Order shall in nowise affect any other provisions, which shall remain in full force and effect.

Section 3. Amendment. The covenants and restrictions of this Declaration shall run with and bind the land, and shall inure to the benefit of and be enforceable by the Trustee, the Association, and the owner or contract purchaser of any lot subject to this Declaration, including the Developer, their respective legal representatives, heirs, successors and assigns for a term of 20 years from the date this Declaration is recorded, after which time said Covenants shall be automatically extended for successive periods of ten years unless an instrument terminating these Covenants which is signed by not less than the owners or contract purchasers then owning 75 per cent of the property described in Exhibit "A" shall have been filed with the Benton County Auditor. The covenants and restrictions of this Declaration may be amended during the first 20 year period by an instrument signed by not less than the owners or contract purchasers then owning 90 per cent of the property described in Exhibit "A", and thereafter by an instrument signed by not less than the owners or contract purchasers then owning 75 per cent of the property described in Exhibit "A". Amendments shall take effect when they have been recorded with the Auditor of Benton County.

DATED: This 16 day of July, 1974.

SECOND NINE, a LIMITED PARTNERSHIP

By: Meadow Springs Development Corporation, Inc., General Partner

By: Blue Mountain Service Corporation, General Partner

EXHIBIT "A"

Meadow Springs Second Nine Phase 1 and 3, EXCEPT Tracts A, B and G and 400, 500 and 600, as recorded in the records of Benton County, Washington.

The content of this site is intended to provide general information to Meadow Springs Second Nine Homeowner Association members and does not replace any official documents on file with Benton County, Washington.

ATTACHMENT #2

Benton County Property Search

Property Search Results > 68423 COLUMBIA VILLAS LLC for Year 2022 - 2023

Property

Account

Property ID: 68423 Abbreviated Legal Description: MEADOW SPRINGS SECOND NINE PHASE ONE, BLOCK #1, LOT #16:

Parcel # / Geo ID: 136983020001016 Agent Code:

Type: Real

Tax Area: R3 - R3 Land Use Code: 11

Open Space: N DFL: N

Historic Property: N Remodel Property: N

Multi-Family Redevelopment: N

Township: 09 Section: 36

Range: 28 Legal Acres: 0.3837

Location

Address: 245 BROADMOOR ST Mapsco:

RICHLAND, WA 99352-9606

Neighborhood: 13042 - Meadow Springs Multi Level Map ID:

Neighborhood CD: 13042

Owner

Name: COLUMBIA VILLAS LLC Owner ID: 432349

Mailing Address: 5426 N RD 68 % Ownership: 100.000000000000

BOX D-113

PASCO, WA 99301

Exemptions:

Pay Tax Due

Select the appropriate checkbox next to the year to be paid. Multiple years may be selected.

Year - Statement ID	Tax	Assessment	Penalty	Interest	Total Due
2022 - 47855 (Balance)	\$1513.23	\$20.22	\$0.00	\$0.00	\$1533.45

Total Amount to Pay: \$

*Convenience Fee not included

Taxes and Assessment Details

Property Tax Information as of 05/31/2022

Amount Due if Paid on: ☐ **NOTE:** If you plan to submit payment on a future date, make sure you enter the date and click RECALCULATE to obtain the correct total amount due.

Click on "Statement Details" to expand or collapse a tax statement.

Year	Statement ID	First Half Base Amt.	Second Half Base Amt.	Penalty	Interest	Base Paid	Amount Due
▶ Statement Details							
2022	47855	\$1533.51	\$1533.45	\$0.00	\$0.00	\$1533.51	\$1533.45
▶ Statement Details							
2021	47992	\$1496.20	\$1496.14	\$0.00	\$0.00	\$2992.34	\$0.00

Values

(+) Improvement Homesite Value: + \$0

(+) Improvement Non-Homesite Value: + \$218,970

(+) Land Homesite Value: + \$75,000

(+) Land Non-Homesite Value: + \$0

(+) Curr Use (HS): + \$0 \$0

(+) Curr Use (NHS): + \$0 \$0

(=) Market Value: = \$293,970

(-) Productivity Loss: - \$0

(=) Subtotal:	=	\$293,970
(+) Senior Appraised Value:	+	\$0
(+) Non-Senior Appraised Value:	+	\$293,970
<hr/>		
(=) Total Appraised Value:	=	\$293,970
(-) Senior Exemption Loss:	-	\$0
(-) Exemption Loss:	-	\$0
<hr/>		
(=) Taxable Value:	=	\$293,970

Taxing Jurisdiction

Owner: COLUMBIA VILLAS LLC
 % Ownership: 100.000000000000%
 Total Value: N/A
 Tax Area: R3 - R3

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
RICH	RICHLAND	N/A	N/A	N/A	N/A
RICHLIB	RICHLAND LIBRARY DEBT SERVICE	N/A	N/A	N/A	N/A
CNYHMNSVCS	COUNTY HUMAN SERVICES	N/A	N/A	N/A	N/A
CNYVET	COUNTY VETERANS	N/A	N/A	N/A	N/A
COUNTY	COUNTY	N/A	N/A	N/A	N/A
KENNHOSP	KENNEWICK HOSPITAL	N/A	N/A	N/A	N/A
PTKEN	PORT OF KENNEWICK	N/A	N/A	N/A	N/A
SD400	SCHOOL DIST 400 DEBT SERVICE	N/A	N/A	N/A	N/A
SD400CP	SCHOOL DIST 400 CAPITAL PROJECTS	N/A	N/A	N/A	N/A
SD400MO	SCHOOL DIST 400 ENRICHMENT	N/A	N/A	N/A	N/A
STATE	STATE SCHOOL	N/A	N/A	N/A	N/A
STATE2	STATE SCHOOL PART 2	N/A	N/A	N/A	N/A
Total Tax Rate:		N/A			

Taxes w/Current Exemptions: N/A

Taxes w/o Exemptions: N/A

Improvement / Building

Improvement #1: RESIDENTIAL BLDGS State Code: 520 2015.0 sqft Value: \$218,970

Exterior Wall: T 111 plywood Fireplace: FIREPLACE

Fixture Count: Count Foundation: Crawl/Concrete Perimeter Piers

Full Bathrooms: Count Half Bathrooms: Count

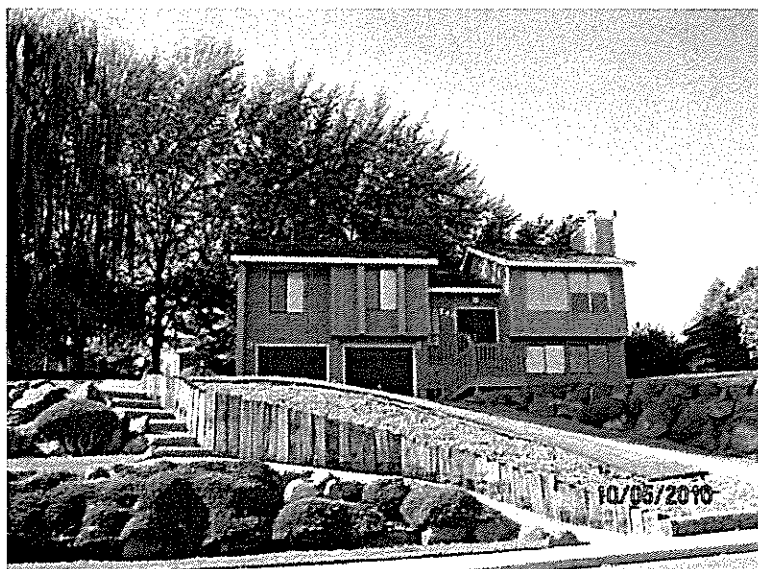
HVAC: Heat pump Number of Bedrooms: Count

Roof Covering: Wood

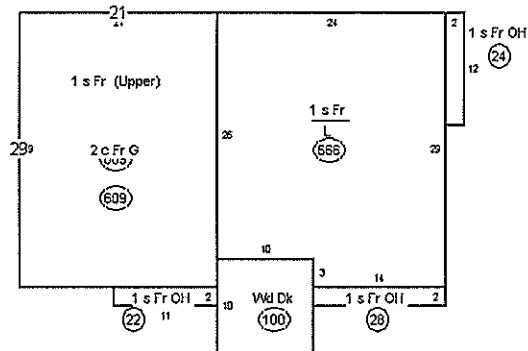
Type	Description	Class CD	Sub Class CD	Year Built	Area
MA-Split	Main Area - Split-Entry	30		1978	2015.0
ATTGAR	ATTGAR	30		1978	609.0
Deck	Deck	30		1978	100.0

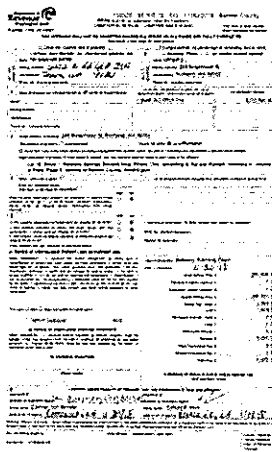
Property Image

This property contains TIFF images. Click on the button(s) to download the full image (which may contain multiple pages).



01 02





Land

#	Type	Description	Acres	Sqft	Eff Front	Eff Depth	# Lots	Market Value	Prod. Value
1	9	Homesite	0.3837	16717.00	0.00	0.00	1.00	\$75,000	\$0

Roll Value History

Year	Improvements	Land Market	Current Use	Total Appraised	Taxable Value
2022	N/A	N/A	N/A	N/A	N/A
2021	\$201,210	\$75,000	\$0	\$276,210	\$276,210
2020	\$183,460	\$75,000	\$0	\$258,460	\$258,460

Deed and Sales History

#	Deed Date	Type	Description	Grantor	Grantee	Volume	Page	Sale Price	E
1	11/30/2018	SWD	Statutory Warranty Deed	VON BORSTEL CARMEN	COLUMBIA VILLAS LLC	2018-035311		\$280,900.00	1
2	11/04/2008	QCD	Quit Claim Deed	REYES SPINDOLA, JORGE F	VON BORSTEL CARMEN	2009-012436	09K01666	\$0.00	0
3	03/15/2002	HDeed	Historical Deed	MYERS, DARYL L & KATHY I	REYES SPINDOLA JORGE F	2002-010265	02K01430	\$179,900.00	0
4	01/23/1998	HDeed	Historical Deed	MYERS, DARYL L-KATHY I	UNKNOWN		199800332	\$115,000.00	0
5	06/24/1983	HDeed	Historical Deed	KARWOSKI, WILLIAM J	UNKNOWN		198305223	\$98,570.00	0
6	10/10/1979	HDeed	Historical Deed	WILSON, JOHN C-CANDYCE L	UNKNOWN		197985408	\$94,000.00	0
7	04/18/1978	HDeed	Historical Deed	R C SAVAGE & ASSOCIATES OF WA	UNKNOWN		197874379	\$15,500.00	0
8	10/07/1974	HDeed	Historical Deed	BURRUP, MAX S-NITA F	UNKNOWN		197443822	\$0.00	0
9	06/27/1973	HDeed	Historical Deed	SECOND NINE LTD PARTNERSHIP	UNKNOWN		1973	\$0.00	0

Payout Agreement

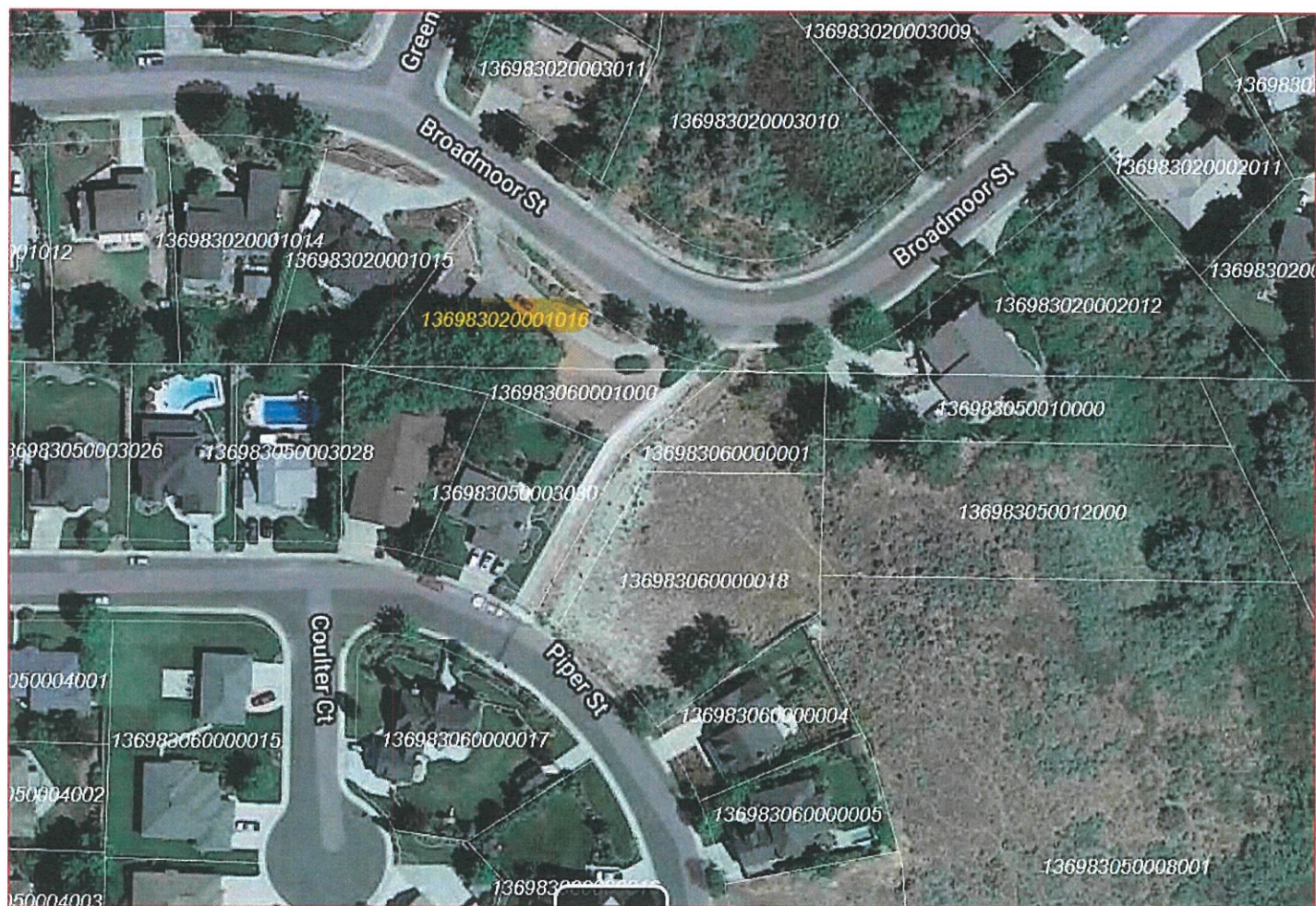
No payout information available..

[Assessor Website](#)

[Treasurer Website](#)

[Mapping Website](#)

ATTACHMENT #3



ATTACHMENT #4

BROA



NON-RESIDENTIAL DRIVEWAY PER ST2A (MODIFIED)
(CITY APPROVAL REQUIRED)

RELOCATE EXISTING WALKWAY AS SHOWN

10+00

W8

W8

W8

W8

8M

W8

W8

W8

27 TBC

26 EP

PC: 10+30.12

5' WALK

NOT A PART OF PROJECT

MEADOW SPRINGS
SECOND NINE PH 1

LOT 16, BLOCK 1

COLUMBIA VILLAS, LLC
NOT A PART OF PROJECT

BIG CREEK LAND
COMPANY, LLC

TRACT Y

TRACT Z
CITY OF RICHLAND PROPERTY

EX 8' SIDE

8'

8M

8M

8M

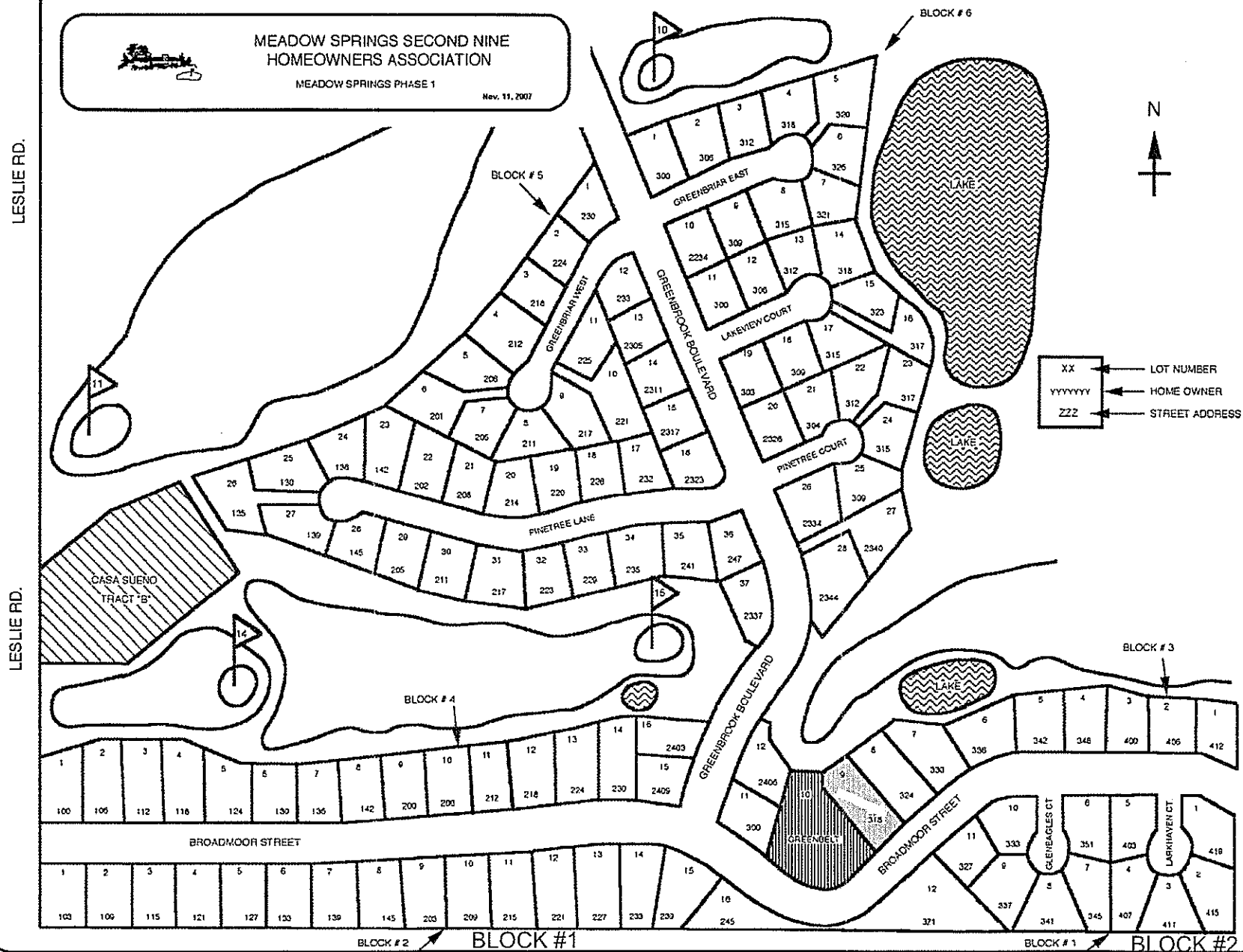
195

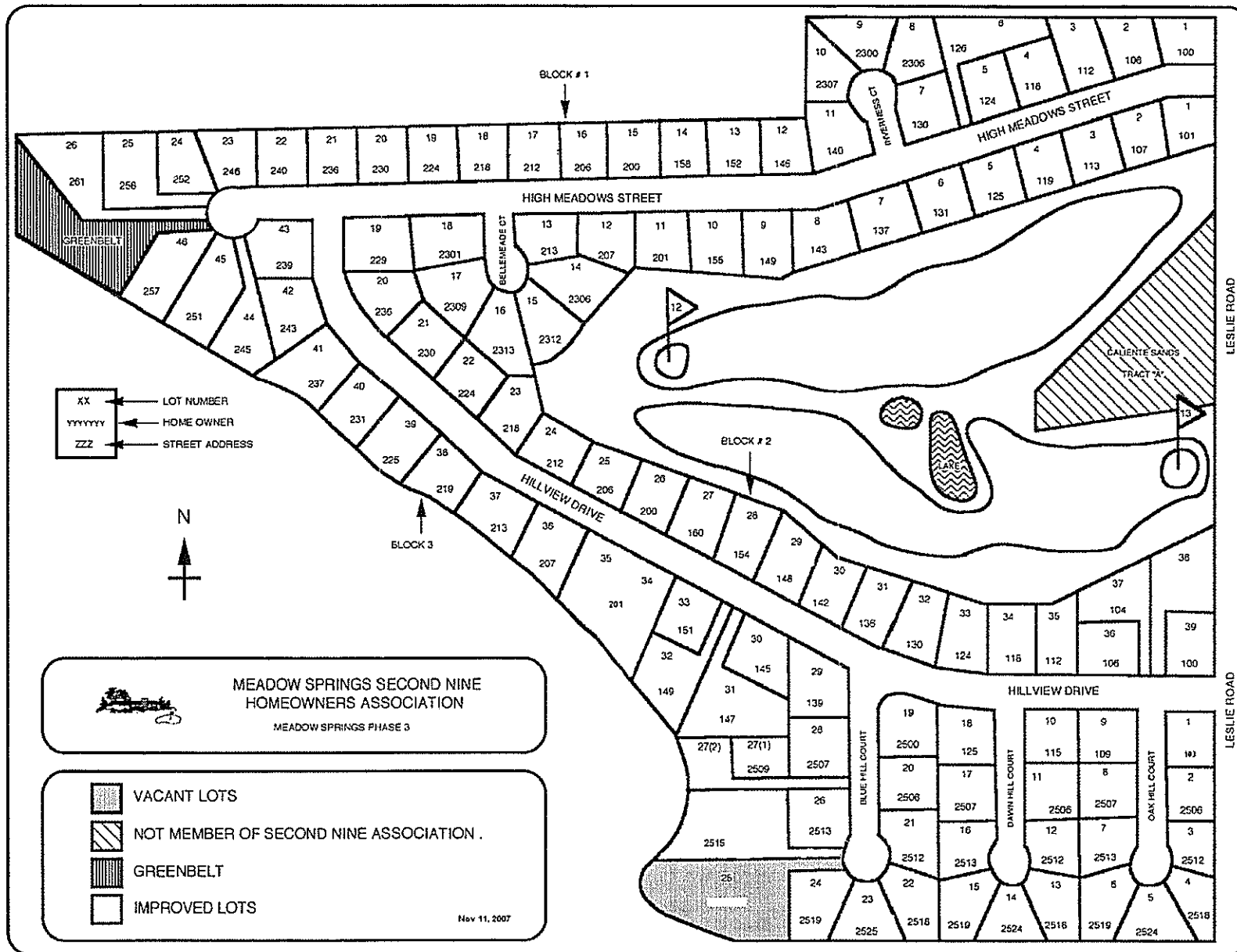
197



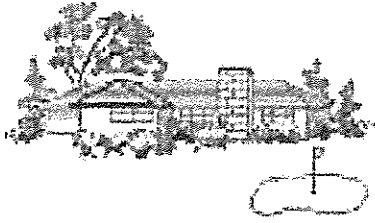
MEADOW SPRINGS PHASE 1

Nov. 11, 2007





Nov 11, 2007



*MEADOW SPRINGS SECOND NINE
HOMEOWNERS ASSOCIATION*

May 11, 2022

RE: Request for HOA subsidized speed humps on Broadmoor St.

TO: City of Richland and Traffic Engineer John Deskins

The Meadow Springs Second Nine Homeowners Association submits its request to fully fund and install up to three long-form speed humps on Broadmoor Street east of Leslie Road and west of Greenbrook Blvd. as soon as permitted.

Per direction from John Deskins indicating developer-funded humps are now allowed within residential neighborhoods, we are submitting documentation to demonstrate the immediate need for traffic calming.

As documented extensively, the speed on Broadmoor (categorized as a minor collector, ex. 1) has increased in volume and rate (ex. 2). The city of Richland has received multiple complaints for speed calming measures (ex. 3) and previously permitted the HOA to fully subsidize two radar signs displaying speeds eastbound and westbound on this same portion of Broadmoor, added in 2017.

In the five years since the signs were installed, growth has included hundreds of homes, an elementary school, and remodeled recreational offerings at Claybell Park (most recently pickle ball courts), bringing increasingly more vehicles onto Broadmoor simply for access, or to avoid the congested Leslie Road and W. Gage Blvd. intersection. Additionally, an apartment complex proposed for the same vicinity included a traffic study performed in February 2022, expecting 60% of trips by apartment residents to depart their dwelling via Broadmoor, adding volume and potential speed to the area.

This same traffic study included results showing average speeds on Broadmoor at least 8 mph above the posted limit, a number consistent with our radar data. Additionally, our radar frequently records speeds of 40, 50 and even >50 MPH, not just in the middle of the night, but also in the middle of the day.

The Meadow Springs Second Nine has the financial means, backing of its members and substantiation for resolution 28-11, if needed. There is supporting material of precedence previous to 28-11 with speed humps at Kapalua Street.

We would enjoy a larger partnership to address this continuing issue, but in the interest of safety of our community, we are seeking the necessary permit to install speed humps immediately.

Sincerely, Meadow Springs Second Nine HOA Board

Handwritten signature: David M. [unclear]

MEADOW SPRING SECOND NINE HOA BOARD

16) Request for HOA to submit speed humps on Broadview St

17) City of Richmond and Traffic Engineer John DeSoto

The Meadow Spring Second Nine Homeowners Association submits its request to fully fund and install up to ten long term speed humps on Broadview Street east of Leslie Road and west of Greenbrook Blvd. as soon as permitted.

For direction from John DeSoto regarding development-funded humps are now allowed within residential neighborhoods, we are submitting documentation to demonstrate the immediate need for traffic calming.

As documented extensively, the speed on Broadview (categorized as a minor collector, ex. 1) has increased in volume and rate (ex. 2). The City of Richmond has received numerous complaints for speed running measures (ex. 3) and previously permitted the HOA to fully subsidize two radar signs displaying speeds within 500 yards and without on this same portion of Broadview, added in 2017.

In the five years since the signs were installed, growth has included hundreds of homes, an elementary school, and remediated recreational offerings at Campbell Park (most recently pickle ball courts), bringing increasingly more vehicles into Broadview daily for access, or to avoid the congested Leslie Road and W. Gayle Road intersection. Additionally, an apartment complex proposed for the same vicinity included a traffic study performed in February 2022, expecting 100% of trips by apartment residents to depart their dwelling via Broadview, adding volume and potential speed to the area.

The same traffic study included results showing average speeds on Broadview at least 8 mph above the posted limit, a number consistent with our radar signs which show speeds frequently reaching speeds of 50, 55 and 60 mph. The Meadow Spring Second Nine HOA has the financial means, having 10% of its members and association fee from 2021 kept in reserve, not just to the extent of the signs, but now to the extent of 50, 55 and 60 mph with speed humps in place. There is supporting material of previous measures to 28-33 with speed humps in place.

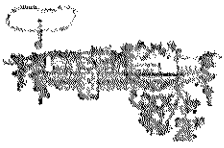
It is worth noting a larger partnership to address this continuing issue, not in the interest of safety of our community, we are seeking the necessary permit to install speed humps immediately.

May 22, 2022



MEADOW SPRING SECOND NINE HOMEOWNERS ASSOCIATION

David M. [unclear]
 President
 1000 [unclear] Lane
 #1000
 Richmond, VA 23134
 804-745-1234



Willowbrook Apartments Site Plan Approval Hearing, June 13, 2022.

**Remarks by Raymond Takashi Swenson, Lt. Colonel, USAF (Retired), JD, LL.M.
Environmental Law, Attorney at Law (WA # 27844, UT #3174, CA #164137).**

**Resident of Meadow Springs Second Nine Homeowners Association (HOA) at
103 Hillview Drive, Richland, Washington 99352. Email address:
RaymondTSwensonLaw@gmail.com . 509-713-0966.**

I have practiced environmental law since 1983 for the Department of Defense, Department of Energy, and for several cities in California and Utah which were taking over closing military bases for redevelopment as residential neighborhoods and business parks. I worked on National Environmental Policy Act analyses for the initial deployment and basing of the B-1 Lancer bomber, the B-2 Spirit stealth bomber, and the MX/Peacekeeper 20-warhead missile. I have helped resolve environmental law issues at Federal facilities such as the 890-square-mile Idaho National Laboratory and the 580-square-mile Hanford Site, including Clean Water Act jurisdiction and permitting under Section 402 NPDES stormwater regulations and Section 404 dredge-and-fill permitting by the US Army Corps of Engineers, Migratory Bird Treaty Act requirements that impeded demolition and construction of nuclear reactors and radioactive waste treatment facilities, and Endangered Species Act critical habitat issues in the Columbia River. From Since 2010 I have taught courses in environmental regulation for the Pullman, Vancouver and Tri-Cities campuses of Washington State University.

Prior to today's hearing, I submitted a memo to the City pointing out several significant environmental impacts that would result from the construction of the proposed Willowbrook Apartments. In my remarks today I will focus on problems that have not been resolved by the City of Richland staff report and recommendation on this project.

The staff report admits that Amon Creek and its adjacent wetlands are available habitat for the Spring Chinook Salmon, a species which is listed under the Endangered Species Act (ESA) as endangered in the upper Columbia River basin. But then the staff report simply drops any further discussion of the legal requirements for protection of this species, which are enforced by Federal criminal and civil penalties under Section 9 of the ESA. Both the applicant developer and the City of Richland are fully subject to those penalties. The staff

report fails to acknowledge the need to perform an environmental impact analysis on the potential effects of the Willowbrook Apartments construction and operation before the City aides and abets the applicant in the violation of Federal law.

In addition to the ESA law protecting the Spring Chinook salmon and its habitat, the State of Washington is under the burden of complying with the 2017 ruling of the US Court of Appeals for the Ninth Circuit (*Washington v. United States*, 853 F.3d 946 (March 2, 2017)) that the state is required by the 1855 treaties with the numerous tribal governments of Washington State to restore and protect the habitat of all salmon in Washington, so that the members of the Tribes can exercise their traditional fishing practices in the waters of the state. The state's appeal to the US Supreme Court resulted in an affirmation of the Ninth Circuit ruling on June 11, 2018. The focus of the ruling requires the state to evaluate and, if needed, replace all culverts under public roads so that they enable upstream swimming of salmon so they can spawn. Preventing other kinds of damage to potential salmon habitat is part of the same significant legal obligation resting upon the state and all of its subdivisions. Allowing damage to the Amon Creek stream and wetlands violates the treaties, and the order of the Federal courts, just as much as poor culvert design. But the staff report totally ignores this significant legal obligation resting on the state and the city.

The staff report also fails by assuming that adopting a standard 150 foot buffer width (Table 22.10.115(D)) between the project construction site and the Amon Creek wetlands would resolve all concerns about impact on the wetland and stream, so the project should be approved and the applicant allowed to make financial commitments driving the construction forward as planned. However, RMC 22.10.115(E.3.), the city requirement to protect wetland habitat, also mandates that:

When the wetland provides habitat for a species that is particularly sensitive to disturbance (listed by the federal government . . . as endangered, threatened . . .), the width of the buffer should be increased to provide adequate protection for the species based on its particular life-history needs;

While the staff recommends engaging a specialist to evaluate more precisely the impacts of the project on the Amon Creek wetlands, conducting such an evaluation is mandatory BEFORE the City approves the proposed construction. It is specifically possible, in accordance with the City wetland protection ordinance, that a 150-foot buffer may prove to be wholly inadequate and need to be expanded substantially to serve its purpose. The project site plan already squeezes the construction between the existing Willowbrook homes and the 150-foot buffer to the Amon Creek wetlands, and has NO MARGIN FOR ERROR. If the buffer needs to be expanded, in accordance with RMC 22.10.115(E.3.), to protect the endangered species habitat in Amon Creek and its wetlands, it may be impossible for the construction to go forward. It would be illogical and irresponsible to approve the project before this crucial issue, and other impacts on the wetlands and salmon, are fully evaluated.

As the Washington Department of Fish and Wildlife has pointed out in its comments on the project, the fact that the project site is on a serious slope draining into the Amon Creek wetlands means that the potential impact of sediment flow from stormwater, especially during the year-long construction period, must be fully determined before the City commits to allow the impact. As I explained before, the potential for this impact needs to be fully weighed by the Washington Department of Ecology before the project can merit a construction stormwater permit under Section 402 National Pollutant Discharge Elimination System laws. In addition, the potential deposit of sediment in the wetlands requires an evaluation by the US Army Corps of Engineers of the need for the project to obtain a Clean Water Act Section 404 Dredge and Fill permit before it goes forward. Section 404 also requires a full National Environmental Policy Act assessment before any permit can be issued.

The staff report claims that the applicant's plan to construct catchment basins for stormwater drainage once the apartments are in operation would comply with the City's CWA Section 402 NPDES municipal stormwater control requirements. However, the staff report ignores the fact that on April 23, 2022, the US Supreme Court ruled in the case of *County of Maui v. Maui Wildlife Fund* that when community wastewater containing pollutants is discharged to groundwater, and the groundwater travels a short distance to discharge into surface waters, that is a "discharge of pollutants to waters of the United States" that is subject to direct

regulation under Clean Water Act Section 402. The residues of pesticides, herbicides, and vehicle pollutants from the apartment complex grounds and parking areas that will be carried directly through the shallow aquifer to impact Amon Creek and wetlands must be fully and accurately determined, as required by both the Clean Water Act and the Endangered Species Act.

When I worked at the Idaho National Laboratory, I did extensive legal research in the impact of the US Supreme Court rulings on Clean Water Act jurisdiction in the 2001 case *Solid Waste Agencies of Cook County v. US Army Corps of Engineers* and the 2006 case *Rapanos v. US Army Corps of Engineers* in subsequent Federal court rulings. I persuaded EPA Region 10 and the Corps of Engineers Walla Walla District that the terminal reach of the Big Lost River, which runs through the Idaho National Laboratory, is outside CWA jurisdiction because it does not flow into the Snake River or any of its tributaries. That analysis saved the Department of Energy a million dollars per year in Section 402 stormwater compliance costs. However, Amon Creek is clearly a tributary of the Yakima River and flows immediately into the Columbia, and meets the exacting standards enunciated by Justice Scalia in the *Rapanos* case for federal jurisdiction.

The staff report also ignores the requirements of the Migratory Bird Treaty Act to ensure that there is no impact during construction on federally protected migratory birds, both ground-nesting species and others that build nests on buildings, including ones under construction. The MBTA goes far beyond the laws protecting the Bald and Golden Eagles and punishes “taking” of all migratory North American birds and their eggs. The Hanford Site invests substantial planning and worker efforts to protect migratory birds and their eggs during the spring and summer of each year as crews conduct demolition and clearing of nuclear reactors and plutonium production plants, and the construction of the new Waste Treatment Plant. The same hundreds of migratory bird species that visit Hanford also come to Amon Creek and its adjacent lands, including the planned construction site. (A survey in March is not timed to encounter most of them.) Yet the staff report completely disregards the legal duty of the City to consult with the US Fish and Wildlife Service Pacific Northwest regional office in Portland on how to safeguard federally protected birds and avoid criminal liability under the MBTA.

Given the significant environmental impacts of the project, that have not been resolved by permitting and consultation with state and federal regulatory agencies, it is totally premature for the City to disregard its duties under SEPA, and claim that the project involves no significant impacts. The City should revoke that finding and require, as it did several times since 2014, that a full environmental impact analysis be prepared, to ensure that the City is in full compliance with all applicable Federal and state laws protecting the environment.

Robert I. Benedetti,, 400 Broadmoor Richland Washington, 99352

My Comments at: 6/13/2022 June 13, 2022

Hearing Examiner Meeting

Public Hearing - 6:00 p.m.

Public Hearing Explanation

[Collapse] New Business - Public Hearing

1. SSDP2022-101 Riverfront Apartments

Cedar and Sage Apartments 1, LLC (c/o Knutzen Engineering)

Hearing Examiner Agenda Item Coversheet

SMP2022-101 - Riverfront Apts - FULL STAFF REPORT

2. M2020-101 Willowbrook Apartments

Big Creek Land Company, LLC

Hearing Examiner Agenda Item Coversheet

FULL STAFF REPORT - Willowbrook APTS

FULL STAFF REPORT - Willowbrook APTS pt 2

Facts Stated by Dr. Robert Benedetti

1. I summarize the impact on wild life, nothing left but Coyote, Beavers and a few JACK RABBITS. The results of the cities approval of the HAYDEN HOME HOUSING Plat. It is difficult to talk about Big Creek Land LLC, request for approval for construction without mentioning the Hayen Homes request for zoning changes using a PLAT that contains the same safety Traffic concerns Clay Bell Park and Residents, and Clay Bell Park attendee.
2. I believe the Request by Big Creek Construction and Hayden Homes request for zoning changes should not be approved because of the SEPA Issue with both request, until Parks and Recreation Facility organization is involved and the impact of both request.

PERFORMANCE of SEPA EVALUATION INCOMPLETE For both Big Creek construction request and the Hyden Home zone change;

Non-compliance With SEPA Section B. 1212. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

This information helps reviewers better understand a development project's community impacts. Applicants should be specific and address possible impacts to formally-designated recreation areas as well as other uses such as access to state shorelines and common fishing spots. Other examples include:

Walking, hiking, biking, and picnicking

Dirt biking, dune buggies, and horseback riding

Play ground, ball field, tennis or basketball courts, and golf courses

Recreation centers, swimming areas or pools, boating, rafting, fishing, and beach combing

parks, stadiums, museums, aquariums, zoos, and wildlife viewing opportunities

Theaters, fairs, convention centers, and other public facilities

b. Would the proposed project displace any existing recreational uses?

Consider how a proposal will directly impede, interfere, or prevent current and reasonably-foreseeable future recreational uses. These could include:

Shoreline access

Shellfish harvesting

Swimming, boating, and other water activities

Wildlife viewing

Hiking, camping, horseback riding, and skiing

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

1. Statement I made on follow Subject:

Lack Integration of City Activities : PROJECTS, ZONING, AND TRANSPORTATION have resulted in possible approval of housing actions that impact the safety of citizen living on Broadmoor and Bellerive and visitors to Clay Bell Park.

At any one-time traffic and attendance, the activities at Clay Bell can reach the following level: Example; June 3rd 2022, 800 to 1000 people attended using approximately 325 automobiles filling the parking lot over flow and causing double parking on Broadmoor from 400 Broadmoor to the intersections with Bllerive.

Clay Bell Park events: Two Soccer game two Baseball game, 6 Pickle Ball court, 5 Tennis Ball Court and two Play ground were in full use.

M2020-101, WILLOWBROOK APARTMENTS

Public Hearing before the Hearing Examiner, June 13, 2022

Terry Miller
2337 Greenbrook Blvd.
Richland

I am going to limit my comments and objections to the drives and streets on the project.

The Application is defective in that it does not include the permission and certification of the owner of the property needed for access between John Street and the Smith property. See, Staff report recommended condition of approval #19.

The Notice of Application is defective in at least 6 respects:

1. The Notice did not include the Application date and Completion date. Code Sect. 19.30.040. Without the dates citizens are unable to see if the City followed Sect. 19.30.030. A public request is pending for correspondence between the applicant and City but the projected response date is late June.
2. The Notice did not identify the lot in Meadow Springs Second Nine as part of the project. That lot is used for the street.
3. When the Notice omitted the Second Nine lot, it failed to explain that the lot is zoned R-1-10.
4. When the Notice omitted the Second Nine lot it omitted the owners in the Second Nine subdivision as owners for receiving notice. Those owners have a property interest in the lots by virtue of the recorded covenants. The owners in the Willowbrook subdivisions have the same ownership interest in the Willowbrook 2 lot and should have received notice.
5. The owners in the subdivisions should have received notice because the

application is for an “amendment” or “modification” of the two Plats, Willowbrook 2, approved in 2005 and Meadow Springs Second Nine, approved in 1974. The amendment or modification is the development of a street through one of the residential lots. There is no Code provision for modifying a final plat to add streets through existing lots. See, Code Title 24.

6. The Notice does not identify the permits that are included and those that are not included in the application. Sect. 19.30.040.

Mr. Tilghman has identified the code violations of the “drive” on Tract B. Record at p. 24-27 of 374. If that part of the drive/street is considered a drive, when it crosses other property in existing finalized plats it is certainly a street. Sect. 24.08.180.

The street violates the code in at least 10 respects:

1. The street doesn’t have a minimum right of way of 54 feet. Sect. 24.16.110. On the Willowbrook 2 lot it has a total width of at most 25 feet.
2. The street doesn’t have a minimum paved width of 34 feet. Sect. 24.20.010.
3. The curve on the Willowbrook lot doesn’t have a minimum radius of 100’. Sect. 24.16.070. It appears to have a radius of approximately 50 feet.
4. The street doesn’t have the required sidewalks. Sect. 12.10.030.
5. There are no easements for the water and sewer required to be installed with the street. Record at 308 of 374. An easement would violate the Second Nine covenants.
6. The street creates a block that exceeds the limit of 1500 feet. Sect. 24.16.180.
7. The drive/street creates a block that is narrower than the minimum Of 200 feet. Sect. 24.16.190.

8. The street is inconsistent with the City's Street Functional Class Map which does not show any streets on or connecting to the project on the north.
9. If the access to the north is eliminated the drive would be limited to 400 feet from Piper. Sect. 24.16.050; See, Tilghman.
10. There is no easement across the Meadow Springs lot for relocating the sidewalk between Willowbrook and the Second Nine as shown on the application drawings. An easement would violate the Second Nine covenants.

The applicant and the City are to blame for the lack of access. The owners, Duane and Cheryl Smith, purchased their property in 1988. At the time of the purchase there was what appears to be an 80 foot easement east from the property to what became Bellerive Dr. At the time of the purchase the Smith property was wide enough to allow a loop street from that easement. At the time of the purchase land to the west of the Smith property was unplatted which would have allowed a street to the north end of the Smith property.

In the intervening 33 years Smiths sold about half of their property to the City for the expansion of Claybell Park to the east of Smith. This sale eliminated the ability to make a loop street. The City, in expanding the park, eliminated part of the easement to the east. I know of no objection by Smiths to the expansion of the park without providing access to their property

In the intervening 33 years, land to the west of the Smith property was platted into Willowbrook 2 and 3. A street stub could have been included in one or more of those plats. I know of no objection by Smiths to the approval of the plats without providing access to their property.

In the intervening 33 years the Clearwater Creek plats were finalized eliminating more of the easement to the east. I know of no objection by Smiths to the approval of the plats without providing access to their property.

The City shares the blame for not providing access to the project site. Sect. 24.16.020, 24.20.070.

24.16.020 Streets – Relation to adjoining street systems.

The layout of streets shall provide for the continuation of principal streets

existing in adjoining subdivisions or of their proper projection when adjoining property is not subdivided. The layout shall also provide for future projection of streets into areas which presently are not subdivided. [Ord. 73 § 4.02].

24.20.070 Capacity for future developments.

The capacities and dimensions of water, sewerage, drainage, and street facilities shall be adequate to provide for the future needs of other undeveloped properties in the general vicinity and the city may share in the cost of these improvements to the extent of the difference in cost between the capacities needed to serve the subdivision and the capacities required to serve the vicinity. [Ord. 73 § 5.07].

The City should have considered this site when it approved the plats of Meadow Springs, Willowbrook and Clearwater Creek. The City should have considered this site when it developed and expanded Claybell Park.

It now appears from the City's proposed condition #19 that Smith failed to acquire any secure access to the property. In other words, the Smith property is land locked and after 8 years of pursuing this project the Applicants and the City have ignored the fact.

The drive from the project is a street when it crosses on to the platted lots of Willowbrook 2 and the Second Nine. For purposes of Plats & Subdivisions, title 24 of the Code provides:

24.08.190 Street defined.

"Street" means a public right-of-way which affords the principal means of access to abutting property, including avenue, place, way, drive, lane, boulevard, highway, road, and any other thoroughfare except an alley. [Ord. 73 § 2.19].

The street will provide the principal means of access to the apartments and will be public in that it will be used by anyone going to the Willowbrook lot or the apartments including use by public services such as garbage trucks.

If it is contended that the street will not be public, then the definition of private street in Title 12 provides:

12.02.075 Private streets.

Private streets are streets constructed on private property that are dedicated to general public use by a formal property dedication. Private streets are generally established for the benefit of the adjacent property owners and their need to connect to the public street network. Private streets are generally of the character of a public local street as described above in that they support low volumes of travel and serve the direct property access needs of the adjacent properties. [Ord. 34-20 § 1].

This definition seems to fit in that it is being established for the benefit of the apartments which lie on adjacent property and serves the need to connect to the public street network. If it were not dedicated to general public use, query whether the owner of the two platted lots could restrict its use by say a locked gate. Since the street provides fire and emergency access it couldn't be so restricted.

If the applicant insists that it is a drive—not a street—then the propriety of three drives from the Second Nine lot is an issue. Title 12 provides:

12.04.130 Separate units of operation.

Where a single ownership is developed into more than one unit of operation, each sufficient in itself to meet the code requirements for parking in Chapter 23.54 RMC or the necessity for additional access to the street is evident, additional driveways may be allowed by the public works director. The minimum spacing of additional driveways shall be 300 feet. [Ord. 166 § 1.13; Ord. 40-83 § 1.01].

The single ownership would be the Second Nine lot. The current “unit of operation” is a single family residence which requires parking under Chapter 23.54. The apartments are a second or multiple “units of operation” and require parking by Chapter 23.54. Even if allowed under this Sect., the spacing of the drives would have to be 300 feet apart.

This is obviously an exercise of fitting a square peg into a round hole. Title 24 does not provide for making significant changes to Subdivisions decades after they are approved and completed.

This exercise of characterizing the street or drive is compounded by the fact that the City has not even considered the Second Nine lot to be part of the project site, even though the street crosses the lot. Likewise, the City has ignored the fact that the two lots are both zoned R-1-10.

From a commonsense perspective, an access that delivers 400 trips a day across two previously finalized plats looks like and sounds like a street. All aspects addressed by the Code for streets, such as safety and convenience, are required of the access. The access can only fairly be called a street.

M2020-101, WILLOWBROOK APARTMENTS

Public Hearing before the Hearing Examiner, June 13, 2022

Terry Miller
2337 Greenbrook Blvd.
Richland

After learning from Staff Report recommended condition #19 that the Applicant did not have owner approval for access to the south end of the project at John Street, I have investigated the history of what could have been access.

Willowbrook has been developed in large part by John and Jean Roden. John Roden and the owners of the main parcels, Duane and Cheryl Smith, were involved in a lawsuit the year after the Smiths acquired their property. Benton County Superior Court Case # 89-2-00126-5. I may not have access to the court file before the hearing.

In 2010, John Roden was preparing for the development of what would become Willowbrook 2 Phases 4A and 4B. At that time Roden entered into an agreement with the City of Richland relative to the easements that could have served the (Smith) application property. Auditor File #2010-037100. I have reviewed the document on the Benton County Auditor's website but two of the attached sketches were not capable of being microfilmed and thus not available. From the text it appears that the parties agreed that the 80 foot wide easement East of what would become Willowbrook 2, Phases 4A and 4B would not be easement but would remain the property of the Rodens.

Willowbrook 2 Phase 4A as recorded is consistent with the agreement, identifying the tract as Tract B and in a note explaining that the Tract would remain the property of the Rodens. Plat at Vol. 15, Page 582, Sheet 2 of 3; AF #2018-008959.

Willowbrook 2 Phase 4B as recorded is consistent with the agreement, in that it does not provide access to the Smith property. Plat at Vol. 15, Page 652, Sheet 1 of 2; AF #2019-025251

The City reviewed development access to property in the vicinity in 2015 in

conjunction with the approval of Clearwater Creek Ph One. In fact the City apparently requires a secondary emergency vehicle access from Willowbrook to provide emergency access to Clearwater Creek Ph. One. See AF# 2015 -008068. The SEVA runs from Piper Street in Willowbrook 2 down what would become John Street and across what would become Tract B of Willowbrook 2, Phase 4A.

In commenting on prior applications for this project I wrote to Mr. Stevens on September 20, 2019 and hand delivered the letter to the City Attorney. A copy is attached or otherwise filed with this document. In the letter I expressed my concern that the City had not taken steps in the past to provide street access to the Smith property. I also complained that the City was not following its own procedures. This turned out to be prophetic.

Unfortunately, by the time of my letter, the access issue had been frozen in the form of finalized plats. I point this out to show that the access to the south end has been raised years before this current application was submitted. The City can not claim that it was not aware of the problem. The City's failure to address this issue prior to the determination that the application was complete is more than oversight or negligence. The City's actions smack of bad faith and taint the entire proceeding.

Respectfully submitted this 11th day of June, 2022,

Terry Miller

RECEIVED

SEP 20 2019

Planning &
Development Services

September 20, 2019

Mike Stevens
Planning Manager
City of Richland
625 Swift
Richland, WA 99352

Received 9/20/19
Kathleen Kintzley
City Attorney

Re: Applications by Cold Creek Land, LLC.

Mr. Stevens:

I am a homeowner in the Meadow Springs Second Nine subdivision. I am one of the many homeowners in Willowbrook and the Second Nine that are following the applications for the development of the Duane and Cheryl Smith property in Willowbrook.

I write to address two limited issues related to the applications: notice of activity and production of City records related to those applications.

We are aware of some of the numerous transactions between the City and Smith starting with the approval of the original plat, the rezone and the Claybell property transaction. We have reviewed the City's approvals of the later phases of Willowbrook with no apparent provision for the development of the Smith property for an apartment complex. This is noteworthy because the City was apparently saving costs and involvement in not providing adequate street access to the property. We have also monitored the City's role in the development of the Amon Creek Preserve. This is noteworthy because it is inconsistent with the project.

As you know, the application filed in 2016 engendered an outpouring of comments and objections. As a 36 year resident of the City, I am unaware of another project that gave rise to the volume of interest/objection. The application also gave rise to the lawsuit by Smith.

The property owners were surprised by the City's failure to follow required

COPY

procedure when another application was filed in the summer of 2018. The principal failure was the failure to give notice of the application. This was especially concerning given the breadth and nature of response to the first application. The Willowbrook homeowners engaged an attorney to respond to the City's failures.

I along with several other homeowners have filed requests for public records. The production of records by the City is concerning. Records that existed at the time of the request have taken as much as two months or more to be produced. Most recently records of an application and meeting between the City and the applicant that occurred on or just after the first of July were produced in late August. It is not possible to track a project when homeowners are not provided information timely. We don't think a judge would consider two months delay in producing records would be reasonable.

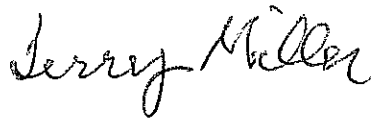
As for the records produced, we have reason to believe that the records are not complete. There have been references in documents produced to emails or other correspondence that is not produced. There are meetings referenced for which no records are produced. We find it hard to believe that substantive meetings regarding extensive applications are held without advance, contemporaneous and follow-up records. There is also a dearth of emails produced.

Homeowners from both the Second Nine and Willowbrook have filed suit to enforce covenants which they contend prohibit aspects of the applications. Given the recent Washington State Court of Appeals decision, the homeowners are confident that the covenants are enforceable. That decision affirmed the enforcement of nearly identical covenants to prohibit similar development of residential property.

A response to the recent submittal by Big Creek will follow under separate cover.

Please accept this letter as a request/demand for timely notice of all activity and timely production of all records related to the same.

Sincerely yours,

A handwritten signature in cursive script that reads "Terry Miller". The signature is written in dark ink and is positioned above the printed name and address.

Terry Miller
2337Greenbrook Blvd.

Cc: City Attorney
Attorney for Willowbrook
Homeowner Association representatives