



# CITY COMMISSION REGULAR MEETING AGENDA

Thursday, May 09, 2024 at 5:30 PM

City Commission Chambers – 105 S. 2ND Street, Flagler Beach, FL 32136

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**ALL MEETING ITEMS WILL BE CONTINUED UNTIL MEETING IS COMPLETE.**

Regular Meeting immediately follows the 5:30 Workshop.

**1. Call the meeting to order**

**2. Pledge of Allegiance followed by a moment of silence to honor our Veterans, members of the Armed Forces and First Responders**

**3. Proclamations and Awards**

- [a.](#) Proclamation National Safe Boating Week.
- [b.](#) Proclamation 55th Annual Municipal Clerks Week.

**4. Deletions and changes to the agenda**

**5. Public comments regarding items not on the agenda**

*Citizens are encouraged to speak. However, comments should be limited to three minutes. A thirty-minute allocation of time for public comment on items not on the agenda. Each speaker has up to three-minutes to address the Chair, and one opportunity to speak, no time can be allotted to another speaker.*

**6. Consent Agenda**

- [a.](#) Approve the Regular Meeting Minutes of April 25, 2024.
- [b.](#) Approve one-year insurance renewal proposal for the pier from Axis Insurance Company.
- [c.](#) Consider re-appointing Boyd Venable to the Investment Committee.

**7. General Business**

- [a.](#) Presentation: Conceptual design for the Boardwalk/Promenade Improvements - Gabe Perdomo, Project Manager Coastal Engineer, Moffatt & Nichol.
- [b.](#) Quarterly Financial Update as of March 31, 2024.
- [c.](#) Discussion and Possible Action regarding Abbreviated City Street Speed Study.
- [d.](#) Resolution 2024-24, a resolution by the City of Flagler Beach, Florida, approving Easement Agreements between the City of Flagler Beach and DCB Orchid to construct infrastructure within the City of Flagler beach and utilize the associated property for the purposes if leasing the infrastructure, providing for conflict and effective date - tabled from the March 28, 2024 meeting.
- [e.](#) Resolution 2024- 27, a resolution by the City of Flagler Beach, Florida approving a proposal from Gravity Services, Inc. to stabilize a watermain and prepare an easement for continued operation of said watermain; providing for conflict and an effective date.

**8. Public Hearings**

- [a.](#) Ordinance 2024-07 - An Ordinance of the City Commission of the City of Flagler Beach, Florida extending the temporary moratorium within the jurisdictional limits of the City of Flagler Beach on acceptance, review, processing, or approval of applications for development, site plans, zoning

approvals, special exceptions, and development orders that would allow new development to use exceptions to the thirty-five foot height limitation for mechanical and architectural elements; directing staff to study and develop land development code provisions and other recommendations related to exceptions to the thirty-five foot height limitation for mechanical and architectural elements; providing for expiration and extension of the moratorium; providing standards for relief from the application of the moratorium; providing for severability, conflicts, and an effective date.

#### **9. Staff Reports**

- a. City Attorney:
- b. City Manager:
- c. City Clerk:
- [d.](#) Department Reports.

#### **10. Commission Comments**

- a. Commission comments, including reports from meetings attended.
- b. Public comments regarding items not on the agenda. Citizens are encouraged to speak. However, comments should be limited to three minutes. *A thirty-minute allocation of time for public comment on items not on the agenda. Each speaker has up to three-minutes to address the Chair, and one opportunity to speak, no time can be allotted to another speaker.*

#### **11. Adjournment**

RECORD REQUIRED TO APPEAL: In accordance with Florida Statute 286.0105 if you should decide to appeal any decision the Commission makes about any matter at this meeting, you will need a record of the proceedings. You are responsible for providing this record. You may hire a court reporter to make a verbatim transcript, or you may buy a CD of the meeting for \$3.00 at the City Clerk's office. Copies of CDs are only made upon request. The City is not responsible for any mechanical failure of the recording equipment. In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk at (386) 517-2000 ext 233 at least 72 hours prior to the meeting. The City Commission reserves the right to request that all written material be on file with the City Clerk when the agenda item is submitted.



# Proclamation

## National Safe Boating Week

For over 100 million Americans, boating continues to be a popular recreational activity. From coast to coast, and everywhere in between, people are taking to the water and enjoying time together boating, sailing, paddling and fishing. During National Safe Boating Week, the U.S. Coast Guard and the National Safe Boating Council, along with federal, state, and local safe boating partners encourage all boaters to explore and enjoy America's beautiful waters responsibly.

Safe boating begins with preparation. The Coast Guard estimates that human error accounts for most boating accidents and that life jackets could prevent nearly 75 percent of boating fatalities. Through basic boating safety procedures – carrying lifesaving emergency distress and communications equipment, wearing life jackets, attending safe boating courses, participating in free boat safety checks, and staying sober when navigating – we can help ensure boaters on America's coastal, inland, and offshore waters stay safe throughout the season.

National Safe Boating Week is observed to bring attention to important life-saving tips for recreational boaters so that they can have a safer, more fun experience out on the water throughout the year.

- Whereas, on average, 650 people die each year in boating-related accidents in the U.S.; 75 percent of these are fatalities caused by drowning; and
- Whereas, the vast majority of these accidents are caused by human error or poor judgment and not by the boat, equipment or environmental factors; and
- Whereas, a significant number of boaters who lose their lives by drowning each year would be alive today had they worn their life jackets.

Therefore, I, Mayor Patti King, do hereby support the goals of the Safe Boating Campaign and proclaim May 18-24, 2024 as National Safe Boating Week and the start of the year-round effort to promote safe boating.

In Witness Whereof, I urge all those who boat to practice safe boating habits and wear a life jacket at all times while boating.

Given under my signature and the seal of the City of Flagler Beach  
this 9<sup>th</sup> day of May, 2024.

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Patti King, Mayor

# Proclamation

55th ANNUAL PROFESSIONAL MUNICIPAL CLERKS WEEK

May 5 - 11, 2024

*Whereas, The Office of the Professional Municipal Clerk, a time honored and vital part of local government exists throughout the world, and*

*Whereas, The Office of the Professional Municipal Clerk is the oldest among public servants, and*

*Whereas, The Office of the Professional Municipal Clerk provides the professional link between the citizens, the local governing bodies and agencies of government at other levels, and*

*Whereas, Professional Municipal Clerks have pledged to be ever mindful of their neutrality and impartiality, rendering equal service to all.*

*Whereas, The Professional Municipal Clerk serves as the information center on functions of local government and community.*

*Whereas, Professional Municipal Clerks continually strive to improve the administration of the affairs of the Office of the Professional Municipal Clerk through participation in education programs, seminars, workshops and the annual meetings of their state, provincial, county and international professional organizations.*

*Whereas, It is most appropriate that we recognize the accomplishments of the Office of the Professional Municipal Clerk.*

*Now, Therefore, I, Patti King, Mayor of Flagler Beach, do recognize the week of May 5 through 11, 2024, as Professional Municipal Clerks Week, and further extend appreciation to our Professional Municipal Clerk, Penny Overstreet, and Deputy Clerk Kathleen Settle, and to all Professional Municipal Clerks for the vital services they perform and their exemplary dedication to the communities they represent.*

*Dated this 9<sup>th</sup> day of May, 2024*

\_\_\_\_\_  
Mayor Patti King



# CITY COMMISSION REGULAR MEETING MINUTES

Thursday, April 25, 2024 at 5:30 PM

City Commission Chambers – 105 S. 2ND Street, Flagler Beach, FL 32136

**Present:** Mayor Patti King, Chair Scott Spradley, Vice-Chair James Sherman, Commissioners Rick Belhumeur and Jane Mealy, City Attorney D. Andrew Smith, III, City Manager Dale L. Martin, and City Clerk Penny Overstreet.

**Absent:** Commissioner Eric Cooley.

1. **Call the meeting to order.** Chair Spradley called the meeting to order at 5:30 p.m.
2. **Pledge of Allegiance followed by a moment of silence to honor our Veterans, members of the Armed Forces and First Responders.** Commissioner Sherman led the pledge to the flag.
3. **Proclamations and Awards**
  - a. Proclamation National Public Safety Telecommunications Week. Mayor King presented the proclamation to Christina Mortimer, Director Flagler County Communications Center.
  - b. Proclamation Crime Victims' Rights Week. Mayor King presented the proclamation to Donna Kearney and Victim Advocates from Flagler Beach, Flagler County and Ormond Beach.
  - c. Proclamation Declaring April as Sisco Deen Month, In Honor of the History Preservation Legacy of Claude Sisco Deen. Mayor King presented the proclamation to members of the Flagler Beach Museum.
4. **Deletions and changes to the agenda.** Item 7c was removed from the agenda.
5. **Public comments regarding items not on the agenda.** Brett Spitalny spoke about street light out on S. A1A. City Manager Dale Martin advised the lights have been reported out to Florida Power and Light. A meeting is scheduled tomorrow with Florida Power and Light and Florida Department of Transportation.
6. **Consent Agenda**
  - a. Approve the Workshop and Regular Meeting Minutes of April 11, 2024. Commissioner Mealy requested the Regular meeting minutes pulled for discussion. Motion by Commissioner Belhumeur to approve the Workshop minutes of April 11, 2024. Commissioner Sherman seconded the motion. The motion carried unanimously.  
  
Commissioner Mealy requested Item 7b of the April 11, 2024 regular meeting minutes reflect that the resolution approved a Draft 5-year Capital Plan. Motion by Commissioner Mealy to approve the minutes of the regular meeting of April 11<sup>th</sup> as amended. Chair Spradley opened public comments. No comments were offered. Chair Spradley closed public comments. The motion carried unanimously.
7. **General Business**
  - a. Consider applications for a seat on the Planning and Architectural Review Board that is at term. Chair Spradley invited the applicants to the podium to share their interest in serving on the Board. Mr. Marinaro was not present. Joann Soman reviewed her interest in continuing to serve the Board. Brett Spitalny advised of his career in Engineering and desire to serve the Board. The Officials scored the applicants submitting their score sheets to the Clerk for tabulation. Chair Spradley announced Joann Soman is reappointed to the Board for the term May 26, 2024 – May 25, 2027.
  - b. Select a Date for a Joint Workshop with the Planning and Architectural Review Board to discuss Building Height Restrictions and Exceptions. The Commission reached a consensus to schedule the Workshop on June 4, 2024 before the Planning & Architectural Review Board Meeting.



- c. Discussion and direction to staff regarding possible amendments to Section 5.04.00 (H), (N) irrigation with Landscaping Improvements - Commissioner Cooley. This item was removed from the agenda.

## 8. Public Hearings

- a. Ordinance 2024-06 - An Ordinance by the City of Flagler Beach, Florida, amending Appendix A, Land Development Regulations, Article II, Zoning, of the Code of Ordinances; adding a zoning category for Master Planned Development ("MPD"); providing for Review, Approval, Development Standards, permitted Uses, Regulation, and Implementation of Master Planned Developments; providing for conflicts; providing a severability clause; and providing an effective date - final reading. Attorney Smith read the title of the ordinance into the record. Commissioner Mealy noted items in Table 2-1 that were amended at first reading and require correction on the document presented. (Add Fraternal, private, social, recreational clubs or organizations, remove the reference to footnotes on Parking, Off-street and garages (commercial), and add Tattoo establishments, body piercing. Chair Spradley opened public comments. No comments were offered. Chair Spradley closed public comments. Motion by Commissioner Mealy to approve Ordinance 2024-06 as amended. Commissioner Belhumeur seconded the motion. The motion carried unanimously, after a roll call vote.
- b. Ordinance 2024-07 - An Ordinance of the City Commission of the City of Flagler Beach, Florida extending the temporary moratorium within the jurisdictional limits of the City of Flagler Beach on acceptance, review, processing, or approval of applications for development, site plans, zoning approvals, special exceptions, and development orders that would allow new development to use exceptions to the thirty-five foot height limitation for mechanical and architectural elements; directing staff to study and develop land development code provisions and other recommendations related to exceptions to the thirty-five foot height limitation for mechanical and architectural elements; providing for expiration and extension of the moratorium; providing standards for relief from the application of the moratorium; providing for severability, conflicts, and an effective date. Attorney Smith read the title of the ordinance into the record. Chair Spradley opened public comments. Charlie Morrow feels there are issues with the height of the hotel and more concerned that the final drawings were approved. He hopes the workshop will reveal how the approval process went awry and how to ensure compliance going forward. Paul Eik asked if the workshop meeting would be open to the public and if comments would be allowed. Brett Spitalny suggested measuring the height by utilizing a drone. Chair Spradley closed public comments. Chair Spradley stated the public will be welcome to the workshop. Attorney Smith clarified the public comments at the workshop should focus on forward looking what changes to amend the code to make it clearer to avoid confusion going forward, it is not a workshop to discuss the hotel. Commissioner Mealy asked the City Manager to address the question as how it was approved. Mr. Martin stated that is still under review and investigation. Motion by Commissioner Belhumeur to approve Ordinance 2024-07. Commissioner Sherman seconded the motion. The motion carried unanimously, after a roll call vote.

## 9. Staff Reports

- a. City Attorney: Attorney Smith reported the Oregon legislation regarding homeless camping is going to the Supreme Court, and it appears Pottinger's Law will be undone. If so, the State Legislation regarding anti-camping will go into effect on October 1<sup>st</sup>. Attorney Smith advised he will be reviewing our code to ensure we are compliant with the legislation. Attorney Smith advised he has been summoned for jury duty, the City may have different representation if he is called to serve.
- b. City Manager: Mr. Martin reported updates to action taken for goals set at Strategic Planning.

*Ground Break on WWTP:* Ground breaking on the operations building is being discussed and breaking ground on the operations building will not be considered meeting the goal set.

*Stormwater Master Plan (Action Plan):* McKim and Creed, have provided an update and are on task to meet the goal.

*LDR's completed:* Deputy Clerk Settle is proofing and editing the draft LDR's and continue to progress.

*Fully Staffed:* Interviews are being scheduled for the Engineer and Planner position.

*Public Asset Maintenance:* No action on this goal yet.

*Parks assessment, implementation & building assessment:* Parks Committee will make on site visits to the parks they were assigned to provide a detailed and visual suggested of improvements they feel should be made to each park.

*Dune Walkovers Replacement/Maintenance Plan:* He has assigned staff to prepare a full formal inventory of each walkover.

Mr. Martin provided an update on the Army Corps project, the Pier Project, and the TDC Grant application and conceptual plan, Rebuild Florida is accepting intake application from low to moderate income families that suffered damage related to Hurricane Ian, Downtown Playbook contract is expected soon and they will then make arrangement to appear before you.

Mr. Martin reported he received the quote for the Mobility Impact Fee assessment in the amount of \$75,000. The Commission reached a consensus to not proceed with that quote.

Mr. Martin stated the Rotary Club has requested the Fourth of July parade be moved from starting at 10:00 a.m. back to 9:00 a.m. The Commission reached a consensus to move the parade to 9:00 a.m.

- c. City Clerk: requested the Commission select the topic for the June Workshop. The Commission reached a consensus to have the Workshop topic be commercial outdoor displays.

Chief Doughney reported Paul Matykta has completed the speed limit assessment and he and the City Manager will be meeting to discuss the findings.

**10. Commission Comments**

- a. Commission comments, including reports from meetings attended. The Officials reported their attendance at meetings gatherings and events since the last meeting. Commissioner Sherman requested the City Manager create and place a QR code on the empty yellow sign at the pier to provided people with an update on the Pier Project. Commissioner Mealy reported she has begun the Memorial Day Service planning. Commissioner Mealy requested the City Manager and Sanitation Supervisor respond to the letter received from Cora Lee Leon.
- b. Public comments regarding items not on the agenda. No comments were offered.

**11. Adjournment.** Commissioner Belhumeur put forth a motion to adjourn the meeting at 6:39 p.m.

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Scott Spradley, Chair

Attest:

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Penny Overstreet, City Clerk



# STAFF REPORT

Regular Commission Meeting

May 9, 2024

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**To:** Elected Officials

**From:** Liz Mathis, Human Resources/Risk Manager

**Date:** May 9, 2024

**Item Name:** Approve one-year insurance renewal proposal for the pier from Axis Insurance Company.

**Background:** Since the construction on the new pier is planned for October 2024, we are recommending keeping the limit of insurance at \$485,750.00. The intention is to provide coverage for the first 100 feet of the pier and debris removal, if needed. This option was reviewed by the Florida Division of Emergency Management Insurance Lead, who indicated that it complied with our current FEMA Pier Project, PW #920. Due to our upcoming FEMA Pier Project, it is required for the City to maintain insurance for the first 100 feet.

**Fiscal Impact:** The premium to renew this option \$90,754.00, which represents a 9.28% increase over last year's premium.

**Staff Recommendation:** Staff recommends approval of the one-year renewal through Axis Insurance Company.

**Attachments:** Pier Insurance Proposal from Brown and Brown.

# CITY OF FLAGLER BEACH

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## INSURANCE PROPOSAL

**Property - Pier**

***Effective: 05/17/2024 to 05/17/2025***

**Presented By:**

**Don Sciotto  
CRIS, ARM, MLIS, CCIP  
Senior Vice President**



**300 North Beach Street  
Daytona Beach, FL 32114**

*This proposal contains only a general description of the coverage(s) and does not constitute a policy/contract. For complete policy information, including exclusions, limitations, and conditions, refer to the policy document. In the event of any differences between the policy and this summary, the policy will prevail.*



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\* *All coverages, forms and limits are presented strictly for the purpose of this proposal and do not constitute an insurance policy or contract.*

**CLIENT SERVICE TEAM**

PRODUCER	Don Sciotto Senior Vice President CRIS, ARM, MLIS, CCIP
Email	<a href="mailto:Don.Sciotto@bbrown.com">Don.Sciotto@bbrown.com</a>
Phone	(386) 239-5755
ACCOUNT MANAGER/TEAM LEADER	Brianna Rossi
Email	<a href="mailto:Brianna.Rossi@bbrown.com">Brianna.Rossi@bbrown.com</a>
Phone	(386) 267-8940
CLAIMS ANALYST	Jessica Adjemian
Email	<a href="mailto:Jessica.Adjemian@bbrown.com">Jessica.Adjemian@bbrown.com</a>
Phone	(386) 333-6060
MAIN OFFICE PHONE	(386) 252-9601
TOLL FREE OFFICE PHONE	(800) 877-2769

## Axis Surplus Insurance Company

**PROPOSED PROPERTY COVERAGE***Client ultimately chooses value insured*

<b>Location of Premises / Schedule of Values:</b>	
1/1: Flagler Beach Pier: 215 South A1A; Flagler Beach, FL 32136 <i>Pier / Outdoor Property (100% of Values of Interest)</i>	<i>\$3,756,000</i>
1/2: Lifeguard Rescue Operations / Tower: 215 South A1A; Flagler Beach, FL 32136 <i>Lifeguard Tower (100% of Values of Interest)</i>	<i>\$130,000</i>
<b>Total Values of Interest</b>	<b>\$3,886,000</b>

<b>Description of Property Insurance Purchased:</b>	<b>Limits of Coverage:</b>
Limits Purchased (1/8th of Total Values of Interest)	\$485,750
<i>Sub-limits: part of the total limit purchased; Not in addition to</i>	
Flood Each Occurrence & Annual Aggregate	\$485,750
Earthquake Each Occurrence & Annual Aggregate	\$485,750
Pollutant Cleanup & Removal Each Occurrence & Annual Aggregate	\$10,000

<b>Deductibles:</b>	
Named Windstorm per Occurrence	\$388,600
All Other Windstorm per Occurrence	\$388,600
Flood per Occurrence	\$388,600
Earthquake per Occurrence	\$388,600
All Other Perils per Occurrence	\$10,000

<b>Coinsurance &amp; Valuation:</b>	
Coinsurance – Not Applicable	
Replacement Cost Valuation Coverage	
Agreed Value Coverage	

**NOTE:**

Detached walls, fences, free-standing property improvements such as athletic equipment, windscreens, light poles, or signs are not covered unless specifically scheduled on the policy.

## Axis Surplus Insurance Company

**PROPOSED PROPERTY COVERAGE (Continued)***Client ultimately chooses value insured*

Description of Coverage Forms, Endorsements & Exclusions include (but are not limited to):
Standard Policy Forms, Endorsements & Exclusions as issued by ISO or Carrier
Notice to Policyholder
Policyholder Notice -Florida
Common Policy Conditions
Commercial Property Conditions
Building and Personal Property Coverage Form
Coverage for Piers
Causes of Loss - Special Form
Convective Storm and Named Storm Deductibles Endorsement
Earthquake Endorsement
Flood Endorsement
Schedule of Valuable Papers and Records
Commercial Property Exclusion Endorsement
Roof Surfacing Limited Exclusion Endorsement
Mold, Fungi, Wet or Dry Rot, and Bacteria Exclusion Endorsement
Nuclear, Chemical and Biological Exclusion Endorsement
Terrorism Exclusion Endorsement
Service of Suit Clause - Endorsement
Cancellation and Nonrenewal – Florida: Forty-five (45) days notice of cancellation / non-renewal, except ten (10) days for non-payment of premium
35% Minimum Earn Premium
Coastal Minimum Premium Endorsement
Claim Notice
Loss Condition Endorsement - Assignment of Benefits Fully Prohibited

## AGREED VALUE ENDORSEMENT (IF APPLICABLE)

**Coverages Provided:** The insurance company agrees to waive the Co-insurance Clause, thus eliminating your potential penalty for buying an inadequate amount of insurance to meet the co-insurance requirement.

## CO-INSURANCE EXAMPLES (IF APPLICABLE)

The co-insurance clause is found in almost every property policy. It states that the insurance company will not pay the full amount of any loss if the covered property is, for whatever reason, covered for less than the required insurable value at the time of loss. Required insurable value equals the value of the covered property at the time of loss multiplied by the co-insurance amount.

### Examples of Co-Insurance at 80%

<u>Building Value</u>	<u>Insurance Carried</u>	<u>Loss</u>	<u>Insurance Pays</u>
1) \$100,000	\$100,000	\$60,000	\$60,000
2) \$100,000	\$ 80,000	\$60,000	\$60,000
3) \$100,000	\$ 70,000	\$60,000	\$52,500 *

$$\text{* Did } \frac{(70,000)}{\text{Should } (80,000)} \times \text{Loss} = \frac{7}{8} \text{ Paid}$$

OR

### Examples of Co-Insurance at 90%

<u>Building Value</u>	<u>Insurance Carried</u>	<u>Loss</u>	<u>Insurance Pays</u>
1) \$100,000	\$100,000	\$60,000	\$60,000
2) \$100,000	\$ 90,000	\$60,000	\$60,000
3) \$100,000	\$ 80,000	\$60,000	\$53,333 *

$$\text{* Did } \frac{(80,000)}{\text{Should } (90,000)} \times \text{Loss} = \frac{8}{9} \text{ Paid}$$

OR

### Examples of Co-Insurance at 100%

<u>Building Value</u>	<u>Insurance Carried</u>	<u>Loss</u>	<u>Insurance Pays</u>
1) \$100,000	\$100,000	\$60,000	\$60,000
2) \$100,000	\$ 70,000	\$60,000	\$42,000 *

$$\text{* Did } \frac{(70,000)}{\text{Should } (100,000)} \times \text{Loss} = \frac{7}{10} \text{ Paid}$$

## SUMMARY OF PROPOSED PREMIUMS AND RELATED INFORMATION

Premiums:	Expiring: Basis 1/8th of Values	Renewal: Basis 1/8th of Values
Property: Pier and Lifeguard Tower	\$ 82,284.00	\$ 90,000.00
Fees / Surcharges	\$ 758.00	\$ 754.00
<b>Total Premium</b>	<b>\$ 83,042.00</b>	<b>\$ 90,754.00</b>

Options: Premiums include any applicable fees / surcharges / taxes	
Terrorism Premium Additional Premium	\$ 10,000.00

## PAYMENT PLAN OPTIONS

Line of Coverage:	Carrier:	Direct Bill / Agency Bill:	Payment Option:
Property	Axis	Agency Bill	• Annual premium is due in full.

## BINDING SUBJECTIVITIES

Line of Coverage:	Carrier:	Items Needed to Bind Coverage:
Property	Axis	<ul style="list-style-type: none"> <li>• Signed Acord application by insured and agent</li> <li>• Signed Terrorism election / rejection form</li> <li>• Signed Non admitted carrier disclosure form</li> </ul>

*Please refer to the individual proposed coverage parts for terms and conditions that this proposal may be subject to. This proposal is based upon the exposures to loss made known to the Agency. Any changes in these exposures (i.e., new operations, new products, additional states of hire, etc.) need to be promptly reported to us in order that proper coverage(s) may be put into place.*

*Payment is due within 10 days of binding.*

*As a course of business, Brown & Brown of Florida, Inc is required to pay premiums to insurers on a monthly basis. In return, we appreciate timely payments by our clients. Outstanding balances over 30 days may be subject to cancellation.*

A.M. BEST FINANCIAL RATING

The insurance company providing coverage has the following A. M. Best\* Financial rating:

\* **Rating Guide:**   A++ to C- = Highest to lowest rating  
                              XV to I = Largest to smallest rating

	Line of Coverage:	Carrier:	Rating for Stability:	Rating for Assets / Surplus:
**	Property	Axis Surplus Insurance Company	A	XV

***\*\* Denotes excess & surplus lines insurance company. See attached Statement Acknowledging that Coverage has been placed with a Non-Admitted Carrier. Please review and return to Brown & Brown. Brown & Brown does not have direct binding authority with this excess and surplus lines market.***

**A.M. BEST FINANCIAL RATING (Continued)**

A Best's Financial Strength Rating is an independent opinion of an insurer's financial strength and ability to meet its ongoing insurance policy and contract obligations. It is based on a comprehensive quantitative and qualitative evaluation of a company's balance sheet strength, operating performance and business profile.

Financial Strength Rating Guide	
<i>Secure</i>	<i>Vulnerable</i>
<b>A++, A+</b> (Superior)	<b>B, B-</b> (Fair)
<b>A, A-</b> (Excellent)	<b>C++, C+</b> (Marginal)
<b>B++, B+</b> (Good)	<b>C, C-</b> (Weak)
	<b>D</b> (Poor)
	<b>E</b> (Under Regulatory Supervision)
	<b>F</b> (In Liquidation)
	<b>S</b> (Suspended)

Financial Size Category Guide	
<i>Class</i>	<i>Adj. PHS (\$ Millions)</i>
<b>I</b>	Less than 1
<b>II</b>	1 to 2
<b>III</b>	2 to 5
<b>IV</b>	5 to 10
<b>V</b>	10 to 25
<b>VI</b>	25 to 50
<b>VII</b>	50 to 100
<b>VIII</b>	100 to 250
<i>Class</i>	<i>Adj. PHS (\$ Millions)</i>
<b>IX</b>	250 to 500
<b>X</b>	500 to 750
<b>XI</b>	750 to 1,000
<b>XII</b>	1,000 to 1,250
<b>XIII</b>	1,250 to 1,500
<b>XIV</b>	1,500 to 2,000
<b>XV</b>	2,000 or greater



**NON-ADMITTED CARRIER DISCLAIMER  
STATEMENT ACKNOWLEDGING THAT COVERAGE HAS  
BEEN PLACED WITH A NON-ADMITTED CARRIER**

Per Florida Statute, the insured is required to sign the following E&S disclosure:

The undersigned hereby agrees to place insurance coverage in the surplus lines market and understands that superior coverage may be available in the admitted market and at a lesser cost. Persons insured by surplus lines carriers are not protected by the Florida Insurance Guaranty Association with respect to any right of recovery for the obligation of an insolvent unlicensed insurer.

City of Flagler Beach

Named Insured

Signature of Insured’s Authorized Representative

Date

Axis Surplus Insurance Company

Name of Excess and Surplus Lines Carrier

Commercial Property for Pier and Lifeguard Tower

Type of Insurance

5/17/2024

Effective Date of Coverage

Don Sciotto, CRIS, ARM, MLIS, CCIP  
Senior Vice President

W088665

Producing Agent Name

License Number

**APPENDIX**



## INSURANCE COVERAGE REVIEW

Insured:

Policy

Term Date:

Please advise if quotations for increased limits of liability or for any coverage listed below are requested:

**E = Exposure; C = Coverage through Brown & Brown (if indicated with an "L", such coverage is being provided on a limited basis through an extension or enhanced endorsement and not by a stand-alone coverage form); Q = Quote for Limited or Uncovered**

If coverage placed through another agent or broker and/or insured declines to discuss, mark section **CLIENT DECLINED QUOTE**

	E	C	Q
	Y/N	Y/L/N	Y/N
<b>PROPERTY</b>			
Buildings			
Business Personal Property			
Personal Property of Others			
Tenants Improvements & Betterments			
Business Income/Rental Income			
Extra Expense			
Leaseholder's Interests			
Boiler & Machinery (Equipment Breakdown)			
Building Ordinance or Law			
A. Loss to Undamaged Portion of Bldg			
B. Demolition Cost			
C. Increased Cost of Construction			
Earthquake			
Difference in Conditions			
Flood (Primary)			
Flood (Excess)			
Wind			
Off Premises Power Interruption			
Overhead Transmission Lines			
Glass			
Spoilage			
Mold / Fungi			
EIFS			
<b>AUTOMOBILE</b>			
Auto Liability			
Auto Physical Damage			
Drive Other Car Liability			
Drive Other Car Physical Damage			
Hired & Non Owned Liability			
Hired Car Physical Damage			
PIP: Ext Additional, Broad			
Rental Reimbursement (Private Passenger)			
Rental Reimbursement (Commercial Vehicles)			
Uninsured/Underinsured Motorist (Primary)			
Garage Liability			
Garage Keepers Liability			
Garage Keepers Physical Damage			
Trucker's Liability			
Unladen Liability			
Trucker's Physical Damage			
Trailer Interchange			
<b>CRIME</b>			
Employee Dishonesty (1st Party)			
Employee Dishonesty (3rd Party)			
Computer Fraud/Funds Transfer			
Forgery or Alteration			
Social Engineering			
Money & Securities			
ERISA Bond			

	E	C	Q
	Y/N	Y/L/N	Y/N
<b>LIABILITY</b>			
General Liability			
Liquor Liability			
Employee Benefits Liability			
Errors & Omissions Liability/Professional			
Cyber Liability (1st Party)			
Cyber Liability (3rd Party)			
Intellectual Property			
Directors & Officers Liability			
Fiduciary Liability			
Employment Related Practices Liability			
Third Party Discrimination			
Owners/Contractors Protective Liability			
Pollution Liability (1st Party)			
Pollution Liability (3rd Party)			
Products Liability			
Product Recall			
Warehouse (or Bailee's) Legal Liability			
Watercraft Liability (Hull & P +I)			
Mold / Fungi			
Umbrella / Excess Liability			
EIFS			
<b>INLAND MARINE</b>			
Accounts Receivable			
Valuable Papers			
Bailee Coverage			
Computer/EDP			
Contractor's / Mobile Equipment			
Signs			
Installation Floater			
Rented / Leased Equipment			
Motor Truck Cargo			
Ocean Cargo			
Transit / Transportation			
Builders Risk / Course of Construction			
<b>WORKERS' COMPENSATION</b>			
Workers' Compensation			
Other States			
USL&H / Jones Act			
Stop Gap Liability			
Excess Employers Liability			
<b>AIRCRAFT</b>			
Aviation - Owned			
Aviation - Non-Owned			
<b>MISCELLANEOUS</b>			
International / Foreign Exposures			
Kidnap & Ransom			
Travel Accident			
Credit Insurance			
Terrorism			
Subsidence/Sinkhole			

This list of insurance coverage is for information purposes only and is not meant to be a complete list for all your insurance needs. The above analysis is based solely on information provided by the client. Coverage indicated by an "L" reflects coverage provided on a limited basis which may not be as broad as coverage purchased on a stand-alone coverage form, and may include lower limits, sub-limits, or few covered perils.

Insured Representative's Name / Title

Date, Time &amp; Location Process Was Completed With Insured

Brown &amp; Brown Representative Signature

## RELATED INFORMATION

**Compensation:** In addition to the commissions or fees received by us for assistance with the placement, servicing, claims handling, or renewal of your insurance coverages, other parties, such as excess and surplus lines brokers, wholesale brokers, reinsurance intermediaries, underwriting managers and similar parties, some of which may be owned in whole or in part by Brown & Brown, Inc., may also receive compensation for their role in providing insurance products or services to you pursuant to their separate contracts with insurance or reinsurance carriers. That compensation is derived from your premium payments. Additionally, it is possible that we, or our corporate parents or affiliates, may receive contingent payments or allowances from insurers based on factors which are not client-specific, such as the performance and/or size of an overall book of business produced with an insurer. We generally do not know if such a contingent payment will be made by a particular insurer, or the amount of any such contingent payments, until the underwriting year is closed. That compensation is partially derived from your premium dollars, after being combined (or “pooled”) with the premium dollars of other insureds that have purchased similar types of coverage. We may also receive invitations to programs sponsored and paid for by insurance carriers to inform brokers regarding their products & services, including possible participation in company-sponsored events such as trips, seminars, and advisory council meetings, based on the total volume of business placed with the carrier you select. We may, on occasion, receive loans or credit from insurance companies. Additionally, in the ordinary course of our business, we may receive and retain interest on premiums you pay from the date we receive them until the date the premiums are remitted to the insurance company or intermediary. In the event we assist with placement and other details of arranging for the financing of your insurance premium, we may also receive a fee from the premium finance company.

**Wholesale Broker/Managing General Agent:** *MacDuff Underwriters*

This intermediary is owned in whole or in part by Brown & Brown, Inc., the parent company of Brown & Brown of Florida, Inc.

Brown & Brown entities operate independently and are not required to utilize other companies owned by Brown & Brown, Inc., but routinely do so. In addition to providing access to the insurance company, the Wholesale Insurance Broker/Managing General Agent may provide additional services including, but not limited to, underwriting; loss control; risk placement; coverage review; claims coordination with the insurance company and policy issuance. Compensation paid for these services may be up to 15% of the premium you pay for coverage, and any compensation paid for those services is derived from your premium payment. The fee, if any, for the Wholesale Insurance Broker's/Managing General Agent's services above is \$0.

**Questions and Information Requests:** Should you have any questions, or require additional information, please contact this office at 1-800-877-2769 or, if you prefer, submit your question or request online at:  
<http://www.bbinsurance.com/customerinquiry.shtml>.

## SURETY BONDS

Brown & Brown has the capability to handle surety bonds. Our experienced professionals are proficient in Construction and Commercial Bonds. Construction bonds typically include Bid, Performance, Payment, Maintenance and Warranty bonds. Commercial bonds cover obligations typically required by law, statute or regulation. The following are just a few of the industry types that we can service:

- Condominium Associations
- Developers
- General Contractors
- Financial Services Industry
- Hazardous Materials and Waste
- Healthcare
- Manufacturing
- Oil & Gas
- Property Managers
- Restaurants
- Retail Industry
- Service Contractors
- Subcontractors
- Wholesalers/Suppliers/Distributors

Types of Commercial Bonds commonly written by Brown & Brown include:

Agricultural Dealers Bond	Medicare/Medicaid Bonds	Release of Lien Bonds
Appeal Bonds	Miscellaneous Bonds	Replevin Bonds
Citrus Dealer Bonds	Mobile Home Dealer Bonds	Right-of-Way Bonds
Court Bonds	Mortgage Broker Bonds	Seller of Travel Bonds
Customs Bonds	Motor Vehicle Dealer Bonds	Supply Bonds
Employee Dishonesty Bonds	Notary Public Bonds	Tax Bonds
Fidelity Bonds	Patient Trust Bonds	Title Agents Bonds
Franchise Dealer Bonds	Professional Solicitors Bonds	Utility Deposit/Payment Bonds
Fuel Tax Bonds	Public Official Bonds	Warehouse Bonds
Garnishment Bonds	Reclamation Bonds	Workers' Compensation Bonds
License & Permit Bonds	Recreational Vehicle Dealer Bonds	Yacht Broker/Salesman Bonds

For more information or questions, please contact our Bond Manager, Tyler Debord at 386-239-5703 or email at [TDebord@bbdaytona.com](mailto:TDebord@bbdaytona.com).

## EMPLOYEE BENEFITS

Brown & Brown is an insurance intermediary for Employee Benefits insurance. We are experts in analyzing plan design information and claim experience in order to make sure our clients have the best employee benefits package for their employee's at the most competitive cost. We broker the following products:

- Medical Insurance – Fully Insured / Self Insured / Dividend Plans
- Consumer Driven Health Plans – H.S.A's / HRA's
- Dental Insurance
- Basic and Voluntary Life Insurance
- Short and Long Term Disability
- Vision Insurance
- Flex Spending Accounts
- Employee Assistance Plan
- COBRA Administration
- Voluntary Products
- Legal Plans

We also realize the service intensive nature of Employee Benefits packages. Therefore, we have experienced Account Executives and Account Managers to assist our clients with all aspects of employee benefit plans including:

- Guarantee Renewals 45-60 days in advance
- Billing, Claims, Eligibility issues
- Electronic Enrollment
- Open Enrollment Assistance
- Benefits at a Glance / Benefit Business Cards
- Compensation Statements
- HR/ Benefits Website
- Employee Surveys

For more information or questions, please contact our Employee Benefits Manager, Dustin Smurdon at 386-239-8889 or email at [DSmurdon@bbdaytona.com](mailto:DSmurdon@bbdaytona.com)



STAFF REPORT

Meeting Name: Regular Meeting

Meeting Date: May 9, 2024

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**To:** City Commission

**From:** Kate Settle

**Date:** May 9, 2024

**Item Name:** Consider re-appointing Boyd Venable to the Investment Committee

**Background:** Mr. Venable was appointed for a two-year term in July of 2021. He has expressed a desire to continue with the committee. We have not received any applicants for this committee. His term expired in July of 2023. There has been a delay in this re-appointment due to a gap in the transition from the former Deputy City Clerk to me.

**Fiscal Impact:** None.

**Staff Recommendation:** To reappoint Mr. Venable to the Investment Committee.

**Attachments:** Mr. Venable’s application.

(Please fill out form completely)

Name: Boyd Venable Date: 4/17/17 Section 6, Item c.

Physical address: 812 S Central Ave FB 32136

Mailing address: P.O. Box 673 FB 32136

Home phone: 386-289-7415 Daytime phone: " "

Fax:  E-Mail: bwr3@msn.com

Occupation: retired

Number of years of City residence: 3 Own: X Rent:

Are you registered to vote in Flagler County? Yes X No

Identify the board(s) or committee(s) to which you request appointment:

1. Investment  
2. any other needed

Please describe your professional and/or volunteer experience or background which best qualifies you for selection to the board(s) or committee(s):

Various civic groups over the years

How many City Commission/board meetings have you attended in the last 2 years? 0 watch some on video

Have you ever served on a City advisory board or committee in the past?

If yes, please describe: investment Yes X No   
comm. fee

Boyd Venable  
Signature

Please return this application to the City Clerk, P.O. Box 70, 105 S. 2<sup>nd</sup> Street,  
Flagler Beach, Florida 32136





## STAFF REPORT

Regular Commission Meeting

May 09, 2024

**To:** Elected Officials

**From:** Dale L. Martin, City Manager

**Date:** May 09, 2024

**Item Name:** Presentation: Conceptual design for the Boardwalk/Promenade Improvements - Gabe Perdomo, Project Manager Coastal Engineer, Moffatt & Nichol.

**Background:** The City Commission has directed staff to prepare an application for the Flagler County Tourist Development Council Capital Project Funding Program (CPFP). The application was to seek funding for a proposed open deck ("promenade") adjacent to the reconstructed Pier. The promenade would offer event space for local and regional agencies as well as private entities. When not in use for such events, the promenade would provide additional open space for beach and community visitors.

Mr. Gabriel Perdomo, Moffatt & Nichol, prepared preliminary conceptual plans for the project. Based upon comments received from City Commissioners, Mr. Perdomo has prepared a more detailed conceptual plan for the City Commission to consider.

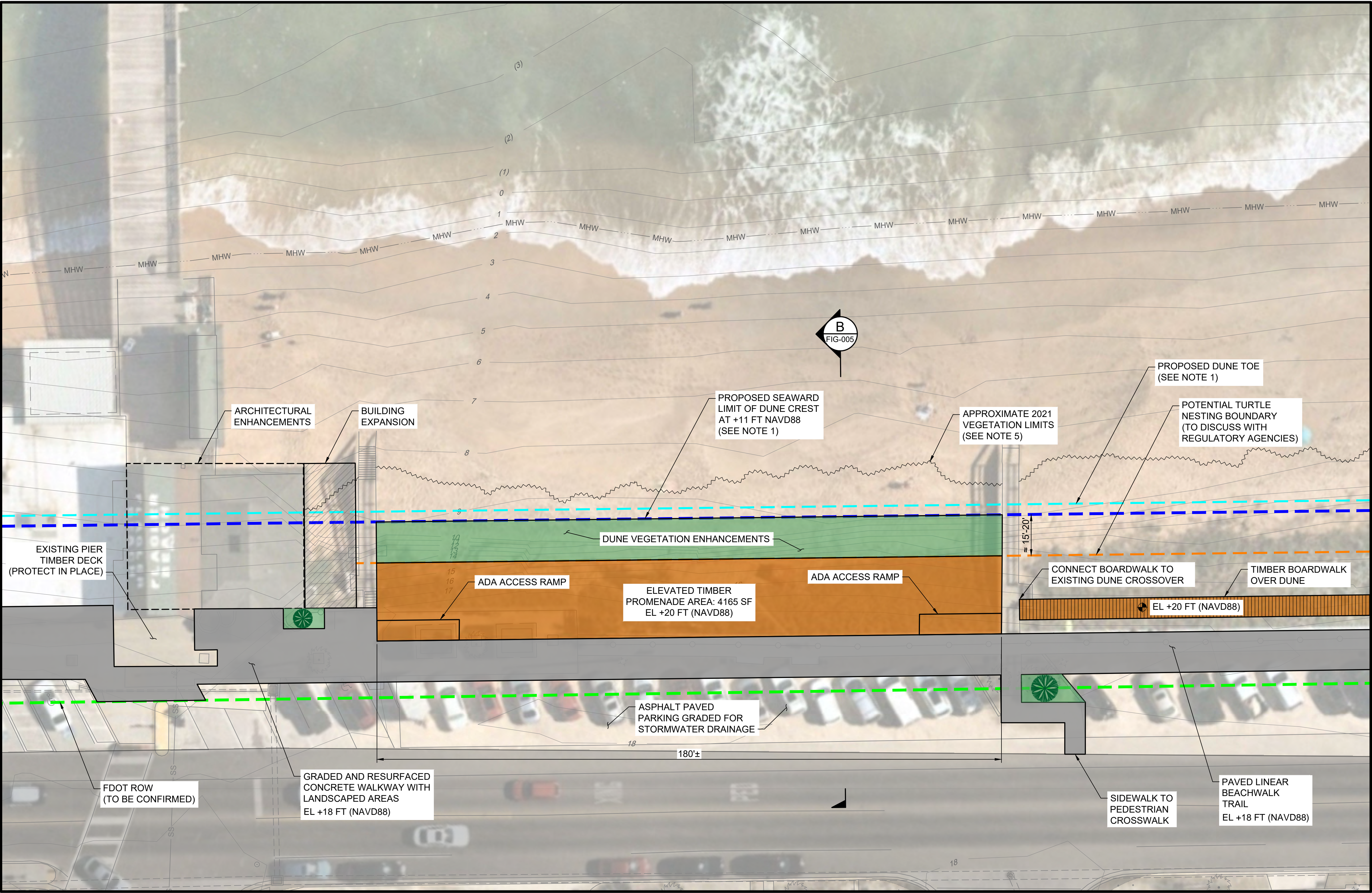
The CPFP application is due no later than June 7, 2024. Comments from City Commissioners will be incorporated into the final conceptual presentation included with the application.

**Fiscal Impact:** Mr. Perdomo is preparing a preliminary cost estimate that, if completed, will be presented to the City Commission.

**Staff Recommendation:** Staff recommends that final comments be presented to Mr. Perdomo to be incorporated in the application.

**Attachments:** None (copies of the conceptual plans will be shared at the meeting).





BEACHWALK - PROMENADE CONCEPT 4  
SCALE: 1"=16'

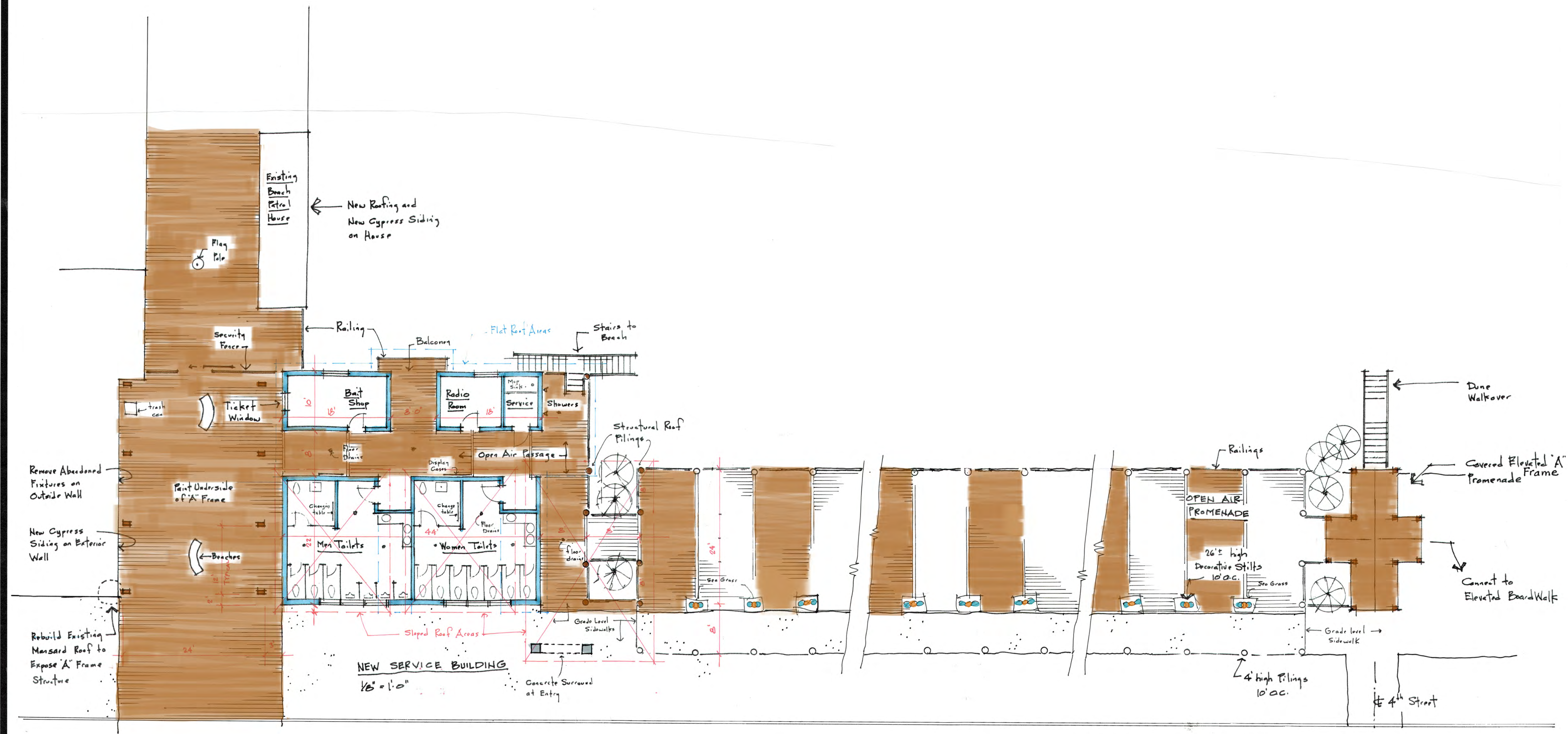
NOTES

1. THE ARMY CORP OF ENGINEERS' BEACH NOURISHMENT PROJECT WILL BUILD THE DUNE CREST TO APPROXIMATELY 42 FEET SEAWARD OF THEIR CONSTRUCTION BASELINE (CBL) AT AN ELEVATION OF +11 FT NAVD 88.
2. HYDROGRAPHIC SURVEY BY MORGAN & EKLUND INC., DATED OCTOBER 26, 2022 AND IS ONLY INDICATIVE OF THE CONDITIONS EXISTING AT THAT TIME.
3. TOPOGRAPHIC SURVEY BY SOUTHEASTERN SURVEYING AND MAPPING CORPORATION DATED OCTOBER 18TH, 2022 AND IS ONLY INDICATIVE OF THE CONDITIONS EXISTING AT THAT TIME.
4. AERIAL IMAGE FROM NEARMAP, DATED NOVEMBER 2023.
5. VEGETATION LIMITS ESTIMATED FROM MAY 2021 GOOGLE EARTH AERIAL.

File: Q:\T1\190739-03\20 CADD\Active\Exhibits\19073903-FIG-006, Plotted: 4/29/2024 4:48 p. m. by GARRIDO, LEONARDO; Saved: 4/29/2024 4:46 p. m. by LGARRIDO







PROPOSED NEW SERVICE BUILDING & PROMENADE WITH ART INSTALLATION



moffatt & nichol

A RESTORATION & RENOVATION FOR:

# FLAGLER BEACH PIER



**JPA**  
JOSEPH POZZUOLI ARCHITECT P.A.  
314 MOODY BLVD  
FLAGLER BEACH, FLORIDA 32136  
T: 386.439.5650 F: 386.439.5651  
AA 26003787 / AR 13178 / ID 4843  
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# NOTES TO THE QUARTERLY BUDGET

## QUARTER ENDED MARCH 31, 2024

### GENERAL FUND

March 31st marks the end of the first half of the year. For the six months ended March 31st, 2024, revenues in the General Fund exceeded expenditures by \$2.2 million. Ad Valorem, Sales and Use Taxes make up 89% of the YTD total General Fund Revenues collected; through the end of the 2<sup>nd</sup> quarter, we have received 93% of our Ad Valorem Revenue or \$4.9 million.

#### Other Revenue Stream:

**License and Permits** which includes revenues such as LBTR's, Reviews on Permits (related to Zoning) and Golf Cart Registrations is at 37% of the budgeted amount.

**Intergovernmental** collections are at 40%. Revenues in this category include State Revenues (VOCA, Revenue Sharing, ½ Cent Sales Tax, Motor Fuel Rebate). The state revenues are paid two months in arrears, so what is reflected in this report only represents January YTD payments. This category also reflects the County payment for the lifeguard grant, which we have already received in the amount of \$98,864.

**Charges for Services**, Special Events and Jr. Lifeguard Fees make up 79% of this budgeted revenue stream. The current trend is at 66%, This is due to quite a few special events. This revenue stream should meet target as we approach the summer months due to the sign up for the junior lifeguard program.

**Fines & Forfeitures**, fees include parking tickets, court fines. The City has collected 33% of these revenues. These revenues should increase dramatically as we approach and enter into the summer months.

**Miscellaneous Revenue**, is currently at 69%. This is mainly due to increased interest on investment accounts. As noted on the Investment Report.

**Expenditures**, for the general fund, are currently at 40%, slightly lower than the 50% threshold.

Capital improvements for the quarter: work has been completed on the Dune Walkovers. Police vehicles have been ordered this quarter and lights have been replaced at the tennis and basketball courts.

### CRA FUND

As of March 31st, YTD Ad Valorem revenue received is \$539,581 or 99%. However, overall revenue is at 76%. This is mainly due to the FRDAP grant which will not be awarded until July. Overall, revenue is exceeding expenses by \$438,626, with expenditures trending at 8.5% due to FRDAP grant.

# NOTES TO THE QUARTERLY BUDGET

## QUARTER ENDED MARCH 31, 2024

Section 7, Item b.

### BUILDING CODE INSPECTION FUND

As of March 31st, revenues exceeded expenses by \$324,216. The department has collected \$603,007 or 102% of budgeted revenues for licenses and permits. Expenditures are currently at 43% of budget spent.

### PIER ENTERPRISE FUND

Miscellaneous Revenue, which consists of the Funky Pelican rent and 3% of their sales revenue, is currently at 39% of budgeted revenue. Expenditures exceed Revenues by \$182,441 at the end of the second quarter. This is mainly due to not yet receiving the federal reimbursement for the pier design expenses which is \$159k and the payment of insurance in the first quarter. At the end of March, the Funky Pelican reached sales of over \$1.0M. So, they will start getting billed the 3% of sales revenue.

### UTILITY FUND

Utility Revenues are at 18.9% compared to the 50% threshold. This is due to the fact that grant revenue has not yet been received, as well as the proceeds from the WWTP loan. If the grant revenue and WWTP loan proceeds are not included, the utility service revenue is at 45%. This is slightly behind trend due to one month of billings in arrears.

Expenditures are exceeding revenues by \$192,950. This due to the grant monies not received at this time. Most all departmental spend is running below threshold except for sewer collection, which is due to slip lining project and fund expense.

Capital improvements for the quarter. Fence repairs at the south water tank are complete; Well #16 drilling continues; slip lining project has been completed and RFR submitted; screw press has been ordered.

### SANITATION FUND

Overall, Sanitation Revenues are slightly under the 50% threshold at 49.2% even though billing is one month in arrears. Seeing improvements every month with recycling revenue and special pickups.

Expenditures are exceeding Revenues by \$20,151. Total expenditures are at 44.5%. This is mainly due to the purchase of a new sanitation truck and an insurance payment in the first quarter.

### STORMWATER FUND

Revenues are currently at 13%. Due to grant funds not received. However, charges for service are at 46.9%, just slightly below the 50% threshold. This is due mainly to one month of billing in arrears. Fund revenues are exceeding expenses by \$86,856.

# NOTES TO THE QUARTERLY BUDGET QUARTER ENDED MARCH 31, 2024

Section 7, Item b.

## ENCUMBERED, RESTRICTED AND AVAILABLE CASH BALANCES

This report is provided to show cash position on March 31, 2024.

**Cash and Investment Section** shows reconciled balance of cash in each fund.

**Restricted Funds Section**, gives the balances as of March 31st for each restricted fund.

**Debt Service Section**, lists the unpaid annual debt service for those funds with debt.

**Budgeted Projects Section**, is capital projects and equipment budgeted for the year, less any invoices paid.

## INVESTMENT REPORT

This report is provided to show interest earned on investments and the percentage of funds in each type of investment.

## BUDGET LINE TRANSFERS

Report attached.

# NOTES TO THE QUARTERLY BUDGET QUARTER ENDED MARCH 31, 2024

Section 7, Item b.

## OTHER

Response letter submitted to the state in reference to FY22 audit findings.

*March 2024***General Fund**

		ACTUAL YEAR TO						
		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
<b>REVENUES</b>								
Total Dept 3100-	AD VALOREM, SALES AND USE TAXES	6,991,791	6,991,791	5,535,776		79.18%	50.00%	29.18%
Total Dept 3200-	LICENSE & PERMITS	231,550	231,550	84,692		36.58%	50.00%	-13.42%
Total Dept 3300-	INTERGOVERNMENTAL	781,676	781,676	311,054		39.79%	50.00%	-10.21%
Total Dept 3400-	CHARGES FOR SERVICE	13,375	13,375	8,817		65.92%	50.00%	15.92%
Total Dept 3500-	FINES & FORFEITURES	81,650	81,650	27,033		33.11%	50.00%	-16.89%
Total Dept 3600-	MISCELLANEOUS REVENUE	380,000	383,490	264,099		68.87%	50.00%	18.87%
<b>TOTAL Revenues</b>		<b>8,480,042</b>	<b>8,483,532</b>	<b>6,231,471</b>	<b>0</b>	<b>73.45%</b>	<b>50.00%</b>	<b>23.45%</b>

		ACTUAL YEAR TO						
		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
<b>EXPENDITURES</b>								
Total Dept 5111-	COMMISSION	197,977	190,325	53,995	8,217	28.37%	50.00%	-21.63%
Total Dept 5122-	EXECUTIVE	217,487	217,487	87,895	1,744	40.41%	50.00%	-9.59%
Total Dept 5123-	CITY CLERK	399,927	407,473	177,778	9,227	43.63%	50.00%	-6.37%
Total Dept 5124-	HUMAN RESOURCES	183,346	183,346	50,041	5,286	27.29%	50.00%	-22.71%
Total Dept 5131-	FINANCE	349,318	349,318	161,405	5,500	46.21%	50.00%	-3.79%
Total Dept 5141-	LEGAL	225,500	225,500	68,215	139,178	30.25%	50.00%	-19.75%
Total Dept 5191-	MAINTENANCE	604,738	954,466	486,494	99,606	50.97%	50.00%	0.97%
Total Dept 5192-	GENERAL GOVERNMENT	872,315	1,149,493	593,370	313,144	51.62%	50.00%	1.62%
Total Dept 5214-	POLICE DEPARTMENT	2,682,334	2,741,429	1,193,335	298,845	43.53%	50.00%	-6.47%
Total Dept 5215-	VICTIM'S ADVOCATE	140,383	140,383	61,951	3,336	44.13%	50.00%	-5.87%
Total Dept 5221-	FIRE DEPARTMENT	1,511,988	1,511,988	681,612	63,923	45.08%	50.00%	-4.92%
Total Dept 5241-	PLANNING & ZONING	350,796	420,794	92,655	42,909	22.02%	50.00%	-27.98%
Total Dept 5411-	ROADS & STREETS	663,056	699,325	95,371	67,210	13.64%	50.00%	-36.36%
Total Dept 5711-	LIBRARY	205,521	205,521	73,864	10,120	35.94%	50.00%	-14.06%
Total Dept 5712-	MUSEUM	9,300	9,300	2,506	2,618	26.95%	50.00%	-23.05%
Total Dept 5722-	BEACH DEPARTMENT	418,134	418,134	64,317	28,265	15.38%	50.00%	-34.62%
Total Dept 5800-	RECREATION	139,508	152,308	74,389	15,156	48.84%	50.00%	-1.16%
<b>TOTAL Expenditures</b>		<b>9,171,628</b>	<b>9,976,591</b>	<b>4,019,193</b>	<b>1,114,284</b>	<b>40.29%</b>	<b>50.00%</b>	<b>-9.71%</b>

<b>GENERAL FUND SUMMARY</b>			
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE
TOTAL REVENUES	8,480,042	8,483,532	6,231,471
TRANSFERS IN RESTRICTED RESERVES	872,427	872,427	
TRANSFERS IN UNRESTRICTED RESERVES	0	0	
USE (RETURN) OF Unrestricted FUND BALANCE RESERVES	(180,841)	(180,841)	(15,754)
TRANSFERS OUT (ISX Funds)	0	0	
ENCUMBERED FROM PRIOR YEAR (Use of Unrestricted Funds)	0	801,473	
TOTAL EXPENDITURES	9,171,628	9,976,591	4,019,193
<b>NET OF REVENUES &amp; EXPENDITURES</b>	<b>0</b>	<b>0</b>	<b>2,196,525</b>



March 2024

## CRA Fund

Section 7, Item b.

				ACTUAL YEAR TO					
REVENUES		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE	
Total Dept 3100-	AD VALOREM TAXES	540,163	540,163	539,581		99.89%	50.00%	49.89%	
Total Dept 3300-	INTERGOVERNMENTAL	170,000	170,000	-		0.00%	50.00%	-50.00%	
TOTAL Revenues		710,163	710,163	539,581	0	75.98%	50.00%	25.98%	

				ACTUAL YEAR TO					
EXPENDITURES		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE	
Total Dept 5391-	FUND EXPENSE	226,969	237,092	63,367	32,395	26.73%	50.00%	-23.27%	
	REDEVELOPMENT GRANTS	95,000	118,892	15,980	8,892	13.44%	50.00%	-36.56%	
Total Dept 5392-	DEBT SERVICE	74,196	74,196	5,199	69,199	7.01%	50.00%	-42.99%	
Total Dept 5392-	CAPITAL IMPROVEMENTS	740,000	756,229	16,409	14,700	2.17%	50.00%	-47.83%	
TOTAL Expenditures		1,136,165	1,186,409	100,956	125,185	8.51%	50.00%	-41.49%	

CRA FUND SUMMARY				
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO	
			DATE	
TOTAL REVENUES	710,163	710,163	539,581	
USE (RETURN) OF FUND BALANCE RESERVES	426,002	426,002		
ENCUMBERED FROM PRIOR YEAR (Use of Unrestricted Funds)		50,244		
TOTAL EXPENDITURES	1,136,165	1,186,409	100,956	
NET OF REVENUES & EXPENDITURES	0	0	438,626	

## Building Code Inspection Fund

				ACTUAL YEAR TO					
REVENUES		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE	
Total Dept 3200-	LICENSE & PERMITS	554,000	554,000	590,937		106.67%	50.00%	56.67%	
Total Dept 3600-	MISC REVENUE (PASS THRU REVENUE)	35,000	35,000	12,069		34.48%	50.00%	-15.52%	
TOTAL Revenues		589,000	589,000	603,007	0	102.38%	50.00%	52.38%	

				ACTUAL YEAR TO					
EXPENDITURES		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE	
Total Dept 5242-	BUILDING CODE INSPECTION	584,746	629,760	270,809	66,860	43.00%	50.00%	-7.00%	
TOTAL Expenditures		584,746	629,760	270,809	66,860	43.00%	50.00%	-7.00%	

BUILDING CODE INSPECTION FUND SUMMARY				
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO	
			DATE	
TOTAL REVENUES	589,000	589,000	603,007	
USE (RETURN) OF FUND BALANCE RESERVES	7,746	7,746		
TRANSFERS OUT (EDUCATION FEES)	(12,000)	(12,000)	(7,982)	
ENCUMBERED FROM PRIOR YEAR		45,014		
TOTAL EXPENDITURES	584,746	629,760	270,809	
NET OF REVENUES & EXPENDITURES	0	0	324,216	

*March 2024***Pier Fund**

REVENUES		ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
Total Dept 3400-	CHARGES FOR SERVICE	0	0	0		0.00%	0.00%	0.00%
	INTERGOVERNMENTAL	0	0	0		0.00%	0.00%	0.00%
Total Dept 3600-	MISCELLANEOUS REVENUE	137,100	137,100	53,365		38.92%	50.00%	-11.08%
<b>TOTAL Revenues</b>		<b>137,100</b>	<b>137,100</b>	<b>53,365</b>	<b>0</b>	<b>38.92%</b>	<b>50.00%</b>	<b>-11.08%</b>

EXPENDITURES		ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
Total Dept 5725-	PIER	137,100	530,417	235,805	115,019	44.46%	50.00%	-5.54%
	CAPITAL IMPROVEMENTS	0	0	0	0	0.00%	0.00%	0.00%
<b>TOTAL Expenditures</b>		<b>137,100</b>	<b>530,417</b>	<b>235,805</b>	<b>115,019</b>	<b>44.46%</b>	<b>50.00%</b>	<b>-5.54%</b>

PIER FUND SUMMARY			
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE
TOTAL REVENUES	137,100	137,100	53,365
USE (RETURN) OF FUND BALANCE RESERVES (Due to General Fund)			
ENCUMBERED FROM PRIOR YEAR		393,317	
TOTAL EXPENDITURES	137,100	530,417	235,805
<b>NET OF REVENUES &amp; EXPENDITURES</b>	<b>0</b>	<b>0</b>	<b>(182,441)</b>

*March 2024***Utility Fund**

		ACTUAL YEAR TO						
REVENUES		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
Total Dept 3300	GRANT REVENUE	3,750,525	3,750,525	158,732		4.23%	50.00%	-45.77%
Total Dept 3400	CHARGES FOR SERVICE (WATER FLOW)	1,495,000	1,495,000	614,103		41.08%	50.00%	-8.92%
Total Dept 3400	CHARGES FOR SERVICE (SEWER FLOW)	1,230,000	1,230,000	540,754		43.96%	50.00%	-6.04%
Total Dept 3400	CHARGES FOR SERVICE (WATER BASE FEES)	2,100,000	2,100,000	975,210		46.44%	50.00%	-3.56%
Total Dept 3400	CHARGES FOR SERVICE (SEWER BASE FEES)	1,440,000	1,440,000	638,043		44.31%	50.00%	-5.69%
Total Dept 3400	CHARGES FOR SERVICE (MISC Fees)	110,100	110,100	76,425		69.41%	50.00%	19.41%
Total Dept 3500	FINES & FORFEITURES	60,000	60,000	31,884		53.14%	50.00%	3.14%
	PROCEEDS FROM SRF LOAN FOR WWTP	6,325,000	6,325,000	0				
Total Dept 3600	MISCELLANEOUS REVENUE	114,050	114,050	101,343		88.86%	50.00%	38.86%
<b>TOTAL Revenues</b>		<b>16,624,675</b>	<b>16,624,675</b>	<b>3,136,495</b>	<b>0</b>	<b>18.87%</b>	<b>50.00%</b>	<b>-31.13%</b>

		ACTUAL YEAR TO						
EXPENDITURES		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
Total Dept 5331-	WATER TREATMENT PLANT	1,412,079	2,341,635	501,342	203,506	21.41%	50.00%	-28.59%
Total Dept 5332-	T&D - WATER TRANSMISSION & DISTRIBUTION	1,353,306	1,362,238	160,726	111,205	11.80%	50.00%	-38.20%
Total Dept 5351-	WASTE WATER TREATMENT PLANT	8,791,111	11,443,660	397,203	875,744	3.47%	50.00%	-46.53%
Total Dept 5352-	SEWER COLLECTION	547,792	1,583,431	1,155,616	28,335	72.98%	50.00%	22.98%
Total Dept 5353-	LIFT STATION MAINTENANCE	3,197,624	3,419,969	295,094	706,830	8.63%	50.00%	-41.37%
Total Dept 5391-	FUND EXPENSE	1,112,759	1,121,759	562,444	74,957	50.14%	50.00%	0.14%
Total Dept 5391-	DEBT SERVICE	511,682	511,682	257,020	0	50.23%	50.00%	0.23%
<b>TOTAL Expenditures</b>		<b>16,926,353</b>	<b>21,784,374</b>	<b>3,329,445</b>	<b>2,000,577</b>	<b>15.28%</b>	<b>50.00%</b>	<b>-34.72%</b>

UTILITY FUND SUMMARY			
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE
TOTAL REVENUES	16,624,675	16,624,675	3,136,495
USE (RETURN) OF FUND BALANCE RESERVES	1,094,528	1,094,528	
USE (RETURN) OF FUND BALANCE RESERVES	(792,850)	(792,850)	
ENCUMBERED FROM PRIOR YEAR		4,858,021	
TOTAL EXPENDITURES	16,926,353	21,784,374	3,329,445
<b>NET OF REVENUES &amp; EXPENDITURES</b>	<b>-</b>	<b>-</b>	<b>(192,950)</b>

March 2024

## Impact Fee Fund

Section 7, Item b.

REVENUES		ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
Total Dept 3600-	MISCELLANEOUS REVENUE	1,654,485	1,654,485	535,348		32.36%	50.00%	-17.64%
<b>TOTAL Revenues</b>		<b>1,654,485</b>	<b>1,654,485</b>	<b>535,348</b>	<b>0</b>	<b>32.36%</b>	<b>50.00%</b>	<b>-17.64%</b>

EXPENDITURES		ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
Total Dept 5391	FUND EXPENSE	0	0	3,737	23,763	0.00%	50.00%	-50.00%
	CAPITAL IMPROVEMENTS	2,000,000	2,000,000	0	106,244	0.00%	50.00%	-50.00%
<b>TOTAL Expenditures</b>		<b>2,000,000</b>	<b>2,000,000</b>	<b>3,737</b>	<b>130,007</b>	<b>0.19%</b>	<b>50.00%</b>	<b>-49.81%</b>

IMPACT FEE FUND SUMMARY			
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE
TOTAL REVENUES	1,654,485	1,654,485	535,348
USE (RETURN) OF FUND BALANCE RESERVES (Due to General Fund)	345,515	345,515	
ENCUMBERED FROM PRIOR YEAR			
TOTAL EXPENDITURES	2,000,000	2,000,000	3,737
<b>NET OF REVENUES &amp; EXPENDITURES</b>	<b>0</b>	<b>0</b>	<b>531,611</b>

## Sanitation Fund

REVENUES		ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
Total Dept 3300	INTERGOVERNMENTAL	0	0	0		0.00%	0.00%	0.00%
Total Dept 3400	CHARGES FOR SERVICE	1,565,000	1,565,000	760,010		48.56%	50.00%	-1.44%
Total Dept 3500	FINES & FORFEITURES	13,750	13,750	7,182		52.23%	50.00%	2.23%
Total Dept 3600	MISCELLANEOUS REVENUE	62,500	62,500	40,996		65.59%	50.00%	15.59%
<b>TOTAL Revenues</b>		<b>1,641,250</b>	<b>1,641,250</b>	<b>808,188</b>	<b>0</b>	<b>49.24%</b>	<b>50.00%</b>	<b>-0.76%</b>

EXPENDITURES		ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
Total Dept 5341	REFUSE COLLECTION	1,654,920	1,654,920	730,160	486,784	44.12%	50.00%	-5.88%
	DEBT SERVICE	0	0	0	0	0.00%	0.00%	0.00%
Total Dept 5391	FUND EXPENSE	206,316	206,316	98,178	15,904	47.59%	50.00%	-2.41%
<b>TOTAL Expenditures</b>		<b>1,861,236</b>	<b>1,861,236</b>	<b>828,338</b>	<b>502,688</b>	<b>44.50%</b>	<b>50.00%</b>	<b>-5.50%</b>

SANITATION FUND SUMMARY			
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL YEAR TO DATE
TOTAL REVENUES	1,641,250	1,641,250	808,188
USE (RETURN) OF FUND BALANCE RESERVES	219,986	219,986	
ENCUMBERED FROM PRIOR YEAR			
TOTAL EXPENDITURES	1,861,236	1,861,236	828,338
<b>NET OF REVENUES &amp; EXPENDITURES</b>	<b>0</b>	<b>0</b>	<b>(20,151)</b>

*March 2024***Stormwater Fund**

				ACTUAL YEAR TO				
REVENUES		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
Total Dept 3300	INTERGOVERNMENTAL (GRANTS)	2,121,000	2,121,000	0		0.00%	50.00%	-50.00%
Total Dept 3400	CHARGES FOR SERVICE	797,000	797,000	373,707		46.89%	50.00%	-3.11%
Total Dept 3500	FINES & FORFEITURES	0	0	0		0.00%	0.00%	0.00%
Total Dept 3600	MISCELLANEOUS REVENUE	5,800	5,800	3,628		62.55%	50.00%	12.55%
<b>TOTAL Revenues</b>		<b>2,923,800</b>	<b>2,923,800</b>	<b>377,335</b>	<b>0</b>	<b>12.91%</b>	<b>50.00%</b>	<b>-37.09%</b>

				ACTUAL YEAR TO				
EXPENDITURES		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
Total Dept 5391-	FUND EXPENSE	3,700,165	3,862,120	282,257	378,551	7.31%	50.00%	-42.69%
Total Dept 5391-	DEBT SERVICE	116,698	116,698	8,222	110,223	7.05%	50.00%	-42.95%
<b>TOTAL Expenditures</b>		<b>3,816,863</b>	<b>3,978,818</b>	<b>290,479</b>	<b>488,774</b>	<b>7.30%</b>	<b>50.00%</b>	<b>-42.70%</b>

STORMWATER FUND SUMMARY					ACTUAL YEAR TO	
	ORIGINAL BUDGET	AMENDED BUDGET			DATE	
TOTAL REVENUES	2,923,800	2,923,800			377,335	
USE (RETURN) OF FUND BALANCE RESERVES	893,063	1,009,761				
ENCUMBERED FROM PRIOR YEAR		161,955				
TOTAL EXPENDITURES	<u>3,816,863</u>	<u>3,978,818</u>			<u>290,479</u>	
<b>NET OF REVENUES &amp; EXPENDITURES</b>	<b>0</b>	<b>116,698</b>			<b>86,856</b>	

*March 2024***All Funds Budget Report****REVENUES**

		ACTUAL YEAR TO						
FUND		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
001	GENERAL FUND	8,480,042	8,483,532	6,231,471		73.45%	50.00%	23.45%
101	CRA FUND	710,163	710,163	539,581		75.98%	50.00%	25.98%
102	BUILDING CODE INSPECTION FUND	589,000	589,000	603,007		102.38%	50.00%	52.38%
103	PIER FUND	137,100	137,100	53,365		38.92%	50.00%	-11.08%
401	UTILITY FUND	16,624,675	16,624,675	3,136,495		18.87%	50.00%	-31.13%
402	IMPACT FEE FUND	1,654,485	1,654,485	535,348		32.36%	50.00%	-17.64%
403	SANITATION FUND	1,641,250	1,641,250	808,188		49.24%	50.00%	-0.76%
405	STORMWATER FUND	2,923,800	2,923,800	377,335		12.91%	50.00%	-37.09%
<b>TOTAL REVENUES</b>		<b>32,760,515</b>	<b>32,764,005</b>	<b>12,284,791</b>		<b>37.49%</b>	<b>50.00%</b>	<b>-12.51%</b>

**EXPENDITURES**

		ACTUAL YEAR TO						
FUND		ORIGINAL BUDGET	AMENDED BUDGET	DATE	ENCUMBERED	PERCENT REALIZED	PERCENT OF YEAR	VARIANCE
001	GENERAL FUND	9,171,628	9,976,591	4,019,193	1,114,284	40.29%	50.00%	-9.71%
101	CRA FUND	1,136,165	1,186,409	100,956	125,185	8.51%	50.00%	-41.49%
102	BUILDING CODE INSPECTION FUND	584,746	629,760	270,809	66,860	43.00%	50.00%	-7.00%
103	PIER FUND	137,100	530,417	235,805	115,019	44.46%	50.00%	-5.54%
401	UTILITY FUND	16,926,353	21,784,374	3,329,445	2,000,577	15.28%	50.00%	-34.72%
402	IMPACT FEE FUND	2,000,000	2,000,000	3,737	130,007	0.19%	50.00%	-49.81%
403	SANITATION FUND	1,861,236	1,861,236	828,338	502,688	44.50%	50.00%	-5.50%
405	STORMWATER FUND	3,816,863	3,978,818	290,479	488,774	7.30%	50.00%	-42.70%
<b>TOTAL EXPENDITURES</b>		<b>35,634,091</b>	<b>41,947,604</b>	<b>9,078,762</b>	<b>4,543,394</b>	<b>21.64%</b>	<b>50.00%</b>	<b>-28.36%</b>

**REVENUES LESS EXPENDITURES**

		ACTUAL YEAR TO
FUND		DATE
001	GENERAL FUND	2,196,525
101	CRA FUND	438,626
102	BUILDING CODE INSPECTION FUND	324,216
103	PIER FUND	(182,441)
401	UTILITY FUND	(192,950)
402	IMPACT FEE FUND	531,611
403	SANITATION FUND	(20,151)
405	STORMWATER FUND	86,856
<b>TOTAL REVENUES LESS EXPENDITURES</b>		<b>3,182,293</b>

Encumbered, Restricted and Available Cash Balances**March 31, 2024**

<b>FUND</b>	<b>Total Cash Balances</b>	<b>Anticipated Grant and Loan Funding</b>	<b>Restricted Funds</b>	<b>Debt Service</b>	<b>Budgeted Projects</b>	<b>Fund Balance Policy Reserve</b>	<b>Unrestricted Cash Balance</b>
<i>General</i>	10,894,803	26,069	2,653,811	-	925,243	2,292,907	<b>5,048,910</b>
<i>American Rescue Plan Act</i>	1,056,635				1,033,769		<b>22,866</b>
<i>Building Code Inspection</i>	1,034,334	-	110,797	-	43,961		<b>879,577</b>
<i>Pier Enterprise</i>	(586,646)	189,280	-	-	104,109		<b>(501,475)</b>
<i>Utility Fund</i>	8,739,345	13,876,946	1,775,024	254,694	14,417,750	1,692,635	<b>4,476,188</b>
<i>Water/Sewer Impact Fee Fund</i>	6,077,051	1,000,000	4,945,885	-	2,131,166		<b>-</b>
<i>Sanitation</i>	733,871	-	-	-	154,032	186,124	<b>393,716</b>
<i>Stormwater</i>	981,477	2,187,584	-	110,223	3,041,130	381,686	<b>(363,977)</b>
<i>CRA</i>	879,842	170,000	-	69,199	828,212		<b>152,431</b>
<b>Totals</b>	<b>29,810,712</b>	17,449,879	9,485,517	434,115	22,679,370	4,553,352	<b>10,108,236</b>

**Quarterly Cash Investment Report**  
**As of 03/31/24**

Account	Rate of Return on 03/31/24	01/01/24	03/31/2024	% of Investment
Florida Prime	1.40%	10,463,182	10,406,699	36%
Florida Municipal Investment	2.50%	8,210,585	8,254,000	29%
Truist Operating Accounts	0.75%	9,370,280	10,093,379	35%
<b>Total All Accounts</b>		<b>28,044,047</b>	<b>28,754,077</b>	

### Florida Prime

For the quarter ended 03/31/24, the Florida Prime accounts earned \$143,517, YTD \$290,205. Transferred \$200K out of Sanitation account to Truist to offset truck purchases.

### Florida Municipal Investment

For the quarter ended 03/31/24, the FL Municipal Investment gain is \$43,415, YTD \$248,247.

### Truist Operating Accounts

The City earns .75% on monthly balances in the Operating Account, this is used to offset banking fees.



Journal Number GL Number	Date Description	JNL	Description	User	DR	CR
14686	01/29/2024	BA	CRA BA FOR EXPENSES PAID BY GF	RALLEN		
POSTED BY RALLEN						
101.5391.101200	SALARY				45,416.00	
101.5391.101400	OVERTIME				1,000.00	
101.5391.102400	WORKER'S COMPENSATION				1,400.00	
101.5391.304300	UTILITIES				6,500.00	
101.5391.303400	CONTRACTUAL SERVICES				5,000.00	
101.5391.102300	LIFE & HEALTH INSURANCE				14,160.00	
101.5391.102200	RETIREMENT				2,952.00	
101.5391.102100	FICA/MEDICARE				3,474.00	
101.5391.304601	CAPITALIZED REPAIRS					79,902.00
					79,902.00	79,902.00
14731	01/29/2024	BA	TO REVERSE MANUAL JOURNAL ENTRY: 14686	RALLEN		
POSTED BY RALLEN						
101.5391.101200	SALARY					45,416.00
101.5391.101400	OVERTIME					1,000.00
101.5391.102400	WORKER'S COMPENSATION					1,400.00
101.5391.304300	UTILITIES					6,500.00
101.5391.303400	CONTRACTUAL SERVICES					5,000.00
101.5391.102300	LIFE & HEALTH INSURANCE					14,160.00
101.5391.102200	RETIREMENT					2,952.00
101.5391.102100	FICA/MEDICARE					3,474.00
101.5391.304601	CAPITALIZED REPAIRS				79,902.00	
					79,902.00	79,902.00
14688	01/31/2024	BA	STARRY NIGHTS DONATION TO NYE	RALLEN		
POSTED BY RALLEN						
001.5800.305200.013	FOURTH OF JULY					2,800.00
001.3600.384000	Other Funding Sources				2,800.00	
					2,800.00	2,800.00
14728	02/07/2024	BA	MOVE FUNDS BETWEEN G/L FIRE DEPT BUDGET	RALLEN		
POSTED BY RALLEN						
001.5221.606401	EQUIPMENT LESS THAN \$5000				4,285.00	
001.5221.304600	REPAIRS & MAINTENANCE					4,285.00
					4,285.00	4,285.00
14738	02/07/2024	BA	MOVE FUNDS FROM CAP EQUIP TO EQUIP \$5K	RALLEN		
POSTED BY RALLEN						
401.5353.606400	CAPITALIZED EQUIPMENT				15,000.00	
401.5353.606401	EQUIPMENT LESS THAN \$5000					15,000.00
					15,000.00	15,000.00
14807	02/23/2024	BA	MOVE FUNDS FROM SUPP TO EQUIP UNDER \$5K	RALLEN		
POSTED BY RALLEN						
405.5391.305200	OPERATING SUPPLIES				1,900.00	
405.5391.606401	EQUIPMENT LESS THAN \$5000					1,900.00
					1,900.00	1,900.00
14808	02/23/2024	BA	MOVE FUNDS FOR STORMWATER ASSESSMENT	RALLEN		
POSTED BY RALLEN						
405.5391.304600	REPAIRS & MAINTENANCE				197,350.00	
405.5391.303100.547	MCKIM & CREED ASSESSMENT					197,350.00
					197,350.00	197,350.00
14863	03/01/2024	BA	PLANNER SERVICES	RALLEN		
POSTED BY RALLEN						
001.5241.101200	SALARY				5,400.00	
001.5241.303100	PROFESSIONAL SERVICES					5,400.00
					5,400.00	5,400.00
14945	03/25/2024	BA	POLICE DONATION FUND TO PROMO ACTIVITIES	RALLEN		
POSTED BY RALLEN						
001.5214.304800	PROMOTIONAL ACTIVITIES					600.00
001.3600.384000	Other Funding Sources				600.00	
					600.00	600.00

04/08/2024 11:55 AM  
User: RALLEN  
DB: Flagler

JOURNAL REGISTER FOR Flagler Beach  
Post Dates: 01/01/2024 to 03/31/2024  
Posted and Unposted Journal Entries

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Section 7, Item b.

Journal Number GL Number	Date Description	JNL	Description	User	DR	CR
14954	03/26/2024	BA	TRANSFER FUNDS TO COVER NEW COMPUTER	RALLEN		
POSTED BY RALLEN						
401.5351.305200	OPERATING SUPPLIES				806.46	
401.5351.606401	EQUIPMENT LESS THAN \$5000					806.46
					806.46	806.46
14969	03/28/2024	BA	RESOLUTION 2024-11 BUDGET AMENDMENT	RALLEN		
POSTED BY RALLEN						
101.5391.101200	SALARY				45,416.00	
101.5391.102100	FICA/MEDICARE				3,474.00	
101.5391.102200	RETIREMENT				2,952.00	
101.5391.102300	LIFE & HEALTH INSURANCE				14,160.00	
101.5391.102400	WORKER'S COMPENSATION				1,400.00	
101.5391.101400	OVERTIME				1,000.00	
101.5391.303400	CONTRACTUAL SERVICES				5,000.00	
101.5391.304300	UTILITIES				6,500.00	
101.5391.606301	IMPROVEMENTS - NON CAPITAL					79,902.00
					79,902.00	79,902.00
14972	03/31/2024	BA	TRANSFER PLANNER FUNDS SAL TO PROF SERV	RALLEN		
POSTED BY RALLEN						
001.5241.101200	SALARY				15,000.00	
001.5241.303100	PROFESSIONAL SERVICES					15,000.00
					15,000.00	15,000.00
Total:					482,847.46	482,847.46



# City of Flagler Beach

P.O. Box 70 • 105 South Second Street  
Flagler Beach, Florida 32136  
Phone (386) 517-2000 ext. 229

March 8, 2024

Honorable Michael Caruso, Chair, Joint Legislative Auditing Committee

Dear Mr. Caruso,

I am writing in response to your letter referenced "repeat audit findings" that were identified in the audit report for FY 2021-22.

I am pleased to inform you that audit findings 2022-002 (Information Technology Matters), 2022-003 (Journal Entry Controls) and 2022-004 (Fund Balance policy) have been resolved and will be reflected as such in the audit report FY 2022-23.

Below are the solutions that took place during FY 2022-23 to remedy the audit findings:

- 2022-002 – Flagler County Information Technology administrative rights sign – off document
- 2022-003 – Established a journal entry control policy and procedure
- 2022-004 - Established a fund balance policy and resolution

In regards to audit finding 2022-005 (Deficit Unrestricted Net Position); this will be resolved in the audit report FY 2023-24.

Below are the solutions that will take place during FY 2023-24 to remedy the audit finding:

- 2022-005 (Deficit Unrestricted Net Position) – establish a resolution and transfer of fund balance from General Fund to Pier Fund by means of budget amendment

I believe this demonstrates that we have fulfilled our financial stewardship in regards to the reported audit fundings in FY 2021-22.

If there are any other questions on the above information presented, please do not hesitate to contact me.

Kind regards,

Hollie Harlan  
Finance Director

*Ms. Hollie Harlan, Finance Director; [hharlan@cityofflaglerbeach.com](mailto:hharlan@cityofflaglerbeach.com); mobile (386) 627-4557*



# STAFF REPORT

Regular Commission Meeting

May 09, 2024

**To:** Elected Officials

**From:** Dale L. Martin, City Manager

**Date:** May 09, 2024

**Item Name:** Discussion and Possible Action regarding Abbreviated City Street Speed Study.

**Background:** City officials and staff have long considered the standardization and reduction of speed limits on non-state roads within the city limits for a variety of reasons: traffic diversion from state roads due to storm damage; interaction between automobiles, golf carts/low speed vehicles, and bicycles; and pedestrians. The efforts to formally consider the reduction of speed limits was initiated by Chief Doughney and Deputy Chief Blanchette of the Flagler Beach Police Department. This effort was greatly aided by the City’s acquisition of traffic data collection equipment. It was through the employment of this equipment that enabled the City to enlist resident Mr. Paul Mykytka, a professional transportation engineer, to complete a study (portion attached; full copy available through City Clerk) to review and recommend actions related to City speed limits.

**Fiscal Impact:** None at this time. If speed limits are revised, however, the cost of replacement signs will have to be budgeted, as well as likely additional costs associated with public outreach and publications.

**Staff Recommendation:** Staff recommends that the City Commission authorize the implementation of the recommendations of the attached study: reduce speed limits on City streets uniformly to 20 mph.

**Attachments:** Correspondence, P. Mykytka to D. Martin, Chief Doughney (Apr 22, 2024; portion)

City of Flagler Beach

# Memo

To: Mr. Martin, City Manager & Chief Doughney, Chief of Police – City of Flagler Beach

From: Paul Mykytko, PE (on behalf of the City of Flagler Beach)

cc: Drew Smith, City Attorney – City of Flagler Beach

Date: 4/22/2024

Re: Flagler Beach – **DRAFT** Abbreviated City Street Speed Study

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**Purpose and Need**

The purpose of this memorandum is an abbreviated study and assessment of the streets and associated speed limits within the City of Flagler Beach, based on speed zoning guidance from the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA). The speed limits within Flagler Beach are not currently consistent City-wide and may not be applicable to the use and context of the developed areas where they are located, leading to the need of this study. This study seeks to make a recommendation for a uniform speed limit for all local streets within the City of Flagler Beach due to the consistent context, geometry, and use of the local streets within the City.

**Scope and Existing Conditions**

The scope of this study is the City of Flagler Beach street network which primarily consists of a classic American grid system of roadways, the majority of which are developed-residential or developed-commercial in nature. The City network studied consists of approximately 35 miles of roadways within the City limits, the vast majority of which are classified as Urban Local Streets which are the focus of this report. This study does not include State or County maintained roadways. Lambert Avenue, which is classified as an Urban Minor Collector, is included in this study, however, differs in context and classification to the other roadways covered by this study. Therefore, additional speed control measures may be warranted for Lambert Avenue, but are outside the scope of this memo.



Figure 1 - Map of Flagler Beach (source Flagler County GIS)

#### Excluded Streets

- John Anderson Hwy (CR 21)
- Roberts Rd
- Moody Blvd (SR 1)
- Ocean Shore Blvd (SR A1A)

The typical street width in Flagler Beach is 18 to 20-feet wide with very few areas including sidewalks in residential areas. However, sidewalks are typically present within the primarily commercial Community Redevelopment Agency (CRA) district. With very few sidewalks City-wide, streets are utilized by all modes of transportation, including automobiles, bicycles, scooters, pedestrians, etc. In addition, ordinance for the City of Flagler Beach allows the use of golf carts on city streets so long as they do not exceed 20 miles per hour (mph) in speed. Typical block lengths range from a few hundred feet to up to 0.20-miles in length. As a grid system, the vast majority of blocks are tangent sections with very few curvilinear roadways. All City intersections are either yield, 2-way, or 4-way stop controlled. Topography is generally level. While the Florida blanket speed limit for municipal streets is specified as 30 mph, various local streets are signed 25 mph within the City limits.

The land use and context of the Flagler Beach street network can be divided into two categories; developed-residential and developed-commercial. The majority of land use is developed-residential, primarily single-family homes with rectangular 50-foot wide lots. A relatively small number of multi-unit homes, condominiums, and apartments are also present. Driveways either connect directly to the street or to alleys in the rear. While on-street parking isn't specifically designated in these areas, many vehicles can be found parked or standing on or off the edge of the roadways. Vehicles share the traveled way with pedestrians, bicycles, and gold carts in these areas. Curb and gutter is typically not present.

The majority of developed-commercial land use is located in the center of town in the CRA or in pockets along SR A1A and Moody Blvd. The context of these areas is a walkable commercial district with numerous sidewalks, crosswalks, and both on-street and off-street parking. Vehicles share the traveled way with bicycles and golf carts in these areas while pedestrians typically utilize sidewalks. Curb and gutter is often, but not always, present.





Figure 2 - Typical Residential Street Section



Figure 3 - Typical Commercial Street Section

Spot Speed Study Results

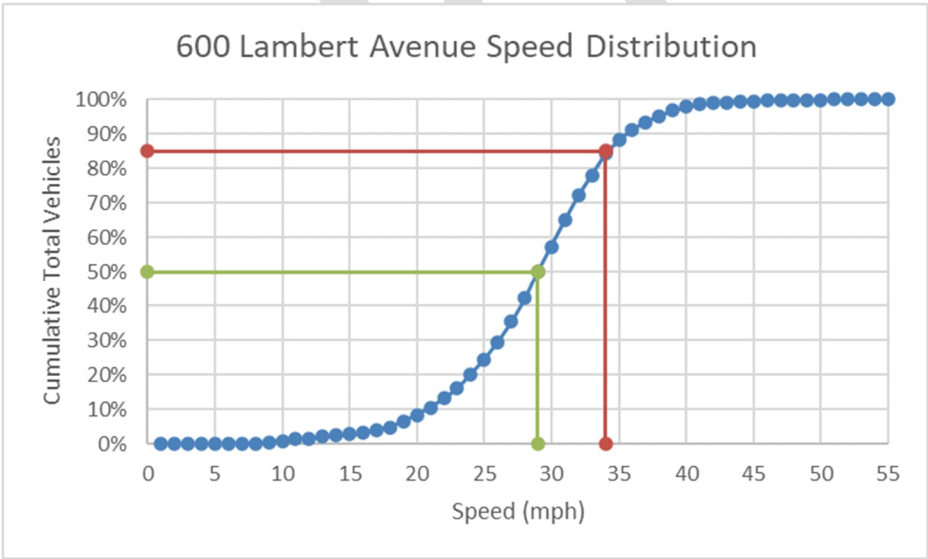
Four speed data collections were conducted between January 2023 and February 2024. These collections were conducted in three locations representative of a typical City street segment in the Flagler Beach network as well as one on Lambert Avenue which is a much longer free-flow segment than the rest of the City. Locations selected included longer than average distance between stop conditions to allow for free flow speed of vehicles.

Speed Study Locations:

- 600 Block of Lambert Ave – Jan 2023 (1.5 miles between stop control)
- 1700 Block of N Central Ave – Aug 2023 (0.5 miles between stop control)
- 1600 Block of S Flagler Ave – Feb 2024 (0.6 miles between stop control)
- 1400 Block of N Central Ave – Feb 2024 (0.4 miles between stop control)

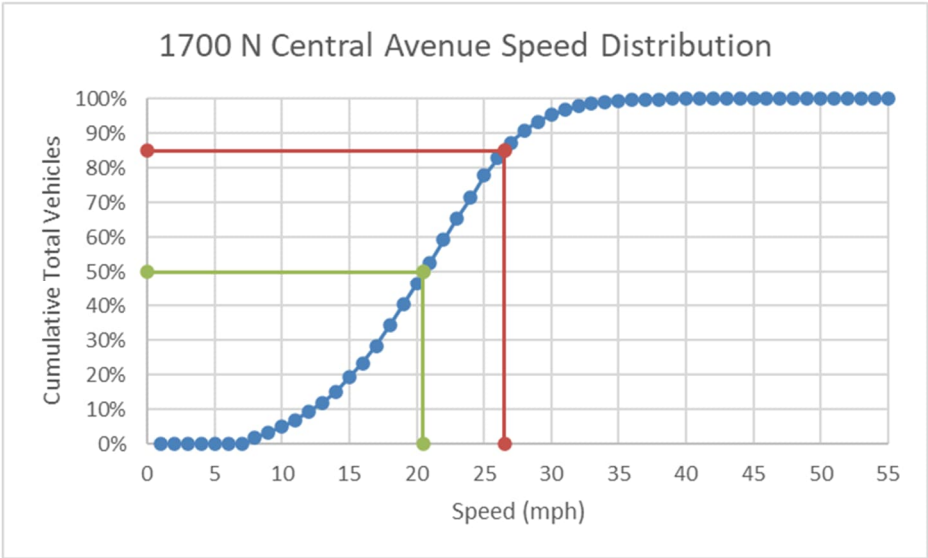
This speed data was collected by the Flagler Beach Police Department utilizing a JAMAR Technologies LE II RADAR unit for 7+ days at each location. Crash data was also provided by the Flagler Beach Police Department. Additional information can be found in Appendix B and C of this memo. 85<sup>th</sup> and 50<sup>th</sup> percentile speeds were calculated, and the data is summarized as follows.

600 Block of Lambert Ave  
85<sup>th</sup> Percentile Speed = 34 mph  
50<sup>th</sup> Percentile Speed = 29 mph  
Traffic Volume = 401 Vehicles per Day  
Approx. 140 Driveways and Unsignalized Access Points  
1 Crash in Last 38 Months (0 Injury or Fatality Crashes)

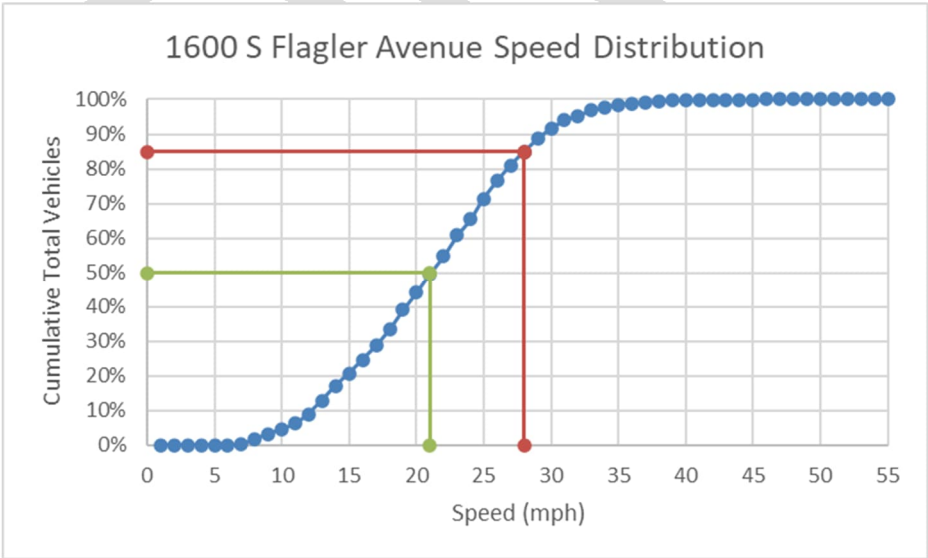




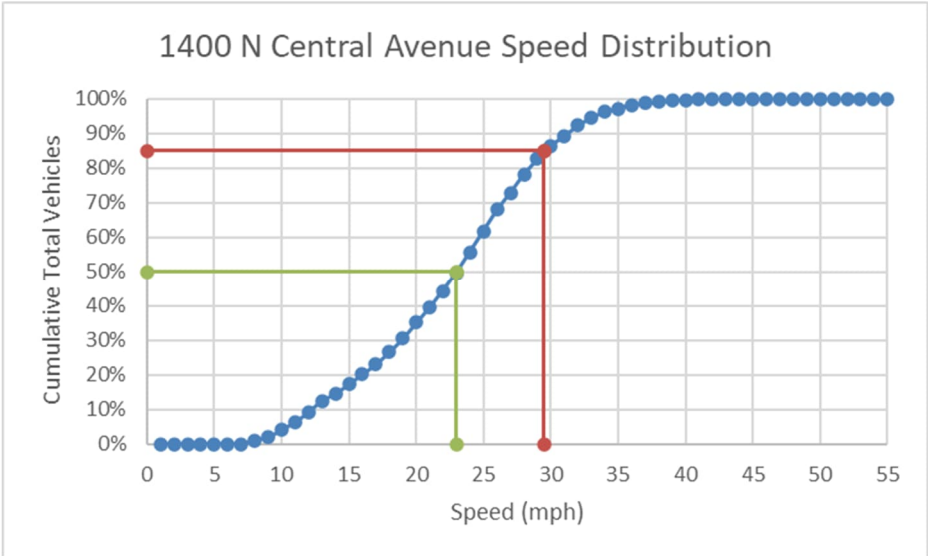
1700 Block of N Central Ave  
85<sup>th</sup> Percentile Speed = 26.5 mph  
50<sup>th</sup> Percentile Speed = 20.5 mph  
Traffic Volume = 295 Vehicles per Day  
Approx. 60 Driveways and Unsignalized Access Points  
0 Crashes in Last 38 Months (0 Injury or Fatality Crashes)



1600 Block of S Flagler Ave  
85<sup>th</sup> Percentile Speed = 28 mph  
50<sup>th</sup> Percentile Speed = 21 mph  
Traffic Volume = 247 Vehicles per Day  
Approx. 70 Driveways and Unsignalized Access Points  
1 Crash in Last 38 Months (0 Injury or Fatality Crashes)



1400 Block of N Central Ave  
85<sup>th</sup> Percentile Speed = 29.5 mph  
50<sup>th</sup> Percentile Speed = 23 mph  
Traffic Volume = 450 Vehicles per Day  
Approx. 60 Driveways and Unsignalized Access Points  
1 Crash in Last 38 Months (0 Injury or Fatality Crashes)



Based on this data, and utilizing FHWA's USLIMITS2 software, recommended speed limits were generated for the four study sites. These recommended speed limits are based on existing conditions. Speed mitigation measures such as modifying intersection control or vertical speed control elements such as speed cushions could reduce the USLIMITS2 recommended speed limits for a segment. Due to the high utilization of streets by pedestrians and bicyclists, the use of the nearest 50<sup>th</sup> Percentile speed is recommended and listed below for each studied section. Additional information can be found in Appendix A of this memo.

- 600 Block of Lambert Ave – 30 mph
- 1700 Block of N Central Ave – 20 mph
- 1600 Block of S Flagler Ave – 20 mph
- 1400 Block of N Central Ave – 25 mph

**Proposed Recommendations**

While Florida statute specifies a blanket 30 mph speed limit for municipal streets, a municipality may set a maximum speed limit of 20 or 25 mph on local streets and highways after an investigation determines that such a limit is reasonable. Based on the investigation and results of spot speed studies and after analysis of the context and use of Flagler Beach's streets, it is recommended that a uniform speed limit of 20 mph be applied to all local streets within the City of Flagler Beach. 50<sup>th</sup> percentile speeds for the vast majority of the City support a speed limit of 20 mph. Also, context supports this as well. In the developed-commercial areas, pedestrian activity is extremely high with many crosswalks. In the developed-residential areas, narrow

streets are shared by pedestrians, bicyclists, scooters, and golf carts, which are limited to 20 mph. Reducing the speed differential for these various modes of transportation is critical for safety of vulnerable users.

The vast majority of streets within the City's network are extremely similar in design and context to the segments studied, with the exception of Lambert Avenue which is an outlier in the City as it is the longest, straightest, continuous roadway section with no stop conditions. In order to provide consistency within the City limits, it is recommended that a 20 mph speed limit also be applied to Lambert, however, artificially low speed limits are generally counterproductive and result in larger than desired speed variance. Therefore, it is recommended that a follow-up spot speed study be completed after signage is in place to determine if vertical speed control elements are warranted. If so, it is recommended that speed humps be installed at regular intervals, no more than 500-feet apart, along the length of Lambert Ave to physically limit vehicle speeds.



Figure 4 - Speed Hump (source NACTO)

In addition, any other location within the City limits of concern should be followed up with spot speed studies to determine if any modifications to street geometry or intersection control are warranted. It is recommended that a change to the City's posted speed limits be performed in conjunction with a review of the intersection control throughout the City, as well as sight distance available at each intersection, which is outside the scope of this memo. It was noted that a number of intersections have poor sight distance and could benefit from being converted from 2-way to 4-way stop control. Conversely, a number of intersections may not warrant the current 4-way stop control configuration and could be candidates to convert back to 2-way stop control.



Figure 5 - Example of Poor Intersection Sight Distance with 2-Way Stop Control

Recommended By:

Paul J. Mykytka, PE  
4/22/2024

## References

“Speed Zoning For Highways, Roads and Streets in Florida”, Florida Department of Transportation, 2018. [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/speedzone/2019-01-28\\_speed-zoning-manual\\_august-2018.pdf](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/speedzone/2019-01-28_speed-zoning-manual_august-2018.pdf)

“Methods and Practices for Setting Speed Limits: An Informational Report”, Federal Highway Administration Report No. FHWA-SA-12-004, 2012. <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa12004.pdf>

“A Tool to Aid Practitioners in Determining Appropriate Speed Limit Recommendations”, Federal Highway Administration, Accessed 2024. <https://safety.fhwa.dot.gov/uslimits/index.cfm>

## **List of Appendices**

Appendix A – USLIMITS2 Software Output

Appendix B – Flagler Beach Police Department JAMAR Speed Data

Appendix C – Flagler Beach Police Department Crash Data

DRAFT

# APPENDIX A

## USLIMITS2 Software Output

DRAFT



# USLIMITS2 Speed Zoning Report

## Project Overview

**Project Name:** 600 Block of Lambert

**Analyst:** Paul Mykytka

**Date:** 2023-01-25

**Basic Project Information**

Route Name: 600 Block of Lambert  
State: Florida  
County: Flagler County  
City: Flagler Beach city  
Route Type: Road Section in Developed Area  
Route Status: Existing

**Roadway Information**

Section Length: 1.5 mile(s)  
Statutory Speed Limit: 30 mph  
Existing Speed Limit: mph  
Adverse Alignment: No  
One-Way Street: No  
Divided/Undivided: Undivided  
Number of Through Lanes: 2  
Area Type: Residential-Subdivision  
Number of Driveways: 140  
Number of Signals: 0

**Crash Data Information**

Crash Data Years: 3.17  
Crash AADT: 401 veh/day  
Total Number of Crashes: 1  
Total Number of Injury Crashes: 0  
Section Crash Rate: 144 per 100 MVM  
Section Injury Crash Rate: 0 per 100 MVM  
Crash Rate Average for Similar Roads: 315  
Injury Rate Average for Similar Roads: 75

**Traffic Information**

85th Percentile Speed: 34 mph  
50th Percentile Speed: 29 mph  
AADT: 401 veh/day  
On Street Parking and Usage: Not High  
Pedestrian / Bicyclist Activity: High

**Recommended Speed Limit:**



**Disclaimer:** The U.S. Government assumes no liability for the use of the information contained in this report. This report does not constitute a standard, specification, or regulation.

## How the Recommended Speed Limit was Determined

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the [Decision Rules Flowchart document](#).

### Terms Used in the Recommendation

- **Closest 85th:** This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th:** This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th:** This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL\_1:** Speed limit determined using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL\_2:** Speed limit determined using crash data from the crash module.
- **SL:** Recommended Speed Limit.

The Recommended Speed Limit (SL) is the lower of the speed limit determined without crash data (SL\_1) and the speed limit determined with crash data (SL\_2).



## Determine SL<sub>1</sub> Using Site Characteristics (pg. K-23)

**Note:** The number of signals per mile is being calculated as 0.00 signals per mile.

**Note:** The number of driveways per mile is being calculated as 93.33 driveways per mile.

**Question 1:** Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

**Results:** Yes. There are 0.00 signals per mile, 93.33 driveways per mile, high pedestrian/bicyclist activity, and not high parking activity. **The SL<sub>1</sub> is set to the closest 50th percentile speed (30 mph).**

**Question 2:** Are crash data available?

**Results:** Yes, so use these data to determine SL<sub>2</sub>.

## Determine SL<sub>2</sub> Using Crash Data (pg. K-24)

**Question 3:** Is more than one year of crash data available?

**Results:** Yes, at least one year of crash data is available.

**Note:** The crash rate is calculated to be 144 crashes per 100M VMT, and the injury rate is calculated to be 0 crashes per 100M VMT.

**Note:** The critical crash rate is calculated as 738 crashes per 100M VMT.

**Question 4:** Is the crash rate (144 per 100M VMT) greater than the critical crash rate (738 crashes per 100M VMT)?

**Results:** No, **so the crash level is classified as low.**

**Question 5:** Is the injury crash rate (0 per 100M VMT) greater than the critical injury rate (318 crashes per 100M VMT)?

**Results:** No, **so the injury crash level is classified as low.**

**Question 6:** Are either of the crash level (low) or injury crash level (low) classified as medium or high?

**Results:** No, **so the total crash level is classified low.**

**Question 7:** Is the total crash level (low) classified as medium or high?

**Results:** No, **so SL<sub>2</sub> is set as the closest 85th speed (35 mph).**

## Determine SL (pg. K-22)

**Note:** SL is set as the lower of SL<sub>1</sub> (30 mph) and SL<sub>2</sub> (35 mph). **The SL is set to 30 mph.**

## Determine the Final Recommended Speed Limit (pg. K-28)

**Question 8:** Is the SL less than 20 mph or greater than 50 mph?

**Results:** The SL (30 mph) is between 20 mph and 50 mph. **The SL remains the same.**

**Final Recommendation:** **The recommended speed limit is 30 mph.**

## Equations Used in the Crash Data Calculations

*Exposure (M)*

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (401 * 365 * 1.5 * 3.17) / (100000000)$$

$$M = 0.0070$$

*Crash Rate (Rc)*

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (0.32 * 100000000) / (401 * 365 * 1.5)$$

$$Rc = 143.84 \text{ crashes per 100 MVM}$$

*Injury Rate (Ri)*

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (0.00 * 100000000) / (401 * 365 * 1.5)$$

$$Ri = 0.00 \text{ injuries per 100 MVM}$$

*Critical Crash Rate (Cc)*

$$Cc = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure})^{(1/2)} + (1 / (2 * \text{Exposure}))$$

$$Cc = 315.48 + 1.645 * (315.48 / 0.0070)^{(1/2)} + (1 / (2 * 0.0070))$$

$$Cc = 737.82 \text{ crashes per 100 MVM}$$

*Critical Injury Rate (Ic)*

$Ic = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure}) ^{(1/2)} + (1 / (2 * \text{Exposure}))$

$Ic = 74.98 + 1.645 * (74.98 / 0.0070) ^{(1/2)} + (1 / (2 * 0.0070))$

$Ic = 317.73$  injuries per 100 MVM

# USLIMITS2 Speed Zoning Report

## Project Overview

**Project Name:** 1700 Block of N Central

**Analyst:** Paul Mykytka

**Date:** 2023-08-07

**Basic Project Information**

Route Name: 1700 Block of N Central  
State: Florida  
County: Flagler County  
City: Flagler Beach city  
Route Type: Road Section in Developed Area  
Route Status: Existing

**Roadway Information**

Section Length: 0.5 mile(s)  
Statutory Speed Limit: 30 mph  
Existing Speed Limit: mph  
Adverse Alignment: No  
One-Way Street: No  
Divided/Undivided: Undivided  
Number of Through Lanes: 2  
Area Type: Residential-Subdivision  
Number of Driveways: 60  
Number of Signals: 0

**Crash Data Information**

Crash Data Years: 3.17  
Crash AADT: 295 veh/day  
Total Number of Crashes: 0  
Total Number of Injury Crashes: 0  
Section Crash Rate: 0 per 100 MVM  
Section Injury Crash Rate: 0 per 100 MVM  
Crash Rate Average for Similar Roads: 315  
Injury Rate Average for Similar Roads: 75

**Traffic Information**

85th Percentile Speed: 26 mph  
50th Percentile Speed: 20 mph  
AADT: 295 veh/day  
On Street Parking and Usage: Not High  
Pedestrian / Bicyclist Activity: High

**Recommended Speed Limit:**



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## How the Recommended Speed Limit was Determined

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the [Decision Rules Flowchart document](#).

### Terms Used in the Recommendation

- **Closest 85th:** This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th:** This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th:** This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL\_1:** Speed limit determined using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL\_2:** Speed limit determined using crash data from the crash module.
- **SL:** Recommended Speed Limit.

The Recommended Speed Limit (SL) is the lower of the speed limit determined without crash data (SL\_1) and the speed limit determined with crash data (SL\_2).

## Determine SL<sub>1</sub> Using Site Characteristics (pg. K-23)

**Note:** The number of signals per mile is being calculated as 0.00 signals per mile.

**Note:** The number of driveways per mile is being calculated as 120.00 driveways per mile.

**Question 1:** Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

**Results:** Yes. There are 0.00 signals per mile, 120.00 driveways per mile, high pedestrian/bicyclist activity, and not high parking activity. **The SL<sub>1</sub> is set to the closest 50th percentile speed (20 mph).**

**Question 2:** Are crash data available?

**Results:** Yes, so use these data to determine SL<sub>2</sub>.

## Determine SL<sub>2</sub> Using Crash Data (pg. K-24)

**Question 3:** Is more than one year of crash data available?

**Results:** No, since less than one year of crash data is available, it is recommended that this process be completed when more than one year of data are collected.

**Note:** The crash rate is calculated to be 0 crashes per 100M VMT, and the injury rate is calculated to be 0 crashes per 100M VMT.

**Note:** The critical crash rate is calculated as 1316 crashes per 100M VMT.

**Question 4:** Is the crash rate (0 per 100M VMT) greater than the critical crash rate (1316 crashes per 100M VMT)?

**Results:** No, **so the crash level is classified as low.**

**Question 5:** Is the injury crash rate (0 per 100M VMT) greater than the critical injury rate (713 crashes per 100M VMT)?

**Results:** No, **so the injury crash level is classified as low.**

**Question 6:** Are either of the crash level (low) or injury crash level (low) classified as medium or high?

**Results:** No, **so the total crash level is classified as low.**

**Question 7:** Is the total crash level (low) classified as medium or high?

**Results:** No, so **SL<sub>2</sub> is set as the closest 85th speed (25 mph).**

## Determine SL (pg. K-22)

**Note:** SL is set as the lower of SL<sub>1</sub> (20 mph) and SL<sub>2</sub> (25 mph). **The SL is set to 20 mph.**

## Determine the Final Recommended Speed Limit (pg. K-28)

**Question 8:** Is the SL less than 20 mph or greater than 50 mph?

**Results:** The SL (20 mph) is between 20 mph and 50 mph. **The SL remains the same.**

**Final Recommendation:** **The recommended speed limit is 20 mph.**

## Equations Used in the Crash Data Calculations

*Exposure (M)*

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (295 * 365 * 0.5 * 3.17) / (100000000)$$

$$M = 0.0017$$

*Crash Rate (Rc)*

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (0.00 * 100000000) / (295 * 365 * 0.5)$$

$$Rc = 0.00 \text{ crashes per 100 MVM}$$

*Injury Rate (Ri)*

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (0.00 * 100000000) / (295 * 365 * 0.5)$$

$$Ri = 0.00 \text{ injuries per 100 MVM}$$

*Critical Crash Rate (Cc)*

$$Cc = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure})^{(1/2)} + (1 / (2 * \text{Exposure}))$$

$$Cc = 315.48 + 1.645 * (315.48 / 0.0017)^{(1/2)} + (1 / (2 * 0.0017))$$

Cc = 1316.39 crashes per 100 MVM

Section 7, Item c.

*Critical Injury Rate (Ic)*

Ic = Injury Crash Average of Similar Sections + 1.645 \* (Injury Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 \* Exposure))

Ic = 74.98 + 1.645 \* (74.98 / 0.0017) ^ (1/2) + (1 / (2 \* 0.0017))

Ic = 713.23 injuries per 100 MVM

# USLIMITS2 Speed Zoning Report

## Project Overview

**Project Name:** 1600 Block of S Flagler

**Analyst:** Paul Mykytka

**Date:** 2024-02-14

**Basic Project Information**

Route Name: 1600 Block of S Flagler  
State: Florida  
County: Flagler County  
City: Flagler Beach city  
Route Type: Road Section in Developed Area  
Route Status: Existing

**Roadway Information**

Section Length: 0.6 mile(s)  
Statutory Speed Limit: 30 mph  
Existing Speed Limit: mph  
Adverse Alignment: No  
One-Way Street: No  
Divided/Undivided: Undivided  
Number of Through Lanes: 2  
Area Type: Residential-Subdivision  
Number of Driveways: 70  
Number of Signals: 0

**Crash Data Information**

Crash Data Years: 3.17  
Crash AADT: 247 veh/day  
Total Number of Crashes: 1  
Total Number of Injury Crashes: 0  
Section Crash Rate: 584 per 100 MVM  
Section Injury Crash Rate: 0 per 100 MVM  
Crash Rate Average for Similar Roads: 315  
Injury Rate Average for Similar Roads: 75

**Traffic Information**

85th Percentile Speed: 28 mph  
50th Percentile Speed: 21 mph  
AADT: 247 veh/day  
On Street Parking and Usage: Not High  
Pedestrian / Bicyclist Activity: High

**Recommended Speed Limit:**



**Note:** The section crash rate of 584 per 100 MVM is more than 30 percent above the average for similar roads (315) but below the critical rate (1313). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

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## How the Recommended Speed Limit was Determined

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the [Decision Rules Flowchart document](#).

### Terms Used in the Recommendation

- **Closest 85th:** This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th:** This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th:** This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL\_1:** Speed limit determined using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL\_2:** Speed limit determined using crash data from the crash module.
- **SL:** Recommended Speed Limit.

The Recommended Speed Limit (SL) is the lower of the speed limit determined without crash data (SL\_1) and the

## Determine SL\_1 Using Site Characteristics (pg. K-23)

**Note:** The number of signals per mile is being calculated as 0.00 signals per mile.

**Note:** The number of driveways per mile is being calculated as 116.67 driveways per mile.

**Question 1:** Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

**Results:** Yes. There are 0.00 signals per mile, 116.67 driveways per mile, high pedestrian/bicyclist activity, and not high parking activity. **The SL\_1 is set to the closest 50th percentile speed (20 mph).**

**Question 2:** Are crash data available?

**Results:** Yes, so use these data to determine SL\_2.

## Determine SL\_2 Using Crash Data (pg. K-24)

**Question 3:** Is more than one year of crash data available?

**Results:** Yes, at least one year of crash data is available.

**Note:** The crash rate is calculated to be 584 crashes per 100M VMT, and the injury rate is calculated to be 0 crashes per 100M VMT.

**Note:** The critical crash rate is calculated as 1313 crashes per 100M VMT.

**Question 4:** Is the crash rate (584 per 100M VMT) greater than the critical crash rate (1313 crashes per 100M VMT)?

**Results:** No, but the crash rate is greater than 1.3 times the average crash rate. **The crash level is classified as medium.**

**Question 5:** Is the injury crash rate (0 per 100M VMT) greater than the critical injury rate (711 crashes per 100M VMT)?

**Results:** No, **so the injury crash level is classified as low.**

**Question 6:** Are either of the crash level (medium) or injury crash level (low) classified as medium or high?

**Results:** Yes, but traffic control treatments can help reduce the crash/injury rate, **so the total crash level is classified as low.**

**Question 7:** Is the total crash level (low) classified as medium or high?

**Results:** No, so **SL\_2 is set as the closest 85th speed (30 mph).**

## Determine SL (pg. K-22)

**Note:** SL is set as the lower of SL\_1 (20 mph) and SL\_2 (30 mph). **The SL is set to 20 mph.**

## Determine the Final Recommended Speed Limit (pg. K-28)

**Question 8:** Is the SL less than 20 mph or greater than 50 mph?

**Results:** The SL (20 mph) is between 20 mph and 50 mph. **The SL remains the same.**

**Final Recommendation:** **The recommended speed limit is 20 mph.**

## Equations Used in the Crash Data Calculations

*Exposure (M)*

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (247 * 365 * 0.6 * 3.17) / (100000000)$$

$$M = 0.0017$$

*Crash Rate (Rc)*

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (0.32 * 100000000) / (247 * 365 * 0.6)$$

$$Rc = 583.79 \text{ crashes per 100 MVM}$$

*Injury Rate (Ri)*

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (0.00 * 100000000) / (247 * 365 * 0.6)$$

$$Ri = 0.00 \text{ injuries per 100 MVM}$$

*Critical Crash Rate (Cc)*

$Cc = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^ {(1/2) + (1 / (2 * \text{Exposure}))}$

$Cc = 315.48 + 1.645 * (315.48 / 0.0017) ^ {(1/2) + (1 / (2 * 0.0017))}$

$Cc = 1313.33$  crashes per 100 MVM

*Critical Injury Rate (Ic)*

$Ic = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure}) ^ {(1/2) + (1 / (2 * \text{Exposure}))}$

$Ic = 74.98 + 1.645 * (74.98 / 0.0017) ^ {(1/2) + (1 / (2 * 0.0017))}$

$Ic = 711.03$  injuries per 100 MVM



# USLIMITS2 Speed Zoning Report

## Project Overview

**Project Name:** 1400 Block of N Central

**Analyst:** Paul Mykytka

**Date:** 2024-02-01

**Basic Project Information**

Route Name: 1400 Block of N Central  
State: Florida  
County: Flagler County  
City: Flagler Beach city  
Route Type: Road Section in Developed Area  
Route Status: Existing

**Roadway Information**

Section Length: 0.4 mile(s)  
Statutory Speed Limit: 30 mph  
Existing Speed Limit: mph  
Adverse Alignment: No  
One-Way Street: No  
Divided/Undivided: Undivided  
Number of Through Lanes: 2  
Area Type: Residential-Subdivision  
Number of Driveways: 60  
Number of Signals: 0

**Crash Data Information**

Crash Data Years: 3.17  
Crash AADT: 450 veh/day  
Total Number of Crashes: 1  
Total Number of Injury Crashes: 0  
Section Crash Rate: 481 per 100 MVM  
Section Injury Crash Rate: 0 per 100 MVM  
Crash Rate Average for Similar Roads: 315  
Injury Rate Average for Similar Roads: 75

**Traffic Information**

85th Percentile Speed: 29 mph  
50th Percentile Speed: 23 mph  
AADT: 450 veh/day  
On Street Parking and Usage: Not High  
Pedestrian / Bicyclist Activity: High

**Recommended Speed Limit:**



**Note:** The section crash rate of 481 per 100 MVM is more than 30 percent above the average for similar roads (315) but below the critical rate (1196). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

**Disclaimer:** The U.S. Government assumes no liability for the use of the information contained in this report. This report does not constitute a standard, specification, or regulation.

## How the Recommended Speed Limit was Determined

The questions and responses below, and the referenced page numbers, correspond to the flowcharts found in the [Decision Rules Flowchart document](#).

### Terms Used in the Recommendation

- **Closest 85th:** This is the 5 mph increment that is closest to the 85th percentile speed (e.g., if the 85th percentile speed is 63 mph, the Closest 85th will be 65 mph).
- **Rounded-down 85th:** This is the 5 mph increment obtained by rounding down the 85th percentile to the nearest 5 mph increment (e.g., if the 85th percentile speed is 63 mph, the Rounded-down 85th will be 60 mph).
- **Closest 50th:** This is the 5 mph increment that is closest to the 50th percentile speed (e.g., if the 50th percentile speed is 58 mph, the Closest 50th will be 60 mph).
- **SL\_1:** Speed limit determined using site characteristics (e.g., AADT, interchange spacing, roadside hazard rating, ped/bike activity, number of traffic signals, etc.).
- **SL\_2:** Speed limit determined using crash data from the crash module.
- **SL:** Recommended Speed Limit.

The Recommended Speed Limit (SL) is the lower of the speed limit determined without crash data (SL\_1) and the

## Determine SL\_1 Using Site Characteristics (pg. K-23)

**Note:** The number of signals per mile is being calculated as 0.00 signals per mile.

**Note:** The number of driveways per mile is being calculated as 150.00 driveways per mile.

**Question 1:** Are any of the following true: there are more than four signals per mile, pedestrian or bicyclist activity is high, parking activity is high, or there are more than 60 driveways per mile?

**Results:** Yes. There are 0.00 signals per mile, 150.00 driveways per mile, high pedestrian/bicyclist activity, and not high parking activity. **The SL\_1 is set to the closest 50th percentile speed (25 mph).**

**Question 2:** Are crash data available?

**Results:** Yes, so use these data to determine SL\_2.

## Determine SL\_2 Using Crash Data (pg. K-24)

**Question 3:** Is more than one year of crash data available?

**Results:** Yes, at least one year of crash data is available.

**Note:** The crash rate is calculated to be 481 crashes per 100M VMT, and the injury rate is calculated to be 0 crashes per 100M VMT.

**Note:** The critical crash rate is calculated as 1196 crashes per 100M VMT.

**Question 4:** Is the crash rate (481 per 100M VMT) greater than the critical crash rate (1196 crashes per 100M VMT)?

**Results:** No, but the crash rate is greater than 1.3 times the average crash rate. **The crash level is classified as medium.**

**Question 5:** Is the injury crash rate (0 per 100M VMT) greater than the critical injury rate (628 crashes per 100M VMT)?

**Results:** No, **so the injury crash level is classified as low.**

**Question 6:** Are either of the crash level (medium) or injury crash level (low) classified as medium or high?

**Results:** Yes, but traffic control treatments can help reduce the crash/injury rate, **so the total crash level is classified as low.**

**Question 7:** Is the total crash level (low) classified as medium or high?

**Results:** No, so **SL\_2 is set as the closest 85th speed (30 mph).**

## Determine SL (pg. K-22)

**Note:** SL is set as the lower of SL\_1 (25 mph) and SL\_2 (30 mph). **The SL is set to 25 mph.**

## Determine the Final Recommended Speed Limit (pg. K-28)

**Question 8:** Is the SL less than 20 mph or greater than 50 mph?

**Results:** The SL (25 mph) is between 20 mph and 50 mph. **The SL remains the same.**

**Final Recommendation:** **The recommended speed limit is 25 mph.**

## Equations Used in the Crash Data Calculations

*Exposure (M)*

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (450 * 365 * 0.4 * 3.17) / (100000000)$$

$$M = 0.0021$$

*Crash Rate (Rc)*

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (0.32 * 100000000) / (450 * 365 * 0.4)$$

$$Rc = 480.65 \text{ crashes per 100 MVM}$$

*Injury Rate (Ri)*

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (0.00 * 100000000) / (450 * 365 * 0.4)$$

$$Ri = 0.00 \text{ injuries per 100 MVM}$$

*Critical Crash Rate (Cc)*

$Cc = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^ {(1/2) + (1 / (2 * \text{Exposure}))}$

$Cc = 315.48 + 1.645 * (315.48 / 0.0021) ^ {(1/2) + (1 / (2 * 0.0021))}$

$Cc = 1196.38$  crashes per 100 MVM

*Critical Injury Rate (Ic)*

$Ic = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure}) ^ {(1/2) + (1 / (2 * \text{Exposure}))}$

$Ic = 74.98 + 1.645 * (74.98 / 0.0021) ^ {(1/2) + (1 / (2 * 0.0021))}$

$Ic = 627.59$  injuries per 100 MVM

## **APPENDIX B**

### **Flagler Beach Police Department JAMAR Speed Data**

DRAFT

Name: LE2\_220163 2023-02-01 01:36-27  
Date/Time: 1/25/2023 1:32 PM  
Site Code: IFO 660 LAMBERT AVE  
Station ID: FLAGLER BEACH POLICE  
Location 1: LAMBERT AVE  
Location 2:  
Location 3:  
Location 4:  
Latitude: 29.485422  
Longitude: -81.140465  
Channels: , Channel 1 - Approaching, Near Lane, Channel 2 - Receding, Far Lane  
Filters Applied: None

Date	Time	Channel	Speed	Gap	Length
1/25/2023	1:33:02 PM	Approaching, Near Lane	30.4	0	227
1/25/2023	1:33:06 PM	Approaching, Near Lane	28.1	4	174
1/25/2023	1:33:44 PM	Receding, Far Lane	29	0	167
1/25/2023	1:34:22 PM	Approaching, Near Lane	24.3	76	157
1/25/2023	1:34:43 PM	Approaching, Near Lane	26.2	21	231
1/25/2023	1:36:28 PM	Approaching, Near Lane	30.7	105	318
1/25/2023	1:38:33 PM	Approaching, Near Lane	22.6	125	59
1/25/2023	1:38:40 PM	Approaching, Near Lane	28	7	144
1/25/2023	1:41:27 PM	Receding, Far Lane	20.2	463	129
1/25/2023	1:41:37 PM	Approaching, Near Lane	24.8	177	164
1/25/2023	1:42:37 PM	Approaching, Near Lane	22.8	60	199
1/25/2023	1:43:05 PM	Receding, Far Lane	27.4	98	104
1/25/2023	1:44:06 PM	Receding, Far Lane	17.2	61	16
1/25/2023	1:45:36 PM	Approaching, Near Lane	20.4	179	178
1/25/2023	1:46:23 PM	Receding, Far Lane	29.1	137	117
1/25/2023	1:46:51 PM	Receding, Far Lane	31.5	29	303
1/25/2023	1:47:03 PM	Approaching, Near Lane	17.4	88	150
1/25/2023	1:47:23 PM	Approaching, Near Lane	25.9	19	254
1/25/2023	1:50:10 PM	Approaching, Near Lane	33.5	167	379
1/25/2023	1:51:07 PM	Approaching, Near Lane	27.6	58	158
1/25/2023	1:51:30 PM	Approaching, Near Lane	27.3	22	240
1/25/2023	1:51:58 PM	Approaching, Near Lane	33.4	28	176
1/25/2023	1:53:11 PM	Receding, Far Lane	12.1	380	23
1/25/2023	1:53:22 PM	Approaching, Near Lane	32.2	84	243
1/25/2023	1:53:35 PM	Approaching, Near Lane	28.6	13	40
1/25/2023	1:53:50 PM	Receding, Far Lane	32.6	39	185
1/25/2023	1:54:49 PM	Receding, Far Lane	23.2	59	65
1/25/2023	1:57:25 PM	Approaching, Near Lane	32	231	172
1/25/2023	1:57:43 PM	Receding, Far Lane	21.9	174	192
1/25/2023	2:04:46 PM	Receding, Far Lane	28.8	423	1
1/25/2023	2:04:58 PM	Receding, Far Lane	26.7	12	10
1/25/2023	2:06:21 PM	Receding, Far Lane	36.9	83	504
1/25/2023	2:07:48 PM	Receding, Far Lane	24.7	87	356
1/25/2023	2:10:21 PM	Approaching, Near Lane	24.7	775	171
1/25/2023	2:11:01 PM	Receding, Far Lane	27.6	193	126
1/25/2023	2:12:33 PM	Receding, Far Lane	33.5	92	138
1/25/2023	2:12:47 PM	Receding, Far Lane	35.7	13	77
1/25/2023	2:15:03 PM	Receding, Far Lane	23	137	460
1/25/2023	2:18:47 PM	Approaching, Near Lane	30.9	507	245
1/25/2023	2:20:18 PM	Receding, Far Lane	33.1	315	192
1/25/2023	2:20:23 PM	Receding, Far Lane	28.9	5	164
1/25/2023	2:21:27 PM	Approaching, Near Lane	28.9	159	267
1/25/2023	2:21:45 PM	Approaching, Near Lane	32.2	18	254
1/25/2023	2:23:19 PM	Receding, Far Lane	34.8	176	191
1/25/2023	2:24:56 PM	Receding, Far Lane	31.5	97	436
1/25/2023	2:24:59 PM	Approaching, Near Lane	19.7	194	491
1/25/2023	2:27:09 PM	Approaching, Near Lane	39.4	130	191
1/25/2023	2:28:52 PM	Approaching, Near Lane	23.9	103	202
1/25/2023	2:32:37 PM	Approaching, Near Lane	27.1	225	37
1/25/2023	2:33:17 PM	Receding, Far Lane	26.5	501	233
1/25/2023	2:33:22 PM	Receding, Far Lane	25.9	5	194
1/25/2023	2:37:37 PM	Receding, Far Lane	22.7	255	34
1/25/2023	2:38:10 PM	Receding, Far Lane	31.3	33	509
1/25/2023	2:39:11 PM	Receding, Far Lane	25.8	61	120
1/25/2023	2:39:59 PM	Approaching, Near Lane	29.2	443	447
1/25/2023	2:41:11 PM	Receding, Far Lane	32.2	120	566
1/25/2023	2:43:23 PM	Approaching, Near Lane	32.7	204	192
1/25/2023	2:43:44 PM	Approaching, Near Lane	26.8	21	100
1/25/2023	2:44:58 PM	Receding, Far Lane	32.1	227	212
1/25/2023	2:46:31 PM	Approaching, Near Lane	24.7	167	101
1/25/2023	2:49:10 PM	Receding, Far Lane	32.2	252	78
1/25/2023	2:49:22 PM	Approaching, Near Lane	24.8	171	129
1/25/2023	2:49:36 PM	Receding, Far Lane	35.3	25	135
1/25/2023	2:50:38 PM	Receding, Far Lane	38.1	63	140
1/25/2023	2:51:33 PM	Approaching, Near Lane	17.5	132	103
1/25/2023	2:51:38 PM	Receding, Far Lane	23.6	60	136
1/25/2023	2:52:04 PM	Receding, Far Lane	29.1	26	117
1/25/2023	2:52:22 PM	Approaching, Near Lane	28.2	49	116
1/25/2023	2:52:25 PM	Approaching, Near Lane	31.2	3	162
1/25/2023	2:53:14 PM	Approaching, Near Lane	29.2	49	190
1/25/2023	2:54:02 PM	Approaching, Near Lane	33.5	48	202
1/25/2023	2:56:59 PM	Receding, Far Lane	27.4	295	172
1/25/2023	2:58:17 PM	Receding, Far Lane	20.7	78	65
1/25/2023	2:59:53 PM	Approaching, Near Lane	32.5	352	166
1/25/2023	3:05:34 PM	Receding, Far Lane	32.5	437	138
1/25/2023	3:07:23 PM	Approaching, Near Lane	34.3	449	163
1/25/2023	3:09:55 PM	Approaching, Near Lane	26.1	152	202
1/25/2023	3:10:28 PM	Approaching, Near Lane	35.1	33	209
1/25/2023	3:11:08 PM	Approaching, Near Lane	33.6	40	298
1/25/2023	3:12:11 PM	Approaching, Near Lane	31.1	63	226
1/25/2023	3:14:33 PM	Receding, Far Lane	34.5	539	162
1/25/2023	3:15:10 PM	Receding, Far Lane	27.9	37	111
1/25/2023	3:15:59 PM	Receding, Far Lane	33.1	49	52
1/25/2023	3:16:04 PM	Receding, Far Lane	29.1	5	312
1/25/2023	3:16:49 PM	Receding, Far Lane	21.2	44	118
1/25/2023	3:17:11 PM	Receding, Far Lane	29.7	22	94
1/25/2023	3:18:52 PM	Approaching, Near Lane	27.5	401	273
1/25/2023	3:20:26 PM	Approaching, Near Lane	32.1	94	206
1/25/2023	3:22:05 PM	Approaching, Near Lane	28.6	99	171
1/25/2023	3:22:43 PM	Approaching, Near Lane	32.2	39	163
1/25/2023	3:24:31 PM	Approaching, Near Lane	34.4	107	212
1/25/2023	3:29:47 PM	Approaching, Near Lane	31.6	317	111
1/25/2023	3:34:52 PM	Approaching, Near Lane	30.9	305	6
1/25/2023	3:36:51 PM	Receding, Far Lane	32.4	1180	377
1/25/2023	3:37:00 PM	Receding, Far Lane	33	8	145
1/25/2023	3:38:54 PM	Approaching, Near Lane	10.9	242	641
1/25/2023	3:40:35 PM	Receding, Far Lane	19.4	215	169
1/25/2023	3:40:58 PM	Approaching, Near Lane	25.7	124	169
1/25/2023	3:41:31 PM	Approaching, Near Lane	40.5	32	173
1/25/2023	3:42:10 PM	Approaching, Near Lane	32.5	40	384
1/25/2023	3:43:41 PM	Approaching, Near Lane	31.3	91	174
1/25/2023	3:43:44 PM	Approaching, Near Lane	30.2	3	225
1/25/2023	3:44:21 PM	Approaching, Near Lane	31.5	37	266
1/25/2023	3:45:54 PM	Receding, Far Lane	32.6	319	116
1/25/2023	3:47:40 PM	Approaching, Near Lane	29.3	200	202
1/25/2023	3:48:12 PM	Approaching, Near Lane	32	32	149
1/25/2023	3:52:07 PM	Approaching, Near Lane	27.3	235	211
1/25/2023	3:53:10 PM	Receding, Far Lane	30.9	436	108
1/25/2023	3:56:59 PM	Receding, Far Lane	27.7	229	314
1/25/2023	4:01:12 PM	Approaching, Near Lane	25.4	545	191
1/25/2023	4:13:11 PM	Approaching, Near Lane	27.6	719	51
1/25/2023	4:14:31 PM	Approaching, Near Lane	29.5	80	38
1/25/2023	4:17:36 PM	Approaching, Near Lane	26.8	185	241
1/25/2023	4:17:38 PM	Approaching, Near Lane	28.7	2	152
1/25/2023	4:17:51 PM	Receding, Far Lane	22.2	1253	121
1/25/2023	4:20:14 PM	Receding, Far Lane	27.2	142	111
1/25/2023	4:20:18 PM	Receding, Far Lane	28.2	4	175
1/25/2023	4:21:32 PM	Approaching, Near Lane	29.4	234	295
1/25/2023	4:21:48 PM	Receding, Far Lane	31.3	90	178
1/25/2023	4:22:39 PM	Receding, Far Lane	24.3	51	122

1/25/2023	4:23:30 PM	Receding, Far Lane	25.1	50	171
1/25/2023	4:25:05 PM	Approaching, Near Lane	28	212	242
1/25/2023	4:27:20 PM	Receding, Far Lane	25.7	231	145
1/25/2023	4:28:03 PM	Approaching, Near Lane	36	178	156
1/25/2023	4:28:55 PM	Approaching, Near Lane	34.5	53	287
1/25/2023	4:30:59 PM	Approaching, Near Lane	35.1	124	73
1/25/2023	4:35:10 PM	Approaching, Near Lane	27.4	251	107
1/25/2023	4:35:36 PM	Receding, Far Lane	28.2	496	214
1/25/2023	4:37:37 PM	Approaching, Near Lane	30.4	146	67
1/25/2023	4:38:02 PM	Receding, Far Lane	28.5	146	89
1/25/2023	4:38:11 PM	Receding, Far Lane	39.2	8	276
1/25/2023	4:38:29 PM	Receding, Far Lane	32.4	19	400
1/25/2023	4:40:23 PM	Receding, Far Lane	31.3	114	497
1/25/2023	4:40:44 PM	Approaching, Near Lane	28.3	188	177
1/25/2023	4:41:57 PM	Approaching, Near Lane	23.2	73	99
1/25/2023	4:48:33 PM	Approaching, Near Lane	36.6	396	253
1/25/2023	4:49:58 PM	Approaching, Near Lane	26.3	85	141
1/25/2023	4:50:45 PM	Receding, Far Lane	32.6	622	197
1/25/2023	4:53:07 PM	Receding, Far Lane	28.9	142	174
1/25/2023	4:54:09 PM	Receding, Far Lane	20.2	62	86
1/25/2023	4:54:24 PM	Receding, Far Lane	24.3	14	63
1/25/2023	4:56:15 PM	Approaching, Near Lane	37.3	377	182
1/25/2023	4:59:57 PM	Approaching, Near Lane	12.7	222	210
1/25/2023	5:00:12 PM	Receding, Far Lane	31.5	348	70
1/25/2023	5:05:43 PM	Approaching, Near Lane	20.3	346	182
1/25/2023	5:06:15 PM	Approaching, Near Lane	28.1	31	36
1/25/2023	5:06:35 PM	Approaching, Near Lane	22.3	21	284
1/25/2023	5:07:15 PM	Receding, Far Lane	19.7	423	232
1/25/2023	5:08:38 PM	Receding, Far Lane	27.9	83	180
1/25/2023	5:08:48 PM	Approaching, Near Lane	29.7	133	145
1/25/2023	5:11:48 PM	Receding, Far Lane	27.7	190	128
1/25/2023	5:11:52 PM	Approaching, Near Lane	29.6	184	70
1/25/2023	5:12:23 PM	Approaching, Near Lane	29.4	30	192
1/25/2023	5:12:51 PM	Approaching, Near Lane	30.5	28	218
1/25/2023	5:14:03 PM	Receding, Far Lane	30.3	135	175
1/25/2023	5:15:48 PM	Approaching, Near Lane	32.2	177	220
1/25/2023	5:16:10 PM	Receding, Far Lane	25	127	469
1/25/2023	5:16:26 PM	Receding, Far Lane	31.5	17	259
1/25/2023	5:17:33 PM	Approaching, Near Lane	34.1	105	172
1/25/2023	5:22:04 PM	Receding, Far Lane	22.7	338	105
1/25/2023	5:25:28 PM	Receding, Far Lane	32	204	154
1/25/2023	5:27:35 PM	Approaching, Near Lane	41.3	602	166
1/25/2023	5:29:38 PM	Receding, Far Lane	31.4	250	113
1/25/2023	5:31:04 PM	Approaching, Near Lane	18.2	210	51
1/25/2023	5:31:59 PM	Receding, Far Lane	30	141	12
1/25/2023	5:32:03 PM	Receding, Far Lane	31.9	4	41
1/25/2023	5:32:14 PM	Approaching, Near Lane	32.4	70	142
1/25/2023	5:32:44 PM	Approaching, Near Lane	31	30	193
1/25/2023	5:33:27 PM	Approaching, Near Lane	29.4	43	316
1/25/2023	5:35:05 PM	Approaching, Near Lane	24.4	98	150
1/25/2023	5:36:02 PM	Approaching, Near Lane	31.8	58	203
1/25/2023	5:41:12 PM	Receding, Far Lane	28.1	549	143
1/25/2023	5:41:28 PM	Approaching, Near Lane	35.6	326	240
1/25/2023	5:44:40 PM	Approaching, Near Lane	23.9	192	184
1/25/2023	5:45:26 PM	Approaching, Near Lane	23.4	46	225
1/25/2023	5:45:30 PM	Receding, Far Lane	22.3	258	123
1/25/2023	5:46:03 PM	Approaching, Near Lane	23.9	37	184
1/25/2023	5:46:36 PM	Approaching, Near Lane	31.7	33	167
1/25/2023	5:47:25 PM	Approaching, Near Lane	30.5	49	229
1/25/2023	5:52:16 PM	Approaching, Near Lane	28.4	291	228
1/25/2023	5:52:42 PM	Approaching, Near Lane	27.1	26	189
1/25/2023	5:53:36 PM	Approaching, Near Lane	28.8	53	143
1/25/2023	5:54:59 PM	Approaching, Near Lane	36.6	83	265
1/25/2023	5:55:50 PM	Approaching, Near Lane	8.3	51	524
1/25/2023	5:59:01 PM	Receding, Far Lane	28.5	811	108
1/25/2023	5:59:44 PM	Approaching, Near Lane	33.8	235	169
1/25/2023	6:03:05 PM	Approaching, Near Lane	29.9	201	115
1/25/2023	6:04:54 PM	Receding, Far Lane	25.8	353	529
1/25/2023	6:06:25 PM	Approaching, Near Lane	34	200	208
1/25/2023	6:07:12 PM	Receding, Far Lane	27.8	137	70
1/25/2023	6:11:20 PM	Approaching, Near Lane	27.6	295	372
1/25/2023	6:13:20 PM	Approaching, Near Lane	29.6	120	372
1/25/2023	6:13:29 PM	Receding, Far Lane	27.9	377	199
1/25/2023	6:14:02 PM	Approaching, Near Lane	25	42	53
1/25/2023	6:14:08 PM	Approaching, Near Lane	26.6	6	144
1/25/2023	6:17:59 PM	Approaching, Near Lane	37.5	231	224
1/25/2023	6:19:17 PM	Receding, Far Lane	32	348	357
1/25/2023	6:20:28 PM	Receding, Far Lane	29.9	71	137
1/25/2023	6:20:44 PM	Approaching, Near Lane	34.5	165	201
1/25/2023	6:20:55 PM	Receding, Far Lane	34.1	27	181
1/25/2023	6:25:43 PM	Approaching, Near Lane	21.1	299	516
1/25/2023	6:40:47 PM	Approaching, Near Lane	22.7	904	443
1/25/2023	6:43:25 PM	Approaching, Near Lane	38.1	159	245
1/25/2023	6:44:42 PM	Approaching, Near Lane	31.3	76	185
1/25/2023	6:45:02 PM	Receding, Far Lane	28.5	1447	140
1/25/2023	6:49:31 PM	Approaching, Near Lane	29.1	290	424
1/25/2023	6:49:59 PM	Approaching, Near Lane	31.4	28	231
1/25/2023	6:53:13 PM	Approaching, Near Lane	32	195	308
1/25/2023	6:53:33 PM	Receding, Far Lane	35.1	511	157
1/25/2023	7:06:19 PM	Approaching, Near Lane	38.8	786	240
1/25/2023	7:08:44 PM	Approaching, Near Lane	31.7	145	67
1/25/2023	7:12:40 PM	Approaching, Near Lane	27.5	235	176
1/25/2023	7:20:43 PM	Approaching, Near Lane	21.6	484	298
1/25/2023	7:25:00 PM	Receding, Far Lane	26.2	1887	171
1/25/2023	7:27:18 PM	Receding, Far Lane	30.8	138	128
1/25/2023	7:28:58 PM	Approaching, Near Lane	31.9	495	238
1/25/2023	7:33:01 PM	Approaching, Near Lane	34.8	243	254
1/25/2023	7:34:43 PM	Receding, Far Lane	31.1	445	142
1/25/2023	7:35:54 PM	Receding, Far Lane	31.5	71	92
1/25/2023	7:42:19 PM	Approaching, Near Lane	33.2	558	175
1/25/2023	7:43:41 PM	Approaching, Near Lane	24.8	82	94
1/25/2023	7:46:00 PM	Approaching, Near Lane	37.5	138	237
1/25/2023	7:50:14 PM	Approaching, Near Lane	33.9	254	218
1/25/2023	7:59:54 PM	Approaching, Near Lane	30.4	579	142
1/25/2023	8:11:16 PM	Approaching, Near Lane	37.1	682	259
1/25/2023	8:13:18 PM	Approaching, Near Lane	37.2	122	169
1/25/2023	8:14:44 PM	Approaching, Near Lane	24.6	86	136
1/25/2023	8:15:44 PM	Approaching, Near Lane	35.1	60	197
1/25/2023	8:17:19 PM	Receding, Far Lane	30.1	2485	239
1/25/2023	8:20:40 PM	Receding, Far Lane	31.9	201	175
1/25/2023	8:28:55 PM	Approaching, Near Lane	29.3	791	170
1/25/2023	8:34:25 PM	Approaching, Near Lane	35.3	329	261
1/25/2023	8:37:35 PM	Receding, Far Lane	34.9	1014	242
1/25/2023	8:37:50 PM	Approaching, Near Lane	24	206	220
1/25/2023	8:55:53 PM	Approaching, Near Lane	31.6	1082	156
1/25/2023	8:58:57 PM	Approaching, Near Lane	23.5	185	285
1/25/2023	9:05:53 PM	Approaching, Near Lane	27.9	415	191
1/25/2023	9:17:14 PM	Approaching, Near Lane	28.2	681	96
1/25/2023	10:01:02 PM	Approaching, Near Lane	19.7	2627	101
1/25/2023	10:52:39 PM	Approaching, Near Lane	9	3098	646
1/25/2023	11:10:44 PM	Approaching, Near Lane	23.5	1085	212
1/25/2023	11:17:02 PM	Approaching, Near Lane	34.4	378	55
1/25/2023	11:26:55 PM	Approaching, Near Lane	36.8	593	139
1/26/2023	2:18:15 AM	Approaching, Near Lane	27.4	10280	233
1/26/2023	2:33:45 AM	Receding, Far Lane	35.7	21370	241
1/26/2023	4:49:53 AM	Approaching, Near Lane	37.3	9099	143
1/26/2023	4:54:03 AM	Receding, Far Lane	42.2	8418	124
1/26/2023	5:20:13 AM	Receding, Far Lane	24.2	1571	163
1/26/2023	5:39:13 AM	Receding, Far Lane	31.6	1140	160
1/26/2023	6:26:24 AM	Receding, Far Lane	31.6	2831	282
1/26/2023	6:31:27 AM	Receding, Far Lane	28.3	302	116
1/26/2023	6:37:55 AM	Receding, Far Lane	29.4	388	204
1/26/2023	6:38:35 AM	Approaching, Near Lane	20.2	6522	94

1/26/2023	6:47:50 AM	Receding, Far Lane	18.4	595	139
1/26/2023	6:57:06 AM	Approaching, Near Lane	16.6	1111	93
1/26/2023	7:02:53 AM	Receding, Far Lane	32.8	903	153
1/26/2023	7:03:19 AM	Receding, Far Lane	23.9	26	108
1/26/2023	7:08:01 AM	Receding, Far Lane	28.9	282	216
1/26/2023	7:11:39 AM	Receding, Far Lane	33.3	217	207
1/26/2023	7:12:42 AM	Approaching, Near Lane	35	936	281
1/26/2023	7:16:10 AM	Approaching, Near Lane	19.2	208	908
1/26/2023	7:22:46 AM	Approaching, Near Lane	28.7	396	506
1/26/2023	7:22:48 AM	Approaching, Near Lane	28.1	2	204
1/26/2023	7:24:29 AM	Approaching, Near Lane	37.1	101	337
1/26/2023	7:26:54 AM	Receding, Far Lane	29.1	915	97
1/26/2023	7:30:17 AM	Receding, Far Lane	29.1	204	271
1/26/2023	7:31:05 AM	Receding, Far Lane	34.4	48	89
1/26/2023	7:32:47 AM	Receding, Far Lane	29	101	268
1/26/2023	7:35:15 AM	Receding, Far Lane	35.9	148	155
1/26/2023	7:36:29 AM	Receding, Far Lane	27.7	74	663
1/26/2023	7:36:52 AM	Receding, Far Lane	27.1	23	176
1/26/2023	7:36:57 AM	Receding, Far Lane	30.4	5	134
1/26/2023	7:41:08 AM	Receding, Far Lane	26.2	251	207
1/26/2023	7:43:54 AM	Approaching, Near Lane	38.8	1165	253
1/26/2023	7:48:44 AM	Receding, Far Lane	33.9	456	191
1/26/2023	7:48:58 AM	Receding, Far Lane	33.3	14	148
1/26/2023	7:51:34 AM	Approaching, Near Lane	18.9	460	396
1/26/2023	7:51:43 AM	Receding, Far Lane	26.8	165	105
1/26/2023	7:54:59 AM	Receding, Far Lane	17.1	196	744
1/26/2023	7:58:37 AM	Receding, Far Lane	29.1	218	169
1/26/2023	7:59:10 AM	Receding, Far Lane	29.3	32	233
1/26/2023	7:59:18 AM	Receding, Far Lane	27.4	9	152
1/26/2023	7:59:27 AM	Approaching, Near Lane	21.3	472	164
1/26/2023	8:01:31 AM	Approaching, Near Lane	33.9	124	218
1/26/2023	8:04:23 AM	Approaching, Near Lane	26.3	172	288
1/26/2023	8:04:50 AM	Receding, Far Lane	24.9	331	282
1/26/2023	8:08:09 AM	Receding, Far Lane	27.6	199	107
1/26/2023	8:08:12 AM	Receding, Far Lane	26.9	3	88
1/26/2023	8:09:40 AM	Approaching, Near Lane	12.6	317	525
1/26/2023	8:11:23 AM	Receding, Far Lane	22.3	191	186
1/26/2023	8:12:07 AM	Approaching, Near Lane	28.9	147	195
1/26/2023	8:16:01 AM	Approaching, Near Lane	25.8	234	225
1/26/2023	8:16:40 AM	Receding, Far Lane	24.1	317	111
1/26/2023	8:17:22 AM	Receding, Far Lane	20	42	111
1/26/2023	8:20:54 AM	Receding, Far Lane	26.1	212	141
1/26/2023	8:24:49 AM	Approaching, Near Lane	27.2	528	573
1/26/2023	8:25:22 AM	Receding, Far Lane	25.4	268	390
1/26/2023	8:28:04 AM	Approaching, Near Lane	28.1	195	381
1/26/2023	8:28:09 AM	Approaching, Near Lane	29.5	5	225
1/26/2023	8:30:04 AM	Receding, Far Lane	26.6	282	169
1/26/2023	8:30:32 AM	Receding, Far Lane	26.7	28	199
1/26/2023	8:30:34 AM	Approaching, Near Lane	22.7	146	485
1/26/2023	8:31:01 AM	Approaching, Near Lane	28.5	27	190
1/26/2023	8:32:52 AM	Receding, Far Lane	30.1	140	395
1/26/2023	8:34:13 AM	Receding, Far Lane	19.6	81	220
1/26/2023	8:35:04 AM	Receding, Far Lane	26.1	52	573
1/26/2023	8:36:13 AM	Approaching, Near Lane	34.2	311	234
1/26/2023	8:37:36 AM	Approaching, Near Lane	27	83	273
1/26/2023	8:42:40 AM	Receding, Far Lane	27.6	456	155
1/26/2023	8:43:26 AM	Approaching, Near Lane	30.2	350	257
1/26/2023	8:45:07 AM	Approaching, Near Lane	43.6	101	249
1/26/2023	8:45:39 AM	Receding, Far Lane	30.7	179	289
1/26/2023	8:45:56 AM	Approaching, Near Lane	7.2	49	133
1/26/2023	8:47:30 AM	Receding, Far Lane	24.2	111	640
1/26/2023	8:48:07 AM	Receding, Far Lane	29.4	37	224
1/26/2023	8:53:09 AM	Approaching, Near Lane	31.4	433	164
1/26/2023	8:54:09 AM	Receding, Far Lane	36.1	362	334
1/26/2023	8:55:44 AM	Receding, Far Lane	30	95	170
1/26/2023	8:56:24 AM	Receding, Far Lane	27.3	40	200
1/26/2023	8:57:50 AM	Approaching, Near Lane	26.1	281	156
1/26/2023	8:59:02 AM	Approaching, Near Lane	24.8	72	86
1/26/2023	9:00:20 AM	Approaching, Near Lane	20.8	78	37
1/26/2023	9:01:34 AM	Receding, Far Lane	26.3	311	145
1/26/2023	9:01:56 AM	Receding, Far Lane	15.9	22	191
1/26/2023	9:02:20 AM	Approaching, Near Lane	22.1	120	154
1/26/2023	9:03:27 AM	Approaching, Near Lane	19.4	67	676
1/26/2023	9:03:30 AM	Approaching, Near Lane	18.7	3	183
1/26/2023	9:03:39 AM	Approaching, Near Lane	21.3	9	201
1/26/2023	9:03:55 AM	Receding, Far Lane	29.2	119	170
1/26/2023	9:05:37 AM	Receding, Far Lane	41.7	102	148
1/26/2023	9:08:26 AM	Receding, Far Lane	39.8	169	199
1/26/2023	9:08:34 AM	Receding, Far Lane	30.2	8	269
1/26/2023	9:08:46 AM	Receding, Far Lane	28.4	12	248
1/26/2023	9:10:16 AM	Receding, Far Lane	15.2	90	713
1/26/2023	9:12:19 AM	Receding, Far Lane	24.8	124	192
1/26/2023	9:14:30 AM	Approaching, Near Lane	24.9	651	720
1/26/2023	9:15:07 AM	Approaching, Near Lane	33.8	37	276
1/26/2023	9:15:48 AM	Receding, Far Lane	29.9	209	75
1/26/2023	9:16:26 AM	Receding, Far Lane	30.8	37	161
1/26/2023	9:16:31 AM	Receding, Far Lane	28.2	6	243
1/26/2023	9:20:09 AM	Receding, Far Lane	30.9	218	140
1/26/2023	9:23:26 AM	Receding, Far Lane	28.6	197	211
1/26/2023	9:26:54 AM	Approaching, Near Lane	33	707	254
1/26/2023	9:28:55 AM	Approaching, Near Lane	39.1	121	285
1/26/2023	9:29:06 AM	Approaching, Near Lane	33.5	11	320
1/26/2023	9:33:16 AM	Receding, Far Lane	22.4	590	125
1/26/2023	9:34:17 AM	Receding, Far Lane	28.9	61	195
1/26/2023	9:34:32 AM	Receding, Far Lane	31.9	15	119
1/26/2023	9:35:36 AM	Receding, Far Lane	29.4	65	110
1/26/2023	9:37:16 AM	Approaching, Near Lane	27.3	490	183
1/26/2023	9:41:35 AM	Receding, Far Lane	26	359	213
1/26/2023	9:46:17 AM	Approaching, Near Lane	18.7	541	84
1/26/2023	9:47:10 AM	Approaching, Near Lane	25.9	53	492
1/26/2023	9:49:55 AM	Receding, Far Lane	11.8	500	86
1/26/2023	9:51:30 AM	Receding, Far Lane	30.4	95	209
1/26/2023	9:53:09 AM	Receding, Far Lane	25.3	100	584
1/26/2023	9:54:20 AM	Receding, Far Lane	23.2	71	73
1/26/2023	9:57:13 AM	Receding, Far Lane	26.5	173	744
1/26/2023	10:00:15 AM	Approaching, Near Lane	28.4	784	238
1/26/2023	10:03:48 AM	Receding, Far Lane	29	395	187
1/26/2023	10:03:59 AM	Receding, Far Lane	35.2	11	183
1/26/2023	10:08:42 AM	Approaching, Near Lane	28.2	507	206
1/26/2023	10:09:08 AM	Approaching, Near Lane	25.9	26	145
1/26/2023	10:11:41 AM	Approaching, Near Lane	27.2	152	114
1/26/2023	10:16:27 AM	Approaching, Near Lane	25.3	287	172
1/26/2023	10:16:51 AM	Receding, Far Lane	26.5	772	92
1/26/2023	10:17:18 AM	Approaching, Near Lane	26.8	50	156
1/26/2023	10:20:41 AM	Receding, Far Lane	19.6	230	187
1/26/2023	10:23:53 AM	Receding, Far Lane	32.8	192	188
1/26/2023	10:31:43 AM	Receding, Far Lane	28	470	309
1/26/2023	10:37:36 AM	Approaching, Near Lane	39.6	1218	151
1/26/2023	10:38:20 AM	Approaching, Near Lane	21.2	44	193
1/26/2023	10:40:13 AM	Receding, Far Lane	25.9	510	148
1/26/2023	10:45:52 AM	Approaching, Near Lane	29.1	452	610
1/26/2023	10:48:22 AM	Approaching, Near Lane	30.7	149	221
1/26/2023	10:49:44 AM	Receding, Far Lane	27.9	571	81
1/26/2023	10:51:23 AM	Receding, Far Lane	25.1	99	242
1/26/2023	10:52:36 AM	Approaching, Near Lane	29.5	254	433
1/26/2023	10:55:12 AM	Approaching, Near Lane	29.6	156	164
1/26/2023	10:58:57 AM	Receding, Far Lane	32.6	454	174
1/26/2023	10:59:56 AM	Receding, Far Lane	29.1	60	199
1/26/2023	11:02:01 AM	Approaching, Near Lane	24.2	410	224
1/26/2023	11:02:31 AM	Approaching, Near Lane	31.7	29	246
1/26/2023	11:03:03 AM	Receding, Far Lane	34.2	187	642
1/26/2023	11:03:28 AM	Receding, Far Lane	31.7	25	151
1/26/2023	11:04:20 AM	Approaching, Near Lane	28.8	110	194

1/26/2023	11:05:08 AM	Approaching, Near Lane	24.1	48	221
1/26/2023	11:06:42 AM	Approaching, Near Lane	40.5	94	188
1/26/2023	11:08:37 AM	Receding, Far Lane	27.8	309	140
1/26/2023	11:08:45 AM	Approaching, Near Lane	29.8	123	334
1/26/2023	11:09:11 AM	Receding, Far Lane	16.9	33	132
1/26/2023	11:09:22 AM	Receding, Far Lane	15.8	12	123
1/26/2023	11:11:44 AM	Approaching, Near Lane	25.1	179	222
1/26/2023	11:12:36 AM	Receding, Far Lane	28.4	194	27
1/26/2023	11:14:12 AM	Receding, Far Lane	25.7	95	109
1/26/2023	11:16:07 AM	Approaching, Near Lane	34	263	292
1/26/2023	11:18:16 AM	Receding, Far Lane	32.2	245	237
1/26/2023	11:18:20 AM	Approaching, Near Lane	20.9	133	164
1/26/2023	11:19:58 AM	Approaching, Near Lane	28.7	97	92
1/26/2023	11:20:07 AM	Approaching, Near Lane	25.5	9	210
1/26/2023	11:24:34 AM	Approaching, Near Lane	23.7	267	213
1/26/2023	11:25:25 AM	Approaching, Near Lane	19.4	51	179
1/26/2023	11:32:25 AM	Receding, Far Lane	21.9	849	139
1/26/2023	11:48:02 AM	Approaching, Near Lane	31.1	1357	281
1/26/2023	11:49:16 AM	Approaching, Near Lane	23.8	74	150
1/26/2023	11:50:27 AM	Approaching, Near Lane	30.4	71	249
1/26/2023	11:51:11 AM	Approaching, Near Lane	29.8	44	177
1/26/2023	11:51:50 AM	Approaching, Near Lane	24	38	212
1/26/2023	11:53:17 AM	Approaching, Near Lane	30.9	88	235
1/26/2023	11:53:20 AM	Receding, Far Lane	29.5	1254	153
1/26/2023	11:53:29 AM	Receding, Far Lane	30.2	9	471
1/26/2023	11:54:26 AM	Receding, Far Lane	28.6	57	241
1/26/2023	11:57:07 AM	Receding, Far Lane	30.5	162	286
1/26/2023	11:57:58 AM	Receding, Far Lane	29.4	51	214
1/26/2023	11:58:48 AM	Approaching, Near Lane	38.1	331	232
1/26/2023	12:00:04 PM	Approaching, Near Lane	21.6	77	162
1/26/2023	12:00:20 PM	Receding, Far Lane	23.5	142	209
1/26/2023	12:00:52 PM	Approaching, Near Lane	15.7	47	43
1/26/2023	12:01:27 PM	Receding, Far Lane	32.2	67	169
1/26/2023	12:03:15 PM	Receding, Far Lane	28.6	108	150
1/26/2023	12:05:25 PM	Receding, Far Lane	30.7	130	105
1/26/2023	12:06:51 PM	Receding, Far Lane	22.5	86	363
1/26/2023	12:07:00 PM	Approaching, Near Lane	20.1	368	441
1/26/2023	12:08:37 PM	Approaching, Near Lane	21.6	97	230
1/26/2023	12:11:05 PM	Receding, Far Lane	35.4	254	224
1/26/2023	12:13:23 PM	Receding, Far Lane	10.7	138	328
1/26/2023	12:13:49 PM	Approaching, Near Lane	30.3	312	193
1/26/2023	12:15:57 PM	Approaching, Near Lane	21.7	129	41
1/26/2023	12:16:24 PM	Approaching, Near Lane	28.7	27	173
1/26/2023	12:16:46 PM	Receding, Far Lane	22.9	203	229
1/26/2023	12:19:07 PM	Receding, Far Lane	23.2	141	245
1/26/2023	12:19:51 PM	Approaching, Near Lane	27.3	207	241
1/26/2023	12:19:54 PM	Approaching, Near Lane	26.8	2	185
1/26/2023	12:20:05 PM	Receding, Far Lane	30.7	58	116
1/26/2023	12:24:49 PM	Receding, Far Lane	30.4	283	123
1/26/2023	12:25:26 PM	Receding, Far Lane	22.9	37	230
1/26/2023	12:34:52 PM	Approaching, Near Lane	13.6	899	161
1/26/2023	12:35:55 PM	Receding, Far Lane	30.4	629	220
1/26/2023	12:38:31 PM	Approaching, Near Lane	20.6	219	173
1/26/2023	12:39:18 PM	Receding, Far Lane	19.9	204	235
1/26/2023	12:39:38 PM	Approaching, Near Lane	29.9	67	231
1/26/2023	12:44:22 PM	Approaching, Near Lane	27.3	284	212
1/26/2023	12:45:34 PM	Receding, Far Lane	29.1	376	271
1/26/2023	12:45:58 PM	Approaching, Near Lane	32.9	96	217
1/26/2023	12:47:45 PM	Receding, Far Lane	29.2	131	180
1/26/2023	12:48:50 PM	Approaching, Near Lane	29.7	172	238
1/26/2023	12:50:01 PM	Approaching, Near Lane	22.7	71	188
1/26/2023	12:50:19 PM	Approaching, Near Lane	29.7	17	164
1/26/2023	12:50:26 PM	Approaching, Near Lane	21.5	8	137
1/26/2023	12:51:15 PM	Approaching, Near Lane	22.7	48	100
1/26/2023	12:51:33 PM	Approaching, Near Lane	25.6	18	248
1/26/2023	12:53:58 PM	Approaching, Near Lane	22.5	145	359
1/26/2023	12:54:06 PM	Receding, Far Lane	25.4	381	69
1/26/2023	12:55:29 PM	Receding, Far Lane	31.8	83	130
1/26/2023	12:57:38 PM	Approaching, Near Lane	30.7	220	59
1/26/2023	12:58:29 PM	Receding, Far Lane	20.5	180	170
1/26/2023	12:58:36 PM	Receding, Far Lane	19.9	6	95
1/26/2023	1:01:19 PM	Approaching, Near Lane	22.4	221	49
1/26/2023	1:01:22 PM	Approaching, Near Lane	23.4	3	152
1/26/2023	1:03:24 PM	Receding, Far Lane	30.4	289	90
1/26/2023	1:04:10 PM	Receding, Far Lane	20.1	46	106
1/26/2023	1:04:25 PM	Receding, Far Lane	18.2	14	187
1/26/2023	1:05:16 PM	Approaching, Near Lane	35	234	232
1/26/2023	1:05:45 PM	Receding, Far Lane	27.2	80	149
1/26/2023	1:05:52 PM	Receding, Far Lane	28.2	7	275
1/26/2023	1:06:02 PM	Receding, Far Lane	34.1	11	170
1/26/2023	1:06:28 PM	Approaching, Near Lane	37.6	72	172
1/26/2023	1:07:19 PM	Receding, Far Lane	25.3	77	191
1/26/2023	1:09:00 PM	Receding, Far Lane	31	101	338
1/26/2023	1:10:22 PM	Approaching, Near Lane	32.7	234	226
1/26/2023	1:11:29 PM	Receding, Far Lane	18.5	148	77
1/26/2023	1:13:28 PM	Receding, Far Lane	13.8	119	35
1/26/2023	1:13:49 PM	Receding, Far Lane	23.8	21	132
1/26/2023	1:14:59 PM	Approaching, Near Lane	17.5	277	203
1/26/2023	1:15:17 PM	Receding, Far Lane	26.2	88	106
1/26/2023	1:15:28 PM	Receding, Far Lane	10.6	11	350
1/26/2023	1:19:57 PM	Receding, Far Lane	31.2	269	198
1/26/2023	1:21:47 PM	Approaching, Near Lane	27.4	407	145
1/26/2023	1:22:35 PM	Receding, Far Lane	32.9	158	190
1/26/2023	1:26:21 PM	Approaching, Near Lane	24.5	274	160
1/26/2023	1:28:34 PM	Receding, Far Lane	25.8	359	1
1/26/2023	1:31:32 PM	Receding, Far Lane	28.8	178	174
1/26/2023	1:31:51 PM	Approaching, Near Lane	21.3	330	157
1/26/2023	1:33:05 PM	Approaching, Near Lane	28.5	73	180
1/26/2023	1:33:47 PM	Approaching, Near Lane	34.2	43	258
1/26/2023	1:34:10 PM	Approaching, Near Lane	33.6	22	191
1/26/2023	1:34:31 PM	Approaching, Near Lane	26.3	21	159
1/26/2023	1:37:15 PM	Approaching, Near Lane	11.2	164	577
1/26/2023	1:37:42 PM	Approaching, Near Lane	33.8	27	193
1/26/2023	1:38:28 PM	Receding, Far Lane	31.9	416	199
1/26/2023	1:38:36 PM	Receding, Far Lane	36.1	9	183
1/26/2023	1:38:54 PM	Approaching, Near Lane	39.1	72	160
1/26/2023	1:39:45 PM	Approaching, Near Lane	10.1	51	116
1/26/2023	1:41:12 PM	Approaching, Near Lane	25.7	87	177
1/26/2023	1:41:47 PM	Approaching, Near Lane	34	35	412
1/26/2023	1:44:48 PM	Approaching, Near Lane	37.2	181	116
1/26/2023	1:45:12 PM	Receding, Far Lane	25.3	396	165
1/26/2023	1:46:07 PM	Approaching, Near Lane	33.3	79	258
1/26/2023	1:46:13 PM	Receding, Far Lane	47	61	118
1/26/2023	1:48:15 PM	Approaching, Near Lane	29.1	129	261
1/26/2023	1:50:01 PM	Receding, Far Lane	37.1	228	77
1/26/2023	1:50:47 PM	Approaching, Near Lane	30.4	151	549
1/26/2023	1:51:38 PM	Receding, Far Lane	30.8	96	160
1/26/2023	1:52:26 PM	Approaching, Near Lane	31.2	99	294
1/26/2023	1:52:31 PM	Approaching, Near Lane	29.9	5	52
1/26/2023	1:54:28 PM	Receding, Far Lane	22.2	170	82
1/26/2023	1:54:42 PM	Receding, Far Lane	32.9	13	236
1/26/2023	1:54:59 PM	Approaching, Near Lane	25.9	148	766
1/26/2023	1:55:05 PM	Receding, Far Lane	28.5	23	159
1/26/2023	5:13:57 PM	Approaching, Near Lane	28.7	11938	202
1/26/2023	5:13:59 PM	Approaching, Near Lane	29	2	187
1/26/2023	5:14:39 PM	Approaching, Near Lane	20.2	41	444
1/26/2023	5:14:59 PM	Receding, Far Lane	30.2	11994	120
1/26/2023	5:16:13 PM	Approaching, Near Lane	33.6	93	238
1/26/2023	5:16:21 PM	Receding, Far Lane	27	83	374
1/26/2023	5:17:50 PM	Receding, Far Lane	21.7	88	127
1/26/2023	5:18:22 PM	Receding, Far Lane	30.7	32	51
1/26/2023	5:19:18 PM	Approaching, Near Lane	22.6	185	123
1/26/2023	5:20:02 PM	Receding, Far Lane	29.1	100	199



1/26/2023	5:23:45 PM	Approaching, Near Lane	25.9	267	126
1/26/2023	5:24:10 PM	Receding, Far Lane	24.9	248	571
1/26/2023	5:24:22 PM	Approaching, Near Lane	27.8	37	248
1/26/2023	5:25:36 PM	Approaching, Near Lane	22.5	74	161
1/26/2023	5:25:38 PM	Approaching, Near Lane	20.3	2	169
1/26/2023	5:27:13 PM	Receding, Far Lane	24	183	270
1/26/2023	5:30:16 PM	Approaching, Near Lane	31.9	278	193
1/26/2023	5:33:29 PM	Approaching, Near Lane	15.1	193	65
1/26/2023	5:33:35 PM	Approaching, Near Lane	13.6	6	77
1/26/2023	5:33:39 PM	Receding, Far Lane	18.8	386	574
1/26/2023	5:35:10 PM	Receding, Far Lane	25.2	91	102
1/26/2023	5:35:41 PM	Approaching, Near Lane	33.9	126	158
1/26/2023	5:36:07 PM	Approaching, Near Lane	28.1	26	215
1/26/2023	5:36:25 PM	Approaching, Near Lane	37	18	283
1/26/2023	5:37:21 PM	Receding, Far Lane	33.5	131	186
1/26/2023	5:38:09 PM	Receding, Far Lane	21.4	48	144
1/26/2023	5:38:39 PM	Receding, Far Lane	28.5	30	159
1/26/2023	5:38:53 PM	Approaching, Near Lane	32.4	148	165
1/26/2023	5:41:27 PM	Receding, Far Lane	31.8	168	274
1/26/2023	5:41:56 PM	Approaching, Near Lane	29.5	183	142
1/26/2023	5:51:11 PM	Approaching, Near Lane	32.1	554	60
1/26/2023	5:51:57 PM	Approaching, Near Lane	31.3	46	186
1/26/2023	5:54:08 PM	Receding, Far Lane	40.6	761	209
1/26/2023	5:54:39 PM	Receding, Far Lane	29.8	31	262
1/26/2023	5:54:57 PM	Approaching, Near Lane	35.5	180	213
1/26/2023	5:56:29 PM	Receding, Far Lane	32.9	110	178
1/26/2023	6:01:46 PM	Approaching, Near Lane	31.4	409	252
1/26/2023	6:02:08 PM	Approaching, Near Lane	36.8	23	190
1/26/2023	6:02:52 PM	Approaching, Near Lane	35.4	44	138
1/26/2023	6:05:01 PM	Approaching, Near Lane	32.5	129	292
1/26/2023	6:06:32 PM	Approaching, Near Lane	27.9	91	103
1/26/2023	6:08:14 PM	Approaching, Near Lane	11.1	102	606
1/26/2023	6:08:18 PM	Approaching, Near Lane	31.4	4	264
1/26/2023	6:10:59 PM	Approaching, Near Lane	34.3	161	235
1/26/2023	6:12:27 PM	Receding, Far Lane	26.7	958	171
1/26/2023	6:19:12 PM	Approaching, Near Lane	26.7	493	146
1/26/2023	6:21:56 PM	Approaching, Near Lane	23.7	164	189
1/26/2023	6:22:40 PM	Approaching, Near Lane	25.8	44	653
1/26/2023	6:22:58 PM	Approaching, Near Lane	39.5	17	304
1/26/2023	6:26:51 PM	Approaching, Near Lane	20.5	233	200
1/26/2023	6:26:53 PM	Receding, Far Lane	17.7	866	299
1/26/2023	6:28:23 PM	Receding, Far Lane	28.2	90	125
1/26/2023	6:30:27 PM	Receding, Far Lane	35	124	194
1/26/2023	6:32:39 PM	Approaching, Near Lane	33.6	348	179
1/26/2023	6:36:46 PM	Receding, Far Lane	34.9	380	279
1/26/2023	6:39:12 PM	Receding, Far Lane	34.5	145	260
1/26/2023	6:41:39 PM	Approaching, Near Lane	40.3	540	271
1/26/2023	6:43:17 PM	Approaching, Near Lane	31.6	98	133
1/26/2023	6:47:12 PM	Approaching, Near Lane	30.6	234	306
1/26/2023	6:48:22 PM	Receding, Far Lane	28.5	550	179
1/26/2023	6:51:42 PM	Approaching, Near Lane	31.2	271	140
1/26/2023	6:53:29 PM	Approaching, Near Lane	30.6	107	155
1/26/2023	6:54:52 PM	Approaching, Near Lane	31	83	204
1/26/2023	6:56:03 PM	Approaching, Near Lane	30.9	70	169
1/26/2023	6:59:20 PM	Receding, Far Lane	28	659	162
1/26/2023	7:00:15 PM	Receding, Far Lane	21	54	100
1/26/2023	7:09:15 PM	Approaching, Near Lane	23.8	792	98
1/26/2023	7:09:46 PM	Approaching, Near Lane	30.4	32	238
1/26/2023	7:18:26 PM	Approaching, Near Lane	27.6	519	197
1/26/2023	7:20:52 PM	Approaching, Near Lane	38.6	146	182
1/26/2023	7:25:19 PM	Approaching, Near Lane	30.1	267	96
1/26/2023	7:32:47 PM	Receding, Far Lane	28.8	1952	123
1/26/2023	7:32:49 PM	Approaching, Near Lane	31.4	450	231
1/26/2023	7:34:39 PM	Receding, Far Lane	38	112	139
1/26/2023	7:35:13 PM	Receding, Far Lane	33.6	34	187
1/26/2023	7:35:32 PM	Approaching, Near Lane	30.8	163	320
1/26/2023	7:36:42 PM	Receding, Far Lane	34.3	89	220
1/26/2023	7:45:13 PM	Approaching, Near Lane	27.9	582	182
1/26/2023	7:53:29 PM	Receding, Far Lane	28.7	1007	254
1/26/2023	8:04:07 PM	Approaching, Near Lane	29.3	1134	295
1/26/2023	8:04:10 PM	Approaching, Near Lane	29.1	3	240
1/26/2023	8:11:26 PM	Receding, Far Lane	33.2	1077	193
1/26/2023	8:15:47 PM	Approaching, Near Lane	34.5	697	275
1/26/2023	8:20:09 PM	Approaching, Near Lane	27.7	262	209
1/26/2023	8:20:37 PM	Approaching, Near Lane	35.1	28	358
1/26/2023	8:27:04 PM	Receding, Far Lane	32.6	938	266
1/26/2023	8:29:43 PM	Approaching, Near Lane	40.8	546	190
1/26/2023	8:31:03 PM	Approaching, Near Lane	29.7	80	312
1/26/2023	8:38:01 PM	Approaching, Near Lane	29.6	418	226
1/26/2023	8:42:45 PM	Approaching, Near Lane	27.6	284	119
1/26/2023	8:49:55 PM	Approaching, Near Lane	24.9	429	280
1/26/2023	8:51:33 PM	Approaching, Near Lane	30.8	99	125
1/26/2023	8:52:10 PM	Approaching, Near Lane	30.3	37	268
1/26/2023	8:52:37 PM	Receding, Far Lane	21.2	1533	21
1/26/2023	8:54:02 PM	Approaching, Near Lane	31.6	112	189
1/26/2023	8:58:33 PM	Receding, Far Lane	32.7	356	210
1/26/2023	9:04:13 PM	Receding, Far Lane	37.2	340	209
1/26/2023	9:22:15 PM	Approaching, Near Lane	29.7	1692	134
1/26/2023	9:30:28 PM	Approaching, Near Lane	27.3	494	222
1/26/2023	9:54:27 PM	Approaching, Near Lane	36.6	1438	368
1/26/2023	10:04:01 PM	Approaching, Near Lane	36.6	574	201
1/26/2023	10:05:49 PM	Approaching, Near Lane	32.6	109	283
1/26/2023	10:25:32 PM	Approaching, Near Lane	28.3	1182	287
1/26/2023	10:29:59 PM	Receding, Far Lane	25.5	5146	223
1/26/2023	10:48:45 PM	Approaching, Near Lane	46.9	1393	218
1/26/2023	10:51:56 PM	Approaching, Near Lane	30	192	222
1/26/2023	10:51:59 PM	Approaching, Near Lane	30.8	3	245
1/27/2023	12:31:45 AM	Approaching, Near Lane	25.6	5986	276
1/27/2023	12:37:42 AM	Receding, Far Lane	27.6	7663	223
1/27/2023	12:50:21 AM	Approaching, Near Lane	22.3	1116	229
1/27/2023	12:55:47 AM	Receding, Far Lane	23.8	1085	199
1/27/2023	5:11:10 AM	Approaching, Near Lane	38.4	15649	194
1/27/2023	5:15:15 AM	Receding, Far Lane	41.9	15568	195
1/27/2023	5:16:40 AM	Receding, Far Lane	28.3	86	206
1/27/2023	5:27:04 AM	Receding, Far Lane	38.8	624	161
1/27/2023	6:27:11 AM	Receding, Far Lane	20	3606	182
1/27/2023	6:28:18 AM	Receding, Far Lane	34.9	68	401
1/27/2023	6:34:12 AM	Receding, Far Lane	33.6	353	199
1/27/2023	6:38:26 AM	Receding, Far Lane	21.9	254	709
1/27/2023	6:38:46 AM	Approaching, Near Lane	30.9	5256	268
1/27/2023	6:39:56 AM	Receding, Far Lane	28.9	91	215
1/27/2023	6:45:02 AM	Receding, Far Lane	28.8	306	225
1/27/2023	6:47:18 AM	Receding, Far Lane	29.1	136	249
1/27/2023	6:49:59 AM	Approaching, Near Lane	30.2	673	245
1/27/2023	7:07:43 AM	Approaching, Near Lane	48.9	1064	202
1/27/2023	7:11:17 AM	Receding, Far Lane	33.6	1439	140
1/27/2023	7:12:59 AM	Approaching, Near Lane	39.4	316	233
1/27/2023	7:13:21 AM	Receding, Far Lane	37.9	124	138
1/27/2023	7:19:37 AM	Receding, Far Lane	28.6	376	221
1/27/2023	7:24:07 AM	Receding, Far Lane	29.8	270	314
1/27/2023	7:24:16 AM	Receding, Far Lane	39.6	10	170
1/27/2023	7:33:05 AM	Approaching, Near Lane	23	1206	534
1/27/2023	7:34:19 AM	Receding, Far Lane	34	603	241
1/27/2023	7:35:02 AM	Approaching, Near Lane	11.2	117	346
1/27/2023	7:40:50 AM	Receding, Far Lane	8.4	391	80
1/27/2023	7:43:26 AM	Receding, Far Lane	6.6	156	183
1/27/2023	7:48:18 AM	Approaching, Near Lane	18.3	796	162
1/27/2023	7:51:08 AM	Receding, Far Lane	33.6	462	199
1/27/2023	7:55:56 AM	Receding, Far Lane	27.4	289	250
1/27/2023	7:56:13 AM	Receding, Far Lane	12.7	17	145
1/27/2023	7:58:06 AM	Receding, Far Lane	33.1	112	192
1/27/2023	8:04:44 AM	Approaching, Near Lane	31.2	987	229
1/27/2023	8:06:28 AM	Receding, Far Lane	18.8	503	182

1/27/2023	8:07:17 AM	Receding, Far Lane	37.3	49	224
1/27/2023	8:11:22 AM	Receding, Far Lane	22.8	245	267
1/27/2023	8:13:39 AM	Receding, Far Lane	29.5	137	80
1/27/2023	8:16:10 AM	Receding, Far Lane	17.1	151	293
1/27/2023	8:17:19 AM	Receding, Far Lane	16.7	69	360
1/27/2023	8:18:12 AM	Receding, Far Lane	29.6	52	196
1/27/2023	8:19:05 AM	Approaching, Near Lane	26.8	861	675
1/27/2023	8:19:47 AM	Receding, Far Lane	32.5	95	241
1/27/2023	8:22:12 AM	Receding, Far Lane	27.7	146	147
1/27/2023	8:22:18 AM	Approaching, Near Lane	24.1	192	248
1/27/2023	8:24:10 AM	Approaching, Near Lane	35.1	112	184
1/27/2023	8:27:23 AM	Receding, Far Lane	31.5	311	70
1/27/2023	8:31:01 AM	Receding, Far Lane	34.1	218	193
1/27/2023	8:36:13 AM	Approaching, Near Lane	28.5	722	190
1/27/2023	8:39:11 AM	Receding, Far Lane	31.5	490	303
1/27/2023	8:40:12 AM	Receding, Far Lane	30.5	61	135
1/27/2023	8:40:38 AM	Receding, Far Lane	22.7	26	265
1/27/2023	8:41:28 AM	Receding, Far Lane	29.7	50	166
1/27/2023	8:42:22 AM	Approaching, Near Lane	30.9	369	431
1/27/2023	8:45:21 AM	Receding, Far Lane	26.3	233	201
1/27/2023	8:47:36 AM	Receding, Far Lane	23.6	136	618
1/27/2023	8:48:58 AM	Receding, Far Lane	31.8	81	275
1/27/2023	8:51:18 AM	Approaching, Near Lane	23	536	275
1/27/2023	8:53:02 AM	Approaching, Near Lane	27	103	245
1/27/2023	8:58:12 AM	Receding, Far Lane	26.6	554	450
1/27/2023	8:58:24 AM	Approaching, Near Lane	12.7	323	79
1/27/2023	8:58:55 AM	Receding, Far Lane	33.8	44	237
1/27/2023	8:59:36 AM	Receding, Far Lane	23.9	40	142
1/27/2023	8:59:57 AM	Approaching, Near Lane	31.4	92	220
1/27/2023	9:02:54 AM	Approaching, Near Lane	33.3	178	328
1/27/2023	9:03:30 AM	Receding, Far Lane	17.4	234	141
1/27/2023	9:07:28 AM	Receding, Far Lane	18.2	238	116
1/27/2023	9:08:49 AM	Receding, Far Lane	30.9	81	184
1/27/2023	9:10:02 AM	Receding, Far Lane	27.2	72	188
1/27/2023	9:15:41 AM	Receding, Far Lane	28.3	339	256
1/27/2023	9:15:57 AM	Receding, Far Lane	28.1	16	134
1/27/2023	9:19:31 AM	Receding, Far Lane	35.1	214	95
1/27/2023	9:21:48 AM	Approaching, Near Lane	22.1	1134	177
1/27/2023	9:25:11 AM	Receding, Far Lane	25.9	340	230
1/27/2023	9:35:00 AM	Approaching, Near Lane	29.4	792	244
1/27/2023	9:36:58 AM	Receding, Far Lane	23.6	707	236
1/27/2023	9:38:29 AM	Receding, Far Lane	29.3	91	16
1/27/2023	9:38:40 AM	Receding, Far Lane	30.7	11	202
1/27/2023	9:41:31 AM	Receding, Far Lane	31.7	170	262
1/27/2023	9:42:14 AM	Receding, Far Lane	27.9	43	219
1/27/2023	9:42:37 AM	Receding, Far Lane	23.5	23	135
1/27/2023	9:45:42 AM	Receding, Far Lane	28.1	185	113
1/27/2023	9:47:03 AM	Receding, Far Lane	24.5	81	282
1/27/2023	9:50:02 AM	Approaching, Near Lane	26.8	902	223
1/27/2023	9:50:26 AM	Receding, Far Lane	19.3	203	146
1/27/2023	9:50:38 AM	Receding, Far Lane	28.3	12	566
1/27/2023	9:52:11 AM	Approaching, Near Lane	6.4	129	71
1/27/2023	9:53:23 AM	Receding, Far Lane	25.1	165	179
1/27/2023	9:53:43 AM	Approaching, Near Lane	30.7	93	199
1/27/2023	9:57:05 AM	Approaching, Near Lane	20.9	202	120
1/27/2023	9:57:42 AM	Receding, Far Lane	28.7	259	577
1/27/2023	9:58:22 AM	Approaching, Near Lane	24.5	77	221
1/27/2023	10:01:48 AM	Approaching, Near Lane	27.6	206	197
1/27/2023	10:07:06 AM	Approaching, Near Lane	22.4	317	192
1/27/2023	10:08:16 AM	Receding, Far Lane	25.9	635	94
1/27/2023	10:08:30 AM	Receding, Far Lane	20.6	13	137
1/27/2023	10:11:42 AM	Receding, Far Lane	26.2	192	134
1/27/2023	10:11:49 AM	Receding, Far Lane	27.7	8	99
1/27/2023	10:12:35 AM	Receding, Far Lane	32.8	45	373
1/27/2023	10:15:06 AM	Approaching, Near Lane	30.5	480	208
1/27/2023	10:15:15 AM	Approaching, Near Lane	10.9	9	103
1/27/2023	10:17:46 AM	Receding, Far Lane	19.8	311	246
1/27/2023	10:18:12 AM	Approaching, Near Lane	33.5	177	213
1/27/2023	10:19:18 AM	Receding, Far Lane	28.7	92	132
1/27/2023	10:21:55 AM	Approaching, Near Lane	25.5	223	516
1/27/2023	10:24:04 AM	Receding, Far Lane	29.3	286	119
1/27/2023	10:25:03 AM	Receding, Far Lane	19.9	58	532
1/27/2023	10:29:14 AM	Receding, Far Lane	34.7	251	446
1/27/2023	10:39:52 AM	Receding, Far Lane	30.2	639	259
1/27/2023	10:40:23 AM	Receding, Far Lane	39.4	30	98
1/27/2023	10:43:12 AM	Approaching, Near Lane	24.9	1277	726
1/27/2023	10:44:30 AM	Receding, Far Lane	27.3	247	132
1/27/2023	10:49:28 AM	Receding, Far Lane	34.2	298	183
1/27/2023	10:50:19 AM	Receding, Far Lane	31.2	51	133
1/27/2023	10:50:31 AM	Approaching, Near Lane	38.6	440	155
1/27/2023	10:52:34 AM	Approaching, Near Lane	30.8	122	201
1/27/2023	10:53:14 AM	Receding, Far Lane	24.2	175	172
1/27/2023	10:55:00 AM	Approaching, Near Lane	18.8	146	94
1/27/2023	10:57:45 AM	Approaching, Near Lane	30.7	165	221
1/27/2023	10:59:14 AM	Approaching, Near Lane	22.4	90	198
1/27/2023	10:59:19 AM	Approaching, Near Lane	10	5	429
1/27/2023	11:02:05 AM	Approaching, Near Lane	20.1	166	234
1/27/2023	11:02:08 AM	Approaching, Near Lane	21.3	4	202
1/27/2023	11:02:52 AM	Receding, Far Lane	26.9	578	107
1/27/2023	11:04:54 AM	Approaching, Near Lane	38	166	230
1/27/2023	11:05:15 AM	Receding, Far Lane	43.5	143	228
1/27/2023	11:08:02 AM	Approaching, Near Lane	30.5	188	219
1/27/2023	11:10:06 AM	Approaching, Near Lane	23.5	124	211
1/27/2023	11:15:10 AM	Receding, Far Lane	30.2	595	194
1/27/2023	11:15:39 AM	Receding, Far Lane	34.4	29	695
1/27/2023	11:15:57 AM	Receding, Far Lane	22.2	18	112
1/27/2023	11:19:47 AM	Approaching, Near Lane	36.8	580	255
1/27/2023	11:20:37 AM	Receding, Far Lane	33	280	167
1/27/2023	11:21:24 AM	Receding, Far Lane	28.8	48	194
1/27/2023	11:21:50 AM	Approaching, Near Lane	29	123	238
1/27/2023	11:21:56 AM	Approaching, Near Lane	31.5	6	254
1/27/2023	11:26:05 AM	Approaching, Near Lane	30.5	249	196
1/27/2023	11:27:53 AM	Receding, Far Lane	34.5	389	236
1/27/2023	11:30:22 AM	Approaching, Near Lane	30.1	257	170
1/27/2023	11:31:03 AM	Receding, Far Lane	32.7	190	198
1/27/2023	11:31:30 AM	Approaching, Near Lane	25	67	132
1/27/2023	11:32:01 AM	Receding, Far Lane	27	58	279
1/27/2023	11:34:07 AM	Receding, Far Lane	29.7	126	187
1/27/2023	11:38:01 AM	Approaching, Near Lane	25.4	391	174
1/27/2023	11:42:26 AM	Receding, Far Lane	27.5	500	202
1/27/2023	11:51:28 AM	Approaching, Near Lane	9.8	808	23
1/27/2023	11:51:59 AM	Receding, Far Lane	27.3	573	180
1/27/2023	11:53:50 AM	Approaching, Near Lane	20.1	142	234
1/27/2023	11:53:55 AM	Approaching, Near Lane	22.1	5	202
1/27/2023	11:55:47 AM	Receding, Far Lane	35.7	228	931
1/27/2023	11:59:38 AM	Approaching, Near Lane	40	342	338
1/27/2023	12:02:00 PM	Approaching, Near Lane	32.5	142	201
1/27/2023	12:02:22 PM	Receding, Far Lane	31.4	395	201
1/27/2023	12:03:24 PM	Receding, Far Lane	28.6	62	120
1/27/2023	12:04:19 PM	Approaching, Near Lane	21.7	139	585
1/27/2023	12:06:13 PM	Receding, Far Lane	26.4	170	194
1/27/2023	12:07:11 PM	Receding, Far Lane	32.7	58	163
1/27/2023	12:08:01 PM	Receding, Far Lane	9.9	50	271
1/27/2023	12:09:37 PM	Approaching, Near Lane	31.6	318	223
1/27/2023	12:11:04 PM	Receding, Far Lane	29	183	606
1/27/2023	12:18:40 PM	Approaching, Near Lane	48.1	542	313
1/27/2023	12:20:29 PM	Receding, Far Lane	33	565	273
1/27/2023	12:24:26 PM	Receding, Far Lane	30.7	237	72
1/27/2023	12:27:40 PM	Approaching, Near Lane	29.1	541	240
1/27/2023	12:31:30 PM	Receding, Far Lane	33.1	424	250
1/27/2023	12:31:56 PM	Approaching, Near Lane	30.8	255	266
1/27/2023	12:36:37 PM	Receding, Far Lane	35	307	279
1/27/2023	12:37:20 PM	Receding, Far Lane	27	44	203

1/27/2023	12:37:25 PM	Receding, Far Lane	34.1	5	229
1/27/2023	12:38:23 PM	Approaching, Near Lane	15.9	387	182
1/27/2023	12:40:58 PM	Approaching, Near Lane	37.1	155	495
1/27/2023	12:43:33 PM	Approaching, Near Lane	37.6	155	252
1/27/2023	12:44:10 PM	Receding, Far Lane	32.1	405	212
1/27/2023	12:46:10 PM	Approaching, Near Lane	36.5	157	239
1/27/2023	12:46:43 PM	Approaching, Near Lane	26	34	118
1/27/2023	12:46:51 PM	Approaching, Near Lane	30	8	274
1/27/2023	12:49:03 PM	Receding, Far Lane	22	293	163
1/27/2023	12:49:29 PM	Receding, Far Lane	38.1	26	154
1/27/2023	12:51:05 PM	Approaching, Near Lane	29	254	176
1/27/2023	12:51:39 PM	Receding, Far Lane	37.5	130	213
1/27/2023	12:52:06 PM	Approaching, Near Lane	28.7	61	263
1/27/2023	12:53:25 PM	Receding, Far Lane	26.6	105	159
1/27/2023	12:55:17 PM	Approaching, Near Lane	25.6	191	266
1/27/2023	12:56:07 PM	Approaching, Near Lane	34.9	50	219
1/27/2023	12:59:43 PM	Receding, Far Lane	26.3	379	312
1/27/2023	1:04:47 PM	Approaching, Near Lane	34.8	520	242
1/27/2023	1:09:05 PM	Receding, Far Lane	29.1	561	127
1/27/2023	1:09:47 PM	Receding, Far Lane	30.8	42	204
1/27/2023	1:10:43 PM	Approaching, Near Lane	30.7	356	243
1/27/2023	1:12:36 PM	Approaching, Near Lane	10.7	113	258
1/27/2023	1:16:06 PM	Receding, Far Lane	29.6	379	207
1/27/2023	1:16:25 PM	Approaching, Near Lane	24.1	229	221
1/27/2023	1:17:38 PM	Receding, Far Lane	29.4	92	245
1/27/2023	1:19:58 PM	Approaching, Near Lane	22.1	213	185
1/27/2023	1:20:20 PM	Receding, Far Lane	28.6	162	150
1/27/2023	1:20:35 PM	Receding, Far Lane	30.7	15	246
1/27/2023	1:21:31 PM	Receding, Far Lane	35.3	56	247
1/27/2023	1:26:24 PM	Receding, Far Lane	32.9	293	178
1/27/2023	1:28:52 PM	Receding, Far Lane	28.4	148	87
1/27/2023	1:30:42 PM	Receding, Far Lane	20.6	111	63
1/27/2023	1:41:50 PM	Approaching, Near Lane	26.5	1312	199
1/27/2023	1:44:14 PM	Receding, Far Lane	35.1	812	208
1/27/2023	1:46:44 PM	Approaching, Near Lane	36.5	294	226
1/27/2023	1:46:59 PM	Approaching, Near Lane	31.1	15	194
1/27/2023	1:47:24 PM	Approaching, Near Lane	28.5	26	260
1/27/2023	1:51:49 PM	Receding, Far Lane	31.2	455	210
1/27/2023	1:53:13 PM	Receding, Far Lane	35.1	84	380
1/27/2023	1:59:45 PM	Approaching, Near Lane	25.2	741	295
1/27/2023	2:01:33 PM	Approaching, Near Lane	26.9	108	235
1/27/2023	2:03:04 PM	Approaching, Near Lane	32.6	91	248
1/27/2023	2:06:02 PM	Approaching, Near Lane	27.4	178	253
1/27/2023	2:08:00 PM	Receding, Far Lane	19	887	543
1/27/2023	2:11:17 PM	Approaching, Near Lane	32.5	316	246
1/27/2023	2:13:11 PM	Receding, Far Lane	27.3	310	103
1/27/2023	2:16:05 PM	Approaching, Near Lane	32.4	288	245
1/27/2023	2:17:44 PM	Approaching, Near Lane	28.9	99	287
1/27/2023	2:18:09 PM	Receding, Far Lane	30.8	298	172
1/27/2023	2:19:16 PM	Approaching, Near Lane	26.4	92	216
1/27/2023	2:21:41 PM	Approaching, Near Lane	32.2	145	140
1/27/2023	2:23:11 PM	Receding, Far Lane	35.5	302	162
1/27/2023	2:23:41 PM	Approaching, Near Lane	27	120	169
1/27/2023	2:32:46 PM	Approaching, Near Lane	25	545	247
1/27/2023	2:33:08 PM	Receding, Far Lane	31.4	596	268
1/27/2023	2:33:17 PM	Receding, Far Lane	30.6	9	620
1/27/2023	2:36:25 PM	Receding, Far Lane	17.1	188	106
1/27/2023	2:37:17 PM	Receding, Far Lane	27.7	52	323
1/27/2023	2:39:47 PM	Approaching, Near Lane	19.2	421	65
1/27/2023	2:40:10 PM	Approaching, Near Lane	31	23	345
1/27/2023	2:41:43 PM	Receding, Far Lane	30.2	266	163
1/27/2023	2:43:13 PM	Approaching, Near Lane	22.4	182	183
1/27/2023	2:43:48 PM	Receding, Far Lane	16.2	126	286
1/27/2023	2:44:39 PM	Approaching, Near Lane	18.4	87	403
1/27/2023	2:46:01 PM	Receding, Far Lane	30.4	133	209
1/27/2023	2:51:33 PM	Approaching, Near Lane	33.9	414	123
1/27/2023	2:55:07 PM	Receding, Far Lane	36.7	546	228
1/27/2023	2:56:27 PM	Approaching, Near Lane	29.5	294	318
1/27/2023	2:57:59 PM	Approaching, Near Lane	35.5	92	163
1/27/2023	3:00:00 PM	Receding, Far Lane	39.1	293	165
1/27/2023	3:03:37 PM	Approaching, Near Lane	29.6	338	81
1/27/2023	3:05:31 PM	Receding, Far Lane	30.4	331	187
1/27/2023	3:08:31 PM	Receding, Far Lane	28.1	180	499
1/27/2023	3:08:43 PM	Approaching, Near Lane	32.1	306	3
1/27/2023	3:11:13 PM	Receding, Far Lane	29.6	162	248
1/27/2023	3:12:18 PM	Approaching, Near Lane	31.9	216	294
1/27/2023	3:15:05 PM	Approaching, Near Lane	19.3	167	81
1/27/2023	3:15:45 PM	Approaching, Near Lane	25	40	114
1/27/2023	3:23:25 PM	Approaching, Near Lane	29.6	460	257
1/27/2023	3:24:55 PM	Receding, Far Lane	29.1	822	233
1/27/2023	3:27:28 PM	Approaching, Near Lane	26.4	242	189
1/27/2023	3:27:35 PM	Approaching, Near Lane	29.4	7	172
1/27/2023	3:29:02 PM	Receding, Far Lane	20.2	248	427
1/27/2023	3:30:35 PM	Approaching, Near Lane	32.9	180	182
1/27/2023	3:30:55 PM	Approaching, Near Lane	27.2	20	287
1/27/2023	3:31:05 PM	Approaching, Near Lane	35.8	10	204
1/27/2023	3:33:49 PM	Approaching, Near Lane	13.1	164	299
1/27/2023	3:35:41 PM	Receding, Far Lane	24.8	399	131
1/27/2023	3:35:49 PM	Receding, Far Lane	30.6	8	125
1/27/2023	3:37:47 PM	Approaching, Near Lane	19.7	238	359
1/27/2023	3:39:01 PM	Receding, Far Lane	31.8	192	62
1/27/2023	3:39:54 PM	Receding, Far Lane	23.1	53	6
1/27/2023	3:45:51 PM	Approaching, Near Lane	26.5	485	414
1/27/2023	3:46:26 PM	Approaching, Near Lane	21.7	35	171
1/27/2023	3:47:46 PM	Approaching, Near Lane	21	80	195
1/27/2023	3:48:53 PM	Receding, Far Lane	30.3	539	217
1/27/2023	3:50:32 PM	Receding, Far Lane	29.3	100	26
1/27/2023	3:51:16 PM	Receding, Far Lane	38.7	43	187
1/27/2023	3:52:09 PM	Approaching, Near Lane	35.7	263	215
1/27/2023	3:53:17 PM	Receding, Far Lane	25.1	121	240
1/27/2023	3:53:59 PM	Receding, Far Lane	33.5	42	151
1/27/2023	3:59:17 PM	Receding, Far Lane	32.2	318	237
1/27/2023	4:02:19 PM	Receding, Far Lane	32.3	181	466
1/27/2023	4:02:30 PM	Approaching, Near Lane	27.9	621	487
1/27/2023	4:03:40 PM	Approaching, Near Lane	22.2	70	85
1/27/2023	4:03:42 PM	Approaching, Near Lane	21.6	2	199
1/27/2023	4:05:22 PM	Receding, Far Lane	24.3	184	345
1/27/2023	4:06:22 PM	Receding, Far Lane	27.2	60	283
1/27/2023	4:06:46 PM	Receding, Far Lane	35	24	120
1/27/2023	4:16:16 PM	Approaching, Near Lane	30.1	754	170
1/27/2023	4:21:19 PM	Receding, Far Lane	38.2	872	141
1/27/2023	4:25:27 PM	Approaching, Near Lane	27.1	551	305
1/27/2023	4:27:28 PM	Receding, Far Lane	32	370	132
1/27/2023	4:28:17 PM	Receding, Far Lane	32.4	49	159
1/27/2023	4:30:48 PM	Receding, Far Lane	29.1	151	137
1/27/2023	4:31:59 PM	Receding, Far Lane	21.8	71	83
1/27/2023	4:36:29 PM	Approaching, Near Lane	27	662	93
1/27/2023	4:37:22 PM	Receding, Far Lane	31.7	323	184
1/27/2023	4:42:21 PM	Receding, Far Lane	19	299	72
1/27/2023	4:47:41 PM	Approaching, Near Lane	31.8	672	215
1/27/2023	4:50:23 PM	Receding, Far Lane	31.5	482	181
1/27/2023	4:51:06 PM	Receding, Far Lane	25.2	43	92
1/27/2023	4:52:04 PM	Receding, Far Lane	23.9	57	615
1/27/2023	4:53:38 PM	Approaching, Near Lane	32.9	357	193
1/27/2023	4:54:52 PM	Approaching, Near Lane	8.5	74	23
1/27/2023	4:57:01 PM	Approaching, Near Lane	24	129	278
1/27/2023	4:57:12 PM	Approaching, Near Lane	22.2	11	219
1/27/2023	5:00:13 PM	Approaching, Near Lane	27.8	181	170
1/27/2023	5:02:03 PM	Receding, Far Lane	34.9	600	230
1/27/2023	5:02:21 PM	Approaching, Near Lane	24.7	128	180
1/27/2023	5:02:30 PM	Approaching, Near Lane	29.1	9	240
1/27/2023	5:02:37 PM	Approaching, Near Lane	33.4	6	200
1/27/2023	5:03:15 PM	Receding, Far Lane	22.6	72	128

1/27/2023	5:04:20 PM	Approaching, Near Lane	32.6	103	190
1/27/2023	5:06:51 PM	Receding, Far Lane	27.2	216	159
1/27/2023	5:07:56 PM	Receding, Far Lane	32.1	65	291
1/27/2023	5:09:41 PM	Approaching, Near Lane	24	321	448
1/27/2023	5:14:23 PM	Approaching, Near Lane	27.4	281	174
1/27/2023	5:16:00 PM	Approaching, Near Lane	30.8	97	212
1/27/2023	5:17:59 PM	Receding, Far Lane	33.4	603	172
1/27/2023	5:18:52 PM	Receding, Far Lane	27.7	53	236
1/27/2023	5:23:36 PM	Receding, Far Lane	31.2	284	122
1/27/2023	5:23:47 PM	Approaching, Near Lane	34.3	467	187
1/27/2023	5:25:57 PM	Approaching, Near Lane	31.4	130	164
1/27/2023	5:26:17 PM	Approaching, Near Lane	31.7	20	269
1/27/2023	5:26:45 PM	Receding, Far Lane	34.8	189	486
1/27/2023	5:26:55 PM	Approaching, Near Lane	24.2	37	172
1/27/2023	5:27:51 PM	Approaching, Near Lane	25.8	56	206
1/27/2023	5:30:39 PM	Approaching, Near Lane	32.8	168	331
1/27/2023	5:31:04 PM	Approaching, Near Lane	33.3	24	187
1/27/2023	5:32:26 PM	Approaching, Near Lane	28.3	83	157
1/27/2023	5:34:58 PM	Receding, Far Lane	29.7	493	207
1/27/2023	5:35:05 PM	Approaching, Near Lane	24.2	159	146
1/27/2023	5:43:19 PM	Approaching, Near Lane	30.4	494	110
1/27/2023	5:46:22 PM	Approaching, Near Lane	26.2	183	213
1/27/2023	5:46:43 PM	Approaching, Near Lane	30.4	22	281
1/27/2023	5:48:49 PM	Approaching, Near Lane	27.5	126	253
1/27/2023	5:50:40 PM	Approaching, Near Lane	19.7	111	156
1/27/2023	5:54:01 PM	Receding, Far Lane	30.1	1143	225
1/27/2023	5:58:13 PM	Approaching, Near Lane	14.5	453	29
1/27/2023	6:00:27 PM	Approaching, Near Lane	34.9	134	330
1/27/2023	6:02:38 PM	Receding, Far Lane	30.7	516	170
1/27/2023	6:02:49 PM	Approaching, Near Lane	21.7	142	239
1/27/2023	6:03:11 PM	Receding, Far Lane	32.6	33	277
1/27/2023	6:06:41 PM	Receding, Far Lane	21.9	210	108
1/27/2023	6:06:45 PM	Approaching, Near Lane	21.2	235	551
1/27/2023	6:08:21 PM	Approaching, Near Lane	23.4	96	202
1/27/2023	6:08:38 PM	Receding, Far Lane	11.4	117	112
1/27/2023	6:11:24 PM	Receding, Far Lane	7.3	166	167
1/27/2023	6:11:39 PM	Approaching, Near Lane	40.8	198	248
1/27/2023	6:12:31 PM	Receding, Far Lane	31.1	67	253
1/27/2023	6:12:45 PM	Approaching, Near Lane	9.4	66	342
1/27/2023	6:14:40 PM	Receding, Far Lane	31.1	129	197
1/27/2023	6:20:25 PM	Receding, Far Lane	27.4	346	577
1/27/2023	6:24:16 PM	Approaching, Near Lane	32.3	691	221
1/27/2023	6:24:26 PM	Approaching, Near Lane	30	10	211
1/27/2023	6:25:39 PM	Receding, Far Lane	23.2	314	236
1/27/2023	6:26:04 PM	Receding, Far Lane	33.1	24	204
1/27/2023	6:27:12 PM	Approaching, Near Lane	23.2	166	303
1/27/2023	6:27:26 PM	Receding, Far Lane	34.4	82	174
1/27/2023	6:28:12 PM	Approaching, Near Lane	27.9	60	181
1/27/2023	6:28:33 PM	Approaching, Near Lane	32.2	21	140
1/27/2023	6:29:32 PM	Approaching, Near Lane	28.6	59	192
1/27/2023	6:33:02 PM	Receding, Far Lane	21.2	337	216
1/27/2023	6:33:23 PM	Approaching, Near Lane	32.2	231	61
1/27/2023	6:34:09 PM	Approaching, Near Lane	23.9	46	201
1/27/2023	6:34:54 PM	Approaching, Near Lane	27.1	45	285
1/27/2023	6:37:01 PM	Receding, Far Lane	26.5	238	270
1/27/2023	6:38:18 PM	Receding, Far Lane	35.5	77	200
1/27/2023	6:45:14 PM	Receding, Far Lane	26.8	416	172
1/27/2023	6:45:38 PM	Receding, Far Lane	37.1	24	234
1/27/2023	6:46:21 PM	Receding, Far Lane	23.2	43	89
1/27/2023	6:46:23 PM	Approaching, Near Lane	35.7	689	253
1/27/2023	6:48:15 PM	Approaching, Near Lane	29.6	112	310
1/27/2023	6:48:44 PM	Receding, Far Lane	27.5	143	124
1/27/2023	6:52:32 PM	Receding, Far Lane	35.7	228	227
1/27/2023	6:55:18 PM	Receding, Far Lane	31.5	167	92
1/27/2023	7:04:23 PM	Approaching, Near Lane	25.8	969	316
1/27/2023	7:06:11 PM	Approaching, Near Lane	29.7	107	249
1/27/2023	7:07:06 PM	Approaching, Near Lane	25.8	55	297
1/27/2023	7:09:14 PM	Approaching, Near Lane	26.4	128	235
1/27/2023	7:10:12 PM	Receding, Far Lane	32.9	894	235
1/27/2023	7:18:44 PM	Approaching, Near Lane	28.5	570	250
1/27/2023	7:21:10 PM	Approaching, Near Lane	26.1	146	248
1/27/2023	7:21:31 PM	Approaching, Near Lane	35.3	21	335
1/27/2023	7:27:06 PM	Approaching, Near Lane	28	335	203
1/27/2023	7:30:03 PM	Approaching, Near Lane	34.4	177	249
1/27/2023	7:31:28 PM	Approaching, Near Lane	29.6	85	311
1/27/2023	7:35:28 PM	Receding, Far Lane	32.2	1516	395
1/27/2023	7:36:02 PM	Approaching, Near Lane	31.7	275	236
1/27/2023	7:38:58 PM	Receding, Far Lane	47.3	210	204
1/27/2023	7:42:16 PM	Receding, Far Lane	32.1	197	189
1/27/2023	7:42:33 PM	Approaching, Near Lane	32.9	391	252
1/27/2023	7:47:13 PM	Receding, Far Lane	38.2	297	168
1/27/2023	7:48:30 PM	Approaching, Near Lane	29.3	356	108
1/27/2023	7:53:31 PM	Approaching, Near Lane	30.5	301	208
1/27/2023	7:56:50 PM	Approaching, Near Lane	22.6	200	203
1/27/2023	8:04:57 PM	Approaching, Near Lane	12	487	716
1/27/2023	8:06:24 PM	Receding, Far Lane	24.7	1152	138
1/27/2023	8:06:39 PM	Approaching, Near Lane	32.5	102	177
1/27/2023	8:07:31 PM	Approaching, Near Lane	30.3	51	215
1/27/2023	8:07:53 PM	Approaching, Near Lane	38.7	22	320
1/27/2023	8:09:06 PM	Approaching, Near Lane	31.1	72	215
1/27/2023	8:10:11 PM	Approaching, Near Lane	26.7	66	286
1/27/2023	8:15:11 PM	Approaching, Near Lane	33.6	300	191
1/27/2023	8:15:51 PM	Receding, Far Lane	27.2	567	178
1/27/2023	8:19:31 PM	Receding, Far Lane	28	220	201
1/27/2023	8:19:36 PM	Approaching, Near Lane	24.9	265	245
1/27/2023	8:26:52 PM	Approaching, Near Lane	33.3	436	128
1/27/2023	8:29:41 PM	Receding, Far Lane	31.3	610	233
1/27/2023	8:34:01 PM	Approaching, Near Lane	18.3	428	84
1/27/2023	9:00:36 PM	Approaching, Near Lane	22.5	1595	66
1/27/2023	9:02:50 PM	Approaching, Near Lane	29.1	134	322
1/27/2023	9:09:31 PM	Receding, Far Lane	30.4	2390	123
1/27/2023	9:09:54 PM	Receding, Far Lane	28.5	23	139
1/27/2023	9:10:06 PM	Approaching, Near Lane	30.7	436	221
1/27/2023	9:43:16 PM	Approaching, Near Lane	38.1	1990	164
1/27/2023	10:02:28 PM	Receding, Far Lane	24.5	3155	161
1/27/2023	10:02:33 PM	Receding, Far Lane	27.8	4	178
1/27/2023	10:03:11 PM	Receding, Far Lane	25.1	38	268
1/27/2023	10:03:13 PM	Approaching, Near Lane	31.6	1197	167
1/27/2023	10:03:26 PM	Approaching, Near Lane	34.5	13	225
1/27/2023	10:03:48 PM	Receding, Far Lane	28.6	37	272
1/27/2023	10:06:49 PM	Approaching, Near Lane	30.1	203	149
1/27/2023	10:12:10 PM	Receding, Far Lane	30	501	213
1/27/2023	10:30:39 PM	Receding, Far Lane	26.6	1110	56
1/27/2023	10:40:38 PM	Approaching, Near Lane	30.2	2028	192
1/27/2023	10:41:19 PM	Approaching, Near Lane	29.3	42	191
1/27/2023	10:53:22 PM	Approaching, Near Lane	28	722	222
1/28/2023	12:00:08 AM	Receding, Far Lane	34.2	5369	183
1/28/2023	12:12:23 AM	Approaching, Near Lane	37.7	4741	292
1/28/2023	12:35:05 AM	Approaching, Near Lane	32.8	1362	250
1/28/2023	12:41:35 AM	Approaching, Near Lane	31.9	390	237
1/28/2023	12:48:28 AM	Approaching, Near Lane	29.3	413	222
1/28/2023	12:55:27 AM	Approaching, Near Lane	46.4	419	230
1/28/2023	2:02:09 AM	Approaching, Near Lane	16.8	4002	139
1/28/2023	2:44:40 AM	Receding, Far Lane	35.9	9872	243
1/28/2023	3:45:22 AM	Approaching, Near Lane	36.3	6192	210
1/28/2023	3:48:54 AM	Receding, Far Lane	41	3854	156
1/28/2023	5:37:07 AM	Receding, Far Lane	26.7	6493	227
1/28/2023	6:34:48 AM	Receding, Far Lane	34.8	3461	228
1/28/2023	6:57:34 AM	Receding, Far Lane	21.4	1366	130
1/28/2023	7:21:27 AM	Receding, Far Lane	40.8	1434	369
1/28/2023	7:23:30 AM	Approaching, Near Lane	26.1	13089	284
1/28/2023	7:24:49 AM	Approaching, Near Lane	28	79	321
1/28/2023	7:36:30 AM	Receding, Far Lane	31.3	903	223

1/28/2023	7:42:58 AM	Receding, Far Lane	36	387	333
1/28/2023	7:43:19 AM	Approaching, Near Lane	28.7	1110	182
1/28/2023	7:44:59 AM	Receding, Far Lane	30.5	121	232
1/28/2023	7:47:39 AM	Receding, Far Lane	27.5	160	289
1/28/2023	8:04:14 AM	Receding, Far Lane	22.6	995	183
1/28/2023	8:04:53 AM	Receding, Far Lane	38.5	40	199
1/28/2023	8:09:00 AM	Approaching, Near Lane	33.3	1541	58
1/28/2023	8:19:43 AM	Approaching, Near Lane	34.2	643	258
1/28/2023	8:20:28 AM	Approaching, Near Lane	33.3	45	82
1/28/2023	8:24:07 AM	Receding, Far Lane	26.4	1154	118
1/28/2023	8:25:46 AM	Approaching, Near Lane	29.5	318	527
1/28/2023	8:31:03 AM	Approaching, Near Lane	13.8	317	227
1/28/2023	8:31:41 AM	Approaching, Near Lane	34.8	38	255
1/28/2023	8:34:42 AM	Receding, Far Lane	27.5	635	600
1/28/2023	8:36:56 AM	Approaching, Near Lane	9.7	315	547
1/28/2023	8:41:31 AM	Receding, Far Lane	38.8	409	174
1/28/2023	8:41:48 AM	Receding, Far Lane	34.8	17	240
1/28/2023	8:44:03 AM	Receding, Far Lane	31.4	135	257
1/28/2023	8:49:20 AM	Receding, Far Lane	30.1	317	320
1/28/2023	8:50:50 AM	Receding, Far Lane	24.8	90	619
1/28/2023	8:53:35 AM	Receding, Far Lane	28.4	165	188
1/28/2023	8:56:09 AM	Approaching, Near Lane	24.2	1153	478
1/28/2023	9:05:15 AM	Receding, Far Lane	19.1	700	159
1/28/2023	9:08:08 AM	Approaching, Near Lane	29.2	719	293
1/28/2023	9:11:34 AM	Receding, Far Lane	33.5	378	257
1/28/2023	9:13:17 AM	Receding, Far Lane	29	104	258
1/28/2023	9:20:49 AM	Approaching, Near Lane	25.5	761	211
1/28/2023	9:22:27 AM	Receding, Far Lane	34.7	550	202
1/28/2023	9:23:48 AM	Receding, Far Lane	27.8	81	207
1/28/2023	9:28:40 AM	Receding, Far Lane	17.1	292	98
1/28/2023	9:33:29 AM	Receding, Far Lane	23.4	288	116
1/28/2023	9:36:41 AM	Approaching, Near Lane	22.9	952	176
1/28/2023	9:39:23 AM	Receding, Far Lane	29.9	355	190
1/28/2023	9:39:47 AM	Receding, Far Lane	35.9	24	269
1/28/2023	9:41:53 AM	Approaching, Near Lane	30.7	312	210
1/28/2023	9:47:23 AM	Receding, Far Lane	30.3	457	111
1/28/2023	9:48:07 AM	Receding, Far Lane	23.8	44	190
1/28/2023	9:48:25 AM	Receding, Far Lane	26.1	18	206
1/28/2023	9:52:29 AM	Receding, Far Lane	27.2	244	140
1/28/2023	9:53:01 AM	Approaching, Near Lane	42.7	668	240
1/28/2023	10:00:39 AM	Receding, Far Lane	26.1	490	68
1/28/2023	10:03:35 AM	Receding, Far Lane	29.9	176	201
1/28/2023	10:05:15 AM	Receding, Far Lane	22.2	100	261
1/28/2023	10:14:07 AM	Receding, Far Lane	29.7	532	82
1/28/2023	10:14:40 AM	Receding, Far Lane	32.5	33	218
1/28/2023	10:21:28 AM	Receding, Far Lane	24.8	408	166
1/28/2023	10:22:38 AM	Approaching, Near Lane	31.7	1776	101
1/28/2023	10:23:21 AM	Receding, Far Lane	33.1	113	122
1/28/2023	10:30:23 AM	Receding, Far Lane	30.2	422	141
1/28/2023	10:31:39 AM	Receding, Far Lane	16.8	76	123
1/28/2023	10:34:13 AM	Approaching, Near Lane	20.2	696	137
1/28/2023	10:38:14 AM	Receding, Far Lane	25.6	395	215
1/28/2023	10:39:08 AM	Approaching, Near Lane	24.6	294	257
1/28/2023	10:39:10 AM	Approaching, Near Lane	23	2	267
1/28/2023	10:39:50 AM	Approaching, Near Lane	18.4	40	94
1/28/2023	10:40:12 AM	Receding, Far Lane	23.8	118	148
1/28/2023	10:41:55 AM	Receding, Far Lane	16	104	8
1/28/2023	10:43:26 AM	Approaching, Near Lane	21.8	217	218
1/28/2023	10:46:28 AM	Approaching, Near Lane	22.5	182	185
1/28/2023	10:48:44 AM	Approaching, Near Lane	28.1	136	174
1/28/2023	10:50:10 AM	Receding, Far Lane	33.8	494	94
1/28/2023	10:52:30 AM	Approaching, Near Lane	24.5	226	159
1/28/2023	11:06:20 AM	Approaching, Near Lane	29.8	830	219
1/28/2023	11:07:16 AM	Receding, Far Lane	24.1	1026	86
1/28/2023	11:08:12 AM	Receding, Far Lane	14.2	56	32
1/28/2023	11:10:02 AM	Receding, Far Lane	25.7	110	145
1/28/2023	11:13:58 AM	Approaching, Near Lane	29.6	458	123
1/28/2023	11:24:24 AM	Approaching, Near Lane	34.2	626	126
1/28/2023	11:24:33 AM	Approaching, Near Lane	30.3	8	204
1/28/2023	11:27:59 AM	Approaching, Near Lane	33.8	206	252
1/28/2023	11:30:47 AM	Receding, Far Lane	35.6	1245	201
1/28/2023	11:33:12 AM	Approaching, Near Lane	30.1	314	276
1/28/2023	11:40:45 AM	Receding, Far Lane	33.3	598	288
1/28/2023	11:44:00 AM	Receding, Far Lane	20.7	195	94
1/28/2023	11:44:15 AM	Receding, Far Lane	35.1	15	157
1/28/2023	11:51:43 AM	Receding, Far Lane	35.1	449	108
1/28/2023	11:52:53 AM	Receding, Far Lane	32.6	70	243
1/28/2023	11:57:27 AM	Receding, Far Lane	30.8	274	182
1/28/2023	11:57:39 AM	Approaching, Near Lane	11.8	1466	373
1/28/2023	11:59:42 AM	Receding, Far Lane	25.8	135	627
1/28/2023	12:03:22 PM	Approaching, Near Lane	35.6	343	364
1/28/2023	12:09:15 PM	Receding, Far Lane	20.6	573	35
1/28/2023	12:09:51 PM	Receding, Far Lane	32.6	36	243
1/28/2023	12:11:56 PM	Receding, Far Lane	28.5	126	160
1/28/2023	12:13:02 PM	Approaching, Near Lane	16.9	580	183
1/28/2023	12:13:40 PM	Approaching, Near Lane	22.6	38	211
1/28/2023	12:16:16 PM	Receding, Far Lane	18.1	260	114
1/28/2023	12:17:42 PM	Receding, Far Lane	31.7	86	228
1/28/2023	12:22:14 PM	Receding, Far Lane	27.1	272	100
1/28/2023	12:30:05 PM	Receding, Far Lane	26.7	471	114
1/28/2023	12:30:47 PM	Approaching, Near Lane	28.1	1027	145
1/28/2023	12:30:57 PM	Approaching, Near Lane	26.4	10	132
1/28/2023	12:31:42 PM	Receding, Far Lane	28	96	142
1/28/2023	12:32:59 PM	Receding, Far Lane	24	77	76
1/28/2023	12:33:25 PM	Approaching, Near Lane	18.8	148	74
1/28/2023	12:35:28 PM	Receding, Far Lane	21.8	149	153
1/28/2023	12:35:53 PM	Approaching, Near Lane	30.7	147	275
1/28/2023	12:38:01 PM	Approaching, Near Lane	28.5	128	290
1/28/2023	12:38:34 PM	Receding, Far Lane	20.2	186	108
1/28/2023	12:44:46 PM	Approaching, Near Lane	24.7	405	207
1/28/2023	12:46:07 PM	Receding, Far Lane	24	453	109
1/28/2023	12:48:39 PM	Approaching, Near Lane	29.9	233	231
1/28/2023	12:50:13 PM	Receding, Far Lane	35.4	246	199
1/28/2023	12:50:31 PM	Approaching, Near Lane	36.4	112	199
1/28/2023	12:51:20 PM	Approaching, Near Lane	37.5	49	237
1/28/2023	12:52:14 PM	Receding, Far Lane	34.5	121	163
1/28/2023	12:52:30 PM	Approaching, Near Lane	19.9	70	69
1/28/2023	12:52:58 PM	Approaching, Near Lane	22.1	28	154
1/28/2023	12:57:43 PM	Approaching, Near Lane	30.4	285	195
1/28/2023	12:57:44 PM	Receding, Far Lane	20	330	146
1/28/2023	1:01:09 PM	Approaching, Near Lane	32.2	206	299
1/28/2023	1:01:48 PM	Approaching, Near Lane	29.8	39	134
1/28/2023	1:02:39 PM	Approaching, Near Lane	34.3	51	271
1/28/2023	1:05:15 PM	Approaching, Near Lane	31.4	155	274
1/28/2023	1:06:09 PM	Receding, Far Lane	21.8	505	83
1/28/2023	1:06:19 PM	Receding, Far Lane	31.8	10	287
1/28/2023	1:06:22 PM	Receding, Far Lane	32.7	3	256
1/28/2023	1:06:34 PM	Approaching, Near Lane	27.7	80	159
1/28/2023	1:09:30 PM	Approaching, Near Lane	40.3	176	214
1/28/2023	1:10:14 PM	Receding, Far Lane	33.5	232	163
1/28/2023	1:18:31 PM	Receding, Far Lane	31.4	497	257
1/28/2023	1:19:49 PM	Approaching, Near Lane	35.9	619	205
1/28/2023	1:20:54 PM	Approaching, Near Lane	22.2	64	132
1/28/2023	1:21:56 PM	Receding, Far Lane	31.4	205	91
1/28/2023	1:22:22 PM	Approaching, Near Lane	36.2	89	222
1/28/2023	1:23:36 PM	Approaching, Near Lane	28.5	74	169
1/28/2023	1:23:42 PM	Receding, Far Lane	28.1	106	74
1/28/2023	1:26:12 PM	Receding, Far Lane	33.2	149	171
1/28/2023	1:28:13 PM	Approaching, Near Lane	34	277	220
1/28/2023	1:31:07 PM	Receding, Far Lane	32.5	296	195
1/28/2023	1:33:04 PM	Approaching, Near Lane	33	291	289
1/28/2023	1:34:45 PM	Approaching, Near Lane	35	101	256
1/28/2023	1:35:02 PM	Approaching, Near Lane	34.3	17	223

1/28/2023	1:38:46 PM	Receding, Far Lane	31.3	458	190
1/28/2023	1:39:14 PM	Receding, Far Lane	30.9	28	162
1/28/2023	1:44:22 PM	Receding, Far Lane	30.3	308	399
1/28/2023	1:44:53 PM	Approaching, Near Lane	33.6	591	227
1/28/2023	1:46:17 PM	Approaching, Near Lane	15.5	84	78
1/28/2023	1:48:16 PM	Receding, Far Lane	30.1	234	119
1/28/2023	1:50:16 PM	Receding, Far Lane	34.2	120	279
1/28/2023	1:55:27 PM	Approaching, Near Lane	34	550	231
1/28/2023	1:56:14 PM	Approaching, Near Lane	27.2	47	211
1/28/2023	1:56:23 PM	Approaching, Near Lane	25	9	501
1/28/2023	1:56:45 PM	Approaching, Near Lane	25.3	22	92
1/28/2023	1:58:00 PM	Approaching, Near Lane	39.4	75	261
1/28/2023	1:58:14 PM	Approaching, Near Lane	34.5	14	469
1/28/2023	2:04:13 PM	Receding, Far Lane	36.6	837	163
1/28/2023	2:06:48 PM	Receding, Far Lane	24.9	155	176
1/28/2023	2:10:06 PM	Receding, Far Lane	32	198	132
1/28/2023	2:11:46 PM	Approaching, Near Lane	31.8	812	226
1/28/2023	2:12:38 PM	Receding, Far Lane	25.6	151	144
1/28/2023	2:14:53 PM	Approaching, Near Lane	18.6	187	228
1/28/2023	2:14:58 PM	Receding, Far Lane	35.3	140	185
1/28/2023	2:15:04 PM	Receding, Far Lane	31.5	6	569
1/28/2023	2:15:06 PM	Receding, Far Lane	31.3	2	223
1/28/2023	2:16:40 PM	Approaching, Near Lane	30.2	107	43
1/28/2023	2:18:11 PM	Approaching, Near Lane	21.1	91	79
1/28/2023	2:20:11 PM	Receding, Far Lane	35.3	304	172
1/28/2023	2:22:15 PM	Receding, Far Lane	15.8	124	178
1/28/2023	2:22:33 PM	Receding, Far Lane	32.7	18	221
1/28/2023	2:23:58 PM	Approaching, Near Lane	34.7	347	216
1/28/2023	2:24:04 PM	Approaching, Near Lane	38.1	6	204
1/28/2023	2:25:11 PM	Approaching, Near Lane	36.8	68	255
1/28/2023	2:27:06 PM	Approaching, Near Lane	28.4	114	59
1/28/2023	2:31:45 PM	Receding, Far Lane	29.7	552	239
1/28/2023	2:32:27 PM	Receding, Far Lane	34.8	42	289
1/28/2023	2:41:24 PM	Receding, Far Lane	32.1	537	156
1/28/2023	2:43:15 PM	Receding, Far Lane	29.8	111	209
1/28/2023	2:48:28 PM	Approaching, Near Lane	32.2	1282	231
1/28/2023	2:50:24 PM	Approaching, Near Lane	31.1	116	216
1/28/2023	2:57:08 PM	Approaching, Near Lane	27	404	255
1/28/2023	2:58:02 PM	Approaching, Near Lane	27.7	53	227
1/28/2023	2:59:22 PM	Receding, Far Lane	27.7	967	186
1/28/2023	2:59:28 PM	Approaching, Near Lane	32.3	87	335
1/28/2023	3:01:13 PM	Approaching, Near Lane	21.3	104	29
1/28/2023	3:01:34 PM	Receding, Far Lane	27.7	132	99
1/28/2023	3:02:04 PM	Approaching, Near Lane	30.7	52	232
1/28/2023	3:02:56 PM	Receding, Far Lane	29.4	82	246
1/28/2023	3:05:33 PM	Approaching, Near Lane	32.7	209	248
1/28/2023	3:08:36 PM	Receding, Far Lane	33.9	340	144
1/28/2023	3:08:46 PM	Approaching, Near Lane	29.9	192	136
1/28/2023	3:15:12 PM	Receding, Far Lane	33.1	396	309
1/28/2023	3:17:28 PM	Approaching, Near Lane	27.2	522	182
1/28/2023	3:18:15 PM	Approaching, Near Lane	31.3	47	230
1/28/2023	3:20:01 PM	Receding, Far Lane	19.4	289	121
1/28/2023	3:21:41 PM	Approaching, Near Lane	28.3	206	427
1/28/2023	3:22:02 PM	Receding, Far Lane	32	121	222
1/28/2023	3:22:59 PM	Approaching, Near Lane	27.9	78	132
1/28/2023	3:23:20 PM	Receding, Far Lane	35.5	78	388
1/28/2023	3:24:24 PM	Approaching, Near Lane	40.3	85	185
1/28/2023	3:25:27 PM	Approaching, Near Lane	35.3	63	186
1/28/2023	3:26:46 PM	Approaching, Near Lane	38.2	79	327
1/28/2023	3:28:07 PM	Receding, Far Lane	34.3	287	112
1/28/2023	3:28:58 PM	Receding, Far Lane	25.9	51	166
1/28/2023	3:32:21 PM	Approaching, Near Lane	34.6	334	459
1/28/2023	3:32:45 PM	Approaching, Near Lane	36.8	24	255
1/28/2023	3:34:18 PM	Approaching, Near Lane	35.1	93	246
1/28/2023	3:34:54 PM	Receding, Far Lane	32.9	356	479
1/28/2023	3:38:17 PM	Receding, Far Lane	32	202	380
1/28/2023	3:39:47 PM	Receding, Far Lane	25	90	125
1/28/2023	3:40:22 PM	Receding, Far Lane	30.5	35	263
1/28/2023	3:42:21 PM	Receding, Far Lane	32.7	119	187
1/28/2023	3:49:06 PM	Approaching, Near Lane	29	888	289
1/28/2023	3:50:49 PM	Receding, Far Lane	34.4	508	210
1/28/2023	3:55:25 PM	Approaching, Near Lane	29.3	379	180
1/28/2023	4:00:53 PM	Receding, Far Lane	38.8	604	256
1/28/2023	4:03:33 PM	Approaching, Near Lane	27.6	488	236
1/28/2023	4:03:37 PM	Approaching, Near Lane	32.4	5	279
1/28/2023	4:06:23 PM	Approaching, Near Lane	29.3	166	181
1/28/2023	4:09:04 PM	Receding, Far Lane	38.7	491	255
1/28/2023	4:09:10 PM	Approaching, Near Lane	29.4	167	203
1/28/2023	4:09:20 PM	Approaching, Near Lane	32.3	10	698
1/28/2023	4:16:47 PM	Receding, Far Lane	32.5	464	241
1/28/2023	4:24:27 PM	Approaching, Near Lane	25	907	309
1/28/2023	4:29:20 PM	Receding, Far Lane	9.5	753	319
1/28/2023	4:30:34 PM	Receding, Far Lane	27.4	74	201
1/28/2023	4:31:07 PM	Approaching, Near Lane	26.6	400	230
1/28/2023	4:35:29 PM	Receding, Far Lane	30.1	295	193
1/28/2023	4:36:56 PM	Approaching, Near Lane	32.4	349	187
1/28/2023	4:38:19 PM	Receding, Far Lane	29.7	170	197
1/28/2023	4:39:29 PM	Approaching, Near Lane	24.1	153	187
1/28/2023	4:42:12 PM	Approaching, Near Lane	17.7	163	201
1/28/2023	4:44:02 PM	Approaching, Near Lane	26.5	111	134
1/28/2023	4:44:25 PM	Receding, Far Lane	19.4	366	250
1/28/2023	4:47:59 PM	Approaching, Near Lane	34.7	236	265
1/28/2023	4:48:41 PM	Approaching, Near Lane	9.8	42	186
1/28/2023	4:48:44 PM	Receding, Far Lane	24.3	259	200
1/28/2023	4:50:03 PM	Approaching, Near Lane	31.6	82	167
1/28/2023	4:51:42 PM	Receding, Far Lane	22	178	217
1/28/2023	4:51:46 PM	Approaching, Near Lane	29.9	103	167
1/28/2023	4:53:59 PM	Receding, Far Lane	27.7	136	157
1/28/2023	4:54:04 PM	Receding, Far Lane	29.4	5	265
1/28/2023	4:59:03 PM	Approaching, Near Lane	14.5	437	125
1/28/2023	4:59:11 PM	Approaching, Near Lane	24.8	7	208
1/28/2023	5:00:04 PM	Receding, Far Lane	16.1	360	215
1/28/2023	5:02:21 PM	Approaching, Near Lane	27	191	235
1/28/2023	5:04:40 PM	Receding, Far Lane	18	276	138
1/28/2023	5:04:45 PM	Receding, Far Lane	25.1	6	409
1/28/2023	5:08:08 PM	Approaching, Near Lane	29.6	346	28
1/28/2023	5:17:36 PM	Receding, Far Lane	30.8	771	172
1/28/2023	5:17:42 PM	Approaching, Near Lane	26.3	574	270
1/28/2023	5:17:47 PM	Receding, Far Lane	31.9	11	209
1/28/2023	5:19:06 PM	Receding, Far Lane	34.7	78	165
1/28/2023	5:20:00 PM	Approaching, Near Lane	21.5	138	54
1/28/2023	5:20:52 PM	Approaching, Near Lane	33.8	53	228
1/28/2023	5:22:13 PM	Approaching, Near Lane	33.8	80	228
1/28/2023	5:25:46 PM	Approaching, Near Lane	34.5	213	140
1/28/2023	5:26:46 PM	Approaching, Near Lane	31.8	60	271
1/28/2023	5:26:58 PM	Receding, Far Lane	15	472	75
1/28/2023	5:30:28 PM	Approaching, Near Lane	21.1	222	79
1/28/2023	5:32:04 PM	Receding, Far Lane	25.1	305	204
1/28/2023	5:35:28 PM	Approaching, Near Lane	24	300	227
1/28/2023	5:35:33 PM	Approaching, Near Lane	28.9	4	124
1/28/2023	5:37:06 PM	Receding, Far Lane	33.3	303	101
1/28/2023	5:37:24 PM	Receding, Far Lane	24.8	18	104
1/28/2023	5:38:42 PM	Approaching, Near Lane	34.2	189	342
1/28/2023	5:39:33 PM	Receding, Far Lane	28.5	128	210
1/28/2023	5:40:50 PM	Receding, Far Lane	27.3	77	189
1/28/2023	5:41:39 PM	Approaching, Near Lane	36	177	283
1/28/2023	5:41:45 PM	Receding, Far Lane	24.1	56	171
1/28/2023	5:46:26 PM	Receding, Far Lane	39.7	281	199
1/28/2023	5:50:26 PM	Receding, Far Lane	28.3	240	216
1/28/2023	5:50:37 PM	Receding, Far Lane	27.9	10	258
1/28/2023	5:53:34 PM	Approaching, Near Lane	22.6	715	219
1/28/2023	5:57:00 PM	Approaching, Near Lane	14	205	134
1/28/2023	5:57:07 PM	Receding, Far Lane	17.1	391	40

1/28/2023	6:03:31 PM	Approaching, Near Lane	37.7	391	240
1/28/2023	6:07:23 PM	Receding, Far Lane	33.9	615	132
1/28/2023	6:07:59 PM	Approaching, Near Lane	33.2	268	116
1/28/2023	6:08:26 PM	Receding, Far Lane	34.4	63	210
1/28/2023	6:09:33 PM	Receding, Far Lane	24.4	67	168
1/28/2023	6:09:42 PM	Receding, Far Lane	32.1	10	178
1/28/2023	6:11:08 PM	Approaching, Near Lane	31.6	189	278
1/28/2023	6:17:29 PM	Receding, Far Lane	31.4	467	280
1/28/2023	6:18:47 PM	Receding, Far Lane	12.2	77	77
1/28/2023	6:20:56 PM	Receding, Far Lane	36.4	129	186
1/28/2023	6:25:14 PM	Approaching, Near Lane	29.6	846	279
1/28/2023	6:42:14 PM	Receding, Far Lane	29.1	1278	240
1/28/2023	6:43:32 PM	Approaching, Near Lane	29.4	1097	359
1/28/2023	6:46:52 PM	Approaching, Near Lane	30.3	200	216
1/28/2023	6:49:18 PM	Receding, Far Lane	30.9	424	173
1/28/2023	6:52:53 PM	Approaching, Near Lane	13.1	361	835
1/28/2023	6:54:10 PM	Approaching, Near Lane	25.5	77	211
1/28/2023	6:56:14 PM	Approaching, Near Lane	35.9	124	54
1/28/2023	7:01:46 PM	Approaching, Near Lane	29	331	105
1/28/2023	7:04:33 PM	Approaching, Near Lane	31.5	168	99
1/28/2023	7:12:02 PM	Receding, Far Lane	39.6	1364	198
1/28/2023	7:19:49 PM	Approaching, Near Lane	18.7	916	98
1/28/2023	7:20:14 PM	Receding, Far Lane	26.1	492	231
1/28/2023	7:30:27 PM	Approaching, Near Lane	29.9	638	305
1/28/2023	7:31:55 PM	Receding, Far Lane	29.4	701	245
1/28/2023	7:32:24 PM	Receding, Far Lane	32.1	29	178
1/28/2023	7:33:27 PM	Approaching, Near Lane	32.2	179	265
1/28/2023	7:42:27 PM	Approaching, Near Lane	20.4	540	199
1/28/2023	7:49:21 PM	Approaching, Near Lane	30.2	415	214
1/28/2023	7:54:05 PM	Approaching, Near Lane	30.8	284	114
1/28/2023	8:06:12 PM	Approaching, Near Lane	31.9	726	261
1/28/2023	8:07:15 PM	Approaching, Near Lane	37	64	245
1/28/2023	8:12:11 PM	Receding, Far Lane	29.7	2387	188
1/28/2023	8:12:50 PM	Approaching, Near Lane	19.6	335	223
1/28/2023	8:13:02 PM	Approaching, Near Lane	24.9	12	122
1/28/2023	8:14:51 PM	Approaching, Near Lane	32.8	110	239
1/28/2023	8:18:46 PM	Receding, Far Lane	32.2	395	203
1/28/2023	8:23:42 PM	Receding, Far Lane	22.3	296	43
1/28/2023	8:32:44 PM	Approaching, Near Lane	24.1	1073	219
1/28/2023	8:36:29 PM	Receding, Far Lane	27.3	767	152
1/28/2023	8:39:55 PM	Approaching, Near Lane	36.6	431	227
1/28/2023	8:42:52 PM	Approaching, Near Lane	28.2	177	256
1/28/2023	8:51:01 PM	Approaching, Near Lane	19.4	489	186
1/28/2023	8:54:07 PM	Approaching, Near Lane	33.8	187	240
1/28/2023	9:15:26 PM	Approaching, Near Lane	32.9	1278	217
1/28/2023	10:10:11 PM	Approaching, Near Lane	22.5	3286	161
1/28/2023	10:16:00 PM	Approaching, Near Lane	30.7	349	210
1/28/2023	10:17:39 PM	Approaching, Near Lane	35.3	99	211
1/28/2023	11:07:58 PM	Approaching, Near Lane	33.5	3018	308
1/28/2023	11:31:19 PM	Approaching, Near Lane	27.9	1402	281
1/29/2023	12:17:44 AM	Approaching, Near Lane	53.5	2784	240
1/29/2023	12:34:38 AM	Receding, Far Lane	29.9	14289	116
1/29/2023	3:50:07 AM	Approaching, Near Lane	27.2	12743	47
1/29/2023	3:52:59 AM	Receding, Far Lane	37.8	11902	204
1/29/2023	5:10:13 AM	Approaching, Near Lane	33.9	4806	231
1/29/2023	5:10:45 AM	Receding, Far Lane	32.1	4666	144
1/29/2023	5:11:10 AM	Receding, Far Lane	30	25	223
1/29/2023	5:12:55 AM	Receding, Far Lane	34.6	105	91
1/29/2023	6:46:20 AM	Receding, Far Lane	21.1	5606	177
1/29/2023	7:22:45 AM	Approaching, Near Lane	27.2	7952	238
1/29/2023	7:27:29 AM	Receding, Far Lane	33.9	2469	262
1/29/2023	7:36:59 AM	Receding, Far Lane	24.8	570	219
1/29/2023	8:03:54 AM	Receding, Far Lane	33.8	1615	213
1/29/2023	8:07:53 AM	Receding, Far Lane	14.8	240	66
1/29/2023	8:18:27 AM	Approaching, Near Lane	27.8	3343	229
1/29/2023	8:19:47 AM	Approaching, Near Lane	28.5	80	261
1/29/2023	8:19:51 AM	Receding, Far Lane	19.4	718	133
1/29/2023	8:39:44 AM	Receding, Far Lane	26.8	1194	257
1/29/2023	8:40:51 AM	Receding, Far Lane	30.9	67	216
1/29/2023	8:44:12 AM	Receding, Far Lane	22.3	201	99
1/29/2023	8:46:30 AM	Receding, Far Lane	25.3	138	674
1/29/2023	8:49:07 AM	Receding, Far Lane	31.4	157	247
1/29/2023	8:49:46 AM	Approaching, Near Lane	24.4	1799	295
1/29/2023	8:55:55 AM	Receding, Far Lane	20.5	407	366
1/29/2023	9:05:31 AM	Receding, Far Lane	33.6	576	270
1/29/2023	9:15:46 AM	Approaching, Near Lane	22.8	1560	262
1/29/2023	9:22:58 AM	Receding, Far Lane	31	1047	349
1/29/2023	9:29:16 AM	Receding, Far Lane	29.1	377	212
1/29/2023	9:33:11 AM	Approaching, Near Lane	30.8	1045	244
1/29/2023	9:33:17 AM	Approaching, Near Lane	27.6	7	158
1/29/2023	9:35:06 AM	Approaching, Near Lane	36.6	108	279
1/29/2023	9:37:20 AM	Approaching, Near Lane	27.9	135	261
1/29/2023	9:42:38 AM	Receding, Far Lane	31.2	803	200
1/29/2023	9:42:58 AM	Receding, Far Lane	40.2	20	204
1/29/2023	9:48:55 AM	Receding, Far Lane	12.8	357	217
1/29/2023	9:51:45 AM	Receding, Far Lane	28.4	171	327
1/29/2023	9:53:44 AM	Approaching, Near Lane	22.4	983	208
1/29/2023	9:54:37 AM	Receding, Far Lane	34.7	172	178
1/29/2023	9:58:11 AM	Receding, Far Lane	38.4	214	183
1/29/2023	9:59:00 AM	Receding, Far Lane	28.6	49	221
1/29/2023	9:59:08 AM	Approaching, Near Lane	31.9	325	272
1/29/2023	10:02:23 AM	Approaching, Near Lane	21.7	195	217
1/29/2023	10:06:30 AM	Receding, Far Lane	41.8	449	252
1/29/2023	10:06:40 AM	Approaching, Near Lane	28.9	257	73
1/29/2023	10:08:23 AM	Receding, Far Lane	29.3	113	130
1/29/2023	10:08:36 AM	Receding, Far Lane	28.4	13	177
1/29/2023	10:09:09 AM	Receding, Far Lane	19.9	33	193
1/29/2023	10:10:36 AM	Receding, Far Lane	24.5	87	83
1/29/2023	10:17:19 AM	Receding, Far Lane	32	403	222
1/29/2023	10:17:34 AM	Approaching, Near Lane	22.8	654	53
1/29/2023	10:17:43 AM	Receding, Far Lane	29.1	25	261
1/29/2023	10:17:56 AM	Approaching, Near Lane	41.4	22	255
1/29/2023	10:19:19 AM	Receding, Far Lane	31.3	96	167
1/29/2023	10:20:47 AM	Receding, Far Lane	22.1	88	220
1/29/2023	10:22:35 AM	Approaching, Near Lane	28.8	278	286
1/29/2023	10:22:45 AM	Receding, Far Lane	28.8	119	225
1/29/2023	10:23:39 AM	Receding, Far Lane	22.8	53	204
1/29/2023	10:28:26 AM	Approaching, Near Lane	26	351	200
1/29/2023	10:32:02 AM	Approaching, Near Lane	38.7	216	415
1/29/2023	10:33:03 AM	Approaching, Near Lane	32.4	61	142
1/29/2023	10:36:14 AM	Receding, Far Lane	31.1	756	230
1/29/2023	10:37:18 AM	Approaching, Near Lane	23.5	256	185
1/29/2023	10:37:56 AM	Receding, Far Lane	35.7	102	190
1/29/2023	10:39:40 AM	Receding, Far Lane	39.9	103	229
1/29/2023	10:45:01 AM	Receding, Far Lane	30.1	321	206
1/29/2023	10:45:12 AM	Receding, Far Lane	35.1	12	195
1/29/2023	10:46:34 AM	Receding, Far Lane	37	82	154
1/29/2023	10:47:08 AM	Approaching, Near Lane	34.8	589	181
1/29/2023	10:54:59 AM	Approaching, Near Lane	31.9	471	216
1/29/2023	10:58:20 AM	Receding, Far Lane	34.3	706	172
1/29/2023	10:58:38 AM	Approaching, Near Lane	32.9	220	206
1/29/2023	11:00:41 AM	Receding, Far Lane	31.5	141	125
1/29/2023	11:03:16 AM	Receding, Far Lane	37.2	155	275
1/29/2023	11:08:17 AM	Receding, Far Lane	43.8	301	138
1/29/2023	11:10:29 AM	Receding, Far Lane	31.1	131	209
1/29/2023	11:11:21 AM	Receding, Far Lane	30.9	52	184
1/29/2023	11:13:03 AM	Receding, Far Lane	36.3	102	262
1/29/2023	11:15:01 AM	Receding, Far Lane	29.1	118	127
1/29/2023	11:19:13 AM	Receding, Far Lane	36.7	252	190
1/29/2023	11:19:40 AM	Approaching, Near Lane	38.5	1262	236
1/29/2023	11:29:52 AM	Approaching, Near Lane	31	611	258
1/29/2023	11:30:47 AM	Approaching, Near Lane	23.8	56	258
1/29/2023	11:41:17 AM	Approaching, Near Lane	33.2	630	268

1/29/2023	11:42:52 AM	Approaching, Near Lane	32.5	95	293
1/29/2023	11:43:46 AM	Receding, Far Lane	31	1472	240
1/29/2023	11:44:47 AM	Approaching, Near Lane	30.6	115	219
1/29/2023	11:45:13 AM	Approaching, Near Lane	35.3	26	186
1/29/2023	11:51:18 AM	Receding, Far Lane	24.6	452	128
1/29/2023	11:53:17 AM	Approaching, Near Lane	36.2	484	363
1/29/2023	11:57:49 AM	Approaching, Near Lane	28.6	272	222
1/29/2023	12:07:15 PM	Approaching, Near Lane	20.7	567	160
1/29/2023	12:08:06 PM	Receding, Far Lane	21.8	1008	75
1/29/2023	12:11:09 PM	Approaching, Near Lane	40.1	234	310
1/29/2023	12:11:43 PM	Approaching, Near Lane	32.9	34	182
1/29/2023	12:12:33 PM	Receding, Far Lane	32.1	267	20
1/29/2023	12:12:49 PM	Receding, Far Lane	29.1	16	76
1/29/2023	12:15:58 PM	Receding, Far Lane	36.2	188	286
1/29/2023	12:17:54 PM	Approaching, Near Lane	35.3	371	199
1/29/2023	12:18:11 PM	Receding, Far Lane	27.3	133	229
1/29/2023	12:18:28 PM	Receding, Far Lane	30.1	17	532
1/29/2023	12:18:39 PM	Approaching, Near Lane	44.5	45	180
1/29/2023	12:20:38 PM	Approaching, Near Lane	28.8	119	174
1/29/2023	12:28:54 PM	Approaching, Near Lane	20.3	496	324
1/29/2023	12:30:31 PM	Receding, Far Lane	32.9	723	189
1/29/2023	12:32:35 PM	Receding, Far Lane	26.5	124	288
1/29/2023	12:33:47 PM	Approaching, Near Lane	46.3	293	212
1/29/2023	12:35:00 PM	Approaching, Near Lane	40.1	73	183
1/29/2023	12:35:55 PM	Receding, Far Lane	39.4	200	278
1/29/2023	12:38:37 PM	Receding, Far Lane	50.9	162	186
1/29/2023	12:43:53 PM	Approaching, Near Lane	32.2	533	254
1/29/2023	12:48:29 PM	Receding, Far Lane	35.2	591	245
1/29/2023	12:48:49 PM	Receding, Far Lane	33	20	306
1/29/2023	12:50:59 PM	Receding, Far Lane	36.1	130	80
1/29/2023	12:51:21 PM	Approaching, Near Lane	23.7	447	257
1/29/2023	12:51:25 PM	Approaching, Near Lane	22.2	5	219
1/29/2023	12:52:06 PM	Receding, Far Lane	31.1	67	252
1/29/2023	12:52:35 PM	Approaching, Near Lane	27	70	188
1/29/2023	12:52:41 PM	Approaching, Near Lane	26.7	5	495
1/29/2023	12:52:55 PM	Approaching, Near Lane	28.9	14	185
1/29/2023	12:54:18 PM	Receding, Far Lane	30.8	132	377
1/29/2023	12:54:37 PM	Receding, Far Lane	27.2	19	475
1/29/2023	12:56:03 PM	Approaching, Near Lane	30.1	187	255
1/29/2023	12:56:57 PM	Receding, Far Lane	29.1	140	138
1/29/2023	12:57:08 PM	Receding, Far Lane	21.2	11	245
1/29/2023	12:58:12 PM	Receding, Far Lane	35.7	64	139
1/29/2023	12:58:26 PM	Approaching, Near Lane	33.5	143	202
1/29/2023	12:58:29 PM	Approaching, Near Lane	37.1	3	155
1/29/2023	1:01:22 PM	Receding, Far Lane	29.3	190	471
1/29/2023	1:01:39 PM	Approaching, Near Lane	27.5	189	117
1/29/2023	1:04:28 PM	Approaching, Near Lane	37.4	169	210
1/29/2023	1:05:31 PM	Receding, Far Lane	20	248	246
1/29/2023	1:11:20 PM	Approaching, Near Lane	29.6	412	174
1/29/2023	1:15:37 PM	Approaching, Near Lane	40.7	257	219
1/29/2023	1:17:38 PM	Receding, Far Lane	29.3	728	140
1/29/2023	1:19:28 PM	Receding, Far Lane	39.7	110	171
1/29/2023	1:22:32 PM	Approaching, Near Lane	35.3	415	261
1/29/2023	1:23:20 PM	Approaching, Near Lane	34.6	48	178
1/29/2023	1:25:29 PM	Receding, Far Lane	22.7	361	90
1/29/2023	1:29:21 PM	Approaching, Near Lane	21.5	360	236
1/29/2023	1:33:02 PM	Receding, Far Lane	38.2	453	209
1/29/2023	1:37:40 PM	Receding, Far Lane	23.9	278	209
1/29/2023	1:38:33 PM	Receding, Far Lane	22.5	54	102
1/29/2023	1:39:58 PM	Approaching, Near Lane	38.6	637	224
1/29/2023	1:47:05 PM	Receding, Far Lane	34.7	511	153
1/29/2023	1:49:09 PM	Approaching, Near Lane	32	552	217
1/29/2023	1:50:16 PM	Approaching, Near Lane	32.6	67	190
1/29/2023	1:51:03 PM	Receding, Far Lane	24.4	238	177
1/29/2023	1:53:10 PM	Approaching, Near Lane	36.4	174	237
1/29/2023	1:56:28 PM	Receding, Far Lane	46.4	325	129
1/29/2023	1:58:25 PM	Approaching, Near Lane	25	315	106
1/29/2023	1:59:25 PM	Approaching, Near Lane	26.2	60	120
1/29/2023	2:04:42 PM	Receding, Far Lane	23.3	494	25
1/29/2023	2:05:27 PM	Approaching, Near Lane	36.8	362	203
1/29/2023	2:06:35 PM	Receding, Far Lane	30.1	113	256
1/29/2023	2:06:58 PM	Approaching, Near Lane	33.8	91	216
1/29/2023	2:07:02 PM	Approaching, Near Lane	32.1	3	343
1/29/2023	2:10:37 PM	Approaching, Near Lane	38.5	215	141
1/29/2023	2:12:30 PM	Approaching, Near Lane	30.8	114	169
1/29/2023	2:13:29 PM	Receding, Far Lane	28.9	414	176
1/29/2023	2:14:46 PM	Approaching, Near Lane	33.5	135	213
1/29/2023	2:16:47 PM	Receding, Far Lane	36.3	198	198
1/29/2023	2:20:46 PM	Approaching, Near Lane	36.8	360	216
1/29/2023	2:20:53 PM	Approaching, Near Lane	41	7	149
1/29/2023	2:22:03 PM	Approaching, Near Lane	33.4	70	260
1/29/2023	2:22:08 PM	Approaching, Near Lane	31.4	5	220
1/29/2023	2:27:25 PM	Approaching, Near Lane	23.9	318	259
1/29/2023	2:31:31 PM	Approaching, Near Lane	40.3	246	257
1/29/2023	2:32:18 PM	Receding, Far Lane	33.8	931	189
1/29/2023	2:34:13 PM	Receding, Far Lane	28.5	115	219
1/29/2023	2:39:07 PM	Receding, Far Lane	31.5	294	37
1/29/2023	2:42:58 PM	Approaching, Near Lane	28.6	687	634
1/29/2023	2:43:03 PM	Approaching, Near Lane	26.1	5	137
1/29/2023	2:46:17 PM	Approaching, Near Lane	19.7	194	45
1/29/2023	2:51:01 PM	Receding, Far Lane	22.2	714	73
1/29/2023	2:51:23 PM	Receding, Far Lane	24.5	22	40
1/29/2023	2:55:40 PM	Receding, Far Lane	33.1	257	169
1/29/2023	2:59:25 PM	Approaching, Near Lane	31.7	788	201
1/29/2023	3:00:33 PM	Approaching, Near Lane	31.7	68	168
1/29/2023	3:01:47 PM	Receding, Far Lane	26.1	367	95
1/29/2023	3:02:33 PM	Approaching, Near Lane	31.8	120	673
1/29/2023	3:03:32 PM	Approaching, Near Lane	27.7	60	130
1/29/2023	3:06:14 PM	Approaching, Near Lane	12.5	162	703
1/29/2023	3:06:55 PM	Approaching, Near Lane	32.6	41	202
1/29/2023	3:07:56 PM	Receding, Far Lane	20.1	369	219
1/29/2023	3:07:58 PM	Approaching, Near Lane	26.3	63	113
1/29/2023	3:08:27 PM	Approaching, Near Lane	9.3	29	449
1/29/2023	3:08:29 PM	Receding, Far Lane	28.3	33	156
1/29/2023	3:08:57 PM	Receding, Far Lane	31.5	28	525
1/29/2023	3:10:26 PM	Approaching, Near Lane	32.8	119	204
1/29/2023	3:11:03 PM	Approaching, Near Lane	31.2	37	239
1/29/2023	3:13:45 PM	Approaching, Near Lane	36.4	162	275
1/29/2023	3:19:40 PM	Approaching, Near Lane	30.7	355	253
1/29/2023	3:23:42 PM	Receding, Far Lane	32.7	885	141
1/29/2023	3:24:46 PM	Approaching, Near Lane	33.5	306	190
1/29/2023	3:31:34 PM	Approaching, Near Lane	30.7	408	210
1/29/2023	3:32:22 PM	Approaching, Near Lane	34.8	47	255
1/29/2023	3:35:17 PM	Approaching, Near Lane	24.1	175	136
1/29/2023	3:35:32 PM	Receding, Far Lane	38	709	206
1/29/2023	3:36:53 PM	Approaching, Near Lane	22.2	96	156
1/29/2023	3:40:08 PM	Receding, Far Lane	25.3	276	227
1/29/2023	3:43:06 PM	Approaching, Near Lane	29.9	373	241
1/29/2023	3:43:57 PM	Approaching, Near Lane	32.2	51	174
1/29/2023	3:48:40 PM	Approaching, Near Lane	41.8	282	171
1/29/2023	3:51:36 PM	Receding, Far Lane	38.9	688	162
1/29/2023	3:52:12 PM	Approaching, Near Lane	32.5	212	280
1/29/2023	3:52:25 PM	Receding, Far Lane	34.7	49	67
1/29/2023	3:54:55 PM	Approaching, Near Lane	42.1	163	307
1/29/2023	3:55:18 PM	Approaching, Near Lane	38.9	23	281
1/29/2023	3:58:49 PM	Approaching, Near Lane	39	211	187
1/29/2023	4:01:33 PM	Approaching, Near Lane	28.4	164	518
1/29/2023	4:06:53 PM	Receding, Far Lane	26.1	868	518
1/29/2023	4:07:07 PM	Approaching, Near Lane	20.8	333	147
1/29/2023	4:11:05 PM	Approaching, Near Lane	32.2	239	197
1/29/2023	4:12:33 PM	Receding, Far Lane	40.2	340	162
1/29/2023	4:13:59 PM	Approaching, Near Lane	26.5	173	69
1/29/2023	4:16:59 PM	Approaching, Near Lane	31	180	335



1/29/2023	4:17:20 PM	Approaching, Near Lane	33.1	21	79
1/29/2023	4:23:14 PM	Receding, Far Lane	34.9	641	131
1/29/2023	4:33:46 PM	Approaching, Near Lane	31.6	986	189
1/29/2023	4:38:06 PM	Receding, Far Lane	27	892	138
1/29/2023	4:43:05 PM	Receding, Far Lane	34.9	298	131
1/29/2023	4:45:25 PM	Receding, Far Lane	29.8	141	325
1/29/2023	4:46:10 PM	Approaching, Near Lane	28.6	744	161
1/29/2023	4:46:57 PM	Approaching, Near Lane	34.3	47	199
1/29/2023	4:48:42 PM	Approaching, Near Lane	30	106	232
1/29/2023	4:50:25 PM	Approaching, Near Lane	23.7	103	173
1/29/2023	5:03:29 PM	Approaching, Near Lane	31.5	784	588
1/29/2023	5:07:06 PM	Approaching, Near Lane	32.8	217	227
1/29/2023	5:10:59 PM	Approaching, Near Lane	29.1	233	168
1/29/2023	5:14:03 PM	Receding, Far Lane	26.3	1718	237
1/29/2023	5:14:18 PM	Receding, Far Lane	35.6	15	189
1/29/2023	5:20:31 PM	Receding, Far Lane	26.7	373	180
1/29/2023	5:22:30 PM	Approaching, Near Lane	30.8	691	277
1/29/2023	5:24:46 PM	Approaching, Near Lane	29.1	136	253
1/29/2023	5:25:28 PM	Approaching, Near Lane	40.1	42	198
1/29/2023	5:26:43 PM	Receding, Far Lane	17	372	230
1/29/2023	5:27:58 PM	Receding, Far Lane	34.4	75	186
1/29/2023	5:35:18 PM	Receding, Far Lane	35.8	440	191
1/29/2023	5:36:36 PM	Approaching, Near Lane	28.5	668	321
1/29/2023	5:41:03 PM	Approaching, Near Lane	24.5	268	262
1/29/2023	5:45:38 PM	Receding, Far Lane	36.7	619	280
1/29/2023	5:47:13 PM	Receding, Far Lane	28.6	96	261
1/29/2023	5:47:30 PM	Receding, Far Lane	20	17	181
1/29/2023	5:52:30 PM	Approaching, Near Lane	26.7	686	137
1/29/2023	5:57:13 PM	Receding, Far Lane	30.8	583	204
1/29/2023	5:58:15 PM	Approaching, Near Lane	29.3	345	274
1/29/2023	5:59:04 PM	Approaching, Near Lane	35.7	50	179
1/29/2023	6:03:18 PM	Approaching, Near Lane	32	254	206
1/29/2023	6:11:40 PM	Receding, Far Lane	32.6	867	162
1/29/2023	6:15:33 PM	Receding, Far Lane	29.8	232	147
1/29/2023	6:17:50 PM	Receding, Far Lane	32.6	137	186
1/29/2023	6:17:58 PM	Approaching, Near Lane	30.7	880	210
1/29/2023	6:18:53 PM	Receding, Far Lane	32.9	63	190
1/29/2023	6:19:01 PM	Approaching, Near Lane	41.9	63	172
1/29/2023	6:20:01 PM	Receding, Far Lane	16.8	68	253
1/29/2023	6:20:20 PM	Receding, Far Lane	35.3	19	147
1/29/2023	6:33:23 PM	Approaching, Near Lane	25.8	862	206
1/29/2023	6:35:00 PM	Approaching, Near Lane	25.2	97	240
1/29/2023	6:38:11 PM	Approaching, Near Lane	32.8	190	239
1/29/2023	6:39:37 PM	Approaching, Near Lane	11.1	86	606
1/29/2023	6:40:46 PM	Receding, Far Lane	29.3	1226	139
1/29/2023	6:43:00 PM	Approaching, Near Lane	27.3	203	251
1/29/2023	6:44:38 PM	Approaching, Near Lane	36.3	98	210
1/29/2023	6:52:32 PM	Receding, Far Lane	24.5	706	178
1/29/2023	6:53:07 PM	Approaching, Near Lane	33.6	509	215
1/29/2023	6:53:59 PM	Approaching, Near Lane	29.1	52	178
1/29/2023	6:58:38 PM	Approaching, Near Lane	28.5	280	230
1/29/2023	7:01:04 PM	Approaching, Near Lane	53	146	162
1/29/2023	7:03:38 PM	Approaching, Near Lane	36.7	154	241
1/29/2023	7:04:28 PM	Receding, Far Lane	51	715	168
1/29/2023	7:05:57 PM	Approaching, Near Lane	26.3	138	187
1/29/2023	7:07:55 PM	Approaching, Near Lane	35.4	119	237
1/29/2023	7:08:51 PM	Approaching, Near Lane	26.4	55	180
1/29/2023	7:10:46 PM	Receding, Far Lane	30.1	378	161
1/29/2023	7:11:15 PM	Receding, Far Lane	28.3	29	146
1/29/2023	7:20:02 PM	Approaching, Near Lane	29.1	672	55
1/29/2023	7:20:11 PM	Receding, Far Lane	31.9	537	221
1/29/2023	7:31:59 PM	Receding, Far Lane	35.5	707	275
1/29/2023	7:37:47 PM	Approaching, Near Lane	30.4	1065	249
1/29/2023	7:46:47 PM	Approaching, Near Lane	23.8	539	157
1/29/2023	7:59:34 PM	Receding, Far Lane	43	1656	176
1/29/2023	8:03:41 PM	Approaching, Near Lane	43	1014	242
1/29/2023	8:08:38 PM	Approaching, Near Lane	29.8	297	271
1/29/2023	8:12:36 PM	Approaching, Near Lane	47.6	238	241
1/29/2023	8:15:33 PM	Approaching, Near Lane	33	178	195
1/29/2023	8:25:40 PM	Approaching, Near Lane	20.8	606	640
1/29/2023	8:51:11 PM	Approaching, Near Lane	38.7	1531	197
1/29/2023	8:58:43 PM	Approaching, Near Lane	32.8	453	216
1/29/2023	9:05:55 PM	Receding, Far Lane	31.6	3980	238
1/29/2023	9:23:45 PM	Approaching, Near Lane	19.1	1502	158
1/29/2023	9:24:56 PM	Receding, Far Lane	31.7	1141	172
1/29/2023	9:27:06 PM	Approaching, Near Lane	38.2	201	246
1/29/2023	9:27:29 PM	Approaching, Near Lane	30.7	23	199
1/29/2023	10:22:20 PM	Receding, Far Lane	34.8	3443	253
1/30/2023	12:20:46 AM	Approaching, Near Lane	50.9	10397	201
1/30/2023	12:26:32 AM	Receding, Far Lane	29.3	7452	140
1/30/2023	12:27:08 AM	Approaching, Near Lane	27.9	382	103
1/30/2023	12:31:57 AM	Receding, Far Lane	30	325	266
1/30/2023	4:13:59 AM	Approaching, Near Lane	31	13611	94
1/30/2023	4:17:54 AM	Receding, Far Lane	44.3	13557	158
1/30/2023	5:19:15 AM	Receding, Far Lane	31.2	3681	165
1/30/2023	5:31:40 AM	Receding, Far Lane	26.7	745	208
1/30/2023	5:39:01 AM	Receding, Far Lane	31.5	440	203
1/30/2023	5:57:01 AM	Receding, Far Lane	27.8	1080	159
1/30/2023	5:58:31 AM	Receding, Far Lane	26.3	91	191
1/30/2023	6:13:00 AM	Receding, Far Lane	26.4	869	128
1/30/2023	6:28:28 AM	Receding, Far Lane	16.5	928	198
1/30/2023	6:34:30 AM	Receding, Far Lane	35.6	363	214
1/30/2023	6:35:58 AM	Receding, Far Lane	22.7	88	168
1/30/2023	6:38:59 AM	Receding, Far Lane	30.6	180	308
1/30/2023	6:39:52 AM	Receding, Far Lane	40.3	53	163
1/30/2023	6:52:19 AM	Approaching, Near Lane	23.5	9499	178
1/30/2023	6:56:53 AM	Approaching, Near Lane	49.5	274	224
1/30/2023	7:00:16 AM	Receding, Far Lane	45.5	1225	154
1/30/2023	7:04:19 AM	Approaching, Near Lane	41.4	446	255
1/30/2023	7:10:43 AM	Receding, Far Lane	31.9	627	130
1/30/2023	7:29:40 AM	Receding, Far Lane	35.5	1137	276
1/30/2023	7:33:04 AM	Receding, Far Lane	23.2	204	171
1/30/2023	7:37:49 AM	Receding, Far Lane	31	285	262
1/30/2023	7:44:00 AM	Approaching, Near Lane	7.6	2381	22
1/30/2023	7:54:05 AM	Receding, Far Lane	35.5	976	225
1/30/2023	7:58:24 AM	Receding, Far Lane	26.1	259	529
1/30/2023	7:58:35 AM	Receding, Far Lane	33.4	11	185
1/30/2023	7:59:43 AM	Receding, Far Lane	31.4	68	180
1/30/2023	8:02:39 AM	Receding, Far Lane	29.7	176	93
1/30/2023	8:05:56 AM	Receding, Far Lane	25.4	197	714
1/30/2023	8:09:43 AM	Receding, Far Lane	23.2	228	155
1/30/2023	8:10:20 AM	Receding, Far Lane	27.9	37	346
1/30/2023	8:14:44 AM	Approaching, Near Lane	37.7	1844	200
1/30/2023	8:15:20 AM	Approaching, Near Lane	29	36	310
1/30/2023	8:18:53 AM	Approaching, Near Lane	27.6	213	177
1/30/2023	8:20:42 AM	Receding, Far Lane	27.1	622	101
1/30/2023	8:21:51 AM	Receding, Far Lane	23	70	215
1/30/2023	8:23:18 AM	Receding, Far Lane	31.2	86	154
1/30/2023	8:25:05 AM	Approaching, Near Lane	37	373	310
1/30/2023	8:25:50 AM	Approaching, Near Lane	34.4	45	236
1/30/2023	8:28:33 AM	Receding, Far Lane	18.8	316	102
1/30/2023	8:29:02 AM	Receding, Far Lane	23.6	28	219
1/30/2023	8:29:59 AM	Approaching, Near Lane	34.1	249	197
1/30/2023	8:32:20 AM	Receding, Far Lane	35.3	198	259
1/30/2023	8:32:27 AM	Receding, Far Lane	36.1	7	334
1/30/2023	8:33:25 AM	Approaching, Near Lane	33.2	206	221
1/30/2023	8:34:30 AM	Approaching, Near Lane	20.6	65	217
1/30/2023	8:35:22 AM	Approaching, Near Lane	24.6	52	196
1/30/2023	8:36:30 AM	Approaching, Near Lane	26.7	68	250
1/30/2023	8:36:59 AM	Receding, Far Lane	35.6	272	302
1/30/2023	8:39:18 AM	Receding, Far Lane	34.2	139	159
1/30/2023	8:40:55 AM	Approaching, Near Lane	30.2	265	257
1/30/2023	8:43:26 AM	Receding, Far Lane	36	248	168

1/30/2023	8:44:38 AM	Receding, Far Lane	32.8	72	234
1/30/2023	8:46:35 AM	Approaching, Near Lane	28.5	340	231
1/30/2023	8:50:29 AM	Approaching, Near Lane	26.6	234	548
1/30/2023	8:51:13 AM	Approaching, Near Lane	31.1	43	205
1/30/2023	8:52:17 AM	Receding, Far Lane	30.6	459	244
1/30/2023	8:52:57 AM	Approaching, Near Lane	38	105	217
1/30/2023	8:56:17 AM	Receding, Far Lane	31.5	240	136
1/30/2023	8:56:22 AM	Receding, Far Lane	29.3	6	253
1/30/2023	8:56:46 AM	Approaching, Near Lane	32.8	228	204
1/30/2023	9:00:19 AM	Receding, Far Lane	30.8	237	615
1/30/2023	9:02:36 AM	Approaching, Near Lane	29.4	351	181
1/30/2023	9:04:23 AM	Approaching, Near Lane	33.7	107	346
1/30/2023	9:07:03 AM	Receding, Far Lane	26.4	404	183
1/30/2023	9:08:38 AM	Approaching, Near Lane	28.8	255	143
1/30/2023	9:13:57 AM	Receding, Far Lane	26.2	414	190
1/30/2023	9:14:01 AM	Approaching, Near Lane	24.8	323	155
1/30/2023	9:15:54 AM	Approaching, Near Lane	32.8	113	135
1/30/2023	9:16:19 AM	Receding, Far Lane	31.8	142	196
1/30/2023	9:16:57 AM	Receding, Far Lane	27.6	38	58
1/30/2023	9:17:18 AM	Approaching, Near Lane	27.6	84	226
1/30/2023	9:18:45 AM	Approaching, Near Lane	23.1	87	245
1/30/2023	9:19:33 AM	Receding, Far Lane	28.7	156	162
1/30/2023	9:19:59 AM	Approaching, Near Lane	26.5	74	68
1/30/2023	9:21:44 AM	Receding, Far Lane	32.9	131	201
1/30/2023	9:23:26 AM	Approaching, Near Lane	26.5	207	59
1/30/2023	9:23:45 AM	Receding, Far Lane	34.3	121	232
1/30/2023	9:25:04 AM	Approaching, Near Lane	35.8	98	179
1/30/2023	9:25:34 AM	Receding, Far Lane	24.4	108	219
1/30/2023	9:26:46 AM	Approaching, Near Lane	26.7	102	183
1/30/2023	9:28:15 AM	Approaching, Near Lane	22.7	89	244
1/30/2023	9:32:17 AM	Receding, Far Lane	33.3	403	184
1/30/2023	9:33:22 AM	Receding, Far Lane	32.1	65	178
1/30/2023	9:36:48 AM	Receding, Far Lane	32.6	206	231
1/30/2023	9:40:50 AM	Approaching, Near Lane	39.9	755	224
1/30/2023	9:46:08 AM	Receding, Far Lane	26.6	560	273
1/30/2023	9:50:24 AM	Receding, Far Lane	24.3	256	123
1/30/2023	9:51:44 AM	Receding, Far Lane	36.3	80	184
1/30/2023	9:52:10 AM	Receding, Far Lane	28.6	26	252
1/30/2023	9:53:17 AM	Receding, Far Lane	18.8	67	75
1/30/2023	9:55:50 AM	Approaching, Near Lane	33.8	900	157
1/30/2023	9:57:39 AM	Receding, Far Lane	28.1	262	184
1/30/2023	9:59:01 AM	Receding, Far Lane	32.1	82	133
1/30/2023	10:00:25 AM	Approaching, Near Lane	29.9	275	220
1/30/2023	10:01:53 AM	Receding, Far Lane	24.7	172	155
1/30/2023	10:03:05 AM	Approaching, Near Lane	32.4	160	233
1/30/2023	10:07:54 AM	Approaching, Near Lane	33	290	207
1/30/2023	10:09:09 AM	Receding, Far Lane	25.8	436	129
1/30/2023	10:09:37 AM	Receding, Far Lane	30.5	27	252
1/30/2023	10:10:03 AM	Approaching, Near Lane	28.1	128	294
1/30/2023	10:14:28 AM	Approaching, Near Lane	26.5	265	218
1/30/2023	10:17:08 AM	Receding, Far Lane	23.5	451	176
1/30/2023	10:19:03 AM	Approaching, Near Lane	39.8	274	307
1/30/2023	10:20:45 AM	Receding, Far Lane	30.8	217	171
1/30/2023	10:24:59 AM	Approaching, Near Lane	29.7	357	468
1/30/2023	10:25:53 AM	Receding, Far Lane	30.8	309	204
1/30/2023	10:26:11 AM	Approaching, Near Lane	20.2	72	123
1/30/2023	10:33:55 AM	Approaching, Near Lane	35.2	464	259
1/30/2023	10:35:16 AM	Receding, Far Lane	27.6	563	243
1/30/2023	10:42:40 AM	Receding, Far Lane	13.9	444	32
1/30/2023	10:46:00 AM	Approaching, Near Lane	28	725	223
1/30/2023	10:47:24 AM	Receding, Far Lane	34.8	284	264
1/30/2023	10:49:00 AM	Approaching, Near Lane	25.7	180	132
1/30/2023	10:49:48 AM	Receding, Far Lane	28.1	145	143
1/30/2023	10:49:59 AM	Receding, Far Lane	26.2	11	79
1/30/2023	10:52:08 AM	Receding, Far Lane	32.7	130	199
1/30/2023	10:52:14 AM	Receding, Far Lane	27.5	6	270
1/30/2023	10:52:30 AM	Receding, Far Lane	34.2	16	279
1/30/2023	11:05:35 AM	Receding, Far Lane	27.8	785	110
1/30/2023	11:11:33 AM	Receding, Far Lane	16.5	358	156
1/30/2023	11:18:03 AM	Approaching, Near Lane	34	1743	292
1/30/2023	11:20:28 AM	Receding, Far Lane	24.3	535	550
1/30/2023	11:22:58 AM	Approaching, Near Lane	21.8	296	233
1/30/2023	11:28:24 AM	Receding, Far Lane	24.1	476	434
1/30/2023	11:28:27 AM	Receding, Far Lane	22.6	3	239
1/30/2023	11:29:35 AM	Approaching, Near Lane	41.3	397	429
1/30/2023	11:30:55 AM	Receding, Far Lane	27.9	148	180
1/30/2023	11:34:14 AM	Approaching, Near Lane	31.2	279	173
1/30/2023	11:34:48 AM	Approaching, Near Lane	21.4	34	159
1/30/2023	11:34:51 AM	Approaching, Near Lane	24	3	178
1/30/2023	11:34:53 AM	Receding, Far Lane	24.9	238	238
1/30/2023	11:36:31 AM	Approaching, Near Lane	26.9	100	139
1/30/2023	11:36:43 AM	Receding, Far Lane	35.5	110	175
1/30/2023	11:37:06 AM	Receding, Far Lane	31.9	23	18
1/30/2023	11:37:29 AM	Receding, Far Lane	28.9	23	114
1/30/2023	11:37:42 AM	Approaching, Near Lane	25	72	141
1/30/2023	11:39:08 AM	Receding, Far Lane	34.4	99	137
1/30/2023	11:39:46 AM	Receding, Far Lane	30	39	160
1/30/2023	11:41:11 AM	Approaching, Near Lane	32.6	208	236
1/30/2023	11:41:44 AM	Approaching, Near Lane	29.5	33	225
1/30/2023	11:41:48 AM	Approaching, Near Lane	32.5	4	350
1/30/2023	11:42:03 AM	Receding, Far Lane	36.1	137	284
1/30/2023	11:42:21 AM	Approaching, Near Lane	27.7	33	208
1/30/2023	11:43:20 AM	Approaching, Near Lane	26.5	59	237
1/30/2023	11:47:46 AM	Approaching, Near Lane	29.6	266	248
1/30/2023	11:49:59 AM	Receding, Far Lane	29.2	476	190
1/30/2023	11:50:42 AM	Receding, Far Lane	26.7	43	171
1/30/2023	11:52:24 AM	Approaching, Near Lane	19.4	278	136
1/30/2023	11:52:50 AM	Approaching, Near Lane	34.7	26	252
1/30/2023	11:53:53 AM	Approaching, Near Lane	29.7	63	248
1/30/2023	11:54:24 AM	Receding, Far Lane	28.6	222	161
1/30/2023	11:55:04 AM	Receding, Far Lane	32.4	40	160
1/30/2023	11:56:58 AM	Approaching, Near Lane	28.1	185	16
1/30/2023	11:58:41 AM	Receding, Far Lane	33.9	217	155
1/30/2023	11:59:24 AM	Approaching, Near Lane	21.2	146	110
1/30/2023	12:04:58 PM	Approaching, Near Lane	28.1	334	165
1/30/2023	12:05:17 PM	Receding, Far Lane	37	397	168
1/30/2023	12:05:58 PM	Receding, Far Lane	28.6	40	121
1/30/2023	12:06:56 PM	Receding, Far Lane	33.3	58	288
1/30/2023	12:07:04 PM	Receding, Far Lane	30.7	9	62
1/30/2023	12:07:16 PM	Approaching, Near Lane	36.4	138	443
1/30/2023	12:09:36 PM	Receding, Far Lane	33	152	144
1/30/2023	12:12:51 PM	Approaching, Near Lane	32.8	335	228
1/30/2023	12:13:14 PM	Approaching, Near Lane	27.9	23	162
1/30/2023	12:13:32 PM	Receding, Far Lane	35.4	236	485
1/30/2023	12:15:14 PM	Approaching, Near Lane	31.2	120	250
1/30/2023	12:17:39 PM	Approaching, Near Lane	31.1	145	193
1/30/2023	12:19:06 PM	Approaching, Near Lane	25.1	87	169
1/30/2023	12:20:38 PM	Approaching, Near Lane	29.5	92	184
1/30/2023	12:20:43 PM	Approaching, Near Lane	26.1	5	156
1/30/2023	12:20:55 PM	Approaching, Near Lane	25.1	12	266
1/30/2023	12:21:25 PM	Receding, Far Lane	27.8	473	208
1/30/2023	12:21:49 PM	Approaching, Near Lane	37.8	53	228
1/30/2023	12:22:06 PM	Approaching, Near Lane	27.4	18	155
1/30/2023	12:23:03 PM	Receding, Far Lane	31.8	98	241
1/30/2023	12:23:30 PM	Receding, Far Lane	31.9	27	119
1/30/2023	12:24:26 PM	Approaching, Near Lane	23	140	283
1/30/2023	12:27:15 PM	Approaching, Near Lane	38.1	169	997
1/30/2023	12:28:07 PM	Approaching, Near Lane	25.7	53	15
1/30/2023	12:31:29 PM	Approaching, Near Lane	28.9	202	225
1/30/2023	12:33:36 PM	Receding, Far Lane	29.6	606	175
1/30/2023	12:34:31 PM	Receding, Far Lane	25.9	55	84
1/30/2023	12:35:19 PM	Approaching, Near Lane	30.6	230	198
1/30/2023	12:36:36 PM	Receding, Far Lane	27.1	125	200

1/30/2023	12:39:09 PM	Approaching, Near Lane	30.1	230	498
1/30/2023	12:41:08 PM	Approaching, Near Lane	18.8	119	59
1/30/2023	12:41:34 PM	Approaching, Near Lane	33.5	26	438
1/30/2023	12:43:23 PM	Receding, Far Lane	20.2	407	79
1/30/2023	12:45:34 PM	Approaching, Near Lane	29.3	240	314
1/30/2023	12:49:15 PM	Receding, Far Lane	29.4	353	359
1/30/2023	12:49:49 PM	Receding, Far Lane	30.3	34	132
1/30/2023	12:50:23 PM	Receding, Far Lane	28.8	34	224
1/30/2023	12:51:10 PM	Receding, Far Lane	28.5	47	79
1/30/2023	12:51:21 PM	Approaching, Near Lane	36.8	347	191
1/30/2023	12:52:47 PM	Approaching, Near Lane	27.2	86	325
1/30/2023	12:52:51 PM	Receding, Far Lane	21.2	101	282
1/30/2023	12:53:15 PM	Receding, Far Lane	24.4	23	1002
1/30/2023	12:53:26 PM	Receding, Far Lane	31.8	11	197
1/30/2023	12:53:35 PM	Receding, Far Lane	30	9	667
1/30/2023	12:56:18 PM	Approaching, Near Lane	18.8	210	166
1/30/2023	12:56:27 PM	Receding, Far Lane	29.6	172	113
1/30/2023	1:01:25 PM	Approaching, Near Lane	31.6	308	580
1/30/2023	1:03:27 PM	Approaching, Near Lane	36.8	122	242
1/30/2023	1:04:41 PM	Receding, Far Lane	43.2	494	148
1/30/2023	1:06:44 PM	Receding, Far Lane	30.2	123	109
1/30/2023	1:08:09 PM	Receding, Far Lane	29.4	85	152
1/30/2023	1:10:19 PM	Approaching, Near Lane	33.1	412	57
1/30/2023	1:16:20 PM	Approaching, Near Lane	39.9	361	154
1/30/2023	1:22:34 PM	Approaching, Near Lane	36.4	375	263
1/30/2023	1:24:52 PM	Approaching, Near Lane	29.9	137	188
1/30/2023	1:28:58 PM	Approaching, Near Lane	20.9	246	83
1/30/2023	1:30:06 PM	Receding, Far Lane	20.4	1317	75
1/30/2023	1:30:58 PM	Approaching, Near Lane	35	120	418
1/30/2023	1:31:59 PM	Approaching, Near Lane	24	61	271
1/30/2023	1:35:06 PM	Receding, Far Lane	22.8	300	155
1/30/2023	1:35:32 PM	Receding, Far Lane	31.5	25	280
1/30/2023	1:37:11 PM	Receding, Far Lane	25.2	99	128
1/30/2023	1:38:15 PM	Receding, Far Lane	20.2	64	79
1/30/2023	1:38:42 PM	Approaching, Near Lane	19.9	403	139
1/30/2023	1:38:58 PM	Receding, Far Lane	38.7	43	188
1/30/2023	1:39:15 PM	Receding, Far Lane	19.4	16	161
1/30/2023	1:40:58 PM	Approaching, Near Lane	19.7	136	143
1/30/2023	1:41:38 PM	Approaching, Near Lane	16	40	111
1/30/2023	1:42:51 PM	Receding, Far Lane	24.5	216	350
1/30/2023	1:43:36 PM	Receding, Far Lane	19.3	45	125
1/30/2023	1:46:17 PM	Receding, Far Lane	39.4	162	250
1/30/2023	1:47:22 PM	Approaching, Near Lane	31.3	344	240
1/30/2023	1:49:27 PM	Approaching, Near Lane	19.7	125	574
1/30/2023	1:54:23 PM	Approaching, Near Lane	20.2	296	324
1/30/2023	1:55:09 PM	Receding, Far Lane	29.6	532	581
1/30/2023	1:56:11 PM	Approaching, Near Lane	28	108	203
1/30/2023	1:57:32 PM	Receding, Far Lane	33.4	143	197
1/30/2023	1:58:38 PM	Receding, Far Lane	31.3	66	102
1/30/2023	1:58:54 PM	Approaching, Near Lane	35.5	163	238
1/30/2023	1:59:10 PM	Approaching, Near Lane	10.4	16	506
1/30/2023	2:03:34 PM	Approaching, Near Lane	30.8	264	581
1/30/2023	2:06:38 PM	Approaching, Near Lane	32.5	184	395
1/30/2023	2:10:12 PM	Receding, Far Lane	30.9	694	662
1/30/2023	2:10:36 PM	Approaching, Near Lane	31.8	238	124
1/30/2023	2:10:45 PM	Receding, Far Lane	28.5	32	661
1/30/2023	2:11:04 PM	Approaching, Near Lane	26.9	28	290
1/30/2023	2:11:20 PM	Receding, Far Lane	27.4	35	172
1/30/2023	2:11:32 PM	Receding, Far Lane	21.3	12	399
1/30/2023	2:16:37 PM	Approaching, Near Lane	27.1	332	218
1/30/2023	2:16:40 PM	Approaching, Near Lane	29.6	3	175
1/30/2023	2:19:02 PM	Approaching, Near Lane	32.9	142	369
1/30/2023	2:20:04 PM	Receding, Far Lane	27.7	513	69
1/30/2023	2:20:58 PM	Receding, Far Lane	38.6	54	240
1/30/2023	2:24:09 PM	Receding, Far Lane	31.9	190	209
1/30/2023	2:25:26 PM	Receding, Far Lane	25.5	78	457
1/30/2023	2:26:04 PM	Receding, Far Lane	37.4	38	133
1/30/2023	2:27:08 PM	Approaching, Near Lane	29.1	485	242
1/30/2023	2:27:13 PM	Approaching, Near Lane	23.1	5	122
1/30/2023	2:27:16 PM	Approaching, Near Lane	27.5	3	79
1/30/2023	2:29:17 PM	Receding, Far Lane	24.7	192	155
1/30/2023	2:29:23 PM	Receding, Far Lane	32.3	6	523
1/30/2023	2:33:20 PM	Approaching, Near Lane	24.2	364	147
1/30/2023	2:33:22 PM	Approaching, Near Lane	23.4	2	183
1/30/2023	2:34:50 PM	Receding, Far Lane	21.1	327	147
1/30/2023	2:36:12 PM	Receding, Far Lane	27.8	82	228
1/30/2023	2:38:59 PM	Receding, Far Lane	29.1	167	127
1/30/2023	2:40:34 PM	Approaching, Near Lane	33.8	433	216
1/30/2023	2:45:51 PM	Approaching, Near Lane	31.5	317	155
1/30/2023	2:46:10 PM	Approaching, Near Lane	35.7	19	229
1/30/2023	2:50:08 PM	Receding, Far Lane	37.3	669	224
1/30/2023	2:50:52 PM	Receding, Far Lane	32.2	44	169
1/30/2023	2:51:00 PM	Approaching, Near Lane	39.9	290	280
1/30/2023	2:51:03 PM	Approaching, Near Lane	39.4	4	177
1/30/2023	2:51:42 PM	Receding, Far Lane	30.7	50	235
1/30/2023	2:52:12 PM	Approaching, Near Lane	36	69	181
1/30/2023	2:52:45 PM	Approaching, Near Lane	39.2	33	285
1/30/2023	2:53:08 PM	Receding, Far Lane	30.9	85	129
1/30/2023	2:54:12 PM	Approaching, Near Lane	38.2	87	272
1/30/2023	2:55:03 PM	Receding, Far Lane	24.8	115	201
1/30/2023	2:57:19 PM	Approaching, Near Lane	43	187	182
1/30/2023	2:58:03 PM	Receding, Far Lane	32.9	180	167
1/30/2023	2:58:57 PM	Approaching, Near Lane	28.5	98	260
1/30/2023	3:00:10 PM	Receding, Far Lane	27.4	127	104
1/30/2023	3:00:17 PM	Approaching, Near Lane	30.1	80	279
1/30/2023	3:02:08 PM	Approaching, Near Lane	32.3	111	324
1/30/2023	3:02:50 PM	Receding, Far Lane	35.5	160	162
1/30/2023	3:06:54 PM	Receding, Far Lane	27.4	244	152
1/30/2023	3:07:19 PM	Receding, Far Lane	21.3	25	1091
1/30/2023	3:07:53 PM	Receding, Far Lane	26.1	34	198
1/30/2023	3:10:59 PM	Approaching, Near Lane	15.1	532	7
1/30/2023	3:14:03 PM	Approaching, Near Lane	24.1	183	85
1/30/2023	3:14:49 PM	Receding, Far Lane	23.4	415	42
1/30/2023	3:16:53 PM	Approaching, Near Lane	28.9	170	206
1/30/2023	3:18:39 PM	Approaching, Near Lane	26.1	106	149
1/30/2023	3:19:06 PM	Receding, Far Lane	26.3	258	71
1/30/2023	3:23:48 PM	Approaching, Near Lane	27.9	310	211
1/30/2023	3:24:01 PM	Approaching, Near Lane	39.4	12	219
1/30/2023	3:28:46 PM	Approaching, Near Lane	33.6	286	203
1/30/2023	3:30:45 PM	Approaching, Near Lane	36	118	232
1/30/2023	3:31:15 PM	Receding, Far Lane	30.9	729	195
1/30/2023	3:31:58 PM	Approaching, Near Lane	30.7	74	210
1/30/2023	3:31:59 PM	Approaching, Near Lane	31.9	1	272
1/30/2023	3:33:36 PM	Receding, Far Lane	35.4	141	137
1/30/2023	3:33:48 PM	Approaching, Near Lane	36.1	109	144
1/30/2023	3:34:16 PM	Receding, Far Lane	31	40	54
1/30/2023	3:39:11 PM	Approaching, Near Lane	40.8	323	162
1/30/2023	3:42:35 PM	Receding, Far Lane	39.6	499	86
1/30/2023	3:43:09 PM	Approaching, Near Lane	33.1	238	231
1/30/2023	3:46:53 PM	Receding, Far Lane	30.6	258	125
1/30/2023	3:48:09 PM	Receding, Far Lane	30.7	76	105
1/30/2023	3:48:42 PM	Approaching, Near Lane	31.8	333	113
1/30/2023	3:49:22 PM	Receding, Far Lane	32	72	110
1/30/2023	3:49:50 PM	Approaching, Near Lane	34.5	68	225
1/30/2023	3:51:14 PM	Approaching, Near Lane	28.1	84	253
1/30/2023	3:52:23 PM	Receding, Far Lane	30.7	181	18
1/30/2023	3:52:58 PM	Approaching, Near Lane	25.6	104	168
1/30/2023	3:52:59 PM	Approaching, Near Lane	33.6	1	179
1/30/2023	3:55:54 PM	Receding, Far Lane	33.8	211	177
1/30/2023	3:56:44 PM	Receding, Far Lane	29.1	50	138
1/30/2023	3:59:07 PM	Approaching, Near Lane	26.1	367	187
1/30/2023	3:59:24 PM	Receding, Far Lane	25.4	159	77
1/30/2023	4:02:47 PM	Approaching, Near Lane	29.7	220	448

1/30/2023	4:04:06 PM	Approaching, Near Lane	27.7	79	71
1/30/2023	4:05:29 PM	Approaching, Near Lane	35.8	83	179
1/30/2023	4:05:51 PM	Receding, Far Lane	32.4	387	137
1/30/2023	4:10:01 PM	Receding, Far Lane	25.5	250	52
1/30/2023	4:11:00 PM	Approaching, Near Lane	30.7	331	210
1/30/2023	4:12:41 PM	Receding, Far Lane	26.5	160	74
1/30/2023	4:14:36 PM	Receding, Far Lane	34.4	115	210
1/30/2023	4:14:50 PM	Receding, Far Lane	23.5	14	177
1/30/2023	4:15:03 PM	Approaching, Near Lane	26.8	243	195
1/30/2023	4:15:07 PM	Approaching, Near Lane	30.4	4	185
1/30/2023	4:15:40 PM	Approaching, Near Lane	29.1	33	209
1/30/2023	4:19:01 PM	Receding, Far Lane	28.2	251	165
1/30/2023	4:19:53 PM	Receding, Far Lane	36.3	52	184
1/30/2023	4:23:07 PM	Receding, Far Lane	37.2	194	288
1/30/2023	4:23:10 PM	Receding, Far Lane	33.6	3	140
1/30/2023	4:23:56 PM	Approaching, Near Lane	33.4	496	235
1/30/2023	4:25:13 PM	Receding, Far Lane	40.7	123	268
1/30/2023	4:25:31 PM	Approaching, Near Lane	32.4	95	257
1/30/2023	4:25:35 PM	Approaching, Near Lane	29	4	167
1/30/2023	4:28:53 PM	Approaching, Near Lane	39.1	199	242
1/30/2023	4:29:53 PM	Approaching, Near Lane	33.5	60	261
1/30/2023	4:30:35 PM	Receding, Far Lane	32.1	323	178
1/30/2023	4:31:46 PM	Approaching, Near Lane	27	113	159
1/30/2023	4:32:35 PM	Receding, Far Lane	29.1	120	220
1/30/2023	4:33:50 PM	Approaching, Near Lane	28.6	125	212
1/30/2023	4:35:19 PM	Approaching, Near Lane	31.2	89	185
1/30/2023	4:35:43 PM	Receding, Far Lane	18.8	188	83
1/30/2023	4:36:58 PM	Approaching, Near Lane	34.7	99	204
1/30/2023	4:38:46 PM	Approaching, Near Lane	32	108	183
1/30/2023	4:40:34 PM	Receding, Far Lane	30.4	291	241
1/30/2023	4:41:29 PM	Receding, Far Lane	28.9	56	166
1/30/2023	4:42:17 PM	Receding, Far Lane	30.3	48	495
1/30/2023	4:44:12 PM	Approaching, Near Lane	28.5	325	150
1/30/2023	4:45:13 PM	Approaching, Near Lane	37.4	62	250
1/30/2023	4:46:44 PM	Approaching, Near Lane	25.1	91	258
1/30/2023	4:47:28 PM	Receding, Far Lane	32.1	311	133
1/30/2023	4:47:56 PM	Approaching, Near Lane	31.6	72	256
1/30/2023	4:48:53 PM	Approaching, Near Lane	22	57	91
1/30/2023	4:50:01 PM	Receding, Far Lane	24	152	202
1/30/2023	4:51:27 PM	Receding, Far Lane	28.6	86	262
1/30/2023	4:51:32 PM	Approaching, Near Lane	31.8	159	270
1/30/2023	4:51:58 PM	Approaching, Near Lane	34.4	27	200
1/30/2023	4:54:00 PM	Approaching, Near Lane	24.3	122	191
1/30/2023	4:54:26 PM	Approaching, Near Lane	29.9	26	390
1/30/2023	4:54:40 PM	Approaching, Near Lane	39.7	15	96
1/30/2023	4:55:00 PM	Approaching, Near Lane	27.7	19	509
1/30/2023	4:56:31 PM	Receding, Far Lane	36.5	304	252
1/30/2023	4:56:33 PM	Receding, Far Lane	34.3	3	124
1/30/2023	4:56:48 PM	Approaching, Near Lane	11	108	334
1/30/2023	4:59:38 PM	Receding, Far Lane	29.9	185	548
1/30/2023	4:59:49 PM	Approaching, Near Lane	32.6	181	293
1/30/2023	5:02:04 PM	Approaching, Near Lane	23.3	135	266
1/30/2023	5:04:57 PM	Approaching, Near Lane	31.8	174	180
1/30/2023	5:07:11 PM	Approaching, Near Lane	27.4	133	204
1/30/2023	5:08:10 PM	Receding, Far Lane	19.3	511	566
1/30/2023	5:12:59 PM	Approaching, Near Lane	27.7	348	91
1/30/2023	5:13:04 PM	Approaching, Near Lane	25.2	5	224
1/30/2023	5:14:29 PM	Approaching, Near Lane	30.6	85	542
1/30/2023	5:14:54 PM	Approaching, Near Lane	34.3	26	103
1/30/2023	5:15:54 PM	Approaching, Near Lane	36.3	60	210
1/30/2023	5:16:07 PM	Approaching, Near Lane	35.1	13	234
1/30/2023	5:16:38 PM	Approaching, Near Lane	29.1	31	117
1/30/2023	5:18:50 PM	Approaching, Near Lane	12.1	131	23
1/30/2023	5:18:52 PM	Receding, Far Lane	18.2	642	147
1/30/2023	5:18:59 PM	Approaching, Near Lane	20.7	9	43
1/30/2023	5:19:47 PM	Approaching, Near Lane	28.8	48	214
1/30/2023	5:21:15 PM	Receding, Far Lane	26.6	143	84
1/30/2023	5:21:32 PM	Approaching, Near Lane	15.1	105	130
1/30/2023	5:21:55 PM	Receding, Far Lane	29	40	126
1/30/2023	5:22:19 PM	Receding, Far Lane	33.4	24	161
1/30/2023	5:23:18 PM	Receding, Far Lane	17.9	59	332
1/30/2023	5:23:55 PM	Approaching, Near Lane	33.6	143	227
1/30/2023	5:24:46 PM	Approaching, Near Lane	33.5	51	260
1/30/2023	5:26:02 PM	Receding, Far Lane	38.2	164	154
1/30/2023	5:26:36 PM	Receding, Far Lane	30.3	34	122
1/30/2023	5:27:42 PM	Receding, Far Lane	24.2	66	163
1/30/2023	5:29:15 PM	Approaching, Near Lane	23.2	269	172
1/30/2023	5:29:28 PM	Approaching, Near Lane	30.9	14	245
1/30/2023	5:37:34 PM	Approaching, Near Lane	30.4	485	314
1/30/2023	5:37:57 PM	Approaching, Near Lane	35.3	23	161
1/30/2023	5:38:43 PM	Approaching, Near Lane	27.2	45	249
1/30/2023	5:40:31 PM	Approaching, Near Lane	34.4	108	225
1/30/2023	5:41:12 PM	Receding, Far Lane	27	810	99
1/30/2023	5:41:53 PM	Receding, Far Lane	27.9	41	121
1/30/2023	5:42:28 PM	Receding, Far Lane	30.8	35	95
1/30/2023	5:42:38 PM	Approaching, Near Lane	16.7	127	141
1/30/2023	5:43:09 PM	Approaching, Near Lane	13.2	30	194
1/30/2023	5:44:30 PM	Approaching, Near Lane	10.5	81	760
1/30/2023	5:44:42 PM	Receding, Far Lane	24	134	236
1/30/2023	5:45:40 PM	Receding, Far Lane	32.3	58	318
1/30/2023	5:46:44 PM	Approaching, Near Lane	22.8	135	149
1/30/2023	5:47:47 PM	Approaching, Near Lane	23.8	62	216
1/30/2023	5:50:29 PM	Approaching, Near Lane	26.6	162	201
1/30/2023	5:53:22 PM	Approaching, Near Lane	32.5	174	281
1/30/2023	5:53:36 PM	Approaching, Near Lane	32	14	262
1/30/2023	5:53:41 PM	Receding, Far Lane	32.2	481	260
1/30/2023	5:56:23 PM	Approaching, Near Lane	32.5	167	280
1/30/2023	5:58:53 PM	Receding, Far Lane	33.1	312	238
1/30/2023	6:01:57 PM	Approaching, Near Lane	33.5	334	201
1/30/2023	6:05:24 PM	Receding, Far Lane	23	391	143
1/30/2023	6:05:39 PM	Approaching, Near Lane	29	222	207
1/30/2023	6:06:09 PM	Receding, Far Lane	28.2	45	145
1/30/2023	6:06:55 PM	Receding, Far Lane	26.7	46	152
1/30/2023	6:12:00 PM	Approaching, Near Lane	35.7	381	190
1/30/2023	6:13:10 PM	Approaching, Near Lane	28.7	70	345
1/30/2023	6:16:08 PM	Receding, Far Lane	25.9	553	221
1/30/2023	6:16:23 PM	Approaching, Near Lane	26.2	193	185
1/30/2023	6:23:59 PM	Receding, Far Lane	26.6	470	254
1/30/2023	6:24:22 PM	Approaching, Near Lane	29.8	479	240
1/30/2023	6:27:20 PM	Approaching, Near Lane	31.6	179	244
1/30/2023	6:28:40 PM	Approaching, Near Lane	26.3	80	131
1/30/2023	6:29:41 PM	Approaching, Near Lane	25.2	61	666
1/30/2023	6:30:04 PM	Approaching, Near Lane	28	23	173
1/30/2023	6:31:59 PM	Approaching, Near Lane	32.1	114	263
1/30/2023	6:33:26 PM	Receding, Far Lane	26.1	567	95
1/30/2023	6:37:18 PM	Approaching, Near Lane	31.1	319	226
1/30/2023	6:37:34 PM	Approaching, Near Lane	28.1	16	95
1/30/2023	6:40:04 PM	Approaching, Near Lane	25.4	150	217
1/30/2023	6:43:08 PM	Approaching, Near Lane	27.5	184	322
1/30/2023	6:43:30 PM	Approaching, Near Lane	27.5	22	195
1/30/2023	6:44:59 PM	Approaching, Near Lane	39.9	89	112
1/30/2023	6:45:35 PM	Receding, Far Lane	12.6	729	49
1/30/2023	6:46:43 PM	Approaching, Near Lane	26.3	104	251
1/30/2023	6:48:31 PM	Approaching, Near Lane	30.5	108	369
1/30/2023	6:49:51 PM	Approaching, Near Lane	23.9	80	252
1/30/2023	6:53:40 PM	Approaching, Near Lane	26.3	229	233
1/30/2023	6:56:39 PM	Approaching, Near Lane	41.2	179	239
1/30/2023	6:59:08 PM	Receding, Far Lane	22.4	813	37
1/30/2023	7:01:50 PM	Approaching, Near Lane	37.6	311	212
1/30/2023	7:14:16 PM	Approaching, Near Lane	26.9	746	158
1/30/2023	7:23:50 PM	Approaching, Near Lane	10.2	574	571
1/30/2023	7:24:08 PM	Approaching, Near Lane	25.4	17	370
1/30/2023	7:24:24 PM	Receding, Far Lane	27.8	1516	257

1/30/2023	7:24:56 PM	Receding, Far Lane	33.9	31	155
1/30/2023	7:25:56 PM	Approaching, Near Lane	26.4	109	142
1/30/2023	7:26:37 PM	Approaching, Near Lane	12.7	41	56
1/30/2023	7:35:06 PM	Approaching, Near Lane	26.3	509	131
1/30/2023	7:37:30 PM	Receding, Far Lane	34.1	754	157
1/30/2023	7:37:35 PM	Receding, Far Lane	36.7	6	202
1/30/2023	7:37:59 PM	Receding, Far Lane	33.9	24	143
1/30/2023	7:40:23 PM	Approaching, Near Lane	40.4	317	272
1/30/2023	7:49:35 PM	Approaching, Near Lane	38.7	552	143
1/30/2023	7:51:38 PM	Receding, Far Lane	26.9	819	277
1/30/2023	7:54:30 PM	Receding, Far Lane	30.4	172	648
1/30/2023	7:58:58 PM	Approaching, Near Lane	35.3	563	211
1/30/2023	7:59:10 PM	Approaching, Near Lane	28.1	12	75
1/30/2023	8:07:24 PM	Approaching, Near Lane	32.5	494	166
1/30/2023	8:21:12 PM	Approaching, Near Lane	24.9	828	200
1/30/2023	8:24:17 PM	Approaching, Near Lane	20.7	185	168
1/30/2023	8:28:37 PM	Receding, Far Lane	26.7	2048	161
1/30/2023	8:30:05 PM	Approaching, Near Lane	18.6	348	30
1/30/2023	8:36:40 PM	Approaching, Near Lane	30.1	395	277
1/30/2023	8:39:59 PM	Receding, Far Lane	29.3	681	181
1/30/2023	8:48:34 PM	Approaching, Near Lane	29	714	248
1/30/2023	8:49:55 PM	Approaching, Near Lane	28.5	81	261
1/30/2023	8:50:12 PM	Approaching, Near Lane	28.7	17	213
1/30/2023	8:50:29 PM	Approaching, Near Lane	24.9	17	650
1/30/2023	8:52:53 PM	Approaching, Near Lane	30.6	144	240
1/30/2023	8:54:14 PM	Receding, Far Lane	17.7	856	43
1/30/2023	9:12:41 PM	Receding, Far Lane	24	1107	117
1/30/2023	9:46:01 PM	Receding, Far Lane	28.9	1999	83
1/30/2023	9:46:13 PM	Receding, Far Lane	25	12	186
1/30/2023	10:38:56 PM	Receding, Far Lane	32	3163	132
1/30/2023	11:49:41 PM	Approaching, Near Lane	38.1	10608	191
1/31/2023	3:54:51 AM	Approaching, Near Lane	36.3	14710	134
1/31/2023	3:58:44 AM	Receding, Far Lane	47.3	19188	154
1/31/2023	4:17:40 AM	Approaching, Near Lane	27.1	1369	209
1/31/2023	4:21:56 AM	Receding, Far Lane	30.2	1393	249
1/31/2023	4:27:20 AM	Receding, Far Lane	37.3	324	79
1/31/2023	5:20:26 AM	Receding, Far Lane	34.2	3186	147
1/31/2023	5:33:52 AM	Receding, Far Lane	29	805	238
1/31/2023	5:39:00 AM	Receding, Far Lane	29	308	187
1/31/2023	6:02:21 AM	Receding, Far Lane	31.1	1401	285
1/31/2023	6:13:37 AM	Receding, Far Lane	33.3	676	453
1/31/2023	6:17:49 AM	Receding, Far Lane	18.9	252	125
1/31/2023	6:18:35 AM	Receding, Far Lane	26.8	46	97
1/31/2023	6:30:18 AM	Receding, Far Lane	30.2	704	163
1/31/2023	6:34:38 AM	Receding, Far Lane	34.3	259	197
1/31/2023	6:35:28 AM	Receding, Far Lane	29	50	167
1/31/2023	6:41:45 AM	Approaching, Near Lane	23.2	8645	410
1/31/2023	6:50:55 AM	Receding, Far Lane	33.6	927	187
1/31/2023	6:55:46 AM	Receding, Far Lane	30.8	291	269
1/31/2023	6:56:57 AM	Approaching, Near Lane	43.2	912	260
1/31/2023	7:04:33 AM	Receding, Far Lane	26.3	528	313
1/31/2023	7:12:16 AM	Receding, Far Lane	38.8	463	120
1/31/2023	7:18:01 AM	Receding, Far Lane	31.6	345	272
1/31/2023	7:19:30 AM	Receding, Far Lane	28.2	89	75
1/31/2023	7:19:40 AM	Receding, Far Lane	34.4	10	149
1/31/2023	7:23:48 AM	Approaching, Near Lane	33.9	1611	219
1/31/2023	7:33:48 AM	Approaching, Near Lane	20.1	600	214
1/31/2023	7:34:33 AM	Receding, Far Lane	34.4	893	246
1/31/2023	7:36:16 AM	Receding, Far Lane	23.6	102	269
1/31/2023	7:37:24 AM	Receding, Far Lane	27.6	69	243
1/31/2023	7:39:27 AM	Receding, Far Lane	19.3	123	139
1/31/2023	7:40:57 AM	Approaching, Near Lane	28.8	430	295
1/31/2023	7:43:40 AM	Receding, Far Lane	30.8	253	313
1/31/2023	7:47:51 AM	Receding, Far Lane	33.5	252	209
1/31/2023	7:48:34 AM	Receding, Far Lane	12.6	43	133
1/31/2023	7:48:57 AM	Receding, Far Lane	26.4	23	202
1/31/2023	7:50:24 AM	Receding, Far Lane	31.2	87	176
1/31/2023	7:51:40 AM	Receding, Far Lane	29.9	76	685
1/31/2023	7:51:50 AM	Receding, Far Lane	29.2	10	191
1/31/2023	7:53:31 AM	Receding, Far Lane	34.2	101	569
1/31/2023	7:55:29 AM	Approaching, Near Lane	28.1	872	264
1/31/2023	8:00:41 AM	Receding, Far Lane	37.6	430	280
1/31/2023	8:02:00 AM	Approaching, Near Lane	21.2	390	378
1/31/2023	8:02:04 AM	Approaching, Near Lane	22.9	4	434
1/31/2023	8:02:07 AM	Receding, Far Lane	33.1	86	145
1/31/2023	8:04:16 AM	Receding, Far Lane	37.3	129	158
1/31/2023	8:06:02 AM	Receding, Far Lane	27.8	106	315
1/31/2023	8:16:08 AM	Receding, Far Lane	22.2	605	200
1/31/2023	8:16:40 AM	Receding, Far Lane	26.4	33	82
1/31/2023	8:17:24 AM	Receding, Far Lane	24.8	44	237
1/31/2023	8:21:04 AM	Approaching, Near Lane	28.1	1140	243
1/31/2023	8:22:01 AM	Approaching, Near Lane	26.6	57	323
1/31/2023	8:23:05 AM	Receding, Far Lane	28.8	341	225
1/31/2023	8:23:44 AM	Approaching, Near Lane	32	103	329
1/31/2023	8:27:29 AM	Receding, Far Lane	22	263	109
1/31/2023	8:28:04 AM	Approaching, Near Lane	30	260	243
1/31/2023	8:32:53 AM	Approaching, Near Lane	30.3	289	194
1/31/2023	8:33:47 AM	Receding, Far Lane	26.5	378	335
1/31/2023	8:36:50 AM	Approaching, Near Lane	21.7	237	225
1/31/2023	8:38:52 AM	Receding, Far Lane	29.5	305	163
1/31/2023	8:44:16 AM	Receding, Far Lane	32.5	325	309
1/31/2023	8:45:56 AM	Receding, Far Lane	31.3	100	267
1/31/2023	8:48:56 AM	Receding, Far Lane	27.5	180	153
1/31/2023	8:49:07 AM	Approaching, Near Lane	25.2	737	215
1/31/2023	8:49:25 AM	Approaching, Near Lane	21.7	19	171
1/31/2023	8:50:53 AM	Receding, Far Lane	27	117	137
1/31/2023	8:52:09 AM	Approaching, Near Lane	24.5	163	160
1/31/2023	8:52:19 AM	Receding, Far Lane	33.2	86	264
1/31/2023	8:57:28 AM	Receding, Far Lane	33.4	308	90
1/31/2023	9:00:12 AM	Approaching, Near Lane	23.9	483	168
1/31/2023	9:03:13 AM	Receding, Far Lane	30.4	346	208
1/31/2023	9:05:37 AM	Approaching, Near Lane	19	325	70
1/31/2023	9:08:16 AM	Approaching, Near Lane	26.5	159	87
1/31/2023	9:09:41 AM	Receding, Far Lane	17.3	388	36
1/31/2023	9:13:54 AM	Receding, Far Lane	31.3	254	685
1/31/2023	9:19:35 AM	Receding, Far Lane	33.5	341	185
1/31/2023	9:21:36 AM	Receding, Far Lane	24	121	76
1/31/2023	9:21:56 AM	Approaching, Near Lane	29.1	820	147
1/31/2023	9:22:06 AM	Receding, Far Lane	27.1	30	138
1/31/2023	9:26:28 AM	Receding, Far Lane	19.3	261	23
1/31/2023	9:31:26 AM	Receding, Far Lane	34.8	298	228
1/31/2023	9:31:53 AM	Receding, Far Lane	32.2	27	192
1/31/2023	9:36:03 AM	Receding, Far Lane	28.4	250	127
1/31/2023	9:36:57 AM	Receding, Far Lane	25.1	53	48
1/31/2023	9:39:18 AM	Approaching, Near Lane	27.6	1042	625
1/31/2023	9:40:01 AM	Receding, Far Lane	31.8	185	174
1/31/2023	9:42:02 AM	Approaching, Near Lane	19.2	163	121
1/31/2023	9:47:08 AM	Receding, Far Lane	25.8	427	236
1/31/2023	9:47:35 AM	Receding, Far Lane	28.7	27	232
1/31/2023	9:53:04 AM	Receding, Far Lane	36.3	329	275
1/31/2023	9:55:41 AM	Approaching, Near Lane	26.4	820	226
1/31/2023	10:01:07 AM	Receding, Far Lane	9	483	133
1/31/2023	10:01:29 AM	Receding, Far Lane	9.3	22	108
1/31/2023	10:04:39 AM	Approaching, Near Lane	31.1	537	139
1/31/2023	10:08:11 AM	Approaching, Near Lane	21.2	212	95
1/31/2023	10:16:13 AM	Receding, Far Lane	24.8	884	191
1/31/2023	10:17:33 AM	Approaching, Near Lane	24	561	305
1/31/2023	10:17:36 AM	Approaching, Near Lane	21.2	3	50
1/31/2023	10:19:09 AM	Approaching, Near Lane	23.8	93	116
1/31/2023	10:27:16 AM	Receding, Far Lane	33.6	663	187
1/31/2023	10:31:03 AM	Approaching, Near Lane	22.4	714	245
1/31/2023	10:32:52 AM	Receding, Far Lane	30	336	171
1/31/2023	10:35:59 AM	Approaching, Near Lane	29.7	297	258

1/31/2023	10:39:42 AM	Receding, Far Lane	29.6	410	175
1/31/2023	10:40:33 AM	Approaching, Near Lane	25.5	273	139
1/31/2023	10:42:54 AM	Receding, Far Lane	17.3	192	176
1/31/2023	10:45:27 AM	Receding, Far Lane	27.1	153	196
1/31/2023	10:45:36 AM	Approaching, Near Lane	23.2	303	189
1/31/2023	10:46:38 AM	Receding, Far Lane	25.5	71	114
1/31/2023	10:46:51 AM	Receding, Far Lane	33.3	12	66
1/31/2023	10:47:31 AM	Approaching, Near Lane	23.9	115	269
1/31/2023	10:51:41 AM	Receding, Far Lane	29.2	291	242
1/31/2023	10:51:55 AM	Approaching, Near Lane	22.2	264	109
1/31/2023	10:53:11 AM	Approaching, Near Lane	38.1	75	338
1/31/2023	10:54:50 AM	Approaching, Near Lane	26.7	100	127
1/31/2023	10:55:08 AM	Receding, Far Lane	35.3	207	148
1/31/2023	10:58:35 AM	Receding, Far Lane	18.2	206	103
1/31/2023	10:59:26 AM	Approaching, Near Lane	15.8	275	212
1/31/2023	11:02:32 AM	Approaching, Near Lane	32.6	186	145
1/31/2023	11:02:39 AM	Approaching, Near Lane	35.1	7	233
1/31/2023	11:13:01 AM	Approaching, Near Lane	18.2	622	282
1/31/2023	11:13:52 AM	Receding, Far Lane	22.2	918	26
1/31/2023	11:16:17 AM	Approaching, Near Lane	34.3	196	223
1/31/2023	11:17:51 AM	Receding, Far Lane	29.9	239	201
1/31/2023	11:19:54 AM	Receding, Far Lane	34.3	123	148
1/31/2023	11:20:00 AM	Approaching, Near Lane	24.4	223	270
1/31/2023	11:20:45 AM	Approaching, Near Lane	23.7	45	22
1/31/2023	11:20:52 AM	Receding, Far Lane	19.9	58	39
1/31/2023	11:21:15 AM	Approaching, Near Lane	27.3	30	106
1/31/2023	11:21:30 AM	Approaching, Near Lane	35.5	14	151
1/31/2023	11:21:32 AM	Approaching, Near Lane	39.6	2	193
1/31/2023	11:23:11 AM	Approaching, Near Lane	34.9	99	280
1/31/2023	11:24:26 AM	Receding, Far Lane	28.5	214	220
1/31/2023	11:26:41 AM	Approaching, Near Lane	39.5	210	220
1/31/2023	11:27:32 AM	Receding, Far Lane	30.9	186	195
1/31/2023	11:30:36 AM	Approaching, Near Lane	32.1	235	444
1/31/2023	11:30:48 AM	Receding, Far Lane	35	195	95
1/31/2023	11:32:28 AM	Receding, Far Lane	35.8	101	217
1/31/2023	11:34:12 AM	Receding, Far Lane	24.8	104	228
1/31/2023	11:39:34 AM	Receding, Far Lane	31.7	322	218
1/31/2023	11:41:42 AM	Receding, Far Lane	30.9	128	151
1/31/2023	11:42:04 AM	Approaching, Near Lane	28.2	688	165
1/31/2023	11:46:46 AM	Receding, Far Lane	33.6	304	163
1/31/2023	11:47:32 AM	Receding, Far Lane	36.2	46	133
1/31/2023	11:48:29 AM	Approaching, Near Lane	33.1	385	290
1/31/2023	11:51:08 AM	Approaching, Near Lane	32.1	158	184
1/31/2023	11:53:15 AM	Approaching, Near Lane	26.3	128	177
1/31/2023	11:53:54 AM	Receding, Far Lane	34.7	382	153
1/31/2023	11:54:21 AM	Receding, Far Lane	33	27	167
1/31/2023	11:54:52 AM	Receding, Far Lane	34.1	30	133
1/31/2023	11:55:47 AM	Approaching, Near Lane	36.7	152	202
1/31/2023	11:56:03 AM	Approaching, Near Lane	24.5	15	808
1/31/2023	11:56:20 AM	Receding, Far Lane	25.1	89	180
1/31/2023	11:57:20 AM	Receding, Far Lane	20.2	60	365
1/31/2023	11:57:24 AM	Approaching, Near Lane	32.8	81	436
1/31/2023	11:57:37 AM	Approaching, Near Lane	25.7	13	487
1/31/2023	11:57:38 AM	Receding, Far Lane	33.5	18	221
1/31/2023	11:57:56 AM	Receding, Far Lane	32.4	18	216
1/31/2023	12:00:05 PM	Receding, Far Lane	30.2	130	163
1/31/2023	12:00:12 PM	Approaching, Near Lane	40.4	155	215
1/31/2023	12:01:36 PM	Receding, Far Lane	32.5	91	160
1/31/2023	12:01:55 PM	Receding, Far Lane	33.2	19	415
1/31/2023	12:02:28 PM	Approaching, Near Lane	35	136	245
1/31/2023	12:03:36 PM	Approaching, Near Lane	36.5	68	225
1/31/2023	12:06:04 PM	Approaching, Near Lane	42.2	148	249
1/31/2023	12:06:23 PM	Receding, Far Lane	21.9	268	131
1/31/2023	12:08:04 PM	Receding, Far Lane	21.8	101	553
1/31/2023	12:08:52 PM	Approaching, Near Lane	38.5	168	196
1/31/2023	12:09:01 PM	Approaching, Near Lane	25.5	9	4
1/31/2023	12:10:09 PM	Receding, Far Lane	29	125	197
1/31/2023	12:12:40 PM	Approaching, Near Lane	24.9	219	455
1/31/2023	12:14:34 PM	Approaching, Near Lane	30.7	114	178
1/31/2023	12:14:36 PM	Approaching, Near Lane	32	2	442
1/31/2023	12:15:22 PM	Approaching, Near Lane	25.6	45	213
1/31/2023	12:15:42 PM	Approaching, Near Lane	31.8	20	203
1/31/2023	12:16:06 PM	Receding, Far Lane	29.5	356	320
1/31/2023	12:16:43 PM	Receding, Far Lane	27.6	38	379
1/31/2023	12:17:16 PM	Approaching, Near Lane	25.3	94	172
1/31/2023	12:17:21 PM	Approaching, Near Lane	28.1	5	194
1/31/2023	12:18:12 PM	Approaching, Near Lane	26.3	50	140
1/31/2023	12:18:48 PM	Receding, Far Lane	32	125	448
1/31/2023	12:21:44 PM	Receding, Far Lane	12.9	176	935
1/31/2023	12:23:33 PM	Approaching, Near Lane	28.3	321	216
1/31/2023	12:23:40 PM	Approaching, Near Lane	31.9	7	171
1/31/2023	12:27:19 PM	Receding, Far Lane	25.3	335	68
1/31/2023	12:27:59 PM	Approaching, Near Lane	33.6	260	368
1/31/2023	12:28:04 PM	Approaching, Near Lane	34	5	315
1/31/2023	12:29:51 PM	Approaching, Near Lane	39.4	107	107
1/31/2023	12:31:43 PM	Approaching, Near Lane	30.5	111	165
1/31/2023	12:32:35 PM	Receding, Far Lane	33.6	315	270
1/31/2023	12:34:14 PM	Receding, Far Lane	32.2	99	260
1/31/2023	12:34:34 PM	Receding, Far Lane	34.4	20	113
1/31/2023	12:37:40 PM	Receding, Far Lane	32.4	186	148
1/31/2023	12:37:46 PM	Receding, Far Lane	32.6	6	174
1/31/2023	12:39:34 PM	Receding, Far Lane	34	108	265
1/31/2023	12:39:58 PM	Receding, Far Lane	17.6	24	116
1/31/2023	12:41:12 PM	Receding, Far Lane	20.7	74	87
1/31/2023	12:42:24 PM	Approaching, Near Lane	37.5	641	171
1/31/2023	12:42:26 PM	Approaching, Near Lane	37.5	2	158
1/31/2023	12:42:42 PM	Receding, Far Lane	38.1	90	127
1/31/2023	12:43:06 PM	Approaching, Near Lane	30.1	40	159
1/31/2023	12:43:08 PM	Receding, Far Lane	25.5	26	88
1/31/2023	12:43:39 PM	Approaching, Near Lane	35.3	33	211
1/31/2023	12:45:01 PM	Approaching, Near Lane	28.4	82	28
1/31/2023	12:53:50 PM	Approaching, Near Lane	34.2	529	270
1/31/2023	12:54:01 PM	Approaching, Near Lane	27.8	10	199
1/31/2023	12:55:18 PM	Approaching, Near Lane	35.5	77	188
1/31/2023	12:56:12 PM	Approaching, Near Lane	30	55	211
1/31/2023	12:56:30 PM	Approaching, Near Lane	9.6	18	392
1/31/2023	1:00:59 PM	Approaching, Near Lane	34.1	268	208
1/31/2023	1:04:11 PM	Approaching, Near Lane	24.9	192	254
1/31/2023	1:04:23 PM	Receding, Far Lane	29.7	1275	19
1/31/2023	1:09:06 PM	Receding, Far Lane	23.6	283	162
1/31/2023	1:09:55 PM	Receding, Far Lane	29.5	48	80
1/31/2023	1:12:07 PM	Approaching, Near Lane	27.7	477	326
1/31/2023	1:14:59 PM	Receding, Far Lane	33.3	304	172
1/31/2023	1:15:17 PM	Approaching, Near Lane	31.7	190	268
1/31/2023	1:15:20 PM	Receding, Far Lane	33.3	21	160
1/31/2023	1:16:23 PM	Receding, Far Lane	33.1	63	157
1/31/2023	1:17:18 PM	Approaching, Near Lane	24.7	121	303
1/31/2023	1:22:15 PM	Approaching, Near Lane	31.8	296	180
1/31/2023	1:23:51 PM	Receding, Far Lane	29.3	448	151
1/31/2023	1:24:00 PM	Receding, Far Lane	23	9	151
1/31/2023	1:24:31 PM	Receding, Far Lane	24.4	31	194
1/31/2023	1:24:47 PM	Receding, Far Lane	41.6	16	148
1/31/2023	1:30:24 PM	Approaching, Near Lane	26.1	489	240
1/31/2023	1:33:48 PM	Approaching, Near Lane	29.7	204	300
1/31/2023	1:38:38 PM	Receding, Far Lane	21.1	831	147
1/31/2023	1:39:38 PM	Approaching, Near Lane	34.2	350	41
1/31/2023	1:42:24 PM	Approaching, Near Lane	21.2	166	199
1/31/2023	1:47:04 PM	Receding, Far Lane	32.1	506	236
1/31/2023	1:48:29 PM	Receding, Far Lane	34.3	85	172
1/31/2023	1:51:15 PM	Approaching, Near Lane	23.2	531	25
1/31/2023	1:51:57 PM	Approaching, Near Lane	32.2	42	140
1/31/2023	1:54:41 PM	Approaching, Near Lane	37.1	165	233
1/31/2023	1:55:51 PM	Approaching, Near Lane	33.2	70	268

1/31/2023	1:56:20 PM	Approaching, Near Lane	32.1	29	139
1/31/2023	1:57:21 PM	Receding, Far Lane	37.8	532	124
1/31/2023	1:58:26 PM	Approaching, Near Lane	29.3	125	180
1/31/2023	1:59:03 PM	Receding, Far Lane	20	102	352
1/31/2023	2:00:01 PM	Approaching, Near Lane	52.6	95	288
1/31/2023	2:00:51 PM	Receding, Far Lane	25.5	108	25
1/31/2023	2:03:32 PM	Approaching, Near Lane	34.2	212	222
1/31/2023	2:04:53 PM	Approaching, Near Lane	32	81	250
1/31/2023	2:04:57 PM	Receding, Far Lane	32.2	246	180
1/31/2023	2:10:37 PM	Receding, Far Lane	24.3	340	192
1/31/2023	2:10:49 PM	Approaching, Near Lane	33.3	356	211
1/31/2023	2:11:14 PM	Approaching, Near Lane	30.1	24	255
1/31/2023	2:12:25 PM	Receding, Far Lane	27.1	108	138
1/31/2023	2:12:35 PM	Receding, Far Lane	33.6	10	259
1/31/2023	2:15:46 PM	Receding, Far Lane	32.9	192	167
1/31/2023	2:17:23 PM	Approaching, Near Lane	34.4	369	152
1/31/2023	2:17:29 PM	Approaching, Near Lane	35.4	7	238
1/31/2023	2:21:10 PM	Receding, Far Lane	44.8	324	243
1/31/2023	2:21:15 PM	Approaching, Near Lane	30.7	225	232
1/31/2023	2:22:17 PM	Receding, Far Lane	26.1	66	160
1/31/2023	2:22:19 PM	Receding, Far Lane	27.8	2	109
1/31/2023	2:22:40 PM	Approaching, Near Lane	35.5	85	264
1/31/2023	2:26:59 PM	Approaching, Near Lane	28.6	259	181
1/31/2023	2:27:29 PM	Approaching, Near Lane	36.2	30	260
1/31/2023	2:28:31 PM	Approaching, Near Lane	43.2	61	123
1/31/2023	2:28:56 PM	Approaching, Near Lane	28.9	25	74
1/31/2023	2:34:51 PM	Receding, Far Lane	32.8	752	165
1/31/2023	2:35:18 PM	Receding, Far Lane	33.2	27	65
1/31/2023	2:38:21 PM	Receding, Far Lane	27.6	183	194
1/31/2023	2:41:36 PM	Approaching, Near Lane	27.6	760	547
1/31/2023	2:41:41 PM	Receding, Far Lane	37.4	200	264
1/31/2023	2:42:22 PM	Approaching, Near Lane	28.9	45	196
1/31/2023	2:45:08 PM	Receding, Far Lane	27.8	207	139
1/31/2023	2:46:18 PM	Receding, Far Lane	33.8	71	154
1/31/2023	2:46:45 PM	Receding, Far Lane	26.5	27	82
1/31/2023	2:47:12 PM	Receding, Far Lane	17.7	26	430
1/31/2023	2:47:56 PM	Receding, Far Lane	22.9	44	455
1/31/2023	2:49:06 PM	Approaching, Near Lane	13.3	404	172
1/31/2023	2:49:58 PM	Receding, Far Lane	36.2	122	120
1/31/2023	2:51:01 PM	Approaching, Near Lane	36.1	115	246
1/31/2023	2:54:21 PM	Approaching, Near Lane	29.8	200	188
1/31/2023	2:55:07 PM	Receding, Far Lane	24.2	308	223
1/31/2023	2:56:56 PM	Receding, Far Lane	27.7	109	69
1/31/2023	2:57:23 PM	Approaching, Near Lane	32.2	182	186
1/31/2023	2:57:34 PM	Receding, Far Lane	26.2	38	208
1/31/2023	2:59:20 PM	Approaching, Near Lane	29.8	116	188
1/31/2023	3:00:44 PM	Approaching, Near Lane	33.5	85	71
1/31/2023	3:02:58 PM	Approaching, Near Lane	40.2	134	199
1/31/2023	3:03:18 PM	Receding, Far Lane	31	344	141
1/31/2023	3:06:56 PM	Receding, Far Lane	27	218	279
1/31/2023	3:08:36 PM	Receding, Far Lane	25.8	100	183
1/31/2023	3:10:13 PM	Approaching, Near Lane	34	435	280
1/31/2023	3:11:33 PM	Receding, Far Lane	28	177	182
1/31/2023	3:11:37 PM	Receding, Far Lane	29.1	3	659
1/31/2023	3:12:13 PM	Approaching, Near Lane	27	120	189
1/31/2023	3:15:26 PM	Approaching, Near Lane	32.1	193	218
1/31/2023	3:19:09 PM	Approaching, Near Lane	27.7	223	110
1/31/2023	3:26:07 PM	Receding, Far Lane	20.6	871	289
1/31/2023	3:26:15 PM	Receding, Far Lane	24	8	168
1/31/2023	3:32:14 PM	Receding, Far Lane	31.4	359	191
1/31/2023	3:35:53 PM	Receding, Far Lane	30.4	219	133
1/31/2023	3:35:59 PM	Approaching, Near Lane	31.5	1010	176
1/31/2023	3:36:24 PM	Receding, Far Lane	30.9	31	314
1/31/2023	3:39:56 PM	Approaching, Near Lane	22.6	238	267
1/31/2023	3:44:04 PM	Approaching, Near Lane	28.5	247	170
1/31/2023	3:45:14 PM	Receding, Far Lane	33.2	530	135
1/31/2023	3:45:27 PM	Receding, Far Lane	32.6	13	82
1/31/2023	3:46:06 PM	Receding, Far Lane	29.8	39	158
1/31/2023	3:46:17 PM	Receding, Far Lane	27.5	12	193
1/31/2023	3:49:53 PM	Approaching, Near Lane	18.5	349	303
1/31/2023	3:53:38 PM	Approaching, Near Lane	23	225	48
1/31/2023	3:56:15 PM	Approaching, Near Lane	29.4	157	110
1/31/2023	3:56:58 PM	Receding, Far Lane	24.2	641	138
1/31/2023	3:57:15 PM	Receding, Far Lane	19.7	17	258
1/31/2023	4:02:41 PM	Approaching, Near Lane	26.3	387	206
1/31/2023	4:03:57 PM	Receding, Far Lane	41.2	402	303
1/31/2023	4:04:12 PM	Approaching, Near Lane	25.8	91	189
1/31/2023	4:06:57 PM	Receding, Far Lane	34.8	179	276
1/31/2023	4:07:21 PM	Approaching, Near Lane	26.6	189	219
1/31/2023	4:13:34 PM	Receding, Far Lane	34.8	398	118
1/31/2023	4:13:58 PM	Approaching, Near Lane	34.1	397	221
1/31/2023	4:15:40 PM	Receding, Far Lane	28.5	126	89
1/31/2023	4:16:33 PM	Receding, Far Lane	33.6	53	223
1/31/2023	4:17:33 PM	Receding, Far Lane	32.1	61	201
1/31/2023	4:22:20 PM	Approaching, Near Lane	30.7	502	134
1/31/2023	4:23:41 PM	Receding, Far Lane	29	368	280
1/31/2023	4:24:35 PM	Receding, Far Lane	38	53	165
1/31/2023	4:26:10 PM	Approaching, Near Lane	25.4	230	532
1/31/2023	4:26:13 PM	Approaching, Near Lane	33.1	3	185
1/31/2023	4:26:33 PM	Approaching, Near Lane	34.6	20	252
1/31/2023	4:26:47 PM	Approaching, Near Lane	41.3	14	181
1/31/2023	4:29:35 PM	Approaching, Near Lane	24.7	167	355
1/31/2023	4:30:20 PM	Approaching, Near Lane	26.8	46	431
1/31/2023	4:31:13 PM	Approaching, Near Lane	28.6	53	303
1/31/2023	4:34:57 PM	Receding, Far Lane	11.2	622	733
1/31/2023	4:35:22 PM	Approaching, Near Lane	35.3	249	149
1/31/2023	4:39:53 PM	Receding, Far Lane	30.7	296	246
1/31/2023	4:40:14 PM	Approaching, Near Lane	27.4	292	165
1/31/2023	4:43:14 PM	Receding, Far Lane	33.6	201	471
1/31/2023	4:43:49 PM	Approaching, Near Lane	21	215	92
1/31/2023	4:46:12 PM	Receding, Far Lane	30.1	178	172
1/31/2023	4:47:16 PM	Approaching, Near Lane	35.3	206	323
1/31/2023	4:48:29 PM	Approaching, Near Lane	30.6	73	143
1/31/2023	4:52:51 PM	Receding, Far Lane	34.7	399	165
1/31/2023	4:53:13 PM	Receding, Far Lane	33.8	21	94
1/31/2023	4:53:32 PM	Receding, Far Lane	31	19	230
1/31/2023	4:53:53 PM	Receding, Far Lane	38.4	21	156
1/31/2023	4:54:43 PM	Approaching, Near Lane	38.1	374	338
1/31/2023	4:57:46 PM	Receding, Far Lane	29	234	218
1/31/2023	5:00:13 PM	Approaching, Near Lane	30.8	330	245
1/31/2023	5:02:13 PM	Approaching, Near Lane	34.2	120	223
1/31/2023	5:10:00 PM	Receding, Far Lane	20	733	154
1/31/2023	5:11:19 PM	Approaching, Near Lane	33.8	546	252
1/31/2023	5:14:53 PM	Approaching, Near Lane	38	214	283
1/31/2023	5:15:30 PM	Approaching, Near Lane	32.1	38	263
1/31/2023	5:15:54 PM	Approaching, Near Lane	8.5	24	514
1/31/2023	5:16:32 PM	Receding, Far Lane	16.9	392	329
1/31/2023	5:18:12 PM	Approaching, Near Lane	24.4	137	605
1/31/2023	5:18:15 PM	Approaching, Near Lane	25	4	96
1/31/2023	5:18:19 PM	Approaching, Near Lane	23.8	3	99
1/31/2023	5:20:30 PM	Approaching, Near Lane	28.1	131	274
1/31/2023	5:21:22 PM	Receding, Far Lane	30.5	290	200
1/31/2023	5:22:03 PM	Receding, Far Lane	30.9	41	239
1/31/2023	5:22:24 PM	Receding, Far Lane	25.3	22	139
1/31/2023	5:22:48 PM	Approaching, Near Lane	35	138	208
1/31/2023	5:25:47 PM	Approaching, Near Lane	33.6	179	191
1/31/2023	5:28:00 PM	Approaching, Near Lane	11.8	133	804
1/31/2023	5:31:17 PM	Approaching, Near Lane	24.2	197	291
1/31/2023	5:31:22 PM	Approaching, Near Lane	27.1	5	218
1/31/2023	5:31:46 PM	Approaching, Near Lane	27.1	24	180
1/31/2023	5:32:13 PM	Receding, Far Lane	40.9	589	155
1/31/2023	5:35:54 PM	Approaching, Near Lane	26.8	249	233
1/31/2023	5:36:42 PM	Approaching, Near Lane	17.6	47	185

1/31/2023	5:39:04 PM	Approaching, Near Lane	28.1	142	244
1/31/2023	5:39:31 PM	Approaching, Near Lane	35.6	27	240
1/31/2023	5:40:34 PM	Approaching, Near Lane	31.3	63	284
1/31/2023	5:42:11 PM	Approaching, Near Lane	31	97	204
1/31/2023	5:43:26 PM	Approaching, Near Lane	30.9	74	224
1/31/2023	5:43:31 PM	Approaching, Near Lane	34.2	5	150
1/31/2023	5:44:57 PM	Receding, Far Lane	24.2	763	206
1/31/2023	5:45:36 PM	Receding, Far Lane	29.9	40	190
1/31/2023	5:46:18 PM	Approaching, Near Lane	34.9	168	293
1/31/2023	5:46:56 PM	Approaching, Near Lane	27.3	38	202
1/31/2023	5:49:23 PM	Receding, Far Lane	24.5	226	559
1/31/2023	5:50:46 PM	Receding, Far Lane	25.9	83	231
1/31/2023	5:52:44 PM	Approaching, Near Lane	35.8	348	242
1/31/2023	5:53:16 PM	Approaching, Near Lane	21.1	32	237
1/31/2023	5:55:21 PM	Receding, Far Lane	28.8	276	468
1/31/2023	5:57:03 PM	Approaching, Near Lane	33.9	227	265
1/31/2023	5:59:12 PM	Receding, Far Lane	34.6	230	164
1/31/2023	5:59:50 PM	Receding, Far Lane	34.3	38	185
1/31/2023	6:01:30 PM	Approaching, Near Lane	26.1	266	275
1/31/2023	6:03:34 PM	Receding, Far Lane	33.6	224	199
1/31/2023	6:09:19 PM	Approaching, Near Lane	25.4	470	227
1/31/2023	6:09:21 PM	Receding, Far Lane	31.2	347	277
1/31/2023	6:12:06 PM	Approaching, Near Lane	22.4	167	72
1/31/2023	6:14:27 PM	Receding, Far Lane	44.5	305	224
1/31/2023	6:20:09 PM	Approaching, Near Lane	30.6	483	317
1/31/2023	6:20:52 PM	Approaching, Near Lane	26	43	273
1/31/2023	6:22:32 PM	Approaching, Near Lane	27.9	101	241
1/31/2023	6:23:00 PM	Approaching, Near Lane	29.2	28	221
1/31/2023	6:23:57 PM	Receding, Far Lane	21.8	570	99
1/31/2023	6:25:10 PM	Receding, Far Lane	31.2	73	199
1/31/2023	6:28:57 PM	Approaching, Near Lane	24.1	358	187
1/31/2023	6:32:09 PM	Receding, Far Lane	27.6	419	194
1/31/2023	6:37:34 PM	Receding, Far Lane	30.8	326	183
1/31/2023	6:54:52 PM	Approaching, Near Lane	24.7	1555	510
1/31/2023	6:55:09 PM	Approaching, Near Lane	27.1	17	122
1/31/2023	6:55:12 PM	Approaching, Near Lane	27	3	216
1/31/2023	6:55:56 PM	Approaching, Near Lane	33.6	44	238
1/31/2023	6:56:59 PM	Approaching, Near Lane	30.7	63	199
1/31/2023	6:57:02 PM	Approaching, Near Lane	26.9	3	225
1/31/2023	6:57:41 PM	Approaching, Near Lane	32.6	39	237
1/31/2023	7:05:38 PM	Approaching, Near Lane	29.6	477	258
1/31/2023	7:09:54 PM	Approaching, Near Lane	22.6	256	163
1/31/2023	7:20:43 PM	Approaching, Near Lane	27.6	649	216
1/31/2023	7:26:28 PM	Approaching, Near Lane	20.5	345	199
1/31/2023	7:30:53 PM	Approaching, Near Lane	35.8	265	293
1/31/2023	7:31:20 PM	Receding, Far Lane	33.5	3225	245
1/31/2023	7:36:07 PM	Receding, Far Lane	33.2	287	240
1/31/2023	7:38:57 PM	Approaching, Near Lane	29.2	484	221
1/31/2023	7:40:23 PM	Approaching, Near Lane	26.3	87	205
1/31/2023	7:44:51 PM	Receding, Far Lane	24.1	524	196
1/31/2023	7:51:18 PM	Receding, Far Lane	28.6	387	110
1/31/2023	7:51:44 PM	Approaching, Near Lane	27	680	311
1/31/2023	7:52:25 PM	Approaching, Near Lane	25.1	41	209
1/31/2023	7:53:17 PM	Approaching, Near Lane	19.8	51	166
1/31/2023	7:59:09 PM	Receding, Far Lane	19.3	471	44
1/31/2023	8:01:30 PM	Receding, Far Lane	26.1	141	77
1/31/2023	8:01:51 PM	Receding, Far Lane	28.8	21	174
1/31/2023	8:05:29 PM	Approaching, Near Lane	30.6	732	197
1/31/2023	8:11:46 PM	Approaching, Near Lane	32.4	377	188
1/31/2023	8:20:54 PM	Receding, Far Lane	24.4	1144	116
1/31/2023	8:21:14 PM	Approaching, Near Lane	33.1	568	336
1/31/2023	8:31:39 PM	Approaching, Near Lane	31.3	625	307
1/31/2023	8:32:00 PM	Approaching, Near Lane	37.6	21	278
1/31/2023	8:36:54 PM	Receding, Far Lane	18.6	959	125
1/31/2023	9:31:51 PM	Approaching, Near Lane	25.6	3591	266
1/31/2023	9:36:44 PM	Approaching, Near Lane	32.8	294	204
1/31/2023	9:51:15 PM	Receding, Far Lane	28	4462	221
1/31/2023	10:03:14 PM	Approaching, Near Lane	31.6	1590	312
1/31/2023	10:23:22 PM	Approaching, Near Lane	38.8	1208	212
1/31/2023	11:10:17 PM	Approaching, Near Lane	40.9	2814	149
2/1/2023	5:11:34 AM	Approaching, Near Lane	34.3	21677	78
2/1/2023	5:15:19 AM	Receding, Far Lane	43.9	26644	185
2/1/2023	5:19:07 AM	Receding, Far Lane	27.7	228	118
2/1/2023	5:21:57 AM	Receding, Far Lane	29.5	170	247
2/1/2023	5:40:47 AM	Receding, Far Lane	28.7	1130	101
2/1/2023	6:28:12 AM	Receding, Far Lane	21.4	2845	114
2/1/2023	6:28:28 AM	Receding, Far Lane	26.5	16	27
2/1/2023	6:33:37 AM	Receding, Far Lane	32	309	290
2/1/2023	6:37:03 AM	Receding, Far Lane	30.7	205	202
2/1/2023	6:42:05 AM	Receding, Far Lane	30.1	302	193
2/1/2023	6:47:37 AM	Receding, Far Lane	31.4	332	214
2/1/2023	6:48:35 AM	Approaching, Near Lane	33.9	5821	183
2/1/2023	6:58:56 AM	Approaching, Near Lane	30.7	621	156
2/1/2023	6:59:16 AM	Receding, Far Lane	30.1	699	162
2/1/2023	7:06:31 AM	Receding, Far Lane	31	435	109
2/1/2023	7:07:26 AM	Approaching, Near Lane	38.4	510	275
2/1/2023	7:09:47 AM	Approaching, Near Lane	28.8	140	235
2/1/2023	7:13:09 AM	Approaching, Near Lane	27.5	202	613
2/1/2023	7:13:17 AM	Receding, Far Lane	37.6	406	267
2/1/2023	7:14:49 AM	Receding, Far Lane	31.3	92	222
2/1/2023	7:20:32 AM	Receding, Far Lane	31	343	196
2/1/2023	7:20:55 AM	Approaching, Near Lane	29.7	466	238
2/1/2023	7:23:37 AM	Receding, Far Lane	37.2	185	642
2/1/2023	7:23:49 AM	Receding, Far Lane	33.2	12	252
2/1/2023	7:24:31 AM	Receding, Far Lane	37.1	42	208
2/1/2023	7:33:22 AM	Receding, Far Lane	34.7	531	177
2/1/2023	7:44:11 AM	Receding, Far Lane	29.6	649	196
2/1/2023	7:44:18 AM	Receding, Far Lane	30.7	7	224
2/1/2023	7:47:03 AM	Approaching, Near Lane	31.4	1569	241
2/1/2023	7:47:24 AM	Receding, Far Lane	34.1	186	241
2/1/2023	7:51:48 AM	Receding, Far Lane	33.5	264	222
2/1/2023	7:54:38 AM	Approaching, Near Lane	33.3	454	258
2/1/2023	7:56:41 AM	Receding, Far Lane	25.4	293	239
2/1/2023	7:58:05 AM	Receding, Far Lane	29.8	84	241
2/1/2023	8:00:26 AM	Receding, Far Lane	33.8	141	189
2/1/2023	8:01:08 AM	Receding, Far Lane	24.4	42	253
2/1/2023	8:01:43 AM	Receding, Far Lane	10	35	165
2/1/2023	8:03:20 AM	Receding, Far Lane	27.6	97	311
2/1/2023	8:03:48 AM	Receding, Far Lane	26.3	28	174
2/1/2023	8:04:02 AM	Receding, Far Lane	31.6	14	194
2/1/2023	8:07:13 AM	Receding, Far Lane	26	192	682
2/1/2023	8:07:44 AM	Receding, Far Lane	26.8	30	351
2/1/2023	8:08:52 AM	Receding, Far Lane	28.3	68	315
2/1/2023	8:09:56 AM	Receding, Far Lane	29.4	65	266
2/1/2023	8:13:45 AM	Approaching, Near Lane	26.9	1147	282
2/1/2023	8:14:11 AM	Approaching, Near Lane	24.6	25	257
2/1/2023	8:16:28 AM	Receding, Far Lane	29.5	392	216
2/1/2023	8:16:32 AM	Receding, Far Lane	31.4	5	147
2/1/2023	8:17:43 AM	Approaching, Near Lane	32.5	212	235
2/1/2023	8:21:44 AM	Approaching, Near Lane	31	241	182
2/1/2023	8:22:03 AM	Receding, Far Lane	33.8	330	177
2/1/2023	8:22:33 AM	Receding, Far Lane	31.6	30	93
2/1/2023	8:22:48 AM	Approaching, Near Lane	25.1	64	514
2/1/2023	8:23:26 AM	Receding, Far Lane	25.8	52	220
2/1/2023	8:24:59 AM	Approaching, Near Lane	32	131	274
2/1/2023	8:28:41 AM	Approaching, Near Lane	24.6	222	283
2/1/2023	8:30:25 AM	Receding, Far Lane	26.3	419	756
2/1/2023	8:34:13 AM	Receding, Far Lane	30	228	22
2/1/2023	8:44:10 AM	Receding, Far Lane	31.8	597	241
2/1/2023	8:46:00 AM	Approaching, Near Lane	22.7	1039	228
2/1/2023	8:47:30 AM	Approaching, Near Lane	28.1	90	274
2/1/2023	8:50:29 AM	Receding, Far Lane	30.2	379	173
2/1/2023	8:51:02 AM	Receding, Far Lane	31.4	33	235



2/1/2023	8:52:24 AM	Receding, Far Lane	34.1	82	242
2/1/2023	8:59:48 AM	Approaching, Near Lane	27.9	738	102
2/1/2023	9:02:09 AM	Approaching, Near Lane	28.2	140	136
2/1/2023	9:03:53 AM	Approaching, Near Lane	36	104	143
2/1/2023	9:08:14 AM	Approaching, Near Lane	30.9	261	234
2/1/2023	9:08:18 AM	Receding, Far Lane	29.4	954	172
2/1/2023	9:13:13 AM	Receding, Far Lane	33.3	295	183
2/1/2023	9:16:03 AM	Approaching, Near Lane	35.7	469	380
2/1/2023	9:17:52 AM	Receding, Far Lane	22.7	279	1
2/1/2023	9:19:23 AM	Approaching, Near Lane	27	201	217
2/1/2023	9:20:00 AM	Receding, Far Lane	34.1	128	109
2/1/2023	9:23:41 AM	Receding, Far Lane	30.4	221	155
2/1/2023	9:26:53 AM	Approaching, Near Lane	37.3	449	326
2/1/2023	9:27:12 AM	Receding, Far Lane	30.8	212	313
2/1/2023	9:27:20 AM	Approaching, Near Lane	33.2	28	257
2/1/2023	9:28:33 AM	Approaching, Near Lane	26.7	73	448
2/1/2023	9:29:07 AM	Approaching, Near Lane	22.1	34	170
2/1/2023	9:31:56 AM	Receding, Far Lane	27	284	194
2/1/2023	9:35:01 AM	Approaching, Near Lane	26.5	354	153
2/1/2023	9:35:49 AM	Approaching, Near Lane	26.7	47	203
2/1/2023	9:36:00 AM	Receding, Far Lane	31.5	243	137
2/1/2023	9:37:50 AM	Approaching, Near Lane	35.3	121	211
2/1/2023	9:40:22 AM	Receding, Far Lane	37.4	262	159
2/1/2023	9:41:17 AM	Receding, Far Lane	27.4	56	143
2/1/2023	9:42:01 AM	Approaching, Near Lane	21.5	251	365
2/1/2023	9:42:41 AM	Receding, Far Lane	39.1	84	303
2/1/2023	9:42:51 AM	Receding, Far Lane	32.9	10	189
2/1/2023	9:43:59 AM	Receding, Far Lane	33.4	68	314
2/1/2023	9:45:11 AM	Approaching, Near Lane	27.9	190	103
2/1/2023	9:47:16 AM	Receding, Far Lane	35	197	268
2/1/2023	9:48:21 AM	Approaching, Near Lane	27.4	191	233
2/1/2023	9:48:51 AM	Approaching, Near Lane	26.9	30	481
2/1/2023	9:50:47 AM	Approaching, Near Lane	25	116	184
2/1/2023	9:52:33 AM	Receding, Far Lane	21.4	316	432
2/1/2023	9:53:20 AM	Receding, Far Lane	23.8	47	216
2/1/2023	9:57:28 AM	Receding, Far Lane	33.6	247	152
2/1/2023	9:59:30 AM	Receding, Far Lane	30.7	122	213
2/1/2023	9:59:41 AM	Receding, Far Lane	29	11	187
2/1/2023	9:59:56 AM	Approaching, Near Lane	24.1	548	170
2/1/2023	10:05:12 AM	Approaching, Near Lane	31.1	316	205
2/1/2023	10:08:13 AM	Approaching, Near Lane	11.9	181	539
2/1/2023	10:09:12 AM	Approaching, Near Lane	13.6	60	521
2/1/2023	10:09:19 AM	Receding, Far Lane	20.6	579	404
2/1/2023	10:10:00 AM	Approaching, Near Lane	19	48	57
2/1/2023	10:11:20 AM	Receding, Far Lane	17	121	25
2/1/2023	10:15:47 AM	Receding, Far Lane	25	266	107
2/1/2023	10:16:41 AM	Receding, Far Lane	31	54	284
2/1/2023	10:17:30 AM	Receding, Far Lane	29.6	48	113
2/1/2023	10:18:59 AM	Receding, Far Lane	32.9	89	675
2/1/2023	10:19:09 AM	Receding, Far Lane	39.4	10	598
2/1/2023	10:22:24 AM	Receding, Far Lane	24.7	195	94
2/1/2023	10:26:36 AM	Approaching, Near Lane	26.9	996	45
2/1/2023	10:29:25 AM	Receding, Far Lane	26.5	421	176
2/1/2023	10:29:30 AM	Approaching, Near Lane	29.5	174	152
2/1/2023	10:29:57 AM	Approaching, Near Lane	28.1	27	293
2/1/2023	10:31:20 AM	Receding, Far Lane	30	115	191
2/1/2023	10:31:45 AM	Approaching, Near Lane	29.9	108	210
2/1/2023	10:33:31 AM	Approaching, Near Lane	11.4	106	501
2/1/2023	10:34:14 AM	Receding, Far Lane	33	174	308
2/1/2023	10:34:58 AM	Receding, Far Lane	33.2	44	428
2/1/2023	10:35:03 AM	Receding, Far Lane	28.2	5	323
2/1/2023	10:35:18 AM	Approaching, Near Lane	22.6	107	186
2/1/2023	10:35:46 AM	Receding, Far Lane	28.4	42	258
2/1/2023	10:36:50 AM	Receding, Far Lane	20.3	65	662
2/1/2023	10:37:07 AM	Approaching, Near Lane	25.5	109	202
2/1/2023	10:37:49 AM	Receding, Far Lane	17.2	59	65
2/1/2023	10:37:51 AM	Approaching, Near Lane	33.9	44	206
2/1/2023	10:40:14 AM	Receding, Far Lane	27	144	241
2/1/2023	10:40:52 AM	Receding, Far Lane	21.5	38	94
2/1/2023	10:43:04 AM	Approaching, Near Lane	21.3	313	216
2/1/2023	10:45:55 AM	Approaching, Near Lane	24.2	171	180
2/1/2023	10:51:45 AM	Receding, Far Lane	12.9	654	319
2/1/2023	10:53:17 AM	Approaching, Near Lane	21.4	442	469
2/1/2023	10:53:20 AM	Approaching, Near Lane	21.9	3	136
2/1/2023	10:54:07 AM	Approaching, Near Lane	21.9	47	251
2/1/2023	11:02:33 AM	Receding, Far Lane	19	648	106
2/1/2023	11:04:21 AM	Receding, Far Lane	17.1	107	376
2/1/2023	11:05:20 AM	Receding, Far Lane	19.5	59	81
2/1/2023	11:07:48 AM	Receding, Far Lane	21.1	148	376
2/1/2023	11:08:18 AM	Receding, Far Lane	28.1	30	83
2/1/2023	11:13:45 AM	Approaching, Near Lane	33.6	1178	1
2/1/2023	11:20:22 AM	Approaching, Near Lane	29.5	397	100
2/1/2023	11:20:54 AM	Approaching, Near Lane	32.2	32	334
2/1/2023	11:23:41 AM	Receding, Far Lane	23.9	923	124
2/1/2023	11:27:02 AM	Approaching, Near Lane	36.4	368	238
2/1/2023	11:27:53 AM	Receding, Far Lane	31.4	252	146
2/1/2023	11:28:54 AM	Receding, Far Lane	38.4	60	156
2/1/2023	11:29:28 AM	Approaching, Near Lane	24.9	146	60
2/1/2023	11:29:31 AM	Approaching, Near Lane	22.7	3	244
2/1/2023	11:38:55 AM	Approaching, Near Lane	30.5	564	79
2/1/2023	11:40:18 AM	Approaching, Near Lane	26.3	83	187
2/1/2023	11:41:30 AM	Approaching, Near Lane	34.4	72	261
2/1/2023	11:43:53 AM	Receding, Far Lane	31.6	899	138
2/1/2023	11:45:11 AM	Approaching, Near Lane	34.9	221	280
2/1/2023	11:45:48 AM	Receding, Far Lane	26.8	115	322
2/1/2023	11:48:25 AM	Approaching, Near Lane	26.1	194	254
2/1/2023	11:49:37 AM	Receding, Far Lane	33.8	229	225
2/1/2023	11:49:57 AM	Receding, Far Lane	32.2	20	67
2/1/2023	11:52:07 AM	Receding, Far Lane	23.7	130	172
2/1/2023	11:52:59 AM	Approaching, Near Lane	28.8	274	185
2/1/2023	11:53:00 AM	Receding, Far Lane	21.6	53	118
2/1/2023	11:55:31 AM	Receding, Far Lane	21.2	151	141
2/1/2023	11:56:22 AM	Receding, Far Lane	35.5	50	262
2/1/2023	11:57:25 AM	Approaching, Near Lane	35.8	266	217
2/1/2023	11:58:05 AM	Approaching, Near Lane	31.2	40	151
2/1/2023	12:01:22 PM	Approaching, Near Lane	33.8	196	145
2/1/2023	12:03:35 PM	Approaching, Near Lane	36.7	134	228
2/1/2023	12:03:54 PM	Receding, Far Lane	28.2	453	323
2/1/2023	12:04:12 PM	Approaching, Near Lane	34.2	37	114
2/1/2023	12:06:10 PM	Approaching, Near Lane	30.4	118	184
2/1/2023	12:07:50 PM	Receding, Far Lane	29.5	236	206
2/1/2023	12:08:18 PM	Receding, Far Lane	31.3	28	168
2/1/2023	12:09:23 PM	Approaching, Near Lane	26.3	193	122
2/1/2023	12:10:44 PM	Receding, Far Lane	32.7	146	106
2/1/2023	12:14:14 PM	Approaching, Near Lane	33.1	291	162
2/1/2023	12:14:52 PM	Receding, Far Lane	27.2	248	303
2/1/2023	12:17:06 PM	Receding, Far Lane	37	135	245
2/1/2023	12:18:58 PM	Approaching, Near Lane	24.3	284	404
2/1/2023	12:19:17 PM	Receding, Far Lane	24.6	130	50
2/1/2023	12:20:24 PM	Receding, Far Lane	28.7	67	142
2/1/2023	12:20:46 PM	Approaching, Near Lane	26.2	108	102
2/1/2023	12:26:43 PM	Approaching, Near Lane	18.8	357	60
2/1/2023	12:28:09 PM	Approaching, Near Lane	25.4	86	57
2/1/2023	12:28:37 PM	Receding, Far Lane	30.1	493	458
2/1/2023	12:28:58 PM	Approaching, Near Lane	22	49	161
2/1/2023	12:31:02 PM	Approaching, Near Lane	37.5	124	185
2/1/2023	12:32:13 PM	Receding, Far Lane	24.4	215	176
2/1/2023	12:32:26 PM	Receding, Far Lane	28	13	201
2/1/2023	12:34:06 PM	Receding, Far Lane	36.4	101	212
2/1/2023	12:34:35 PM	Receding, Far Lane	19.4	28	100
2/1/2023	12:36:43 PM	Approaching, Near Lane	27.9	341	319
2/1/2023	12:36:49 PM	Approaching, Near Lane	29.5	6	90
2/1/2023	12:36:51 PM	Receding, Far Lane	33.6	136	69

2/1/2023	12:38:12 PM	Receding, Far Lane	27.4	81	221
2/1/2023	12:40:54 PM	Receding, Far Lane	23.1	162	202
2/1/2023	12:43:09 PM	Approaching, Near Lane	29.1	380	117
2/1/2023	12:43:53 PM	Approaching, Near Lane	34.8	44	241
2/1/2023	12:48:56 PM	Approaching, Near Lane	25.8	303	89
2/1/2023	12:52:09 PM	Approaching, Near Lane	25.2	193	561
2/1/2023	12:52:35 PM	Approaching, Near Lane	23.9	26	100
2/1/2023	12:54:02 PM	Approaching, Near Lane	43	87	273
2/1/2023	12:55:11 PM	Receding, Far Lane	30.4	857	326
2/1/2023	12:55:19 PM	Approaching, Near Lane	28.8	76	306
2/1/2023	12:55:25 PM	Approaching, Near Lane	28.8	6	154
2/1/2023	12:57:11 PM	Approaching, Near Lane	26.9	106	168
2/1/2023	12:58:37 PM	Receding, Far Lane	24.3	206	122
2/1/2023	1:01:22 PM	Approaching, Near Lane	32.9	251	182
2/1/2023	1:03:08 PM	Receding, Far Lane	38.2	271	168
2/1/2023	1:07:02 PM	Approaching, Near Lane	34.9	340	157
2/1/2023	1:07:55 PM	Approaching, Near Lane	31.7	53	258
2/1/2023	1:08:47 PM	Approaching, Near Lane	24.4	52	150
2/1/2023	1:16:06 PM	Approaching, Near Lane	23.1	440	106
2/1/2023	1:16:11 PM	Approaching, Near Lane	32.3	5	233
2/1/2023	1:16:41 PM	Receding, Far Lane	39.3	813	291
2/1/2023	1:17:14 PM	Approaching, Near Lane	30.3	63	290
2/1/2023	1:17:54 PM	Approaching, Near Lane	35.5	40	138
2/1/2023	1:20:15 PM	Approaching, Near Lane	22.1	141	115
2/1/2023	1:22:15 PM	Receding, Far Lane	34	334	181
2/1/2023	1:23:36 PM	Receding, Far Lane	23.8	81	123

Name:	LE2_220163 2023-08-16 01-41-49_1	
Date/Time:	8/7/2023	11:19 AM
Site Code:	1700 Blk N. Central	
Station ID:	FLAGLER BEACH POLICE	
Location 1:	1700 Blk N. Central	
Location 2:		
Location 3:		
Location 4:		
Latitude:	29.500433	
Longitude:	-81.137573	
Channels:	, Channel 1 - Approaching, Near Lane, Channel 2 - Receding, Far Lane	
Filters Applied:	None	
Date	Time	Channel
8/7/2023	11:19:43 AM	Receding, Far Lane
8/7/2023	11:20:02 AM	Approaching, Near Lane
8/7/2023	11:25:59 AM	Receding, Far Lane
8/7/2023	11:34:38 AM	Receding, Far Lane
8/7/2023	11:36:37 AM	Receding, Far Lane
8/7/2023	11:39:31 AM	Receding, Far Lane
8/7/2023	11:42:00 AM	Approaching, Near Lane
8/7/2023	11:50:52 AM	Approaching, Near Lane
8/7/2023	11:51:30 AM	Approaching, Near Lane
8/7/2023	11:51:58 AM	Receding, Far Lane
8/7/2023	11:52:18 AM	Receding, Far Lane
8/7/2023	11:53:59 AM	Approaching, Near Lane
8/7/2023	11:55:43 AM	Receding, Far Lane
8/7/2023	11:58:18 AM	Receding, Far Lane
8/7/2023	12:04:17 PM	Receding, Far Lane
8/7/2023	12:05:45 PM	Approaching, Near Lane
8/7/2023	12:06:12 PM	Receding, Far Lane
8/7/2023	12:08:58 PM	Receding, Far Lane
8/7/2023	12:16:28 PM	Receding, Far Lane
8/7/2023	12:20:58 PM	Approaching, Near Lane
8/7/2023	12:22:26 PM	Receding, Far Lane
8/7/2023	12:22:50 PM	Approaching, Near Lane
8/7/2023	12:23:29 PM	Receding, Far Lane
8/7/2023	12:25:25 PM	Receding, Far Lane
8/7/2023	12:26:58 PM	Approaching, Near Lane
8/7/2023	12:28:56 PM	Approaching, Near Lane
8/7/2023	12:30:18 PM	Approaching, Near Lane
8/7/2023	12:30:44 PM	Approaching, Near Lane
8/7/2023	12:31:09 PM	Receding, Far Lane
8/7/2023	12:31:31 PM	Approaching, Near Lane
8/7/2023	12:32:40 PM	Receding, Far Lane
8/7/2023	12:33:07 PM	Approaching, Near Lane
8/7/2023	12:37:11 PM	Receding, Far Lane
8/7/2023	12:37:22 PM	Approaching, Near Lane
8/7/2023	12:37:56 PM	Receding, Far Lane
8/7/2023	12:38:17 PM	Receding, Far Lane
8/7/2023	12:38:40 PM	Receding, Far Lane
8/7/2023	12:41:21 PM	Approaching, Near Lane
8/7/2023	12:49:59 PM	Approaching, Near Lane
8/7/2023	12:51:24 PM	Receding, Far Lane
8/7/2023	12:51:27 PM	Approaching, Near Lane
8/7/2023	12:54:33 PM	Approaching, Near Lane
8/7/2023	12:54:56 PM	Approaching, Near Lane
8/7/2023	12:55:05 PM	Receding, Far Lane
8/7/2023	12:56:06 PM	Receding, Far Lane
8/7/2023	1:01:17 PM	Approaching, Near Lane
8/7/2023	1:02:31 PM	Approaching, Near Lane
8/7/2023	1:08:56 PM	Receding, Far Lane
8/7/2023	1:09:51 PM	Approaching, Near Lane
8/7/2023	1:23:45 PM	Receding, Far Lane
8/7/2023	1:26:17 PM	Approaching, Near Lane
8/7/2023	1:27:40 PM	Approaching, Near Lane
8/7/2023	1:30:38 PM	Receding, Far Lane
8/7/2023	1:30:53 PM	Receding, Far Lane
8/7/2023	1:30:55 PM	Receding, Far Lane
8/7/2023	1:31:15 PM	Approaching, Near Lane
8/7/2023	1:34:41 PM	Approaching, Near Lane
8/7/2023	1:35:25 PM	Approaching, Near Lane
8/7/2023	1:43:30 PM	Approaching, Near Lane
8/7/2023	1:46:02 PM	Approaching, Near Lane
8/7/2023	1:49:46 PM	Approaching, Near Lane
8/7/2023	1:49:48 PM	Approaching, Near Lane
8/7/2023	1:50:38 PM	Approaching, Near Lane
8/7/2023	1:51:04 PM	Approaching, Near Lane
8/7/2023	1:54:51 PM	Receding, Far Lane
8/7/2023	1:56:53 PM	Approaching, Near Lane
8/7/2023	1:57:51 PM	Approaching, Near Lane
8/7/2023	1:58:08 PM	Approaching, Near Lane
8/7/2023	2:00:51 PM	Approaching, Near Lane
8/7/2023	2:06:06 PM	Receding, Far Lane
8/7/2023	2:09:37 PM	Approaching, Near Lane
8/7/2023	2:10:42 PM	Approaching, Near Lane
8/7/2023	2:16:31 PM	Receding, Far Lane
8/7/2023	2:16:42 PM	Receding, Far Lane
8/7/2023	2:23:42 PM	Receding, Far Lane
8/7/2023	2:28:32 PM	Approaching, Near Lane
8/7/2023	2:39:37 PM	Approaching, Near Lane
8/7/2023	2:51:45 PM	Receding, Far Lane
8/7/2023	2:55:47 PM	Approaching, Near Lane
8/7/2023	2:57:54 PM	Receding, Far Lane
8/7/2023	3:00:46 PM	Approaching, Near Lane
8/7/2023	3:13:49 PM	Approaching, Near Lane
8/7/2023	3:16:39 PM	Receding, Far Lane
8/7/2023	3:20:27 PM	Receding, Far Lane
8/7/2023	3:25:44 PM	Approaching, Near Lane
8/7/2023	3:27:10 PM	Approaching, Near Lane
8/7/2023	3:31:07 PM	Receding, Far Lane
8/7/2023	3:32:49 PM	Receding, Far Lane
8/7/2023	3:39:42 PM	Approaching, Near Lane
8/7/2023	3:40:07 PM	Receding, Far Lane
8/7/2023	3:42:46 PM	Approaching, Near Lane
8/7/2023	3:44:38 PM	Approaching, Near Lane
8/7/2023	3:45:14 PM	Receding, Far Lane
8/7/2023	3:48:31 PM	Approaching, Near Lane
8/7/2023	3:52:56 PM	Approaching, Near Lane
8/7/2023	3:53:13 PM	Receding, Far Lane
8/7/2023	3:54:56 PM	Receding, Far Lane
8/7/2023	3:55:00 PM	Receding, Far Lane
8/7/2023	3:55:15 PM	Receding, Far Lane
8/7/2023	3:56:33 PM	Receding, Far Lane
8/7/2023	3:59:59 PM	Receding, Far Lane
8/7/2023	4:01:23 PM	Approaching, Near Lane
8/7/2023	4:02:22 PM	Receding, Far Lane
8/7/2023	4:05:32 PM	Receding, Far Lane
8/7/2023	4:09:18 PM	Receding, Far Lane
8/7/2023	4:11:10 PM	Receding, Far Lane
8/7/2023	4:11:42 PM	Approaching, Near Lane
8/7/2023	4:15:09 PM	Approaching, Near Lane
8/7/2023	4:15:18 PM	Approaching, Near Lane
8/7/2023	4:15:39 PM	Approaching, Near Lane
8/7/2023	4:17:54 PM	Receding, Far Lane
8/7/2023	4:18:42 PM	Approaching, Near Lane
8/7/2023	4:20:36 PM	Receding, Far Lane
8/7/2023	4:21:58 PM	Receding, Far Lane
8/7/2023	4:27:49 PM	Receding, Far Lane
8/7/2023	4:27:55 PM	Receding, Far Lane
8/7/2023	4:28:58 PM	Approaching, Near Lane
8/7/2023	4:29:29 PM	Approaching, Near Lane
8/7/2023	4:29:46 PM	Receding, Far Lane
8/7/2023	4:31:16 PM	Receding, Far Lane

Speed	Gap	Length
13.1	0	136
9.3	0	30
24.2	376	230
20.3	518	149
23.9	120	257
22.4	173	147
18.3	1318	185
14	532	167
20.7	39	177
24.9	747	209
25.4	20	185
11.3	149	198
21.9	205	266
15.6	155	222
34.2	358	153
22.3	706	158
20.6	115	164
14.7	166	145
18.6	450	123
25.7	912	163
15.9	358	144
17.4	112	176
17.7	63	151
15.7	116	248
23.4	249	164
18.9	118	166
11.6	82	87
14.9	26	191
17.6	344	207
11.4	47	128
26.4	91	379
13.9	96	120
14.7	271	215
18.6	255	207
26	45	123
16.7	21	130
23	23	214
25.3	239	180
18.2	518	121
23	764	177
22.2	89	106
38.5	185	121
16.3	23	208
17.3	221	193
25.4	61	167
11.7	381	122
19.7	74	84
16.4	770	183
12.9	440	395
20.7	889	213
25.3	986	203
29	83	166
10.6	413	38
24.3	15	353
25.7	2	178
28.9	214	197
21	207	181
17.9	44	245
23.3	485	199
13.3	152	183
14.3	224	120
14.7	2	112
29.6	50	153
12	25	105
17.3	1436	255
29	350	212
19.2	57	180
20	17	187
30	163	232
18	675	238
15.9	526	112
17.4	65	137
14.6	625	115
18.4	11	220
9.9	420	94
21.6	1070	138
19	665	139
32	1683	231
16.1	970	456
26	369	475
25.3	299	140
14	782	467
27.4	1124	216
22.4	229	279
18.3	715	226
19	86	169
27.7	640	258
16.4	102	854
14.7	752	198
18.6	439	298
30.7	184	131
11.9	111	278
26.3	307	411
26	234	248
16.1	265	238
24.7	479	185
15.7	103	28
20.9	4	145
32.3	16	227
18.9	78	179
22	206	180
21	507	139
16.9	143	167
14	190	203
14.9	226	105
21.6	112	182
19.7	618	142
18.4	207	59
17.2	9	163
19	21	148
30.4	404	126
9	183	64
19.2	162	232
24.4	82	180
14.4	351	73
15.9	7	395
19	616	366
26.3	31	164
21.3	111	110
17	90	266

8/7/2023	4:32:55 PM	Receding, Far Lane	25.9	99	133
8/7/2023	4:33:29 PM	Receding, Far Lane	8.6	34	98
8/7/2023	4:36:33 PM	Receding, Far Lane	12.9	184	128
8/7/2023	4:39:55 PM	Receding, Far Lane	18.4	202	244
8/7/2023	4:48:03 PM	Receding, Far Lane	25.3	488	211
8/7/2023	4:50:58 PM	Receding, Far Lane	27.9	175	160
8/7/2023	4:51:23 PM	Receding, Far Lane	33.2	25	209
8/7/2023	4:51:35 PM	Receding, Far Lane	21.9	12	148
8/7/2023	4:54:42 PM	Approaching, Near Lane	18.7	1513	143
8/7/2023	5:03:41 PM	Receding, Far Lane	21	726	134
8/7/2023	5:06:14 PM	Approaching, Near Lane	14.3	692	207
8/7/2023	5:12:53 PM	Approaching, Near Lane	7.9	398	21
8/7/2023	5:14:16 PM	Receding, Far Lane	16.9	634	133
8/7/2023	5:17:38 PM	Receding, Far Lane	25.4	202	173
8/7/2023	5:20:23 PM	Approaching, Near Lane	21.2	451	155
8/7/2023	5:21:00 PM	Approaching, Near Lane	22.2	37	226
8/7/2023	5:31:48 PM	Approaching, Near Lane	17.4	648	78
8/7/2023	5:34:19 PM	Receding, Far Lane	20	1001	140
8/7/2023	5:36:16 PM	Approaching, Near Lane	27.4	267	136
8/7/2023	5:39:33 PM	Receding, Far Lane	27.6	314	250
8/7/2023	5:41:08 PM	Receding, Far Lane	33.6	95	132
8/7/2023	5:44:38 PM	Receding, Far Lane	17.4	210	90
8/7/2023	5:45:25 PM	Approaching, Near Lane	19.4	549	107
8/7/2023	5:49:46 PM	Receding, Far Lane	17.4	308	125
8/7/2023	5:53:25 PM	Receding, Far Lane	27	219	185
8/7/2023	5:57:13 PM	Approaching, Near Lane	20.9	708	146
8/7/2023	6:00:20 PM	Approaching, Near Lane	22.2	187	186
8/7/2023	6:04:40 PM	Receding, Far Lane	14.3	675	176
8/7/2023	6:14:08 PM	Approaching, Near Lane	11.1	828	12
8/7/2023	6:18:46 PM	Approaching, Near Lane	20.7	278	130
8/7/2023	6:19:32 PM	Receding, Far Lane	18	892	132
8/7/2023	6:21:02 PM	Approaching, Near Lane	18	135	46
8/7/2023	6:26:24 PM	Receding, Far Lane	23.4	412	301
8/7/2023	6:34:58 PM	Approaching, Near Lane	23.6	836	172
8/7/2023	6:35:30 PM	Approaching, Near Lane	13.9	32	170
8/7/2023	6:41:32 PM	Approaching, Near Lane	15.3	362	171
8/7/2023	6:43:12 PM	Approaching, Near Lane	26.3	100	129
8/7/2023	6:49:51 PM	Approaching, Near Lane	13.4	400	26
8/7/2023	6:56:58 PM	Receding, Far Lane	24	1834	184
8/7/2023	6:59:08 PM	Receding, Far Lane	21.9	131	173
8/7/2023	7:02:54 PM	Approaching, Near Lane	28.2	783	175
8/7/2023	7:21:33 PM	Approaching, Near Lane	24.9	1119	163
8/7/2023	7:21:56 PM	Receding, Far Lane	28.4	1367	194
8/7/2023	7:31:15 PM	Receding, Far Lane	12.2	559	175
8/7/2023	7:32:06 PM	Receding, Far Lane	23.3	51	193
8/7/2023	7:36:08 PM	Receding, Far Lane	28.3	241	230
8/7/2023	7:38:49 PM	Approaching, Near Lane	26.4	1036	136
8/7/2023	7:50:56 PM	Approaching, Near Lane	16.9	727	66
8/7/2023	8:02:39 PM	Receding, Far Lane	25.2	1591	163
8/7/2023	8:02:42 PM	Receding, Far Lane	23	3	141
8/7/2023	8:04:01 PM	Receding, Far Lane	16.7	79	138
8/7/2023	8:09:06 PM	Receding, Far Lane	31.3	305	185
8/7/2023	8:14:36 PM	Receding, Far Lane	17.9	330	106
8/7/2023	8:24:19 PM	Receding, Far Lane	18.3	583	72
8/7/2023	8:24:34 PM	Receding, Far Lane	18.4	15	78
8/7/2023	8:31:58 PM	Approaching, Near Lane	16	2462	147
8/7/2023	8:41:28 PM	Approaching, Near Lane	21.9	569	191
8/7/2023	8:42:38 PM	Approaching, Near Lane	18.9	70	137
8/7/2023	8:50:54 PM	Receding, Far Lane	20.3	1581	108
8/7/2023	8:53:08 PM	Receding, Far Lane	18.4	134	137
8/7/2023	9:24:35 PM	Receding, Far Lane	22.3	1887	140
8/7/2023	9:53:06 PM	Approaching, Near Lane	16.9	4228	127
8/7/2023	11:20:31 PM	Approaching, Near Lane	20.9	5246	141
8/8/2023	3:49:04 AM	Approaching, Near Lane	21.7	16113	169
8/8/2023	5:39:39 AM	Receding, Far Lane	24.7	29704	173
8/8/2023	6:03:55 AM	Approaching, Near Lane	18.4	8092	188
8/8/2023	6:11:58 AM	Receding, Far Lane	22	1938	240
8/8/2023	6:22:24 AM	Receding, Far Lane	13.3	627	463
8/8/2023	6:44:30 AM	Receding, Far Lane	25.7	1326	450
8/8/2023	7:03:33 AM	Approaching, Near Lane	12.7	3578	233
8/8/2023	7:03:39 AM	Approaching, Near Lane	13	5	184
8/8/2023	9:31:50 AM	Approaching, Near Lane	18.3	8891	148
8/8/2023	9:34:26 AM	Receding, Far Lane	19.3	10196	131
8/8/2023	9:35:15 AM	Receding, Far Lane	15	49	10
8/8/2023	9:36:19 AM	Approaching, Near Lane	17.3	269	173
8/8/2023	9:41:36 AM	Receding, Far Lane	12.7	381	4
8/8/2023	9:44:18 AM	Approaching, Near Lane	22.3	479	178
8/8/2023	9:44:30 AM	Receding, Far Lane	22.4	173	142
8/8/2023	9:48:37 AM	Receding, Far Lane	11.6	248	2
8/8/2023	9:52:15 AM	Approaching, Near Lane	25	477	198
8/8/2023	10:07:33 AM	Receding, Far Lane	19.6	1136	136
8/8/2023	10:08:20 AM	Approaching, Near Lane	19.9	965	211
8/8/2023	10:10:16 AM	Approaching, Near Lane	18.7	116	117
8/8/2023	10:15:55 AM	Approaching, Near Lane	25.3	339	163
8/8/2023	10:16:24 AM	Receding, Far Lane	22.4	531	137
8/8/2023	10:19:39 AM	Approaching, Near Lane	25.3	224	470
8/8/2023	10:25:01 AM	Approaching, Near Lane	8.1	322	45
8/8/2023	10:28:23 AM	Receding, Far Lane	15.3	719	131
8/8/2023	10:33:08 AM	Approaching, Near Lane	9.3	486	38
8/8/2023	10:34:59 AM	Approaching, Near Lane	25	112	170
8/8/2023	10:37:14 AM	Approaching, Near Lane	9	135	287
8/8/2023	10:41:58 AM	Receding, Far Lane	16.3	815	121
8/8/2023	10:42:00 AM	Receding, Far Lane	16.7	1	126
8/8/2023	10:42:31 AM	Approaching, Near Lane	21.2	317	150
8/8/2023	10:48:19 AM	Approaching, Near Lane	23.3	348	136
8/8/2023	10:51:04 AM	Approaching, Near Lane	24	165	178
8/8/2023	10:52:01 AM	Receding, Far Lane	24.4	601	174
8/8/2023	10:53:30 AM	Receding, Far Lane	23.2	89	269
8/8/2023	10:58:49 AM	Receding, Far Lane	10.1	319	33
8/8/2023	10:59:59 AM	Receding, Far Lane	14	70	14
8/8/2023	11:01:04 AM	Receding, Far Lane	11.3	65	86
8/8/2023	11:02:46 AM	Receding, Far Lane	17.2	102	108
8/8/2023	11:05:01 AM	Approaching, Near Lane	15.3	837	154
8/8/2023	11:07:20 AM	Approaching, Near Lane	20	139	399
8/8/2023	11:07:43 AM	Approaching, Near Lane	15.4	23	119
8/8/2023	11:22:14 AM	Approaching, Near Lane	30.2	871	187
8/8/2023	11:30:19 AM	Receding, Far Lane	19.7	1653	170
8/8/2023	11:30:56 AM	Approaching, Near Lane	22.3	521	118
8/8/2023	11:32:32 AM	Approaching, Near Lane	17	97	144
8/8/2023	11:32:49 AM	Approaching, Near Lane	25.6	17	120
8/8/2023	11:35:27 AM	Receding, Far Lane	27.4	308	148
8/8/2023	11:35:36 AM	Receding, Far Lane	23.3	8	156
8/8/2023	11:36:09 AM	Receding, Far Lane	22.2	33	123
8/8/2023	11:37:47 AM	Approaching, Near Lane	8.7	298	92
8/8/2023	11:37:52 AM	Approaching, Near Lane	11.1	5	115
8/8/2023	11:38:03 AM	Approaching, Near Lane	28.9	11	171
8/8/2023	11:40:04 AM	Approaching, Near Lane	8	121	5
8/8/2023	11:43:59 AM	Approaching, Near Lane	22.4	235	196
8/8/2023	11:45:13 AM	Approaching, Near Lane	26.7	74	128
8/8/2023	11:45:55 AM	Receding, Far Lane	38.5	586	78
8/8/2023	11:55:27 AM	Approaching, Near Lane	24.6	614	37
8/8/2023	11:56:16 AM	Approaching, Near Lane	13.4	49	129
8/8/2023	11:59:43 AM	Receding, Far Lane	26.2	828	60
8/8/2023	12:00:46 PM	Receding, Far Lane	20.3	64	126
8/8/2023	12:03:58 PM	Approaching, Near Lane	22.6	462	111
8/8/2023	12:04:45 PM	Receding, Far Lane	21.2	239	107
8/8/2023	12:04:51 PM	Receding, Far Lane	15.4	6	175
8/8/2023	12:04:53 PM	Approaching, Near Lane	7.7	55	110
8/8/2023	12:08:55 PM	Receding, Far Lane	20.7	244	50
8/8/2023	12:14:57 PM	Receding, Far Lane	23.3	362	146
8/8/2023	12:15:30 PM	Receding, Far Lane	16.6	33	123
8/8/2023	12:16:14 PM	Receding, Far Lane	10.6	43	105
8/8/2023	12:17:08 PM	Approaching, Near Lane	36.6	734	131

8/8/2023	12:18:01 PM	Receding, Far Lane	21.4	107	189
8/8/2023	12:24:29 PM	Approaching, Near Lane	15.3	441	147
8/8/2023	12:24:31 PM	Approaching, Near Lane	16.1	2	70
8/8/2023	12:27:26 PM	Receding, Far Lane	15.7	565	166
8/8/2023	12:35:13 PM	Receding, Far Lane	20.4	467	184
8/8/2023	12:35:36 PM	Receding, Far Lane	17.3	23	83
8/8/2023	12:37:45 PM	Approaching, Near Lane	14	794	151
8/8/2023	12:37:51 PM	Approaching, Near Lane	9.3	6	111
8/8/2023	12:38:24 PM	Approaching, Near Lane	27.2	33	175
8/8/2023	12:46:31 PM	Receding, Far Lane	31	655	112
8/8/2023	12:50:41 PM	Receding, Far Lane	27.2	250	193
8/8/2023	12:51:38 PM	Receding, Far Lane	16	57	169
8/8/2023	12:53:58 PM	Approaching, Near Lane	22.7	935	159
8/8/2023	12:55:20 PM	Receding, Far Lane	25.6	223	170
8/8/2023	12:56:15 PM	Receding, Far Lane	20.6	54	168
8/8/2023	12:57:52 PM	Receding, Far Lane	20.3	97	72
8/8/2023	1:01:46 PM	Approaching, Near Lane	21.4	468	83
8/8/2023	1:06:29 PM	Receding, Far Lane	21.7	517	165
8/8/2023	1:06:44 PM	Approaching, Near Lane	18.9	298	141
8/8/2023	1:07:44 PM	Receding, Far Lane	7.7	75	136
8/8/2023	1:08:04 PM	Receding, Far Lane	34.2	21	107
8/8/2023	1:09:53 PM	Approaching, Near Lane	19.3	189	109
8/8/2023	1:13:44 PM	Approaching, Near Lane	8.6	231	85
8/8/2023	1:13:56 PM	Approaching, Near Lane	19	13	477
8/8/2023	1:23:08 PM	Approaching, Near Lane	26.2	551	168
8/8/2023	1:27:15 PM	Receding, Far Lane	23.3	1151	193
8/8/2023	1:29:18 PM	Approaching, Near Lane	18.2	370	105
8/8/2023	1:33:48 PM	Receding, Far Lane	25.3	392	125
8/8/2023	1:34:01 PM	Receding, Far Lane	23.7	13	142
8/8/2023	1:36:29 PM	Approaching, Near Lane	23.2	431	124
8/8/2023	1:37:36 PM	Approaching, Near Lane	22	67	179
8/8/2023	1:44:28 PM	Approaching, Near Lane	21.3	412	95
8/8/2023	1:44:32 PM	Approaching, Near Lane	18.4	4	88
8/8/2023	1:50:40 PM	Receding, Far Lane	20.7	999	134
8/8/2023	1:51:22 PM	Receding, Far Lane	17.9	42	85
8/8/2023	1:52:13 PM	Approaching, Near Lane	16.4	461	30
8/8/2023	1:54:55 PM	Approaching, Near Lane	17.6	162	108
8/8/2023	1:55:15 PM	Approaching, Near Lane	18.9	20	98
8/8/2023	1:56:07 PM	Approaching, Near Lane	22.9	52	141
8/8/2023	1:56:18 PM	Approaching, Near Lane	16.6	11	237
8/8/2023	2:04:52 PM	Approaching, Near Lane	22.4	514	196
8/8/2023	2:05:03 PM	Approaching, Near Lane	13.7	11	185
8/8/2023	2:05:08 PM	Receding, Far Lane	18.9	826	162
8/8/2023	2:05:09 PM	Approaching, Near Lane	7.7	6	14
8/8/2023	2:25:13 PM	Receding, Far Lane	24.4	1206	75
8/8/2023	2:29:14 PM	Receding, Far Lane	21.9	240	173
8/8/2023	2:33:10 PM	Receding, Far Lane	19.3	236	66
8/8/2023	2:35:08 PM	Approaching, Near Lane	12.2	1798	13
8/8/2023	2:36:55 PM	Approaching, Near Lane	11.4	107	128
8/8/2023	2:38:53 PM	Approaching, Near Lane	23.9	117	144
8/8/2023	2:45:06 PM	Receding, Far Lane	22.3	716	150
8/8/2023	2:46:24 PM	Approaching, Near Lane	23.4	451	101
8/8/2023	2:51:21 PM	Receding, Far Lane	23.9	374	144
8/8/2023	2:52:42 PM	Receding, Far Lane	27.2	81	187
8/8/2023	2:58:30 PM	Receding, Far Lane	23.3	348	140
8/8/2023	3:01:03 PM	Receding, Far Lane	19.3	153	244
8/8/2023	3:01:39 PM	Approaching, Near Lane	15.3	915	188
8/8/2023	3:04:47 PM	Receding, Far Lane	24.6	224	182
8/8/2023	3:04:51 PM	Approaching, Near Lane	17	192	121
8/8/2023	3:08:53 PM	Approaching, Near Lane	11.9	242	369
8/8/2023	3:15:20 PM	Approaching, Near Lane	22.4	387	99
8/8/2023	3:15:44 PM	Receding, Far Lane	12.9	657	33
8/8/2023	3:20:05 PM	Approaching, Near Lane	10.6	285	112
8/8/2023	3:21:19 PM	Approaching, Near Lane	14.6	74	24
8/8/2023	3:22:25 PM	Receding, Far Lane	11.7	400	74
8/8/2023	3:24:00 PM	Receding, Far Lane	34.9	95	98
8/8/2023	3:25:05 PM	Approaching, Near Lane	23.3	226	94
8/8/2023	3:26:19 PM	Receding, Far Lane	23.2	139	175
8/8/2023	3:27:23 PM	Approaching, Near Lane	22.3	138	198
8/8/2023	3:34:06 PM	Approaching, Near Lane	20.2	404	126
8/8/2023	3:34:57 PM	Approaching, Near Lane	24.9	51	129
8/8/2023	3:36:23 PM	Receding, Far Lane	26	604	164
8/8/2023	3:36:45 PM	Receding, Far Lane	23.2	22	128
8/8/2023	3:38:05 PM	Approaching, Near Lane	15.3	188	147
8/8/2023	3:38:49 PM	Receding, Far Lane	19.4	124	160
8/8/2023	3:40:00 PM	Receding, Far Lane	24.2	71	447
8/8/2023	3:40:08 PM	Approaching, Near Lane	20.2	123	181
8/8/2023	3:41:09 PM	Approaching, Near Lane	25.2	61	144
8/8/2023	3:43:07 PM	Receding, Far Lane	19	188	186
8/8/2023	3:45:15 PM	Approaching, Near Lane	24.6	246	192
8/8/2023	3:50:12 PM	Approaching, Near Lane	23.6	297	103
8/8/2023	3:54:27 PM	Receding, Far Lane	25.4	680	173
8/8/2023	4:01:42 PM	Receding, Far Lane	25.9	436	121
8/8/2023	4:02:25 PM	Receding, Far Lane	26.9	42	98
8/8/2023	4:03:43 PM	Receding, Far Lane	26	78	159
8/8/2023	4:08:29 PM	Receding, Far Lane	18.9	286	196
8/8/2023	4:10:15 PM	Receding, Far Lane	17.3	106	189
8/8/2023	4:11:44 PM	Approaching, Near Lane	22.7	1292	129
8/8/2023	4:11:59 PM	Receding, Far Lane	16.3	104	257
8/8/2023	4:14:41 PM	Receding, Far Lane	19.2	162	159
8/8/2023	4:16:18 PM	Approaching, Near Lane	22.3	274	163
8/8/2023	4:18:13 PM	Approaching, Near Lane	27.2	115	139
8/8/2023	4:23:21 PM	Receding, Far Lane	24	520	173
8/8/2023	4:27:41 PM	Receding, Far Lane	18	260	88
8/8/2023	4:29:46 PM	Receding, Far Lane	30.3	125	159
8/8/2023	4:31:42 PM	Receding, Far Lane	25.6	116	77
8/8/2023	4:35:36 PM	Approaching, Near Lane	11.9	1043	393
8/8/2023	4:36:08 PM	Approaching, Near Lane	13	32	64
8/8/2023	4:36:18 PM	Receding, Far Lane	29.3	276	173
8/8/2023	4:37:53 PM	Receding, Far Lane	28.3	95	147
8/8/2023	4:46:20 PM	Approaching, Near Lane	12.7	612	13
8/8/2023	4:48:34 PM	Receding, Far Lane	15	641	135
8/8/2023	4:59:00 PM	Approaching, Near Lane	23.3	761	194
8/8/2023	5:00:43 PM	Receding, Far Lane	21.7	729	92
8/8/2023	5:01:46 PM	Approaching, Near Lane	23.2	166	166
8/8/2023	5:05:29 PM	Approaching, Near Lane	23.9	223	95
8/8/2023	5:08:29 PM	Approaching, Near Lane	12.3	181	186
8/8/2023	5:10:27 PM	Approaching, Near Lane	22.4	117	170
8/8/2023	5:10:47 PM	Receding, Far Lane	22.7	604	234
8/8/2023	5:11:56 PM	Approaching, Near Lane	26	89	547
8/8/2023	5:13:23 PM	Approaching, Near Lane	30.9	88	167
8/8/2023	5:17:06 PM	Approaching, Near Lane	29.2	223	148
8/8/2023	5:18:09 PM	Approaching, Near Lane	25.6	63	270
8/8/2023	5:19:40 PM	Receding, Far Lane	22.6	533	104
8/8/2023	5:21:00 PM	Approaching, Near Lane	27.7	170	133
8/8/2023	5:22:14 PM	Receding, Far Lane	16.1	154	209
8/8/2023	5:22:19 PM	Approaching, Near Lane	24	79	113
8/8/2023	5:29:19 PM	Approaching, Near Lane	21	420	139
8/8/2023	5:34:42 PM	Approaching, Near Lane	18.7	324	130
8/8/2023	5:35:22 PM	Receding, Far Lane	23.2	788	143
8/8/2023	5:35:52 PM	Approaching, Near Lane	34.2	70	42
8/8/2023	5:39:08 PM	Approaching, Near Lane	28.4	196	160
8/8/2023	5:40:47 PM	Receding, Far Lane	34.9	325	153
8/8/2023	5:46:59 PM	Approaching, Near Lane	21.3	472	143
8/8/2023	5:49:23 PM	Receding, Far Lane	28.4	517	123
8/8/2023	5:53:37 PM	Receding, Far Lane	20.4	254	552
8/8/2023	5:57:43 PM	Receding, Far Lane	27.7	246	83
8/8/2023	5:59:33 PM	Receding, Far Lane	21.9	110	143
8/8/2023	6:02:32 PM	Receding, Far Lane	7.7	179	30
8/8/2023	6:02:54 PM	Receding, Far Lane	18.7	22	209
8/8/2023	6:06:58 PM	Receding, Far Lane	28	245	93
8/8/2023	6:08:44 PM	Approaching, Near Lane	13.6	1305	41
8/8/2023	6:12:14 PM	Approaching, Near Lane	22.4	209	155

8/8/2023	6:14:06 PM	Receding, Far Lane	27.7	428	252
8/8/2023	6:15:59 PM	Receding, Far Lane	24.9	113	148
8/8/2023	6:18:26 PM	Approaching, Near Lane	18.4	372	134
8/8/2023	6:20:52 PM	Receding, Far Lane	10.9	292	75
8/8/2023	6:22:22 PM	Receding, Far Lane	14.9	91	138
8/8/2023	6:23:21 PM	Receding, Far Lane	17.7	58	127
8/8/2023	6:23:37 PM	Approaching, Near Lane	14.4	311	74
8/8/2023	6:26:34 PM	Receding, Far Lane	16.7	194	571
8/8/2023	6:29:31 PM	Approaching, Near Lane	24.9	354	163
8/8/2023	6:29:49 PM	Approaching, Near Lane	19.9	18	37
8/8/2023	6:36:32 PM	Approaching, Near Lane	16	403	126
8/8/2023	6:39:53 PM	Approaching, Near Lane	26.4	201	148
8/8/2023	6:40:42 PM	Approaching, Near Lane	21.2	50	112
8/8/2023	6:42:50 PM	Approaching, Near Lane	19.9	128	55
8/8/2023	6:47:04 PM	Approaching, Near Lane	29.9	254	136
8/8/2023	6:50:20 PM	Approaching, Near Lane	17.4	196	125
8/8/2023	7:03:36 PM	Approaching, Near Lane	21.7	796	174
8/8/2023	7:04:05 PM	Approaching, Near Lane	19.9	29	162
8/8/2023	7:24:35 PM	Approaching, Near Lane	24.9	1231	129
8/8/2023	7:27:34 PM	Receding, Far Lane	20.3	3660	136
8/8/2023	7:30:28 PM	Approaching, Near Lane	14.7	353	118
8/8/2023	7:36:30 PM	Receding, Far Lane	24	536	151
8/8/2023	7:41:14 PM	Receding, Far Lane	20	284	140
8/8/2023	7:44:05 PM	Receding, Far Lane	24	171	173
8/8/2023	7:44:19 PM	Receding, Far Lane	11.7	14	18
8/8/2023	7:48:42 PM	Receding, Far Lane	19.7	262	134
8/8/2023	7:50:28 PM	Approaching, Near Lane	12.6	1200	62
8/8/2023	7:54:36 PM	Approaching, Near Lane	8	248	45
8/8/2023	8:01:52 PM	Approaching, Near Lane	15.9	436	173
8/8/2023	8:13:48 PM	Receding, Far Lane	26.6	1507	227
8/8/2023	8:15:21 PM	Receding, Far Lane	19.9	93	97
8/8/2023	8:16:56 PM	Approaching, Near Lane	24.2	904	153
8/8/2023	8:19:17 PM	Approaching, Near Lane	24.2	140	66
8/8/2023	8:21:25 PM	Approaching, Near Lane	12.6	129	181
8/8/2023	8:22:30 PM	Receding, Far Lane	18.4	429	166
8/8/2023	8:27:02 PM	Approaching, Near Lane	11.3	336	124
8/8/2023	8:34:23 PM	Receding, Far Lane	15.7	713	187
8/8/2023	8:38:48 PM	Approaching, Near Lane	21.3	706	172
8/8/2023	8:41:50 PM	Receding, Far Lane	25	447	82
8/8/2023	8:43:20 PM	Receding, Far Lane	22.3	90	306
8/8/2023	8:47:49 PM	Receding, Far Lane	25	269	234
8/8/2023	9:15:34 PM	Approaching, Near Lane	17.4	2207	98
8/8/2023	9:25:00 PM	Receding, Far Lane	28.6	2232	196
8/8/2023	9:32:17 PM	Receding, Far Lane	11.1	437	170
8/8/2023	9:38:01 PM	Receding, Far Lane	17.4	344	110
8/8/2023	10:04:51 PM	Receding, Far Lane	26.9	1610	171
8/8/2023	10:21:57 PM	Receding, Far Lane	22.4	1026	183
8/8/2023	10:56:05 PM	Approaching, Near Lane	11.7	6030	167
8/9/2023	1:12:33 AM	Receding, Far Lane	21.6	10236	153
8/9/2023	3:57:25 AM	Approaching, Near Lane	14	18081	145
8/9/2023	4:58:32 AM	Receding, Far Lane	14.3	13559	160
8/9/2023	5:47:57 AM	Receding, Far Lane	13.4	2965	231
8/9/2023	5:48:11 AM	Receding, Far Lane	15.3	13	156
8/9/2023	6:09:13 AM	Receding, Far Lane	18.3	1262	270
8/9/2023	6:23:12 AM	Approaching, Near Lane	19.6	8746	193
8/9/2023	6:42:36 AM	Receding, Far Lane	11.6	2003	89
8/9/2023	6:45:36 AM	Approaching, Near Lane	28.4	1345	211
8/9/2023	6:57:07 AM	Approaching, Near Lane	22.7	690	164
8/9/2023	6:57:26 AM	Receding, Far Lane	13.6	890	44
8/9/2023	6:58:40 AM	Receding, Far Lane	13.9	74	49
8/9/2023	7:02:10 AM	Approaching, Near Lane	23	303	459
8/9/2023	7:02:30 AM	Receding, Far Lane	10	229	214
8/9/2023	7:02:59 AM	Approaching, Near Lane	15.9	49	191
8/9/2023	7:03:18 AM	Approaching, Near Lane	7.7	19	122
8/9/2023	7:15:01 AM	Approaching, Near Lane	21.9	704	166
8/9/2023	7:17:12 AM	Receding, Far Lane	9.7	882	101
8/9/2023	7:21:12 AM	Receding, Far Lane	31	241	377
8/9/2023	7:26:02 AM	Approaching, Near Lane	9.6	661	163
8/9/2023	7:29:09 AM	Approaching, Near Lane	15.1	188	181
8/9/2023	7:31:28 AM	Receding, Far Lane	17.2	615	1495
8/9/2023	7:31:55 AM	Receding, Far Lane	15.3	28	214
8/9/2023	7:31:59 AM	Receding, Far Lane	19.4	4	226
8/9/2023	7:32:19 AM	Approaching, Near Lane	27.6	190	174
8/9/2023	7:39:06 AM	Receding, Far Lane	12.4	427	215
8/9/2023	7:45:26 AM	Receding, Far Lane	17.4	380	573
8/9/2023	7:49:53 AM	Approaching, Near Lane	8.3	1054	114
8/9/2023	7:50:59 AM	Receding, Far Lane	11.3	334	12
8/9/2023	8:02:34 AM	Approaching, Near Lane	19.7	760	97
8/9/2023	8:11:36 AM	Approaching, Near Lane	24.2	542	115
8/9/2023	8:18:21 AM	Approaching, Near Lane	21.4	405	450
8/9/2023	8:24:12 AM	Receding, Far Lane	20.3	1993	286
8/9/2023	8:26:56 AM	Receding, Far Lane	10.7	164	52
8/9/2023	8:30:43 AM	Approaching, Near Lane	20.2	742	144
8/9/2023	8:32:07 AM	Approaching, Near Lane	17.9	84	293
8/9/2023	8:35:14 AM	Approaching, Near Lane	26.3	186	99
8/9/2023	8:43:41 AM	Approaching, Near Lane	10.7	507	160
8/9/2023	9:02:34 AM	Receding, Far Lane	20.3	2138	483
8/9/2023	9:11:16 AM	Approaching, Near Lane	10.4	1655	195
8/9/2023	9:11:23 AM	Receding, Far Lane	19.9	529	142
8/9/2023	9:11:55 AM	Approaching, Near Lane	14.6	39	132
8/9/2023	9:14:03 AM	Receding, Far Lane	31.2	160	184
8/9/2023	9:19:58 AM	Approaching, Near Lane	17.9	483	326
8/9/2023	9:23:36 AM	Approaching, Near Lane	19.3	217	96
8/9/2023	9:23:46 AM	Receding, Far Lane	18.4	583	186
8/9/2023	9:24:39 AM	Receding, Far Lane	11.7	53	486
8/9/2023	9:26:51 AM	Receding, Far Lane	32.3	132	191
8/9/2023	9:26:58 AM	Approaching, Near Lane	28.6	203	129
8/9/2023	9:44:07 AM	Approaching, Near Lane	25	1029	204
8/9/2023	9:44:14 AM	Approaching, Near Lane	20.2	7	122
8/9/2023	9:47:55 AM	Approaching, Near Lane	27.4	221	191
8/9/2023	9:48:45 AM	Approaching, Near Lane	8.9	50	168
8/9/2023	9:48:55 AM	Receding, Far Lane	35.4	1324	95
8/9/2023	9:49:25 AM	Receding, Far Lane	21.7	30	234
8/9/2023	9:51:26 AM	Receding, Far Lane	17.9	121	162
8/9/2023	9:55:19 AM	Receding, Far Lane	20.7	233	82
8/9/2023	10:00:23 AM	Approaching, Near Lane	26	698	172
8/9/2023	10:03:36 AM	Approaching, Near Lane	7.7	193	270
8/9/2023	10:06:11 AM	Approaching, Near Lane	17.2	154	170
8/9/2023	10:06:46 AM	Approaching, Near Lane	17.9	35	157
8/9/2023	10:07:29 AM	Receding, Far Lane	15	729	172
8/9/2023	10:08:04 AM	Approaching, Near Lane	22.6	78	157
8/9/2023	10:12:25 AM	Receding, Far Lane	27.4	296	179
8/9/2023	10:13:40 AM	Receding, Far Lane	19.2	75	163
8/9/2023	10:18:23 AM	Receding, Far Lane	22.7	282	162
8/9/2023	10:23:19 AM	Approaching, Near Lane	14.9	915	101
8/9/2023	10:24:26 AM	Approaching, Near Lane	18	67	119
8/9/2023	10:25:02 AM	Receding, Far Lane	28.3	400	147
8/9/2023	10:33:15 AM	Approaching, Near Lane	22.7	529	103
8/9/2023	10:33:17 AM	Receding, Far Lane	22.3	495	145
8/9/2023	10:33:25 AM	Receding, Far Lane	26.7	8	133
8/9/2023	10:34:10 AM	Receding, Far Lane	16	45	151
8/9/2023	10:35:18 AM	Receding, Far Lane	19.4	69	156
8/9/2023	10:37:48 AM	Approaching, Near Lane	25.9	273	159
8/9/2023	10:37:58 AM	Receding, Far Lane	25	160	116
8/9/2023	10:42:06 AM	Approaching, Near Lane	7.9	258	377
8/9/2023	10:42:56 AM	Approaching, Near Lane	15.1	50	198
8/9/2023	10:43:30 AM	Receding, Far Lane	19.2	331	73
8/9/2023	10:52:02 AM	Approaching, Near Lane	20.2	546	194
8/9/2023	10:58:34 AM	Receding, Far Lane	20.2	904	142
8/9/2023	10:58:37 AM	Receding, Far Lane	19.3	3	131
8/9/2023	10:59:23 AM	Approaching, Near Lane	18	441	155
8/9/2023	11:03:02 AM	Receding, Far Lane	18	265	161
8/9/2023	11:04:38 AM	Receding, Far Lane	20.6	96	191

8/9/2023	11:04:52 AM	Receding, Far Lane	13.1	15	180
8/9/2023	11:05:09 AM	Receding, Far Lane	15.3	16	207
8/9/2023	11:09:14 AM	Receding, Far Lane	22.2	246	138
8/9/2023	11:12:36 AM	Approaching, Near Lane	21	793	163
8/9/2023	11:13:09 AM	Receding, Far Lane	25.4	235	139
8/9/2023	11:14:58 AM	Approaching, Near Lane	23	142	148
8/9/2023	11:16:49 AM	Receding, Far Lane	19.6	219	136
8/9/2023	11:20:03 AM	Receding, Far Lane	21	195	153
8/9/2023	11:21:23 AM	Approaching, Near Lane	8.3	386	58
8/9/2023	11:23:18 AM	Approaching, Near Lane	9.3	114	11
8/9/2023	11:24:20 AM	Approaching, Near Lane	17.3	62	173
8/9/2023	11:28:38 AM	Approaching, Near Lane	20.7	258	153
8/9/2023	11:28:59 AM	Receding, Far Lane	24.2	536	121
8/9/2023	11:30:10 AM	Receding, Far Lane	27.6	71	156
8/9/2023	11:30:29 AM	Approaching, Near Lane	14.1	111	145
8/9/2023	11:31:22 AM	Approaching, Near Lane	18.2	53	203
8/9/2023	11:31:28 AM	Approaching, Near Lane	20	6	120
8/9/2023	11:36:33 AM	Approaching, Near Lane	19.2	305	141
8/9/2023	11:38:48 AM	Receding, Far Lane	20.4	519	175
8/9/2023	11:40:06 AM	Receding, Far Lane	16.3	78	176
8/9/2023	11:41:05 AM	Receding, Far Lane	26.7	59	175
8/9/2023	11:42:43 AM	Receding, Far Lane	39	98	144
8/9/2023	11:44:02 AM	Receding, Far Lane	31.3	79	157
8/9/2023	11:45:45 AM	Receding, Far Lane	23.2	103	196
8/9/2023	11:48:51 AM	Receding, Far Lane	14.9	186	205
8/9/2023	11:50:49 AM	Receding, Far Lane	17.9	118	170
8/9/2023	11:53:08 AM	Approaching, Near Lane	24.9	995	191
8/9/2023	11:54:25 AM	Receding, Far Lane	24	216	157
8/9/2023	11:55:11 AM	Receding, Far Lane	26.9	47	207
8/9/2023	11:57:00 AM	Receding, Far Lane	27.6	109	225
8/9/2023	11:57:07 AM	Approaching, Near Lane	21.2	238	141
8/9/2023	11:58:38 AM	Receding, Far Lane	25.6	98	181
8/9/2023	12:00:23 PM	Receding, Far Lane	22.4	105	178
8/9/2023	12:01:15 PM	Approaching, Near Lane	22.9	249	187
8/9/2023	12:03:59 PM	Approaching, Near Lane	7.9	164	28
8/9/2023	12:05:16 PM	Receding, Far Lane	10.4	293	131
8/9/2023	12:05:34 PM	Approaching, Near Lane	9.3	95	97
8/9/2023	12:11:57 PM	Approaching, Near Lane	28.6	383	245
8/9/2023	12:13:56 PM	Approaching, Near Lane	30	119	165
8/9/2023	12:18:28 PM	Approaching, Near Lane	19.9	271	131
8/9/2023	12:18:29 PM	Receding, Far Lane	22.4	792	218
8/9/2023	12:18:34 PM	Approaching, Near Lane	16.9	6	161
8/9/2023	12:20:08 PM	Receding, Far Lane	22.9	100	175
8/9/2023	12:21:44 PM	Approaching, Near Lane	26.7	190	134
8/9/2023	12:25:22 PM	Approaching, Near Lane	8.3	218	93
8/9/2023	12:26:09 PM	Approaching, Near Lane	11	47	67
8/9/2023	12:26:26 PM	Receding, Far Lane	12	378	251
8/9/2023	12:26:48 PM	Approaching, Near Lane	7.9	39	28
8/9/2023	12:27:44 PM	Approaching, Near Lane	34.7	56	132
8/9/2023	12:29:20 PM	Receding, Far Lane	20.4	174	202
8/9/2023	12:33:24 PM	Receding, Far Lane	26.7	245	115
8/9/2023	12:34:56 PM	Receding, Far Lane	19.3	91	179
8/9/2023	12:36:31 PM	Approaching, Near Lane	25.3	528	151
8/9/2023	12:40:04 PM	Receding, Far Lane	21.3	308	330
8/9/2023	12:43:07 PM	Receding, Far Lane	36.9	183	107
8/9/2023	12:45:16 PM	Receding, Far Lane	26.6	129	131
8/9/2023	12:45:28 PM	Approaching, Near Lane	21	537	148
8/9/2023	12:48:31 PM	Approaching, Near Lane	20	183	210
8/9/2023	12:48:51 PM	Approaching, Near Lane	25.7	20	197
8/9/2023	12:52:45 PM	Approaching, Near Lane	11.4	235	146
8/9/2023	12:53:34 PM	Receding, Far Lane	22.3	498	371
8/9/2023	12:57:14 PM	Approaching, Near Lane	31.6	268	147
8/9/2023	1:00:15 PM	Approaching, Near Lane	36.3	181	195
8/9/2023	1:06:14 PM	Approaching, Near Lane	24.3	359	182
8/9/2023	1:09:17 PM	Approaching, Near Lane	22	183	144
8/9/2023	1:09:52 PM	Receding, Far Lane	10.4	978	56
8/9/2023	1:16:58 PM	Receding, Far Lane	26.7	426	121
8/9/2023	1:17:53 PM	Approaching, Near Lane	8.1	516	23
8/9/2023	1:18:54 PM	Receding, Far Lane	28.4	116	168
8/9/2023	1:20:18 PM	Approaching, Near Lane	23.3	145	178
8/9/2023	1:22:33 PM	Receding, Far Lane	16.3	219	106
8/9/2023	1:28:20 PM	Approaching, Near Lane	24.7	482	116
8/9/2023	1:30:17 PM	Approaching, Near Lane	15	117	111
8/9/2023	1:32:02 PM	Approaching, Near Lane	23.9	105	359
8/9/2023	1:37:55 PM	Receding, Far Lane	13.9	922	143
8/9/2023	1:39:09 PM	Receding, Far Lane	27.6	74	150
8/9/2023	1:40:28 PM	Receding, Far Lane	29.6	79	190
8/9/2023	1:41:38 PM	Receding, Far Lane	19.3	70	188
8/9/2023	1:44:35 PM	Receding, Far Lane	19.4	177	160
8/9/2023	1:45:35 PM	Approaching, Near Lane	36.9	812	142
8/9/2023	1:47:47 PM	Receding, Far Lane	27.9	193	355
8/9/2023	1:49:15 PM	Approaching, Near Lane	26.6	220	132
8/9/2023	1:52:50 PM	Approaching, Near Lane	15.7	215	128
8/9/2023	1:52:50 PM	Receding, Far Lane	36.9	303	169
8/9/2023	1:56:58 PM	Receding, Far Lane	21.2	248	127
8/9/2023	2:02:00 PM	Receding, Far Lane	22.6	302	282
8/9/2023	2:02:46 PM	Approaching, Near Lane	20.9	597	207
8/9/2023	2:13:58 PM	Receding, Far Lane	24.2	717	121
8/9/2023	2:16:34 PM	Approaching, Near Lane	15.9	827	187
8/9/2023	2:20:24 PM	Approaching, Near Lane	21.7	230	149
8/9/2023	2:21:16 PM	Receding, Far Lane	22.6	438	328
8/9/2023	2:22:21 PM	Approaching, Near Lane	22.3	117	233
8/9/2023	2:26:08 PM	Receding, Far Lane	18.7	292	134
8/9/2023	2:27:38 PM	Approaching, Near Lane	19.3	317	183
8/9/2023	2:29:45 PM	Approaching, Near Lane	30.9	126	139
8/9/2023	2:33:52 PM	Receding, Far Lane	33	465	200
8/9/2023	2:36:20 PM	Approaching, Near Lane	24.9	396	168
8/9/2023	2:39:45 PM	Receding, Far Lane	22.9	353	154
8/9/2023	2:40:58 PM	Approaching, Near Lane	13.9	278	148
8/9/2023	2:41:25 PM	Approaching, Near Lane	18.9	27	154
8/9/2023	2:43:30 PM	Approaching, Near Lane	22.6	124	417
8/9/2023	2:46:59 PM	Approaching, Near Lane	23.7	209	217
8/9/2023	2:51:04 PM	Approaching, Near Lane	17.7	245	146
8/9/2023	2:58:06 PM	Receding, Far Lane	31.3	1101	136
8/9/2023	3:04:49 PM	Approaching, Near Lane	10.9	825	142
8/9/2023	3:05:22 PM	Receding, Far Lane	23	436	136
8/9/2023	3:07:08 PM	Receding, Far Lane	27.3	106	140
8/9/2023	3:10:02 PM	Approaching, Near Lane	23.2	313	155
8/9/2023	3:10:21 PM	Approaching, Near Lane	17	19	133
8/9/2023	3:10:34 PM	Receding, Far Lane	10	206	99
8/9/2023	3:13:29 PM	Approaching, Near Lane	21.3	189	134
8/9/2023	3:13:53 PM	Receding, Far Lane	15.6	200	152
8/9/2023	3:16:38 PM	Approaching, Near Lane	19.4	189	98
8/9/2023	3:18:24 PM	Receding, Far Lane	19.9	271	168
8/9/2023	3:25:52 PM	Receding, Far Lane	34.4	448	171
8/9/2023	3:28:36 PM	Receding, Far Lane	28.7	164	230
8/9/2023	3:29:54 PM	Receding, Far Lane	20.2	78	483
8/9/2023	3:30:53 PM	Receding, Far Lane	31	59	189
8/9/2023	3:31:54 PM	Receding, Far Lane	11.6	61	128
8/9/2023	3:34:25 PM	Approaching, Near Lane	20.4	1067	190
8/9/2023	3:34:35 PM	Approaching, Near Lane	20.4	10	250
8/9/2023	3:35:05 PM	Receding, Far Lane	31.9	191	186
8/9/2023	3:36:41 PM	Receding, Far Lane	24.9	96	108
8/9/2023	3:37:44 PM	Receding, Far Lane	29.4	63	142
8/9/2023	3:40:55 PM	Approaching, Near Lane	29.7	380	161
8/9/2023	3:41:25 PM	Approaching, Near Lane	26.3	30	235
8/9/2023	3:42:48 PM	Receding, Far Lane	19.9	304	173
8/9/2023	3:44:41 PM	Approaching, Near Lane	29.4	196	165
8/9/2023	3:48:16 PM	Approaching, Near Lane	24.7	215	155
8/9/2023	3:49:09 PM	Approaching, Near Lane	31.2	53	170
8/9/2023	3:53:10 PM	Approaching, Near Lane	28.2	241	213
8/9/2023	3:58:05 PM	Approaching, Near Lane	22.4	294	150
8/9/2023	4:00:11 PM	Receding, Far Lane	25.7	1043	154

8/9/2023	4:00:15 PM	Receding, Far Lane	29	4	202
8/9/2023	4:01:23 PM	Receding, Far Lane	33.2	68	306
8/9/2023	4:02:27 PM	Receding, Far Lane	12.9	64	1966
8/9/2023	4:02:28 PM	Approaching, Near Lane	23.3	264	173
8/9/2023	4:03:32 PM	Receding, Far Lane	14.1	65	791
8/9/2023	4:09:35 PM	Receding, Far Lane	7.7	363	1484
8/9/2023	4:11:24 PM	Receding, Far Lane	85.2	109	4696
8/9/2023	4:11:35 PM	Receding, Far Lane	10.9	11	1574
8/9/2023	4:11:36 PM	Approaching, Near Lane	23	547	153
8/9/2023	4:14:17 PM	Receding, Far Lane	21.4	162	175
8/9/2023	4:20:25 PM	Receding, Far Lane	33.4	368	160
8/9/2023	4:25:02 PM	Receding, Far Lane	24.9	277	125
8/9/2023	4:27:52 PM	Approaching, Near Lane	23.4	976	138
8/9/2023	4:30:10 PM	Approaching, Near Lane	24.2	138	148
8/9/2023	4:42:39 PM	Approaching, Near Lane	8.4	749	52
8/9/2023	4:44:11 PM	Approaching, Near Lane	14.1	92	595
8/9/2023	4:45:22 PM	Receding, Far Lane	32.6	1221	363
8/9/2023	4:46:33 PM	Approaching, Near Lane	17.4	142	239
8/9/2023	4:46:40 PM	Approaching, Near Lane	13.1	7	96
8/9/2023	4:49:08 PM	Receding, Far Lane	25.6	226	187
8/9/2023	4:53:04 PM	Approaching, Near Lane	17.4	384	86
8/9/2023	4:54:53 PM	Approaching, Near Lane	23	109	163
8/9/2023	4:57:53 PM	Approaching, Near Lane	17.4	180	129
8/9/2023	4:59:11 PM	Receding, Far Lane	32.4	603	237
8/9/2023	5:04:09 PM	Approaching, Near Lane	22.7	376	154
8/9/2023	5:06:20 PM	Receding, Far Lane	15.6	429	8
8/9/2023	5:09:49 PM	Approaching, Near Lane	18.6	340	254
8/9/2023	5:13:08 PM	Approaching, Near Lane	14	199	32
8/9/2023	5:15:08 PM	Approaching, Near Lane	10	120	129
8/9/2023	5:16:27 PM	Receding, Far Lane	22.4	607	112
8/9/2023	5:18:22 PM	Receding, Far Lane	15.9	115	155
8/9/2023	5:23:06 PM	Receding, Far Lane	22	284	91
8/9/2023	5:24:45 PM	Approaching, Near Lane	21.9	577	83
8/9/2023	5:35:58 PM	Receding, Far Lane	31.9	772	157
8/9/2023	5:36:16 PM	Approaching, Near Lane	25.3	691	168
8/9/2023	5:39:19 PM	Approaching, Near Lane	25.2	183	155
8/9/2023	5:43:01 PM	Receding, Far Lane	25.6	423	112
8/9/2023	5:47:22 PM	Approaching, Near Lane	25	483	7
8/9/2023	5:52:43 PM	Approaching, Near Lane	16.7	320	120
8/9/2023	5:54:04 PM	Receding, Far Lane	18	663	230
8/9/2023	6:00:48 PM	Receding, Far Lane	29	404	248
8/9/2023	6:14:21 PM	Receding, Far Lane	21.2	813	188
8/9/2023	6:17:23 PM	Approaching, Near Lane	16.6	1480	148
8/9/2023	6:18:50 PM	Approaching, Near Lane	19.9	87	149
8/9/2023	6:24:33 PM	Approaching, Near Lane	20.4	343	204
8/9/2023	6:30:18 PM	Receding, Far Lane	25.6	958	181
8/9/2023	6:30:55 PM	Receding, Far Lane	23.9	36	171
8/9/2023	6:34:36 PM	Receding, Far Lane	22.9	221	149
8/9/2023	6:35:50 PM	Approaching, Near Lane	23.3	677	152
8/9/2023	6:46:43 PM	Receding, Far Lane	31.5	728	109
8/9/2023	6:54:15 PM	Receding, Far Lane	21.9	452	148
8/9/2023	6:55:02 PM	Approaching, Near Lane	17.7	1153	54
8/9/2023	6:56:08 PM	Approaching, Near Lane	28	66	129
8/9/2023	6:59:48 PM	Approaching, Near Lane	19.4	220	164
8/9/2023	7:08:43 PM	Approaching, Near Lane	21.7	535	159
8/9/2023	7:13:17 PM	Approaching, Near Lane	18.7	273	155
8/9/2023	7:15:22 PM	Receding, Far Lane	24	1267	130
8/9/2023	7:18:36 PM	Receding, Far Lane	11.4	195	90
8/9/2023	7:21:29 PM	Approaching, Near Lane	27.3	493	140
8/9/2023	7:22:59 PM	Receding, Far Lane	32	263	159
8/9/2023	7:24:32 PM	Approaching, Near Lane	26.3	183	152
8/9/2023	7:30:14 PM	Approaching, Near Lane	27.3	342	251
8/9/2023	7:33:29 PM	Approaching, Near Lane	16.3	195	105
8/9/2023	7:33:53 PM	Approaching, Near Lane	22.6	24	218
8/9/2023	7:56:55 PM	Receding, Far Lane	20.2	2035	160
8/9/2023	7:58:17 PM	Approaching, Near Lane	14.4	1463	87
8/9/2023	8:02:41 PM	Approaching, Near Lane	26.3	264	105
8/9/2023	8:08:59 PM	Receding, Far Lane	16.7	724	175
8/9/2023	8:13:47 PM	Receding, Far Lane	21.6	289	129
8/9/2023	8:13:59 PM	Receding, Far Lane	10.9	11	109
8/9/2023	8:16:25 PM	Receding, Far Lane	12.3	146	132
8/9/2023	8:27:49 PM	Receding, Far Lane	15.4	684	162
8/9/2023	8:30:11 PM	Approaching, Near Lane	7.9	1650	62
8/9/2023	8:33:08 PM	Approaching, Near Lane	23.4	178	270
8/9/2023	8:34:03 PM	Approaching, Near Lane	21.7	54	130
8/9/2023	8:34:46 PM	Receding, Far Lane	24.4	418	229
8/9/2023	8:34:59 PM	Receding, Far Lane	29.3	12	219
8/9/2023	8:43:18 PM	Receding, Far Lane	21.4	499	257
8/9/2023	8:46:42 PM	Receding, Far Lane	15.9	204	155
8/9/2023	9:04:17 PM	Receding, Far Lane	23.9	1055	133
8/9/2023	9:39:12 PM	Approaching, Near Lane	17.4	3909	133
8/9/2023	9:39:20 PM	Approaching, Near Lane	23.6	8	140
8/9/2023	9:49:22 PM	Receding, Far Lane	23.2	2705	159
8/9/2023	10:00:07 PM	Receding, Far Lane	16.6	645	56
8/9/2023	10:54:18 PM	Receding, Far Lane	27.3	3251	165
8/10/2023	12:51:20 AM	Approaching, Near Lane	30.4	11520	163
8/10/2023	2:07:05 AM	Approaching, Near Lane	23.4	4545	164
8/10/2023	4:15:49 AM	Receding, Far Lane	25	19290	139
8/10/2023	5:13:31 AM	Receding, Far Lane	8.3	3462	6
8/10/2023	5:27:12 AM	Receding, Far Lane	22.4	821	137
8/10/2023	5:50:01 AM	Receding, Far Lane	13.7	1369	210
8/10/2023	6:17:26 AM	Receding, Far Lane	14.4	1645	200
8/10/2023	6:49:00 AM	Receding, Far Lane	9.1	1894	41
8/10/2023	6:51:59 AM	Receding, Far Lane	9.4	179	9
8/10/2023	6:53:02 AM	Approaching, Near Lane	7.9	17156	51
8/10/2023	6:54:07 AM	Approaching, Near Lane	24.7	65	138
8/10/2023	7:01:35 AM	Receding, Far Lane	12.6	576	21
8/10/2023	7:04:09 AM	Approaching, Near Lane	19.9	603	180
8/10/2023	7:05:33 AM	Approaching, Near Lane	18.9	84	468
8/10/2023	7:09:17 AM	Approaching, Near Lane	8.9	224	70
8/10/2023	7:15:55 AM	Receding, Far Lane	15.3	860	145
8/10/2023	7:18:38 AM	Approaching, Near Lane	21.3	561	172
8/10/2023	7:19:53 AM	Receding, Far Lane	10.6	238	26
8/10/2023	7:30:23 AM	Approaching, Near Lane	13.3	705	225
8/10/2023	7:36:37 AM	Approaching, Near Lane	16.9	374	214
8/10/2023	7:45:39 AM	Approaching, Near Lane	15.6	542	16
8/10/2023	7:46:09 AM	Receding, Far Lane	22	1576	145
8/10/2023	7:47:52 AM	Approaching, Near Lane	12.6	133	42
8/10/2023	7:53:35 AM	Approaching, Near Lane	9.9	343	355
8/10/2023	8:07:25 AM	Receding, Far Lane	27.4	1276	216
8/10/2023	8:12:55 AM	Approaching, Near Lane	22.3	1160	173
8/10/2023	8:26:24 AM	Receding, Far Lane	26.9	1138	147
8/10/2023	8:29:57 AM	Approaching, Near Lane	22.6	1022	152
8/10/2023	8:30:14 AM	Receding, Far Lane	11.7	231	164
8/10/2023	8:31:18 AM	Receding, Far Lane	17.7	64	434
8/10/2023	8:32:40 AM	Approaching, Near Lane	11.7	164	80
8/10/2023	8:33:42 AM	Approaching, Near Lane	12.2	61	210
8/10/2023	8:39:57 AM	Approaching, Near Lane	28.7	375	189
8/10/2023	8:42:01 AM	Approaching, Near Lane	24.4	124	432
8/10/2023	8:46:22 AM	Approaching, Near Lane	11.1	261	261
8/10/2023	8:54:51 AM	Receding, Far Lane	18.2	1412	135
8/10/2023	8:56:37 AM	Receding, Far Lane	17.7	106	11
8/10/2023	8:59:57 AM	Approaching, Near Lane	25.2	815	149
8/10/2023	9:09:43 AM	Approaching, Near Lane	12.4	586	193
8/10/2023	9:14:17 AM	Receding, Far Lane	27.2	1059	126
8/10/2023	9:17:04 AM	Approaching, Near Lane	20.9	442	179
8/10/2023	9:17:24 AM	Approaching, Near Lane	12.9	19	145
8/10/2023	9:18:09 AM	Receding, Far Lane	14.6	233	220
8/10/2023	9:26:29 AM	Receding, Far Lane	16.1	500	144
8/10/2023	9:28:57 AM	Receding, Far Lane	8.7	148	100
8/10/2023	9:30:35 AM	Approaching, Near Lane	12.2	792	108
8/10/2023	9:32:31 AM	Approaching, Near Lane	29	115	212
8/10/2023	9:36:36 AM	Receding, Far Lane	9.6	459	1



8/10/2023	9:39:44 AM	Approaching, Near Lane	27.7	433	214
8/10/2023	9:40:06 AM	Approaching, Near Lane	10.9	22	71
8/10/2023	9:47:20 AM	Receding, Far Lane	22.9	644	134
8/10/2023	9:48:06 AM	Receding, Far Lane	19.7	46	143
8/10/2023	9:54:02 AM	Approaching, Near Lane	21.3	836	158
8/10/2023	9:57:11 AM	Approaching, Near Lane	9.3	190	226
8/10/2023	9:58:26 AM	Approaching, Near Lane	23.9	74	294
8/10/2023	10:08:19 AM	Receding, Far Lane	17.7	1213	135
8/10/2023	10:09:13 AM	Receding, Far Lane	26	53	147
8/10/2023	10:10:14 AM	Receding, Far Lane	25.2	62	163
8/10/2023	10:11:40 AM	Receding, Far Lane	15.9	86	187
8/10/2023	10:17:49 AM	Receding, Far Lane	18.4	369	112
8/10/2023	10:19:08 AM	Receding, Far Lane	18	79	136
8/10/2023	10:19:31 AM	Receding, Far Lane	19.6	23	145
8/10/2023	10:19:37 AM	Receding, Far Lane	19.6	6	132
8/10/2023	10:23:23 AM	Approaching, Near Lane	25.2	1497	223
8/10/2023	10:25:59 AM	Approaching, Near Lane	23.7	156	142
8/10/2023	10:26:34 AM	Approaching, Near Lane	23.7	35	163
8/10/2023	10:29:23 AM	Receding, Far Lane	17.2	586	228
8/10/2023	10:34:55 AM	Receding, Far Lane	34	332	151
8/10/2023	10:36:44 AM	Receding, Far Lane	22.2	108	208
8/10/2023	10:38:32 AM	Approaching, Near Lane	13.7	719	182
8/10/2023	10:39:22 AM	Approaching, Near Lane	14.7	49	145
8/10/2023	10:40:14 AM	Receding, Far Lane	14	210	194
8/10/2023	10:40:15 AM	Approaching, Near Lane	13.4	54	253
8/10/2023	10:41:42 AM	Approaching, Near Lane	23.6	86	156
8/10/2023	10:42:12 AM	Receding, Far Lane	13.7	118	160
8/10/2023	10:44:48 AM	Receding, Far Lane	20.6	156	191
8/10/2023	10:52:52 AM	Approaching, Near Lane	23.3	671	178
8/10/2023	10:56:44 AM	Receding, Far Lane	24.7	715	146
8/10/2023	10:57:31 AM	Approaching, Near Lane	11.1	279	160
8/10/2023	10:58:08 AM	Approaching, Near Lane	34.2	37	127
8/10/2023	11:05:51 AM	Receding, Far Lane	13.7	548	133
8/10/2023	11:08:05 AM	Receding, Far Lane	18.4	133	120
8/10/2023	11:08:11 AM	Receding, Far Lane	18.6	7	211
8/10/2023	11:14:56 AM	Approaching, Near Lane	21.2	1008	165
8/10/2023	11:15:59 AM	Receding, Far Lane	25	468	155
8/10/2023	11:22:15 AM	Receding, Far Lane	30	375	108
8/10/2023	11:26:14 AM	Receding, Far Lane	25.2	239	174
8/10/2023	11:27:44 AM	Approaching, Near Lane	28.3	768	126
8/10/2023	11:29:29 AM	Receding, Far Lane	26.7	195	127
8/10/2023	11:30:33 AM	Approaching, Near Lane	20.9	170	174
8/10/2023	11:33:58 AM	Receding, Far Lane	12.3	269	199
8/10/2023	11:35:31 AM	Approaching, Near Lane	22.6	298	137
8/10/2023	11:35:40 AM	Receding, Far Lane	21.6	102	240
8/10/2023	11:35:51 AM	Approaching, Near Lane	19.7	20	195
8/10/2023	11:36:20 AM	Receding, Far Lane	29.7	40	85
8/10/2023	11:38:17 AM	Approaching, Near Lane	23.3	146	367
8/10/2023	11:38:35 AM	Approaching, Near Lane	21.9	18	472
8/10/2023	11:49:22 AM	Receding, Far Lane	17.7	782	203
8/10/2023	11:51:15 AM	Approaching, Near Lane	23.4	760	149
8/10/2023	11:57:51 AM	Receding, Far Lane	20.2	509	97
8/10/2023	11:59:33 AM	Receding, Far Lane	20.9	102	178
8/10/2023	12:00:04 PM	Receding, Far Lane	32.4	30	186
8/10/2023	12:03:40 PM	Approaching, Near Lane	27.9	746	241
8/10/2023	12:03:44 PM	Receding, Far Lane	14	220	89
8/10/2023	12:04:58 PM	Receding, Far Lane	23.4	74	121
8/10/2023	12:05:45 PM	Receding, Far Lane	25.3	46	177
8/10/2023	12:06:32 PM	Approaching, Near Lane	27.4	172	154
8/10/2023	12:07:25 PM	Receding, Far Lane	32	100	180
8/10/2023	12:08:21 PM	Receding, Far Lane	18.9	56	43
8/10/2023	12:08:58 PM	Receding, Far Lane	26.7	37	97
8/10/2023	12:09:06 PM	Receding, Far Lane	28.7	8	178
8/10/2023	12:09:42 PM	Approaching, Near Lane	15	190	97
8/10/2023	12:10:16 PM	Receding, Far Lane	32.4	71	156
8/10/2023	12:11:12 PM	Approaching, Near Lane	27.6	90	206
8/10/2023	12:11:25 PM	Approaching, Near Lane	29.9	13	109
8/10/2023	12:15:20 PM	Approaching, Near Lane	18.4	235	155
8/10/2023	12:16:11 PM	Receding, Far Lane	30.9	354	103
8/10/2023	12:18:30 PM	Receding, Far Lane	12.6	139	112
8/10/2023	12:18:47 PM	Receding, Far Lane	16.7	17	138
8/10/2023	12:19:32 PM	Approaching, Near Lane	27.4	252	228
8/10/2023	12:21:10 PM	Approaching, Near Lane	8.1	97	26
8/10/2023	12:21:38 PM	Approaching, Near Lane	23.7	28	8
8/10/2023	12:21:41 PM	Approaching, Near Lane	22.3	3	580
8/10/2023	12:22:06 PM	Receding, Far Lane	23.4	199	137
8/10/2023	12:23:07 PM	Approaching, Near Lane	28.7	86	163
8/10/2023	12:23:17 PM	Receding, Far Lane	36.7	71	123
8/10/2023	12:24:51 PM	Approaching, Near Lane	26.6	104	132
8/10/2023	12:24:57 PM	Approaching, Near Lane	26.6	6	102
8/10/2023	12:26:32 PM	Approaching, Near Lane	14.3	95	152
8/10/2023	12:26:49 PM	Receding, Far Lane	18.2	212	135
8/10/2023	12:30:12 PM	Receding, Far Lane	28.9	203	154
8/10/2023	12:30:53 PM	Receding, Far Lane	22.7	41	162
8/10/2023	12:35:31 PM	Receding, Far Lane	21.9	278	153
8/10/2023	12:36:00 PM	Approaching, Near Lane	25.9	568	141
8/10/2023	12:36:19 PM	Approaching, Near Lane	13.9	19	117
8/10/2023	12:39:23 PM	Approaching, Near Lane	26.3	184	152
8/10/2023	12:41:02 PM	Approaching, Near Lane	32.3	99	169
8/10/2023	12:52:08 PM	Approaching, Near Lane	18.2	666	162
8/10/2023	12:52:59 PM	Approaching, Near Lane	19.6	51	171
8/10/2023	12:53:23 PM	Receding, Far Lane	23.3	1072	156
8/10/2023	12:53:59 PM	Receding, Far Lane	15.3	36	359
8/10/2023	12:54:45 PM	Receding, Far Lane	23.3	46	193
8/10/2023	12:56:14 PM	Approaching, Near Lane	24.3	195	215
8/10/2023	12:56:55 PM	Receding, Far Lane	19	130	186
8/10/2023	12:57:19 PM	Receding, Far Lane	24.3	24	139
8/10/2023	12:59:26 PM	Receding, Far Lane	32.4	126	178
8/10/2023	12:59:35 PM	Receding, Far Lane	27.2	9	120
8/10/2023	1:01:55 PM	Receding, Far Lane	18.6	140	328
8/10/2023	1:04:06 PM	Receding, Far Lane	25.7	131	154
8/10/2023	1:04:10 PM	Receding, Far Lane	22.3	4	165
8/10/2023	1:05:31 PM	Receding, Far Lane	17.9	81	114
8/10/2023	1:07:52 PM	Approaching, Near Lane	18.9	698	175
8/10/2023	1:21:14 PM	Receding, Far Lane	20.6	943	168
8/10/2023	1:22:01 PM	Approaching, Near Lane	18.3	848	82
8/10/2023	1:22:10 PM	Approaching, Near Lane	18.6	9	86
8/10/2023	1:24:51 PM	Receding, Far Lane	21.6	217	605
8/10/2023	1:26:56 PM	Receding, Far Lane	22.9	124	335
8/10/2023	1:27:49 PM	Approaching, Near Lane	21.2	339	165
8/10/2023	1:28:55 PM	Approaching, Near Lane	17.4	66	184
8/10/2023	1:33:48 PM	Approaching, Near Lane	27.2	293	200
8/10/2023	1:34:01 PM	Approaching, Near Lane	27.3	13	657
8/10/2023	1:43:50 PM	Approaching, Near Lane	15.6	589	244
8/10/2023	1:44:56 PM	Approaching, Near Lane	20.9	66	203
8/10/2023	1:45:32 PM	Receding, Far Lane	14.6	1117	263
8/10/2023	1:48:42 PM	Approaching, Near Lane	28.9	226	438
8/10/2023	1:50:23 PM	Approaching, Near Lane	14	101	180
8/10/2023	1:53:10 PM	Receding, Far Lane	16.4	458	261
8/10/2023	1:53:28 PM	Approaching, Near Lane	11.9	185	67
8/10/2023	1:55:57 PM	Approaching, Near Lane	24.2	149	441
8/10/2023	2:00:03 PM	Receding, Far Lane	25	413	195
8/10/2023	2:04:36 PM	Receding, Far Lane	20.6	274	196
8/10/2023	2:06:51 PM	Approaching, Near Lane	17.4	655	223
8/10/2023	2:08:35 PM	Approaching, Near Lane	15.6	104	202
8/10/2023	2:14:05 PM	Approaching, Near Lane	20.2	330	185
8/10/2023	2:14:14 PM	Receding, Far Lane	22.6	577	175
8/10/2023	2:15:51 PM	Approaching, Near Lane	23.9	106	230
8/10/2023	2:18:52 PM	Receding, Far Lane	17.2	279	220
8/10/2023	2:19:23 PM	Receding, Far Lane	17.6	31	156
8/10/2023	2:22:33 PM	Receding, Far Lane	24.7	189	196
8/10/2023	2:23:13 PM	Receding, Far Lane	20.2	40	187
8/10/2023	2:23:30 PM	Approaching, Near Lane	21.9	459	201

8/10/2023	2:23:35 PM	Approaching, Near Lane	8.1	5	26
8/10/2023	2:25:54 PM	Receding, Far Lane	22.6	161	226
8/10/2023	2:34:18 PM	Approaching, Near Lane	7.7	643	89
8/10/2023	2:37:21 PM	Receding, Far Lane	23.7	687	548
8/10/2023	2:41:57 PM	Receding, Far Lane	40.6	276	149
8/10/2023	2:43:12 PM	Approaching, Near Lane	28	534	540
8/10/2023	2:43:26 PM	Receding, Far Lane	16.9	89	156
8/10/2023	2:43:36 PM	Receding, Far Lane	31	10	168
8/10/2023	2:46:23 PM	Receding, Far Lane	14.1	167	147
8/10/2023	2:47:19 PM	Receding, Far Lane	21.4	56	165
8/10/2023	2:48:04 PM	Receding, Far Lane	22.7	45	188
8/10/2023	2:50:18 PM	Approaching, Near Lane	15.3	426	130
8/10/2023	2:50:26 PM	Approaching, Near Lane	20.7	9	163
8/10/2023	2:53:03 PM	Approaching, Near Lane	18.7	157	177
8/10/2023	2:54:33 PM	Approaching, Near Lane	18.7	90	210
8/10/2023	2:54:58 PM	Receding, Far Lane	18.7	414	167
8/10/2023	2:57:13 PM	Receding, Far Lane	17.7	135	183
8/10/2023	2:57:18 PM	Receding, Far Lane	23.2	6	149
8/10/2023	2:59:28 PM	Approaching, Near Lane	18.9	296	366
8/10/2023	3:02:35 PM	Receding, Far Lane	16	316	375
8/10/2023	3:10:44 PM	Receding, Far Lane	25.9	490	162
8/10/2023	3:11:27 PM	Approaching, Near Lane	21.2	718	193
8/10/2023	3:14:21 PM	Receding, Far Lane	33.2	217	142
8/10/2023	3:15:59 PM	Approaching, Near Lane	10.3	273	109
8/10/2023	3:19:19 PM	Approaching, Near Lane	23.3	199	68
8/10/2023	3:22:44 PM	Approaching, Near Lane	29.2	205	175
8/10/2023	3:24:43 PM	Receding, Far Lane	25.9	622	156
8/10/2023	3:33:32 PM	Receding, Far Lane	26.6	529	113
8/10/2023	3:38:10 PM	Receding, Far Lane	31.2	277	155
8/10/2023	3:39:56 PM	Approaching, Near Lane	17.3	1032	119
8/10/2023	3:43:44 PM	Approaching, Near Lane	28.7	228	448
8/10/2023	3:48:15 PM	Receding, Far Lane	17.3	605	161
8/10/2023	3:48:21 PM	Receding, Far Lane	22.4	6	188
8/10/2023	3:52:26 PM	Approaching, Near Lane	18.4	522	84
8/10/2023	3:57:52 PM	Receding, Far Lane	27	571	179
8/10/2023	3:59:58 PM	Approaching, Near Lane	14.6	452	138
8/10/2023	4:00:46 PM	Receding, Far Lane	14.1	174	169
8/10/2023	4:01:27 PM	Approaching, Near Lane	20.7	88	578
8/10/2023	4:01:41 PM	Approaching, Near Lane	23.6	14	145
8/10/2023	4:15:57 PM	Receding, Far Lane	25	912	172
8/10/2023	4:20:47 PM	Receding, Far Lane	23	289	468
8/10/2023	4:27:39 PM	Receding, Far Lane	24.2	413	175
8/10/2023	4:28:16 PM	Approaching, Near Lane	12.3	1595	125
8/10/2023	4:28:27 PM	Receding, Far Lane	14.1	48	175
8/10/2023	4:29:15 PM	Receding, Far Lane	22.6	48	180
8/10/2023	4:32:01 PM	Approaching, Near Lane	26.9	224	214
8/10/2023	4:34:38 PM	Receding, Far Lane	32.7	323	167
8/10/2023	4:37:11 PM	Approaching, Near Lane	20.7	311	149
8/10/2023	4:38:49 PM	Receding, Far Lane	29.2	252	158
8/10/2023	4:39:53 PM	Receding, Far Lane	25.4	64	139
8/10/2023	4:41:53 PM	Approaching, Near Lane	29	282	147
8/10/2023	4:42:29 PM	Receding, Far Lane	9	156	128
8/10/2023	4:42:44 PM	Receding, Far Lane	28	16	143
8/10/2023	4:43:04 PM	Approaching, Near Lane	21.3	70	110
8/10/2023	4:43:46 PM	Approaching, Near Lane	19	43	113
8/10/2023	4:44:59 PM	Approaching, Near Lane	25.3	73	151
8/10/2023	4:46:20 PM	Receding, Far Lane	21.9	216	133
8/10/2023	4:46:25 PM	Approaching, Near Lane	20.6	85	234
8/10/2023	4:47:21 PM	Receding, Far Lane	24.9	61	136
8/10/2023	4:49:41 PM	Receding, Far Lane	27	140	136
8/10/2023	4:51:17 PM	Receding, Far Lane	26.2	96	125
8/10/2023	4:55:02 PM	Approaching, Near Lane	19.4	517	142
8/10/2023	4:58:20 PM	Receding, Far Lane	13.4	423	135
8/10/2023	4:58:50 PM	Approaching, Near Lane	19.9	228	171
8/10/2023	4:59:37 PM	Receding, Far Lane	17.6	78	172
8/10/2023	5:00:09 PM	Approaching, Near Lane	18.9	80	120
8/10/2023	5:01:40 PM	Receding, Far Lane	22.3	122	70
8/10/2023	5:03:25 PM	Receding, Far Lane	19.6	105	136
8/10/2023	5:06:06 PM	Approaching, Near Lane	16.4	357	60
8/10/2023	5:08:11 PM	Receding, Far Lane	24.9	286	136
8/10/2023	5:09:25 PM	Approaching, Near Lane	8.7	199	39
8/10/2023	5:09:58 PM	Approaching, Near Lane	17.3	33	41
8/10/2023	5:09:59 PM	Receding, Far Lane	21.3	108	172
8/10/2023	5:12:40 PM	Receding, Far Lane	22.9	161	134
8/10/2023	5:15:51 PM	Receding, Far Lane	26.3	191	204
8/10/2023	5:19:04 PM	Receding, Far Lane	19.7	193	170
8/10/2023	5:20:24 PM	Receding, Far Lane	25.2	79	163
8/10/2023	5:27:10 PM	Receding, Far Lane	24.7	406	79
8/10/2023	5:33:30 PM	Receding, Far Lane	18.9	380	128
8/10/2023	5:36:17 PM	Receding, Far Lane	18.3	167	158
8/10/2023	5:38:35 PM	Approaching, Near Lane	11.6	1717	132
8/10/2023	5:44:46 PM	Receding, Far Lane	14.6	509	132
8/10/2023	5:47:12 PM	Receding, Far Lane	20	146	135
8/10/2023	6:02:15 PM	Receding, Far Lane	14.3	903	479
8/10/2023	6:02:19 PM	Receding, Far Lane	15.3	4	280
8/10/2023	6:02:39 PM	Approaching, Near Lane	25.4	1444	130
8/10/2023	6:04:16 PM	Approaching, Near Lane	19.4	97	19
8/10/2023	6:10:28 PM	Approaching, Near Lane	17	372	202
8/10/2023	6:15:51 PM	Approaching, Near Lane	16.9	323	142
8/10/2023	6:18:42 PM	Approaching, Near Lane	24.4	171	124
8/10/2023	6:29:37 PM	Receding, Far Lane	21.4	1637	155
8/10/2023	6:30:35 PM	Approaching, Near Lane	17.2	712	85
8/10/2023	6:49:28 PM	Approaching, Near Lane	17.4	1134	74
8/10/2023	6:51:30 PM	Receding, Far Lane	18.7	1313	243
8/10/2023	6:53:38 PM	Approaching, Near Lane	24.3	250	155
8/10/2023	6:59:44 PM	Receding, Far Lane	9	494	73
8/10/2023	7:01:06 PM	Receding, Far Lane	30.7	82	234
8/10/2023	7:05:38 PM	Receding, Far Lane	23.2	272	138
8/10/2023	7:06:11 PM	Approaching, Near Lane	32.2	753	211
8/10/2023	7:06:48 PM	Approaching, Near Lane	17.3	36	158
8/10/2023	7:10:49 PM	Approaching, Near Lane	18.4	242	142
8/10/2023	7:12:48 PM	Approaching, Near Lane	13.4	119	126
8/10/2023	7:18:47 PM	Receding, Far Lane	17.9	789	110
8/10/2023	7:18:55 PM	Receding, Far Lane	22.7	8	224
8/10/2023	7:40:54 PM	Approaching, Near Lane	25.6	1686	132
8/10/2023	7:45:44 PM	Receding, Far Lane	20.9	1609	117
8/10/2023	7:49:35 PM	Receding, Far Lane	18.9	231	128
8/10/2023	7:49:56 PM	Receding, Far Lane	20.4	21	391
8/10/2023	7:50:50 PM	Approaching, Near Lane	26.3	597	140
8/10/2023	7:52:40 PM	Approaching, Near Lane	17.2	109	194
8/10/2023	7:53:24 PM	Approaching, Near Lane	24	44	146
8/10/2023	8:05:03 PM	Approaching, Near Lane	8.9	699	76
8/10/2023	8:11:13 PM	Receding, Far Lane	19	1276	139
8/10/2023	8:17:53 PM	Receding, Far Lane	18	401	67
8/10/2023	8:18:58 PM	Approaching, Near Lane	18.9	836	213
8/10/2023	8:24:06 PM	Approaching, Near Lane	31.3	307	179
8/10/2023	8:31:29 PM	Receding, Far Lane	22	816	111
8/10/2023	8:42:49 PM	Receding, Far Lane	12.7	679	122
8/10/2023	8:46:15 PM	Receding, Far Lane	13.9	206	174
8/10/2023	8:49:13 PM	Receding, Far Lane	25.6	178	187
8/10/2023	9:11:30 PM	Receding, Far Lane	26.7	1337	193
8/10/2023	9:19:28 PM	Receding, Far Lane	10.9	478	45
8/10/2023	9:20:16 PM	Receding, Far Lane	17.6	48	84
8/10/2023	9:26:08 PM	Receding, Far Lane	18.6	352	160
8/10/2023	9:33:46 PM	Approaching, Near Lane	21.7	4181	169
8/10/2023	10:36:37 PM	Receding, Far Lane	14.7	4228	165
8/10/2023	10:54:15 PM	Approaching, Near Lane	28.3	4828	120
8/10/2023	10:55:31 PM	Approaching, Near Lane	21.7	77	66
8/10/2023	11:31:47 PM	Approaching, Near Lane	24	2175	140
8/11/2023	12:15:20 AM	Receding, Far Lane	21.6	5923	177
8/11/2023	12:24:23 AM	Receding, Far Lane	22.4	543	107
8/11/2023	12:46:48 AM	Receding, Far Lane	22.4	1345	173
8/11/2023	12:52:14 AM	Receding, Far Lane	18.2	326	111

8/11/2023	2:05:43 AM	Receding, Far Lane	22	4409	111
8/11/2023	2:48:23 AM	Receding, Far Lane	23.9	2559	155
8/11/2023	4:29:17 AM	Receding, Far Lane	23.2	6055	149
8/11/2023	6:57:50 AM	Approaching, Near Lane	20	26763	169
8/11/2023	6:59:03 AM	Approaching, Near Lane	21.6	73	473
8/11/2023	7:07:25 AM	Receding, Far Lane	11.7	9487	11
8/11/2023	7:15:11 AM	Receding, Far Lane	8.6	466	6
8/11/2023	7:17:14 AM	Receding, Far Lane	23.6	123	161
8/11/2023	7:24:54 AM	Approaching, Near Lane	22.6	1551	183
8/11/2023	7:27:45 AM	Receding, Far Lane	19.9	630	235
8/11/2023	7:30:43 AM	Receding, Far Lane	9.6	179	32
8/11/2023	7:31:53 AM	Approaching, Near Lane	17.9	418	201
8/11/2023	7:31:59 AM	Approaching, Near Lane	18.4	7	167
8/11/2023	7:34:30 AM	Approaching, Near Lane	18.9	151	281
8/11/2023	7:35:54 AM	Approaching, Near Lane	24.3	84	150
8/11/2023	7:36:05 AM	Receding, Far Lane	10.1	322	81
8/11/2023	7:38:34 AM	Approaching, Near Lane	10	160	88
8/11/2023	7:41:33 AM	Receding, Far Lane	25.3	328	222
8/11/2023	7:42:19 AM	Receding, Far Lane	19.4	47	116
8/11/2023	7:47:27 AM	Approaching, Near Lane	21.2	533	174
8/11/2023	7:48:09 AM	Receding, Far Lane	14.1	349	160
8/11/2023	7:49:13 AM	Approaching, Near Lane	18.4	107	138
8/11/2023	8:00:09 AM	Receding, Far Lane	27.6	720	163
8/11/2023	8:05:00 AM	Approaching, Near Lane	20.3	947	183
8/11/2023	8:14:14 AM	Receding, Far Lane	31	845	210
8/11/2023	8:14:48 AM	Receding, Far Lane	22.2	33	243
8/11/2023	8:17:34 AM	Approaching, Near Lane	9.4	754	109
8/11/2023	8:32:02 AM	Approaching, Near Lane	9.3	868	220
8/11/2023	8:32:13 AM	Receding, Far Lane	18.4	1045	253
8/11/2023	8:32:39 AM	Approaching, Near Lane	24.2	37	463
8/11/2023	8:33:04 AM	Approaching, Near Lane	23	25	138
8/11/2023	8:42:50 AM	Receding, Far Lane	14.9	637	276
8/11/2023	8:43:51 AM	Approaching, Near Lane	13.6	647	157
8/11/2023	8:45:56 AM	Receding, Far Lane	29.6	186	177
8/11/2023	8:46:42 AM	Approaching, Near Lane	23.2	170	176
8/11/2023	8:46:57 AM	Approaching, Near Lane	17.3	16	228
8/11/2023	8:46:59 AM	Approaching, Near Lane	17	1	152
8/11/2023	8:47:14 AM	Receding, Far Lane	25.4	77	127
8/11/2023	8:49:06 AM	Receding, Far Lane	12	112	65
8/11/2023	8:51:12 AM	Receding, Far Lane	16	126	234
8/11/2023	8:51:50 AM	Approaching, Near Lane	13.9	291	251
8/11/2023	8:53:25 AM	Approaching, Near Lane	19.2	95	163
8/11/2023	8:55:15 AM	Receding, Far Lane	24.3	244	134
8/11/2023	8:56:11 AM	Approaching, Near Lane	11	167	27
8/11/2023	8:57:43 AM	Approaching, Near Lane	24.2	92	131
8/11/2023	8:58:46 AM	Receding, Far Lane	10.9	211	148
8/11/2023	9:05:50 AM	Receding, Far Lane	20.4	423	359
8/11/2023	9:07:58 AM	Approaching, Near Lane	17.3	615	119
8/11/2023	9:13:22 AM	Receding, Far Lane	18.9	453	153
8/11/2023	9:14:13 AM	Approaching, Near Lane	19.4	375	159
8/11/2023	9:14:17 AM	Approaching, Near Lane	20	4	187
8/11/2023	9:16:28 AM	Receding, Far Lane	23.2	186	180
8/11/2023	9:21:27 AM	Receding, Far Lane	12.3	299	5
8/11/2023	9:21:59 AM	Approaching, Near Lane	30.4	461	149
8/11/2023	9:23:21 AM	Approaching, Near Lane	24.3	82	117
8/11/2023	9:25:52 AM	Approaching, Near Lane	21.3	151	249
8/11/2023	9:36:16 AM	Approaching, Near Lane	25.2	624	263
8/11/2023	9:37:17 AM	Receding, Far Lane	16.3	950	162
8/11/2023	9:37:19 AM	Receding, Far Lane	17.3	2	134
8/11/2023	9:39:14 AM	Approaching, Near Lane	13.3	178	177
8/11/2023	9:40:52 AM	Receding, Far Lane	19.7	213	272
8/11/2023	9:42:01 AM	Receding, Far Lane	20.7	69	143
8/11/2023	9:43:16 AM	Approaching, Near Lane	16.3	242	171
8/11/2023	9:43:56 AM	Approaching, Near Lane	13.9	40	129
8/11/2023	9:45:33 AM	Approaching, Near Lane	11.3	97	162
8/11/2023	9:45:47 AM	Receding, Far Lane	23.7	226	436
8/11/2023	9:45:58 AM	Approaching, Near Lane	11.4	25	334
8/11/2023	9:48:32 AM	Approaching, Near Lane	17.9	154	181
8/11/2023	9:58:46 AM	Receding, Far Lane	18.7	779	87
8/11/2023	10:00:37 AM	Receding, Far Lane	13	111	513
8/11/2023	10:02:52 AM	Approaching, Near Lane	18.6	859	36
8/11/2023	10:04:32 AM	Approaching, Near Lane	27.3	100	171
8/11/2023	10:09:39 AM	Receding, Far Lane	19.9	542	392
8/11/2023	10:10:47 AM	Receding, Far Lane	22.4	67	218
8/11/2023	10:10:53 AM	Approaching, Near Lane	15.7	381	191
8/11/2023	10:11:47 AM	Approaching, Near Lane	23	54	148
8/11/2023	10:11:57 AM	Receding, Far Lane	24.3	70	205
8/11/2023	10:13:59 AM	Receding, Far Lane	16	122	86
8/11/2023	10:15:45 AM	Receding, Far Lane	14.7	106	118
8/11/2023	10:18:33 AM	Approaching, Near Lane	24.6	406	109
8/11/2023	10:20:01 AM	Receding, Far Lane	25.6	256	124
8/11/2023	10:20:23 AM	Approaching, Near Lane	20.7	111	340
8/11/2023	10:22:17 AM	Approaching, Near Lane	20.6	114	156
8/11/2023	10:22:25 AM	Approaching, Near Lane	26	8	96
8/11/2023	10:22:27 AM	Receding, Far Lane	27.4	147	136
8/11/2023	10:27:29 AM	Receding, Far Lane	24	302	357
8/11/2023	10:27:41 AM	Receding, Far Lane	12.4	11	69
8/11/2023	10:32:09 AM	Approaching, Near Lane	21.2	584	136
8/11/2023	10:38:54 AM	Approaching, Near Lane	23.2	405	155
8/11/2023	10:41:09 AM	Approaching, Near Lane	23.2	135	171
8/11/2023	10:41:28 AM	Receding, Far Lane	19.3	827	144
8/11/2023	10:41:38 AM	Receding, Far Lane	19.6	10	233
8/11/2023	10:43:06 AM	Approaching, Near Lane	23.9	118	176
8/11/2023	10:43:09 AM	Approaching, Near Lane	23.6	2	193
8/11/2023	10:47:39 AM	Approaching, Near Lane	24.3	271	155
8/11/2023	10:51:33 AM	Receding, Far Lane	24.6	594	105
8/11/2023	10:53:38 AM	Receding, Far Lane	20.2	125	142
8/11/2023	10:54:00 AM	Approaching, Near Lane	27.3	380	189
8/11/2023	10:59:04 AM	Approaching, Near Lane	18	304	171
8/11/2023	10:59:13 AM	Approaching, Near Lane	19.4	9	129
8/11/2023	11:00:39 AM	Receding, Far Lane	20.9	421	127
8/11/2023	11:01:34 AM	Approaching, Near Lane	21.6	141	152
8/11/2023	11:05:12 AM	Approaching, Near Lane	16.9	218	210
8/11/2023	11:07:31 AM	Approaching, Near Lane	15.9	139	134
8/11/2023	11:10:39 AM	Receding, Far Lane	14.6	600	204
8/11/2023	11:10:49 AM	Approaching, Near Lane	14.6	198	148
8/11/2023	11:24:12 AM	Receding, Far Lane	21.7	813	322
8/11/2023	11:25:44 AM	Receding, Far Lane	13	92	88
8/11/2023	11:29:51 AM	Receding, Far Lane	11.7	247	113
8/11/2023	11:30:10 AM	Receding, Far Lane	20	19	356
8/11/2023	11:33:53 AM	Receding, Far Lane	25	223	172
8/11/2023	11:34:06 AM	Receding, Far Lane	29.9	14	201
8/11/2023	11:34:38 AM	Approaching, Near Lane	25.7	1429	134
8/11/2023	11:34:58 AM	Approaching, Near Lane	21.2	20	174
8/11/2023	11:35:11 AM	Receding, Far Lane	25	65	234
8/11/2023	11:35:13 AM	Approaching, Near Lane	20.7	15	144
8/11/2023	11:36:37 AM	Approaching, Near Lane	23.2	84	134
8/11/2023	11:36:52 AM	Approaching, Near Lane	14.9	15	161
8/11/2023	11:40:13 AM	Receding, Far Lane	22.6	302	323
8/11/2023	11:44:49 AM	Receding, Far Lane	15.6	276	155
8/11/2023	11:49:41 AM	Approaching, Near Lane	26.9	769	172
8/11/2023	11:51:15 AM	Approaching, Near Lane	19.9	94	198
8/11/2023	11:53:09 AM	Approaching, Near Lane	19.3	115	140
8/11/2023	12:01:02 PM	Receding, Far Lane	27.2	972	151
8/11/2023	12:05:04 PM	Receding, Far Lane	25.4	242	156
8/11/2023	12:07:14 PM	Approaching, Near Lane	22.2	844	136
8/11/2023	12:08:23 PM	Receding, Far Lane	19.7	199	206
8/11/2023	12:10:28 PM	Receding, Far Lane	29.2	125	145
8/11/2023	12:11:09 PM	Approaching, Near Lane	29	235	160
8/11/2023	12:12:42 PM	Approaching, Near Lane	28.3	93	145
8/11/2023	12:14:18 PM	Receding, Far Lane	19.4	230	59
8/11/2023	12:16:19 PM	Approaching, Near Lane	22	217	387
8/11/2023	12:21:31 PM	Approaching, Near Lane	18.4	312	51

8/11/2023	12:22:57 PM	Receding, Far Lane	27	519	185
8/11/2023	12:31:26 PM	Receding, Far Lane	27.7	510	202
8/11/2023	12:33:11 PM	Receding, Far Lane	20.6	105	117
8/11/2023	12:34:33 PM	Receding, Far Lane	15.1	82	183
8/11/2023	12:36:16 PM	Receding, Far Lane	18.9	103	208
8/11/2023	12:37:54 PM	Receding, Far Lane	20.9	98	117
8/11/2023	12:39:24 PM	Receding, Far Lane	16.3	90	187
8/11/2023	12:39:26 PM	Approaching, Near Lane	20.4	1075	172
8/11/2023	12:39:46 PM	Receding, Far Lane	23.7	22	216
8/11/2023	12:40:09 PM	Approaching, Near Lane	29.3	43	124
8/11/2023	12:47:05 PM	Approaching, Near Lane	20.4	416	245
8/11/2023	12:48:38 PM	Approaching, Near Lane	22.7	93	134
8/11/2023	12:50:13 PM	Approaching, Near Lane	23	95	117
8/11/2023	12:52:46 PM	Approaching, Near Lane	15.1	153	178
8/11/2023	12:53:40 PM	Approaching, Near Lane	19.7	54	137
8/11/2023	12:57:52 PM	Approaching, Near Lane	20	252	147
8/11/2023	12:58:20 PM	Approaching, Near Lane	28.3	28	196
8/11/2023	12:58:27 PM	Approaching, Near Lane	27	7	179
8/11/2023	1:00:08 PM	Approaching, Near Lane	16	101	61
8/11/2023	1:00:29 PM	Receding, Far Lane	19	1243	147
8/11/2023	1:00:48 PM	Approaching, Near Lane	21	40	300
8/11/2023	1:06:01 PM	Approaching, Near Lane	22.6	314	152
8/11/2023	1:07:30 PM	Receding, Far Lane	56	421	169
8/11/2023	1:07:31 PM	Approaching, Near Lane	19.2	89	336
8/11/2023	1:09:30 PM	Receding, Far Lane	25.6	120	135
8/11/2023	1:09:55 PM	Receding, Far Lane	21.9	26	40
8/11/2023	1:12:53 PM	Approaching, Near Lane	21.7	322	194
8/11/2023	1:13:40 PM	Receding, Far Lane	14.1	225	140
8/11/2023	1:13:44 PM	Receding, Far Lane	12.7	4	144
8/11/2023	1:22:54 PM	Approaching, Near Lane	22.3	601	208
8/11/2023	1:23:34 PM	Approaching, Near Lane	28.3	41	139
8/11/2023	1:25:57 PM	Approaching, Near Lane	28.4	143	166
8/11/2023	1:28:32 PM	Receding, Far Lane	27.2	888	224
8/11/2023	1:29:59 PM	Approaching, Near Lane	24.2	242	120
8/11/2023	1:35:45 PM	Receding, Far Lane	14.7	433	224
8/11/2023	1:38:22 PM	Approaching, Near Lane	27.7	503	139
8/11/2023	1:38:43 PM	Approaching, Near Lane	15	22	144
8/11/2023	1:39:33 PM	Approaching, Near Lane	15.1	50	134
8/11/2023	1:39:50 PM	Approaching, Near Lane	25.9	17	83
8/11/2023	1:41:59 PM	Approaching, Near Lane	14.9	129	151
8/11/2023	1:42:25 PM	Receding, Far Lane	33.4	400	123
8/11/2023	1:43:29 PM	Approaching, Near Lane	17.3	90	150
8/11/2023	1:43:39 PM	Receding, Far Lane	27.2	74	169
8/11/2023	1:44:11 PM	Receding, Far Lane	17.3	32	220
8/11/2023	1:46:47 PM	Approaching, Near Lane	24.7	197	250
8/11/2023	1:47:04 PM	Receding, Far Lane	31.5	173	131
8/11/2023	1:53:03 PM	Approaching, Near Lane	30.2	376	132
8/11/2023	1:53:31 PM	Approaching, Near Lane	13.3	28	69
8/11/2023	1:53:51 PM	Approaching, Near Lane	25.3	20	208
8/11/2023	1:54:04 PM	Approaching, Near Lane	27.6	12	131
8/11/2023	1:59:08 PM	Approaching, Near Lane	17.6	305	135
8/11/2023	2:04:50 PM	Receding, Far Lane	18.9	1067	149
8/11/2023	2:07:08 PM	Approaching, Near Lane	11.6	479	285
8/11/2023	2:07:35 PM	Receding, Far Lane	22.9	165	144
8/11/2023	2:08:23 PM	Approaching, Near Lane	15.9	76	202
8/11/2023	2:14:02 PM	Receding, Far Lane	21.9	387	133
8/11/2023	2:14:22 PM	Receding, Far Lane	28.4	20	219
8/11/2023	2:15:20 PM	Receding, Far Lane	25.6	58	106
8/11/2023	2:15:46 PM	Receding, Far Lane	14.3	26	279
8/11/2023	2:15:54 PM	Receding, Far Lane	20.4	8	170
8/11/2023	2:17:08 PM	Receding, Far Lane	22.3	74	110
8/11/2023	2:17:47 PM	Approaching, Near Lane	32.9	564	175
8/11/2023	2:18:45 PM	Approaching, Near Lane	12.6	58	147
8/11/2023	2:19:31 PM	Receding, Far Lane	15.9	143	148
8/11/2023	2:20:05 PM	Receding, Far Lane	9.9	34	425
8/11/2023	2:20:55 PM	Approaching, Near Lane	23.9	129	133
8/11/2023	2:21:35 PM	Approaching, Near Lane	24.3	40	188
8/11/2023	2:22:17 PM	Approaching, Near Lane	27.9	42	159
8/11/2023	2:23:49 PM	Receding, Far Lane	23.6	224	246
8/11/2023	2:24:00 PM	Approaching, Near Lane	20.9	102	57
8/11/2023	2:24:16 PM	Approaching, Near Lane	22.3	16	148
8/11/2023	2:29:04 PM	Approaching, Near Lane	21.4	288	155
8/11/2023	2:32:56 PM	Approaching, Near Lane	24.2	232	115
8/11/2023	2:34:39 PM	Approaching, Near Lane	17.3	103	134
8/11/2023	2:43:43 PM	Receding, Far Lane	23.4	1193	201
8/11/2023	2:44:46 PM	Approaching, Near Lane	22.9	607	218
8/11/2023	2:47:46 PM	Approaching, Near Lane	22.2	179	206
8/11/2023	2:50:28 PM	Receding, Far Lane	23.3	405	188
8/11/2023	2:52:46 PM	Receding, Far Lane	23.2	139	149
8/11/2023	2:53:58 PM	Approaching, Near Lane	21.9	372	191
8/11/2023	2:54:35 PM	Receding, Far Lane	15.1	109	132
8/11/2023	2:54:48 PM	Receding, Far Lane	17.9	13	194
8/11/2023	2:54:59 PM	Approaching, Near Lane	18	61	159
8/11/2023	2:56:17 PM	Receding, Far Lane	15.4	89	131
8/11/2023	2:59:01 PM	Approaching, Near Lane	13.4	243	317
8/11/2023	3:03:53 PM	Receding, Far Lane	26.9	457	189
8/11/2023	3:03:55 PM	Receding, Far Lane	24.7	2	146
8/11/2023	3:06:25 PM	Receding, Far Lane	24	151	173
8/11/2023	3:09:52 PM	Approaching, Near Lane	19.9	651	234
8/11/2023	3:09:58 PM	Receding, Far Lane	23.6	213	166
8/11/2023	3:14:10 PM	Approaching, Near Lane	21.6	258	264
8/11/2023	3:16:48 PM	Approaching, Near Lane	10.4	158	40
8/11/2023	3:16:50 PM	Receding, Far Lane	26	411	205
8/11/2023	3:18:25 PM	Receding, Far Lane	17.7	95	3
8/11/2023	3:20:01 PM	Receding, Far Lane	15.9	96	227
8/11/2023	3:20:10 PM	Receding, Far Lane	17.2	9	131
8/11/2023	3:20:25 PM	Approaching, Near Lane	20.3	217	229
8/11/2023	3:20:47 PM	Receding, Far Lane	22.2	37	158
8/11/2023	3:25:36 PM	Approaching, Near Lane	12.2	311	188
8/11/2023	3:27:01 PM	Receding, Far Lane	26.9	374	183
8/11/2023	3:30:25 PM	Approaching, Near Lane	17	289	164
8/11/2023	3:32:45 PM	Approaching, Near Lane	24.7	140	461
8/11/2023	3:38:29 PM	Receding, Far Lane	26.9	688	177
8/11/2023	3:38:51 PM	Approaching, Near Lane	24	366	135
8/11/2023	3:39:36 PM	Receding, Far Lane	25	66	201
8/11/2023	3:40:05 PM	Approaching, Near Lane	26.3	74	158
8/11/2023	3:41:15 PM	Approaching, Near Lane	25.9	70	159
8/11/2023	3:42:03 PM	Receding, Far Lane	29.4	147	155
8/11/2023	3:47:33 PM	Receding, Far Lane	27.2	330	163
8/11/2023	3:49:14 PM	Receding, Far Lane	26.4	100	165
8/11/2023	3:52:02 PM	Receding, Far Lane	14.3	168	122
8/11/2023	3:54:10 PM	Approaching, Near Lane	27	775	210
8/11/2023	3:54:22 PM	Receding, Far Lane	20.6	140	201
8/11/2023	3:54:34 PM	Approaching, Near Lane	22.4	24	170
8/11/2023	3:54:58 PM	Approaching, Near Lane	23.6	25	156
8/11/2023	3:56:00 PM	Approaching, Near Lane	16.7	62	512
8/11/2023	3:56:58 PM	Receding, Far Lane	26.4	156	147
8/11/2023	4:01:49 PM	Receding, Far Lane	18.2	291	115
8/11/2023	4:02:03 PM	Receding, Far Lane	20	13	189
8/11/2023	4:03:40 PM	Receding, Far Lane	32.2	97	182
8/11/2023	4:05:35 PM	Approaching, Near Lane	16.7	575	173
8/11/2023	4:06:51 PM	Receding, Far Lane	26.6	191	203
8/11/2023	4:08:07 PM	Receding, Far Lane	22	76	185
8/11/2023	4:09:59 PM	Approaching, Near Lane	26.7	264	182
8/11/2023	4:10:02 PM	Approaching, Near Lane	23.6	4	145
8/11/2023	4:10:32 PM	Receding, Far Lane	26.3	144	133
8/11/2023	4:12:16 PM	Receding, Far Lane	24	105	205
8/11/2023	4:14:50 PM	Approaching, Near Lane	19.4	287	133
8/11/2023	4:16:07 PM	Receding, Far Lane	23.6	231	501
8/11/2023	4:17:21 PM	Approaching, Near Lane	22	152	144
8/11/2023	4:17:59 PM	Approaching, Near Lane	32	38	151
8/11/2023	4:24:26 PM	Receding, Far Lane	22.2	499	173
8/11/2023	4:27:08 PM	Receding, Far Lane	30.4	162	174

8/11/2023	4:29:57 PM	Receding, Far Lane	29.2	169	178
8/11/2023	4:30:08 PM	Approaching, Near Lane	16.4	729	197
8/11/2023	4:35:38 PM	Approaching, Near Lane	20.3	330	165
8/11/2023	4:40:28 PM	Approaching, Near Lane	25.6	290	149
8/11/2023	4:40:47 PM	Receding, Far Lane	25.3	650	143
8/11/2023	4:41:11 PM	Receding, Far Lane	13.6	25	145
8/11/2023	4:42:15 PM	Approaching, Near Lane	18.7	107	227
8/11/2023	4:42:39 PM	Approaching, Near Lane	8	25	77
8/11/2023	4:45:16 PM	Receding, Far Lane	20.2	244	237
8/11/2023	4:47:18 PM	Approaching, Near Lane	9.6	279	109
8/11/2023	4:52:09 PM	Receding, Far Lane	32	413	389
8/11/2023	4:54:01 PM	Receding, Far Lane	15.1	113	5
8/11/2023	5:01:16 PM	Approaching, Near Lane	25.4	838	170
8/11/2023	5:05:59 PM	Approaching, Near Lane	21.2	283	50
8/11/2023	5:07:42 PM	Receding, Far Lane	22	820	121
8/11/2023	5:10:09 PM	Receding, Far Lane	17.9	147	134
8/11/2023	5:11:28 PM	Approaching, Near Lane	15.7	330	181
8/11/2023	5:13:48 PM	Receding, Far Lane	21.4	218	131
8/11/2023	5:18:34 PM	Approaching, Near Lane	20.7	426	200
8/11/2023	5:22:26 PM	Approaching, Near Lane	25.7	232	163
8/11/2023	5:24:41 PM	Receding, Far Lane	18.6	653	169
8/11/2023	5:24:42 PM	Approaching, Near Lane	26.7	135	152
8/11/2023	5:28:36 PM	Receding, Far Lane	23.9	235	128
8/11/2023	5:29:21 PM	Approaching, Near Lane	23.3	280	168
8/11/2023	5:31:52 PM	Receding, Far Lane	21	196	39
8/11/2023	5:35:33 PM	Approaching, Near Lane	15.9	372	98
8/11/2023	5:36:48 PM	Receding, Far Lane	34.6	295	142
8/11/2023	5:38:59 PM	Receding, Far Lane	9.4	132	96
8/11/2023	5:40:00 PM	Approaching, Near Lane	18.9	267	149
8/11/2023	5:40:51 PM	Approaching, Near Lane	13.9	51	170
8/11/2023	5:44:32 PM	Receding, Far Lane	32	333	137
8/11/2023	5:47:52 PM	Receding, Far Lane	10.1	199	142
8/11/2023	5:55:16 PM	Approaching, Near Lane	17.2	865	167
8/11/2023	5:55:41 PM	Approaching, Near Lane	10.9	26	152
8/11/2023	5:59:09 PM	Receding, Far Lane	16.3	678	15
8/11/2023	5:59:57 PM	Receding, Far Lane	22.6	47	165
8/11/2023	6:02:22 PM	Approaching, Near Lane	24	401	113
8/11/2023	6:02:55 PM	Receding, Far Lane	19.3	178	218
8/11/2023	6:03:32 PM	Receding, Far Lane	25.9	38	156
8/11/2023	6:03:58 PM	Receding, Far Lane	19.6	26	163
8/11/2023	6:04:28 PM	Approaching, Near Lane	13.3	126	114
8/11/2023	6:05:03 PM	Receding, Far Lane	11.9	64	107
8/11/2023	6:06:55 PM	Receding, Far Lane	14.7	112	218
8/11/2023	6:07:08 PM	Approaching, Near Lane	18.6	160	178
8/11/2023	6:09:08 PM	Approaching, Near Lane	17.3	120	142
8/11/2023	6:09:49 PM	Receding, Far Lane	12.7	174	208
8/11/2023	6:10:39 PM	Receding, Far Lane	22.6	50	119
8/11/2023	6:11:17 PM	Receding, Far Lane	28.2	39	183
8/11/2023	6:12:56 PM	Receding, Far Lane	14.9	99	165
8/11/2023	6:15:36 PM	Approaching, Near Lane	22.2	388	201
8/11/2023	6:15:37 PM	Receding, Far Lane	12	160	167
8/11/2023	6:21:01 PM	Receding, Far Lane	30.2	324	157
8/11/2023	6:21:09 PM	Receding, Far Lane	12.4	8	69
8/11/2023	6:22:04 PM	Approaching, Near Lane	18.2	388	80
8/11/2023	6:28:04 PM	Approaching, Near Lane	20.4	360	140
8/11/2023	6:28:37 PM	Receding, Far Lane	26.7	448	36
8/11/2023	6:30:20 PM	Approaching, Near Lane	22.6	136	157
8/11/2023	6:32:56 PM	Approaching, Near Lane	18	156	70
8/11/2023	6:34:42 PM	Approaching, Near Lane	19.7	106	115
8/11/2023	6:35:39 PM	Approaching, Near Lane	21.7	57	164
8/11/2023	6:38:32 PM	Approaching, Near Lane	20.2	173	203
8/11/2023	6:38:54 PM	Approaching, Near Lane	16.1	23	172
8/11/2023	6:38:59 PM	Receding, Far Lane	22.4	622	107
8/11/2023	6:39:01 PM	Receding, Far Lane	25.9	2	168
8/11/2023	6:40:33 PM	Approaching, Near Lane	15.4	99	164
8/11/2023	6:43:50 PM	Approaching, Near Lane	18	197	62
8/11/2023	6:47:41 PM	Approaching, Near Lane	16.4	231	108
8/11/2023	6:53:29 PM	Approaching, Near Lane	23.4	347	127
8/11/2023	6:56:23 PM	Receding, Far Lane	24.9	1042	108
8/11/2023	6:57:45 PM	Approaching, Near Lane	17.4	257	188
8/11/2023	6:58:10 PM	Approaching, Near Lane	24.2	25	131
8/11/2023	7:00:50 PM	Approaching, Near Lane	21.2	160	117
8/11/2023	7:02:32 PM	Approaching, Near Lane	27.7	102	139
8/11/2023	7:04:21 PM	Receding, Far Lane	23	477	224
8/11/2023	7:06:25 PM	Approaching, Near Lane	22.2	233	191
8/11/2023	7:11:34 PM	Approaching, Near Lane	15.6	310	69
8/11/2023	7:15:23 PM	Approaching, Near Lane	13.1	229	10
8/11/2023	7:26:29 PM	Receding, Far Lane	30.6	1328	218
8/11/2023	7:26:32 PM	Receding, Far Lane	16.7	3	58
8/11/2023	7:27:20 PM	Receding, Far Lane	16.1	48	34
8/11/2023	7:34:11 PM	Approaching, Near Lane	17.9	1128	140
8/11/2023	7:35:20 PM	Approaching, Near Lane	23.7	69	147
8/11/2023	7:40:46 PM	Receding, Far Lane	18.4	806	91
8/11/2023	7:41:02 PM	Approaching, Near Lane	10.4	342	80
8/11/2023	7:41:34 PM	Approaching, Near Lane	19.6	31	131
8/11/2023	7:43:31 PM	Receding, Far Lane	21.7	166	141
8/11/2023	7:43:50 PM	Approaching, Near Lane	13.3	136	60
8/11/2023	7:44:32 PM	Receding, Far Lane	25.4	61	150
8/11/2023	7:44:50 PM	Receding, Far Lane	23.3	17	156
8/11/2023	7:45:50 PM	Receding, Far Lane	10.7	60	23
8/11/2023	7:47:54 PM	Receding, Far Lane	23.4	125	79
8/11/2023	7:48:57 PM	Receding, Far Lane	19.6	62	123
8/11/2023	7:54:56 PM	Receding, Far Lane	25.3	360	160
8/11/2023	7:58:02 PM	Receding, Far Lane	23.4	186	116
8/11/2023	7:58:04 PM	Approaching, Near Lane	23.3	854	162
8/11/2023	8:02:07 PM	Receding, Far Lane	21.4	245	126
8/11/2023	8:08:01 PM	Receding, Far Lane	18.4	354	66
8/11/2023	8:10:21 PM	Receding, Far Lane	14.1	140	121
8/11/2023	8:12:21 PM	Approaching, Near Lane	8.1	858	78
8/11/2023	8:16:16 PM	Approaching, Near Lane	14.7	235	88
8/11/2023	8:20:17 PM	Receding, Far Lane	19	597	143
8/11/2023	8:20:30 PM	Approaching, Near Lane	24.4	254	162
8/11/2023	8:21:55 PM	Approaching, Near Lane	15.9	85	48
8/11/2023	8:22:26 PM	Receding, Far Lane	16.9	128	133
8/11/2023	8:25:00 PM	Approaching, Near Lane	14.6	186	66
8/11/2023	8:27:25 PM	Receding, Far Lane	17.2	300	151
8/11/2023	8:32:37 PM	Approaching, Near Lane	25.6	457	172
8/11/2023	8:32:40 PM	Approaching, Near Lane	26	3	143
8/11/2023	8:34:21 PM	Approaching, Near Lane	17.7	101	142
8/11/2023	8:34:27 PM	Approaching, Near Lane	17.6	6	120
8/11/2023	8:35:48 PM	Approaching, Near Lane	21.7	81	86
8/11/2023	8:39:49 PM	Receding, Far Lane	18.7	743	62
8/11/2023	8:45:16 PM	Approaching, Near Lane	17.7	568	98
8/11/2023	8:55:39 PM	Receding, Far Lane	89.5	951	6594
8/11/2023	8:59:12 PM	Approaching, Near Lane	12	836	108
8/11/2023	9:11:33 PM	Approaching, Near Lane	19.6	741	144
8/11/2023	9:12:17 PM	Receding, Far Lane	24.9	998	181
8/11/2023	9:17:29 PM	Approaching, Near Lane	20.4	356	167
8/11/2023	9:20:54 PM	Receding, Far Lane	22.6	517	129
8/11/2023	9:46:34 PM	Receding, Far Lane	20.2	1540	101
8/11/2023	9:51:07 PM	Approaching, Near Lane	20.6	2018	132
8/11/2023	9:52:52 PM	Receding, Far Lane	17.9	378	61
8/11/2023	10:06:35 PM	Receding, Far Lane	22.9	823	160
8/11/2023	10:55:41 PM	Approaching, Near Lane	25.4	3874	222
8/11/2023	11:09:03 PM	Receding, Far Lane	23.9	3748	192
8/12/2023	12:18:29 AM	Approaching, Near Lane	20.3	4968	51
8/12/2023	12:19:50 AM	Receding, Far Lane	27	4246	161
8/12/2023	1:27:29 AM	Receding, Far Lane	19.4	4059	68
8/12/2023	2:09:04 AM	Receding, Far Lane	24.7	2495	274
8/12/2023	2:50:02 AM	Receding, Far Lane	32.6	2458	253
8/12/2023	6:01:24 AM	Approaching, Near Lane	21.3	20575	181
8/12/2023	6:32:20 AM	Approaching, Near Lane	16.1	1856	219
8/12/2023	6:33:14 AM	Approaching, Near Lane	22.2	54	196

8/12/2023	6:46:13 AM	Approaching, Near Lane	21	778	243
8/12/2023	6:51:47 AM	Approaching, Near Lane	24.6	334	225
8/12/2023	7:08:46 AM	Approaching, Near Lane	8.4	1019	14
8/12/2023	7:23:25 AM	Receding, Far Lane	22.3	16403	246
8/12/2023	7:26:27 AM	Receding, Far Lane	12.9	182	7
8/12/2023	7:33:59 AM	Receding, Far Lane	17.4	453	180
8/12/2023	7:37:17 AM	Approaching, Near Lane	17.6	1711	187
8/12/2023	7:41:13 AM	Approaching, Near Lane	26.3	236	135
8/12/2023	7:46:23 AM	Approaching, Near Lane	21.3	310	153
8/12/2023	7:50:03 AM	Receding, Far Lane	12.4	964	16
8/12/2023	8:10:19 AM	Receding, Far Lane	17.3	1216	95
8/12/2023	8:10:48 AM	Receding, Far Lane	23.3	29	135
8/12/2023	8:17:19 AM	Approaching, Near Lane	29.3	1856	163
8/12/2023	8:24:52 AM	Approaching, Near Lane	19.2	453	159
8/12/2023	8:26:12 AM	Approaching, Near Lane	21.3	80	153
8/12/2023	8:33:01 AM	Receding, Far Lane	22.2	1333	193
8/12/2023	8:34:04 AM	Approaching, Near Lane	25.7	472	145
8/12/2023	8:34:11 AM	Receding, Far Lane	25	70	195
8/12/2023	8:34:41 AM	Approaching, Near Lane	20.7	37	191
8/12/2023	8:35:04 AM	Receding, Far Lane	12	53	121
8/12/2023	8:36:42 AM	Approaching, Near Lane	9.1	121	241
8/12/2023	8:36:44 AM	Receding, Far Lane	10	100	168
8/12/2023	9:09:23 AM	Receding, Far Lane	8	1960	38
8/12/2023	9:09:48 AM	Receding, Far Lane	25.4	24	133
8/12/2023	9:10:20 AM	Receding, Far Lane	15.9	32	123
8/12/2023	9:12:52 AM	Approaching, Near Lane	20.9	2169	151
8/12/2023	9:15:38 AM	Approaching, Near Lane	24.4	167	118
8/12/2023	9:17:14 AM	Approaching, Near Lane	22.2	96	201
8/12/2023	9:19:03 AM	Approaching, Near Lane	13.4	108	108
8/12/2023	9:23:45 AM	Approaching, Near Lane	14	282	189
8/12/2023	9:25:14 AM	Receding, Far Lane	24.4	895	202
8/12/2023	9:30:12 AM	Approaching, Near Lane	27.4	387	160
8/12/2023	9:32:21 AM	Approaching, Near Lane	28	129	224
8/12/2023	9:35:03 AM	Approaching, Near Lane	19.6	162	135
8/12/2023	9:35:33 AM	Approaching, Near Lane	24.2	31	137
8/12/2023	9:42:30 AM	Receding, Far Lane	20.2	1035	160
8/12/2023	9:51:17 AM	Receding, Far Lane	24.6	528	188
8/12/2023	9:51:23 AM	Receding, Far Lane	22	6	126
8/12/2023	9:57:16 AM	Approaching, Near Lane	14.4	1303	142
8/12/2023	10:04:31 AM	Approaching, Near Lane	14.7	435	165
8/12/2023	10:05:27 AM	Receding, Far Lane	10.9	844	166
8/12/2023	12:19:21 PM	Receding, Far Lane	24.4	8034	125
8/12/2023	12:21:02 PM	Receding, Far Lane	23.2	101	169
8/12/2023	12:22:00 PM	Approaching, Near Lane	22.3	8248	183
8/12/2023	12:23:32 PM	Receding, Far Lane	15.7	151	88
8/12/2023	12:23:48 PM	Approaching, Near Lane	29.6	108	120
8/12/2023	12:25:18 PM	Receding, Far Lane	28.6	106	164
8/12/2023	12:28:09 PM	Approaching, Near Lane	27.6	261	143
8/12/2023	12:28:42 PM	Receding, Far Lane	23.7	204	142
8/12/2023	12:29:39 PM	Approaching, Near Lane	12.3	90	101
8/12/2023	12:34:18 PM	Approaching, Near Lane	21.6	280	167
8/12/2023	12:39:32 PM	Receding, Far Lane	24.6	650	99
8/12/2023	12:42:51 PM	Approaching, Near Lane	19	512	143
8/12/2023	12:43:50 PM	Approaching, Near Lane	26.4	59	339
8/12/2023	12:44:56 PM	Receding, Far Lane	23	324	167
8/12/2023	12:47:20 PM	Receding, Far Lane	11.6	144	159
8/12/2023	12:47:49 PM	Receding, Far Lane	31.3	30	115
8/12/2023	12:49:47 PM	Receding, Far Lane	26.4	118	189
8/12/2023	12:57:15 PM	Approaching, Near Lane	20.4	805	89
8/12/2023	1:00:13 PM	Approaching, Near Lane	22.9	178	203
8/12/2023	1:01:42 PM	Receding, Far Lane	28.2	714	139
8/12/2023	1:01:46 PM	Receding, Far Lane	28.2	4	158
8/12/2023	1:04:34 PM	Approaching, Near Lane	22.3	261	163
8/12/2023	1:08:31 PM	Receding, Far Lane	32.2	405	182
8/12/2023	1:09:58 PM	Approaching, Near Lane	26.2	324	174
8/12/2023	1:10:13 PM	Approaching, Near Lane	13.9	15	136
8/12/2023	1:13:39 PM	Receding, Far Lane	27.2	308	89
8/12/2023	1:16:12 PM	Approaching, Near Lane	25	359	136
8/12/2023	1:17:52 PM	Approaching, Near Lane	12.9	100	145
8/12/2023	1:22:09 PM	Receding, Far Lane	22.6	510	89
8/12/2023	1:23:16 PM	Approaching, Near Lane	21.6	324	167
8/12/2023	1:25:17 PM	Approaching, Near Lane	17.7	121	146
8/12/2023	1:29:28 PM	Receding, Far Lane	28.6	439	170
8/12/2023	1:33:59 PM	Approaching, Near Lane	16.9	522	130
8/12/2023	1:37:40 PM	Receding, Far Lane	14.7	492	118
8/12/2023	1:38:03 PM	Approaching, Near Lane	26.9	245	129
8/12/2023	1:39:24 PM	Receding, Far Lane	27.2	104	475
8/12/2023	1:40:49 PM	Receding, Far Lane	10.9	85	94
8/12/2023	1:40:51 PM	Receding, Far Lane	17	3	101
8/12/2023	1:42:50 PM	Approaching, Near Lane	18.9	287	145
8/12/2023	1:47:09 PM	Receding, Far Lane	25.3	377	177
8/12/2023	1:50:29 PM	Approaching, Near Lane	18.6	458	224
8/12/2023	1:50:56 PM	Approaching, Near Lane	19.7	27	124
8/12/2023	1:51:36 PM	Receding, Far Lane	26.7	267	151
8/12/2023	1:52:09 PM	Receding, Far Lane	33.2	33	127
8/12/2023	1:55:05 PM	Approaching, Near Lane	22.3	249	128
8/12/2023	1:55:07 PM	Approaching, Near Lane	21	3	234
8/12/2023	1:55:45 PM	Approaching, Near Lane	23.6	38	172
8/12/2023	1:55:49 PM	Receding, Far Lane	18.6	221	164
8/12/2023	1:56:41 PM	Approaching, Near Lane	27	56	161
8/12/2023	1:58:11 PM	Approaching, Near Lane	12.9	90	64
8/12/2023	1:58:18 PM	Approaching, Near Lane	14.9	6	155
8/12/2023	2:00:11 PM	Approaching, Near Lane	25.6	113	149
8/12/2023	2:02:39 PM	Approaching, Near Lane	13.7	148	151
8/12/2023	2:04:43 PM	Approaching, Near Lane	21.3	125	148
8/12/2023	2:06:06 PM	Approaching, Near Lane	20.9	82	170
8/12/2023	2:07:00 PM	Receding, Far Lane	15.6	670	117
8/12/2023	2:08:00 PM	Receding, Far Lane	21.7	60	165
8/12/2023	2:11:24 PM	Approaching, Near Lane	14.4	318	51
8/12/2023	2:17:21 PM	Approaching, Near Lane	22.4	358	155
8/12/2023	2:20:38 PM	Approaching, Near Lane	17.3	196	158
8/12/2023	2:24:23 PM	Receding, Far Lane	20.9	983	188
8/12/2023	2:26:45 PM	Approaching, Near Lane	16	368	39
8/12/2023	2:27:01 PM	Approaching, Near Lane	20.7	16	181
8/12/2023	2:31:23 PM	Receding, Far Lane	20.3	420	131
8/12/2023	2:32:02 PM	Receding, Far Lane	15	38	189
8/12/2023	2:32:40 PM	Receding, Far Lane	27.4	38	111
8/12/2023	2:34:37 PM	Receding, Far Lane	31.2	117	163
8/12/2023	2:36:26 PM	Approaching, Near Lane	11.6	565	139
8/12/2023	2:39:08 PM	Receding, Far Lane	19.3	270	231
8/12/2023	2:42:19 PM	Approaching, Near Lane	25.6	354	172
8/12/2023	2:43:38 PM	Approaching, Near Lane	15.1	79	175
8/12/2023	2:47:42 PM	Approaching, Near Lane	20.7	245	172
8/12/2023	2:49:56 PM	Approaching, Near Lane	9.7	134	58
8/12/2023	2:53:44 PM	Approaching, Near Lane	18	228	70
8/12/2023	2:57:15 PM	Approaching, Near Lane	25.9	211	164
8/12/2023	2:57:50 PM	Receding, Far Lane	26.3	1122	121
8/12/2023	3:03:43 PM	Receding, Far Lane	28	354	282
8/12/2023	3:04:39 PM	Approaching, Near Lane	27	445	155
8/12/2023	3:09:38 PM	Approaching, Near Lane	14.1	299	117
8/12/2023	3:10:12 PM	Receding, Far Lane	13.9	389	115
8/12/2023	3:12:04 PM	Receding, Far Lane	34.6	112	158
8/12/2023	3:14:26 PM	Receding, Far Lane	16.9	142	144
8/12/2023	3:17:50 PM	Receding, Far Lane	27.3	203	140
8/12/2023	3:23:55 PM	Approaching, Near Lane	21.4	857	150
8/12/2023	3:24:43 PM	Approaching, Near Lane	24.6	48	109
8/12/2023	3:25:56 PM	Approaching, Near Lane	27.6	72	150
8/12/2023	3:26:24 PM	Approaching, Near Lane	24.2	29	126
8/12/2023	3:27:55 PM	Receding, Far Lane	12.9	605	137
8/12/2023	3:27:58 PM	Receding, Far Lane	23	4	193
8/12/2023	3:28:55 PM	Approaching, Near Lane	12.9	151	169
8/12/2023	3:29:55 PM	Approaching, Near Lane	19.6	59	179
8/12/2023	3:29:58 PM	Receding, Far Lane	20.6	120	145

8/12/2023	3:34:47 PM	Approaching, Near Lane	31.3	292	158
8/12/2023	3:35:32 PM	Receding, Far Lane	20.4	334	230
8/12/2023	3:43:20 PM	Approaching, Near Lane	14	513	120
8/12/2023	3:43:56 PM	Approaching, Near Lane	25.3	36	191
8/12/2023	3:44:03 PM	Receding, Far Lane	22.9	511	149
8/12/2023	3:45:41 PM	Receding, Far Lane	30.7	98	164
8/12/2023	3:51:46 PM	Approaching, Near Lane	21.9	470	171
8/12/2023	4:00:08 PM	Approaching, Near Lane	23.7	502	147
8/12/2023	4:01:21 PM	Approaching, Near Lane	26.3	72	164
8/12/2023	4:06:19 PM	Approaching, Near Lane	21.9	299	152
8/12/2023	4:10:21 PM	Approaching, Near Lane	24	242	124
8/12/2023	4:16:24 PM	Approaching, Near Lane	16.7	363	162
8/12/2023	4:18:31 PM	Approaching, Near Lane	16.4	127	119
8/12/2023	4:20:09 PM	Approaching, Near Lane	23.3	98	220
8/12/2023	4:21:49 PM	Approaching, Near Lane	13.9	99	142
8/12/2023	4:23:12 PM	Receding, Far Lane	28	2252	118
8/12/2023	4:26:12 PM	Receding, Far Lane	22.4	179	122
8/12/2023	4:26:37 PM	Approaching, Near Lane	18	288	119
8/12/2023	4:27:39 PM	Receding, Far Lane	12.9	87	163
8/12/2023	4:27:40 PM	Approaching, Near Lane	10.3	63	10
8/12/2023	4:29:03 PM	Approaching, Near Lane	24.4	84	195
8/12/2023	4:32:23 PM	Approaching, Near Lane	29.7	200	202
8/12/2023	4:38:20 PM	Receding, Far Lane	19.6	642	145
8/12/2023	4:40:48 PM	Receding, Far Lane	25.9	148	145
8/12/2023	4:41:46 PM	Approaching, Near Lane	15	563	107
8/12/2023	4:42:45 PM	Receding, Far Lane	23.7	117	126
8/12/2023	4:44:05 PM	Receding, Far Lane	27.7	79	90
8/12/2023	4:48:02 PM	Approaching, Near Lane	23	377	200
8/12/2023	4:51:18 PM	Approaching, Near Lane	26	196	96
8/12/2023	4:55:09 PM	Approaching, Near Lane	24	231	313
8/12/2023	4:57:02 PM	Receding, Far Lane	22.7	777	193
8/12/2023	5:03:40 PM	Receding, Far Lane	24.9	398	181
8/12/2023	5:04:11 PM	Approaching, Near Lane	18.4	542	155
8/12/2023	5:04:52 PM	Approaching, Near Lane	13	41	184
8/12/2023	5:05:26 PM	Approaching, Near Lane	9.3	34	117
8/12/2023	5:05:55 PM	Receding, Far Lane	13.6	135	181
8/12/2023	5:06:38 PM	Approaching, Near Lane	20.4	73	172
8/12/2023	5:09:49 PM	Receding, Far Lane	26.2	234	149
8/12/2023	5:10:09 PM	Receding, Far Lane	20.4	20	161
8/12/2023	5:12:05 PM	Receding, Far Lane	26.6	117	137
8/12/2023	5:12:32 PM	Receding, Far Lane	20.4	27	83
8/12/2023	5:14:56 PM	Approaching, Near Lane	8.3	498	196
8/12/2023	5:17:58 PM	Approaching, Near Lane	14.9	182	158
8/12/2023	5:19:41 PM	Receding, Far Lane	24.3	429	200
8/12/2023	5:24:56 PM	Approaching, Near Lane	20.2	418	112
8/12/2023	5:26:46 PM	Receding, Far Lane	23	424	152
8/12/2023	5:27:40 PM	Receding, Far Lane	18.9	54	111
8/12/2023	5:31:02 PM	Receding, Far Lane	28.7	203	165
8/12/2023	5:39:36 PM	Receding, Far Lane	20.9	514	230
8/12/2023	5:44:27 PM	Receding, Far Lane	27.3	291	165
8/12/2023	5:46:52 PM	Receding, Far Lane	9.3	145	190
8/12/2023	5:49:27 PM	Receding, Far Lane	20.3	155	140
8/12/2023	5:50:21 PM	Approaching, Near Lane	17.7	1525	182
8/12/2023	5:58:23 PM	Receding, Far Lane	29.2	536	125
8/12/2023	5:58:40 PM	Approaching, Near Lane	18.6	499	195
8/12/2023	6:02:06 PM	Receding, Far Lane	31.9	223	236
8/12/2023	6:06:05 PM	Approaching, Near Lane	24.3	444	139
8/12/2023	6:06:30 PM	Approaching, Near Lane	20.7	26	135
8/12/2023	6:06:33 PM	Receding, Far Lane	24.9	267	299
8/12/2023	6:06:42 PM	Approaching, Near Lane	16.4	12	160
8/12/2023	6:16:36 PM	Approaching, Near Lane	17.2	594	263
8/12/2023	6:20:41 PM	Receding, Far Lane	19.3	848	236
8/12/2023	6:21:17 PM	Receding, Far Lane	32.6	36	187
8/12/2023	6:32:46 PM	Receding, Far Lane	27.4	689	204
8/12/2023	6:35:32 PM	Approaching, Near Lane	24.4	1136	157
8/12/2023	6:37:19 PM	Receding, Far Lane	26.4	273	189
8/12/2023	6:44:13 PM	Receding, Far Lane	21.3	414	134
8/12/2023	6:44:52 PM	Receding, Far Lane	17.9	38	250
8/12/2023	6:46:36 PM	Approaching, Near Lane	26.2	664	162
8/12/2023	6:48:06 PM	Approaching, Near Lane	8.1	90	50
8/12/2023	6:50:17 PM	Approaching, Near Lane	11.3	131	188
8/12/2023	6:59:33 PM	Approaching, Near Lane	18.9	556	52
8/12/2023	7:00:58 PM	Approaching, Near Lane	18.3	85	74
8/12/2023	7:05:25 PM	Receding, Far Lane	11.6	1233	83
8/12/2023	7:07:22 PM	Receding, Far Lane	16.1	118	104
8/12/2023	7:18:31 PM	Approaching, Near Lane	25.2	1053	183
8/12/2023	7:20:02 PM	Approaching, Near Lane	27	91	179
8/12/2023	7:22:12 PM	Receding, Far Lane	27.9	890	135
8/12/2023	7:22:38 PM	Receding, Far Lane	18.3	26	80
8/12/2023	7:25:08 PM	Receding, Far Lane	20.4	150	124
8/12/2023	7:25:18 PM	Approaching, Near Lane	21.7	316	135
8/12/2023	7:29:17 PM	Receding, Far Lane	19.2	249	133
8/12/2023	7:38:51 PM	Approaching, Near Lane	20.6	813	142
8/12/2023	7:43:58 PM	Receding, Far Lane	19.4	880	103
8/12/2023	7:46:30 PM	Receding, Far Lane	12.3	153	49
8/12/2023	7:47:28 PM	Receding, Far Lane	15.3	57	73
8/12/2023	7:49:18 PM	Approaching, Near Lane	22.2	627	111
8/12/2023	7:52:36 PM	Approaching, Near Lane	16.9	198	149
8/12/2023	7:52:45 PM	Approaching, Near Lane	17.2	9	190
8/12/2023	8:03:07 PM	Receding, Far Lane	27.4	939	167
8/12/2023	8:03:18 PM	Receding, Far Lane	24.3	11	232
8/12/2023	8:03:40 PM	Receding, Far Lane	23.3	22	135
8/12/2023	8:03:45 PM	Receding, Far Lane	23	5	152
8/12/2023	8:06:16 PM	Approaching, Near Lane	17.6	812	139
8/12/2023	8:06:21 PM	Approaching, Near Lane	16.9	5	184
8/12/2023	8:07:57 PM	Receding, Far Lane	12.2	251	68
8/12/2023	8:14:16 PM	Receding, Far Lane	16.4	379	61
8/12/2023	8:15:37 PM	Approaching, Near Lane	16.7	556	83
8/12/2023	8:26:31 PM	Approaching, Near Lane	32.7	653	158
8/12/2023	8:33:24 PM	Approaching, Near Lane	13.7	413	64
8/12/2023	8:37:09 PM	Approaching, Near Lane	23.7	225	131
8/12/2023	8:38:39 PM	Approaching, Near Lane	17.7	90	170
8/12/2023	8:51:25 PM	Approaching, Near Lane	28.2	766	163
8/12/2023	9:10:00 PM	Receding, Far Lane	13.1	3344	29
8/12/2023	9:17:03 PM	Receding, Far Lane	16.4	423	176
8/12/2023	9:25:48 PM	Approaching, Near Lane	25.7	2062	169
8/12/2023	10:57:35 PM	Receding, Far Lane	26.2	6032	231
8/12/2023	10:57:42 PM	Receding, Far Lane	28.3	7	217
8/12/2023	11:02:14 PM	Receding, Far Lane	24.6	272	121
8/12/2023	11:02:22 PM	Receding, Far Lane	27.3	7	202
8/13/2023	12:32:23 AM	Approaching, Near Lane	11.9	11195	118
8/13/2023	1:19:30 AM	Approaching, Near Lane	15.3	2827	137
8/13/2023	2:41:49 AM	Approaching, Near Lane	24.9	4940	151
8/13/2023	4:23:06 AM	Receding, Far Lane	27.9	19245	148
8/13/2023	6:52:14 AM	Receding, Far Lane	10.9	8948	13
8/13/2023	6:52:21 AM	Approaching, Near Lane	17.4	15032	184
8/13/2023	7:16:22 AM	Receding, Far Lane	29.3	1448	173
8/13/2023	7:22:20 AM	Receding, Far Lane	8.3	358	7
8/13/2023	7:22:35 AM	Approaching, Near Lane	22	1814	218
8/13/2023	7:23:25 AM	Approaching, Near Lane	15.1	50	65
8/13/2023	7:26:47 AM	Receding, Far Lane	15.7	266	485
8/13/2023	7:37:38 AM	Approaching, Near Lane	15.7	853	159
8/13/2023	7:39:41 AM	Receding, Far Lane	16	774	151
8/13/2023	7:39:46 AM	Receding, Far Lane	17.6	6	120
8/13/2023	7:46:58 AM	Receding, Far Lane	13.7	432	49
8/13/2023	7:55:38 AM	Approaching, Near Lane	12.2	1080	4
8/13/2023	7:59:31 AM	Approaching, Near Lane	24.6	233	170
8/13/2023	8:03:06 AM	Approaching, Near Lane	17.6	215	127
8/13/2023	8:18:34 AM	Approaching, Near Lane	26.2	928	156
8/13/2023	8:23:50 AM	Receding, Far Lane	23.9	2212	241
8/13/2023	8:30:57 AM	Approaching, Near Lane	18.2	742	199
8/13/2023	8:37:01 AM	Approaching, Near Lane	24	364	178
8/13/2023	8:40:04 AM	Receding, Far Lane	28.3	974	89

8/13/2023	8:44:57 AM	Receding, Far Lane	28.7	293	191
8/13/2023	8:55:52 AM	Receding, Far Lane	15	655	139
8/13/2023	8:56:50 AM	Approaching, Near Lane	25.2	1190	166
8/13/2023	9:12:46 AM	Receding, Far Lane	26	1013	147
8/13/2023	9:14:44 AM	Approaching, Near Lane	25	1074	159
8/13/2023	9:16:08 AM	Approaching, Near Lane	18.4	84	130
8/13/2023	9:16:27 AM	Approaching, Near Lane	27.9	19	172
8/13/2023	9:17:24 AM	Receding, Far Lane	23.7	278	200
8/13/2023	9:18:56 AM	Approaching, Near Lane	26.6	149	234
8/13/2023	9:19:22 AM	Approaching, Near Lane	20.2	26	112
8/13/2023	9:32:30 AM	Approaching, Near Lane	14.3	789	87
8/13/2023	9:32:43 AM	Receding, Far Lane	25	919	195
8/13/2023	9:34:20 AM	Approaching, Near Lane	17.3	110	146
8/13/2023	9:41:14 AM	Approaching, Near Lane	25.9	415	89
8/13/2023	9:47:10 AM	Approaching, Near Lane	24.3	355	78
8/13/2023	9:47:57 AM	Approaching, Near Lane	23.4	47	122
8/13/2023	9:55:48 AM	Receding, Far Lane	21.2	1385	155
8/13/2023	9:56:21 AM	Approaching, Near Lane	17.3	504	123
8/13/2023	9:58:29 AM	Receding, Far Lane	16.9	160	122
8/13/2023	10:01:49 AM	Receding, Far Lane	21	200	167
8/13/2023	10:02:16 AM	Approaching, Near Lane	11.3	355	195
8/13/2023	10:03:06 AM	Receding, Far Lane	25.4	77	173
8/13/2023	10:03:40 AM	Approaching, Near Lane	19.2	84	159
8/13/2023	10:05:48 AM	Receding, Far Lane	30.9	162	201
8/13/2023	10:07:22 AM	Receding, Far Lane	28.7	94	139
8/13/2023	10:14:03 AM	Approaching, Near Lane	17.7	623	42
8/13/2023	10:21:40 AM	Receding, Far Lane	30.6	859	162
8/13/2023	10:22:38 AM	Approaching, Near Lane	10	515	120
8/13/2023	10:24:26 AM	Approaching, Near Lane	34.6	108	177
8/13/2023	10:28:47 AM	Receding, Far Lane	25	426	206
8/13/2023	10:29:26 AM	Approaching, Near Lane	17.4	300	11
8/13/2023	10:32:23 AM	Receding, Far Lane	25.4	216	190
8/13/2023	10:33:19 AM	Receding, Far Lane	12	56	143
8/13/2023	10:35:50 AM	Approaching, Near Lane	21.6	383	157
8/13/2023	10:36:39 AM	Approaching, Near Lane	19.3	49	135
8/13/2023	10:39:29 AM	Receding, Far Lane	18.6	370	156
8/13/2023	10:46:37 AM	Receding, Far Lane	12	428	48
8/13/2023	10:50:59 AM	Approaching, Near Lane	30.3	860	161
8/13/2023	10:53:15 AM	Approaching, Near Lane	21.7	137	184
8/13/2023	10:53:48 AM	Receding, Far Lane	21.2	431	127
8/13/2023	10:54:28 AM	Receding, Far Lane	15.6	39	110
8/13/2023	10:57:35 AM	Approaching, Near Lane	21.2	260	217
8/13/2023	11:03:49 AM	Approaching, Near Lane	26.9	374	159
8/13/2023	11:07:09 AM	Approaching, Near Lane	24.3	200	609
8/13/2023	11:08:03 AM	Approaching, Near Lane	16.7	54	15
8/13/2023	11:11:58 AM	Approaching, Near Lane	29	235	179
8/13/2023	11:14:28 AM	Approaching, Near Lane	27.9	150	147
8/13/2023	11:14:30 AM	Receding, Far Lane	26.7	1203	109
8/13/2023	11:17:37 AM	Approaching, Near Lane	25.3	189	89
8/13/2023	11:30:08 AM	Receding, Far Lane	22.9	938	149
8/13/2023	11:30:46 AM	Approaching, Near Lane	23	789	184
8/13/2023	11:30:51 AM	Receding, Far Lane	36.7	43	189
8/13/2023	11:33:46 AM	Receding, Far Lane	29.2	174	125
8/13/2023	11:33:49 AM	Receding, Far Lane	28.6	3	118
8/13/2023	11:36:02 AM	Receding, Far Lane	27.9	132	211
8/13/2023	11:37:18 AM	Approaching, Near Lane	12.2	393	65
8/13/2023	11:39:33 AM	Receding, Far Lane	20.4	211	152
8/13/2023	11:44:11 AM	Receding, Far Lane	15.3	278	83
8/13/2023	11:47:16 AM	Receding, Far Lane	10.9	186	97
8/13/2023	11:49:08 AM	Receding, Far Lane	29.2	112	105
8/13/2023	11:49:32 AM	Receding, Far Lane	17.3	23	177
8/13/2023	11:49:46 AM	Approaching, Near Lane	18.3	748	70
8/13/2023	11:51:28 AM	Approaching, Near Lane	25.6	102	138
8/13/2023	11:53:00 AM	Approaching, Near Lane	21.4	92	140
8/13/2023	11:53:05 AM	Receding, Far Lane	26.2	213	208
8/13/2023	11:54:10 AM	Approaching, Near Lane	11.3	70	30
8/13/2023	11:56:04 AM	Approaching, Near Lane	19.2	114	90
8/13/2023	11:57:59 AM	Receding, Far Lane	31	294	112
8/13/2023	12:01:01 PM	Approaching, Near Lane	23	297	117
8/13/2023	12:01:59 PM	Receding, Far Lane	23.3	240	298
8/13/2023	12:02:52 PM	Receding, Far Lane	20	54	77
8/13/2023	12:10:19 PM	Receding, Far Lane	29.9	447	113
8/13/2023	12:13:03 PM	Approaching, Near Lane	19	722	75
8/13/2023	12:13:13 PM	Approaching, Near Lane	15.4	10	143
8/13/2023	12:13:46 PM	Approaching, Near Lane	21.6	33	181
8/13/2023	12:14:27 PM	Approaching, Near Lane	22.4	41	150
8/13/2023	12:15:31 PM	Approaching, Near Lane	21.3	64	148
8/13/2023	12:15:38 PM	Approaching, Near Lane	27.7	7	164
8/13/2023	12:16:00 PM	Approaching, Near Lane	21.4	22	145
8/13/2023	12:16:23 PM	Receding, Far Lane	18.4	364	141
8/13/2023	12:16:28 PM	Receding, Far Lane	17.9	6	194
8/13/2023	12:21:32 PM	Approaching, Near Lane	13.1	332	132
8/13/2023	12:22:47 PM	Receding, Far Lane	17.7	379	91
8/13/2023	12:24:58 PM	Receding, Far Lane	14.9	131	88
8/13/2023	12:25:49 PM	Receding, Far Lane	26.3	51	151
8/13/2023	12:28:26 PM	Receding, Far Lane	18.7	157	462
8/13/2023	12:29:59 PM	Receding, Far Lane	23.9	93	128
8/13/2023	12:38:49 PM	Receding, Far Lane	29.3	530	140
8/13/2023	12:39:53 PM	Receding, Far Lane	23.3	64	146
8/13/2023	12:42:23 PM	Approaching, Near Lane	31.2	1251	149
8/13/2023	12:44:02 PM	Receding, Far Lane	28	249	213
8/13/2023	12:44:42 PM	Approaching, Near Lane	23.9	139	122
8/13/2023	12:46:40 PM	Approaching, Near Lane	19.2	118	586
8/13/2023	12:49:45 PM	Receding, Far Lane	20	343	162
8/13/2023	12:50:23 PM	Receding, Far Lane	23.6	39	214
8/13/2023	12:51:33 PM	Approaching, Near Lane	21.6	293	123
8/13/2023	12:55:03 PM	Approaching, Near Lane	18.3	210	90
8/13/2023	12:55:57 PM	Receding, Far Lane	28.9	333	174
8/13/2023	12:57:56 PM	Receding, Far Lane	32	120	151
8/13/2023	1:00:54 PM	Approaching, Near Lane	25	351	120
8/13/2023	1:01:28 PM	Receding, Far Lane	28.9	212	161
8/13/2023	1:02:05 PM	Receding, Far Lane	15.6	37	166
8/13/2023	1:06:03 PM	Receding, Far Lane	19	238	220
8/13/2023	1:07:10 PM	Receding, Far Lane	23.7	67	179
8/13/2023	1:12:11 PM	Receding, Far Lane	28.6	301	144
8/13/2023	1:13:08 PM	Receding, Far Lane	24.9	57	108
8/13/2023	1:13:10 PM	Receding, Far Lane	26.2	2	131
8/13/2023	1:13:16 PM	Receding, Far Lane	11.9	6	251
8/13/2023	1:13:27 PM	Approaching, Near Lane	8.3	753	49
8/13/2023	1:13:30 PM	Approaching, Near Lane	13.1	3	167
8/13/2023	1:14:07 PM	Approaching, Near Lane	19.4	37	133
8/13/2023	1:21:38 PM	Approaching, Near Lane	16	451	57
8/13/2023	1:25:50 PM	Receding, Far Lane	25.7	754	224
8/13/2023	1:25:55 PM	Approaching, Near Lane	18.7	257	63
8/13/2023	1:25:57 PM	Receding, Far Lane	25.4	7	265
8/13/2023	1:26:57 PM	Approaching, Near Lane	22.3	61	173
8/13/2023	1:26:57 PM	Receding, Far Lane	29	59	167
8/13/2023	1:27:05 PM	Approaching, Near Lane	23.7	9	195
8/13/2023	1:28:26 PM	Approaching, Near Lane	19.9	80	185
8/13/2023	1:31:49 PM	Receding, Far Lane	29.2	292	125
8/13/2023	1:31:55 PM	Receding, Far Lane	17.6	5	172
8/13/2023	1:32:12 PM	Approaching, Near Lane	21.7	226	218
8/13/2023	1:32:47 PM	Approaching, Near Lane	24.6	35	236
8/13/2023	1:37:29 PM	Approaching, Near Lane	17.3	282	87
8/13/2023	1:39:09 PM	Receding, Far Lane	10	434	95
8/13/2023	1:39:27 PM	Receding, Far Lane	21.6	18	197
8/13/2023	1:39:38 PM	Approaching, Near Lane	22.9	129	161
8/13/2023	1:40:54 PM	Approaching, Near Lane	16.9	76	199
8/13/2023	1:42:05 PM	Receding, Far Lane	33	158	185
8/13/2023	1:44:59 PM	Approaching, Near Lane	17.6	245	147
8/13/2023	1:45:06 PM	Approaching, Near Lane	16.6	7	129
8/13/2023	1:45:19 PM	Approaching, Near Lane	14.6	13	76
8/13/2023	1:45:51 PM	Receding, Far Lane	23.6	226	113



8/13/2023	1:50:42 PM	Receding, Far Lane	25.4	291	99
8/13/2023	1:52:23 PM	Receding, Far Lane	25.6	100	147
8/13/2023	1:52:28 PM	Approaching, Near Lane	19.2	429	150
8/13/2023	1:53:40 PM	Receding, Far Lane	23.9	78	155
8/13/2023	1:58:36 PM	Receding, Far Lane	31.9	295	121
8/13/2023	2:05:36 PM	Approaching, Near Lane	24.4	787	195
8/13/2023	2:05:40 PM	Approaching, Near Lane	25.3	5	140
8/13/2023	2:05:52 PM	Approaching, Near Lane	23.4	12	117
8/13/2023	2:08:32 PM	Receding, Far Lane	16.3	597	125
8/13/2023	2:09:06 PM	Approaching, Near Lane	30	194	124
8/13/2023	2:16:21 PM	Receding, Far Lane	19	469	152
8/13/2023	2:17:14 PM	Approaching, Near Lane	25.2	488	149
8/13/2023	2:20:59 PM	Receding, Far Lane	19.9	278	182
8/13/2023	2:22:37 PM	Approaching, Near Lane	17.2	323	85
8/13/2023	2:22:48 PM	Receding, Far Lane	21.4	109	165
8/13/2023	2:32:15 PM	Receding, Far Lane	11.6	568	70
8/13/2023	2:32:38 PM	Receding, Far Lane	18.6	22	194
8/13/2023	2:34:39 PM	Receding, Far Lane	13.9	122	77
8/13/2023	2:34:47 PM	Receding, Far Lane	21.4	8	112
8/13/2023	2:37:53 PM	Approaching, Near Lane	17.7	917	158
8/13/2023	2:42:01 PM	Approaching, Near Lane	20.9	247	165
8/13/2023	2:42:22 PM	Approaching, Near Lane	21.3	21	134
8/13/2023	2:46:50 PM	Approaching, Near Lane	18.4	268	117
8/13/2023	2:54:03 PM	Approaching, Near Lane	15.1	432	110
8/13/2023	2:55:58 PM	Receding, Far Lane	26.4	1271	165
8/13/2023	2:56:41 PM	Approaching, Near Lane	19.7	159	115
8/13/2023	2:57:26 PM	Approaching, Near Lane	18.3	45	152
8/13/2023	2:58:11 PM	Receding, Far Lane	28.6	133	151
8/13/2023	2:58:42 PM	Approaching, Near Lane	18.7	76	164
8/13/2023	2:59:22 PM	Approaching, Near Lane	22.7	40	134
8/13/2023	3:01:39 PM	Receding, Far Lane	9.1	208	90
8/13/2023	3:04:29 PM	Receding, Far Lane	17.4	170	133
8/13/2023	3:05:21 PM	Receding, Far Lane	20.9	52	141
8/13/2023	3:10:14 PM	Receding, Far Lane	16.6	293	187
8/13/2023	3:13:53 PM	Receding, Far Lane	17.6	218	136
8/13/2023	3:18:37 PM	Receding, Far Lane	34	284	136
8/13/2023	3:27:23 PM	Approaching, Near Lane	18.4	1681	283
8/13/2023	3:28:05 PM	Receding, Far Lane	23.9	568	138
8/13/2023	3:29:03 PM	Receding, Far Lane	27.9	58	236
8/13/2023	3:31:29 PM	Approaching, Near Lane	21.4	247	136
8/13/2023	3:34:47 PM	Approaching, Near Lane	15.1	197	209
8/13/2023	3:36:08 PM	Approaching, Near Lane	13.9	82	167
8/13/2023	3:38:11 PM	Receding, Far Lane	16.9	548	99
8/13/2023	3:40:02 PM	Approaching, Near Lane	27.2	234	157
8/13/2023	3:42:59 PM	Receding, Far Lane	27.7	288	171
8/13/2023	3:43:52 PM	Approaching, Near Lane	23.7	230	94
8/13/2023	3:44:03 PM	Approaching, Near Lane	27.3	11	159
8/13/2023	3:46:51 PM	Receding, Far Lane	15.9	232	59
8/13/2023	3:48:09 PM	Receding, Far Lane	18.7	78	155
8/13/2023	3:50:29 PM	Receding, Far Lane	24	139	232
8/13/2023	3:51:24 PM	Receding, Far Lane	25.6	55	170
8/13/2023	3:53:29 PM	Approaching, Near Lane	14.6	566	145
8/13/2023	3:53:32 PM	Receding, Far Lane	19	128	92
8/13/2023	3:54:15 PM	Receding, Far Lane	19.7	43	188
8/13/2023	4:02:04 PM	Receding, Far Lane	15.7	469	170
8/13/2023	4:03:17 PM	Receding, Far Lane	8.4	72	268
8/13/2023	4:03:53 PM	Approaching, Near Lane	19.3	624	200
8/13/2023	4:04:22 PM	Receding, Far Lane	18.3	65	88
8/13/2023	4:06:00 PM	Receding, Far Lane	20.9	99	98
8/13/2023	4:15:08 PM	Receding, Far Lane	27.7	548	227
8/13/2023	4:17:01 PM	Receding, Far Lane	23.7	113	163
8/13/2023	4:18:26 PM	Receding, Far Lane	24.2	85	164
8/13/2023	4:18:30 PM	Receding, Far Lane	30.3	4	214
8/13/2023	4:22:46 PM	Approaching, Near Lane	32.2	1133	102
8/13/2023	4:23:23 PM	Approaching, Near Lane	28.2	37	144
8/13/2023	4:23:34 PM	Approaching, Near Lane	23.9	11	128
8/13/2023	4:24:46 PM	Receding, Far Lane	28.3	376	147
8/13/2023	4:35:25 PM	Receding, Far Lane	29.3	639	147
8/13/2023	4:42:55 PM	Receding, Far Lane	18.3	450	142
8/13/2023	4:51:08 PM	Approaching, Near Lane	19	1653	139
8/13/2023	4:51:24 PM	Receding, Far Lane	18.9	509	60
8/13/2023	4:52:58 PM	Approaching, Near Lane	24.9	110	202
8/13/2023	4:58:50 PM	Receding, Far Lane	19	446	147
8/13/2023	5:04:54 PM	Approaching, Near Lane	9.4	716	115
8/13/2023	5:07:16 PM	Approaching, Near Lane	29.4	142	198
8/13/2023	5:07:26 PM	Approaching, Near Lane	24.7	10	150
8/13/2023	5:08:31 PM	Receding, Far Lane	30.7	581	206
8/13/2023	5:19:11 PM	Approaching, Near Lane	20	706	147
8/13/2023	5:23:03 PM	Receding, Far Lane	21.7	872	160
8/13/2023	5:23:07 PM	Receding, Far Lane	21.9	5	168
8/13/2023	5:26:16 PM	Approaching, Near Lane	14.7	424	42
8/13/2023	5:26:55 PM	Receding, Far Lane	24	228	97
8/13/2023	5:28:54 PM	Receding, Far Lane	21.3	119	148
8/13/2023	5:31:02 PM	Receding, Far Lane	11.4	128	8
8/13/2023	5:47:13 PM	Approaching, Near Lane	28.4	1257	147
8/13/2023	5:48:55 PM	Approaching, Near Lane	24.3	103	144
8/13/2023	5:58:11 PM	Approaching, Near Lane	21.2	555	141
8/13/2023	6:01:55 PM	Receding, Far Lane	15.3	1853	142
8/13/2023	6:02:34 PM	Approaching, Near Lane	20.7	264	135
8/13/2023	6:05:49 PM	Receding, Far Lane	24.7	234	173
8/13/2023	6:14:47 PM	Approaching, Near Lane	28.4	732	192
8/13/2023	6:15:40 PM	Receding, Far Lane	22.9	591	139
8/13/2023	6:20:36 PM	Receding, Far Lane	11.1	296	80
8/13/2023	6:21:56 PM	Receding, Far Lane	24	80	227
8/13/2023	6:22:37 PM	Approaching, Near Lane	28.6	471	187
8/13/2023	6:30:15 PM	Receding, Far Lane	26.6	499	173
8/13/2023	6:34:21 PM	Receding, Far Lane	23.6	246	177
8/13/2023	6:35:09 PM	Receding, Far Lane	27.3	48	214
8/13/2023	6:45:59 PM	Receding, Far Lane	22.3	650	85
8/13/2023	6:49:41 PM	Approaching, Near Lane	27.2	1623	145
8/13/2023	6:52:53 PM	Approaching, Near Lane	17.6	192	151
8/13/2023	6:54:05 PM	Approaching, Near Lane	20.7	72	158
8/13/2023	6:56:51 PM	Receding, Far Lane	22.3	652	155
8/13/2023	6:57:08 PM	Approaching, Near Lane	24.9	184	179
8/13/2023	7:04:13 PM	Approaching, Near Lane	24.9	425	207
8/13/2023	7:08:14 PM	Receding, Far Lane	26.7	683	121
8/13/2023	7:11:37 PM	Approaching, Near Lane	15	444	165
8/13/2023	7:17:34 PM	Approaching, Near Lane	22	356	84
8/13/2023	7:23:45 PM	Receding, Far Lane	27.3	931	263
8/13/2023	7:29:11 PM	Receding, Far Lane	26.6	326	173
8/13/2023	7:31:32 PM	Approaching, Near Lane	23.9	838	133
8/13/2023	7:34:15 PM	Approaching, Near Lane	18.7	163	134
8/13/2023	7:35:52 PM	Receding, Far Lane	24	401	173
8/13/2023	7:45:12 PM	Approaching, Near Lane	17.3	657	138
8/13/2023	7:46:32 PM	Approaching, Near Lane	18.3	80	148
8/13/2023	7:47:20 PM	Receding, Far Lane	18.3	688	253
8/13/2023	7:48:37 PM	Approaching, Near Lane	20.3	124	224
8/13/2023	7:52:23 PM	Receding, Far Lane	19	303	177
8/13/2023	7:52:45 PM	Receding, Far Lane	19	22	15
8/13/2023	7:54:31 PM	Receding, Far Lane	15	106	128
8/13/2023	7:58:33 PM	Approaching, Near Lane	22.6	596	152
8/13/2023	7:58:35 PM	Approaching, Near Lane	22.2	2	21
8/13/2023	7:58:43 PM	Approaching, Near Lane	14.6	8	7
8/13/2023	7:59:15 PM	Receding, Far Lane	25.2	284	129
8/13/2023	7:59:27 PM	Approaching, Near Lane	25.2	43	155
8/13/2023	8:00:13 PM	Receding, Far Lane	17.7	58	91
8/13/2023	8:01:07 PM	Receding, Far Lane	20.6	54	48
8/13/2023	8:09:32 PM	Receding, Far Lane	24.7	505	157
8/13/2023	8:22:35 PM	Approaching, Near Lane	18.4	1388	88
8/13/2023	8:22:51 PM	Approaching, Near Lane	13.9	15	164
8/13/2023	8:34:29 PM	Approaching, Near Lane	22.6	698	142
8/13/2023	8:42:40 PM	Approaching, Near Lane	19.7	491	182
8/13/2023	8:47:48 PM	Approaching, Near Lane	10	309	153

8/13/2023	9:20:29 PM	Approaching, Near Lane	9	1961	47
8/13/2023	9:38:18 PM	Approaching, Near Lane	18.7	1069	177
8/13/2023	9:40:06 PM	Receding, Far Lane	21.3	5434	167
8/13/2023	11:00:55 PM	Receding, Far Lane	25.7	4849	166
8/14/2023	1:24:01 AM	Approaching, Near Lane	9.9	13544	137
8/14/2023	1:28:22 AM	Receding, Far Lane	18.2	8847	184
8/14/2023	1:31:21 AM	Approaching, Near Lane	16.1	439	143
8/14/2023	2:13:45 AM	Approaching, Near Lane	14	2544	142
8/14/2023	4:16:38 AM	Receding, Far Lane	29.7	10096	145
8/14/2023	6:24:59 AM	Approaching, Near Lane	20.6	15075	183
8/14/2023	6:27:56 AM	Receding, Far Lane	24.4	7878	477
8/14/2023	6:49:43 AM	Approaching, Near Lane	26.6	1483	210
8/14/2023	6:58:57 AM	Approaching, Near Lane	24.6	554	474
8/14/2023	7:12:16 AM	Receding, Far Lane	10.7	2660	129
8/14/2023	7:19:55 AM	Approaching, Near Lane	9.9	1258	84
8/14/2023	7:27:06 AM	Approaching, Near Lane	22.4	431	145
8/14/2023	7:33:34 AM	Receding, Far Lane	25.4	1278	208
8/14/2023	7:44:56 AM	Approaching, Near Lane	20.6	1070	142
8/14/2023	7:50:09 AM	Receding, Far Lane	22.6	996	145
8/14/2023	7:51:40 AM	Receding, Far Lane	14.1	91	3
8/14/2023	7:56:36 AM	Approaching, Near Lane	16.6	700	47
8/14/2023	8:09:24 AM	Receding, Far Lane	26.7	1064	374
8/14/2023	8:12:24 AM	Approaching, Near Lane	17.9	948	173
8/14/2023	8:17:23 AM	Receding, Far Lane	22.2	479	208
8/14/2023	8:19:02 AM	Approaching, Near Lane	15.4	398	431
8/14/2023	8:23:48 AM	Receding, Far Lane	11.3	385	114
8/14/2023	8:25:13 AM	Approaching, Near Lane	21.4	371	194
8/14/2023	8:34:00 AM	Approaching, Near Lane	24.9	527	465
8/14/2023	8:35:14 AM	Receding, Far Lane	24.7	686	146
8/14/2023	8:35:31 AM	Receding, Far Lane	21	17	167
8/14/2023	8:36:14 AM	Approaching, Near Lane	9.1	134	107
8/14/2023	8:40:34 AM	Approaching, Near Lane	27	261	204
8/14/2023	8:43:59 AM	Approaching, Near Lane	13.4	204	208
8/14/2023	8:48:27 AM	Approaching, Near Lane	18.9	268	154
8/14/2023	8:52:57 AM	Receding, Far Lane	28	1046	187
8/14/2023	8:56:38 AM	Receding, Far Lane	23.9	221	165
8/14/2023	8:58:09 AM	Receding, Far Lane	20.3	90	222
8/14/2023	9:00:25 AM	Receding, Far Lane	13.9	136	5
8/14/2023	9:00:53 AM	Receding, Far Lane	16.7	28	209
8/14/2023	9:02:15 AM	Receding, Far Lane	27.3	82	159
8/14/2023	9:04:29 AM	Approaching, Near Lane	19.7	962	151
8/14/2023	9:08:58 AM	Receding, Far Lane	23.9	403	138
8/14/2023	9:10:57 AM	Receding, Far Lane	34.2	119	145
8/14/2023	9:15:01 AM	Approaching, Near Lane	29.2	632	168
8/14/2023	9:16:06 AM	Approaching, Near Lane	29	66	147
8/14/2023	9:18:51 AM	Receding, Far Lane	23.6	474	310
8/14/2023	9:22:48 AM	Approaching, Near Lane	22.2	401	276
8/14/2023	9:26:00 AM	Receding, Far Lane	28	428	143
8/14/2023	9:34:03 AM	Approaching, Near Lane	9.4	675	166
8/14/2023	9:41:55 AM	Approaching, Near Lane	25.3	472	186
8/14/2023	9:44:01 AM	Receding, Far Lane	21.6	1082	177
8/14/2023	9:44:17 AM	Receding, Far Lane	27.4	15	136
8/14/2023	9:46:05 AM	Receding, Far Lane	16.1	108	115
8/14/2023	9:49:58 AM	Receding, Far Lane	20.7	234	246
8/14/2023	9:52:34 AM	Approaching, Near Lane	28.9	639	197
8/14/2023	9:59:58 AM	Receding, Far Lane	21.9	599	311
8/14/2023	10:01:43 AM	Approaching, Near Lane	27.9	549	147
8/14/2023	10:08:36 AM	Receding, Far Lane	32.4	518	142
8/14/2023	10:10:53 AM	Approaching, Near Lane	26.9	550	123
8/14/2023	10:14:35 AM	Approaching, Near Lane	16.4	222	152
8/14/2023	10:16:45 AM	Receding, Far Lane	37.3	490	120
8/14/2023	10:18:39 AM	Approaching, Near Lane	25.2	244	121
8/14/2023	10:20:30 AM	Approaching, Near Lane	35.9	111	117
8/14/2023	10:21:34 AM	Approaching, Near Lane	32.2	63	182
8/14/2023	10:22:00 AM	Approaching, Near Lane	19.7	26	142
8/14/2023	10:27:10 AM	Approaching, Near Lane	25.4	311	170
8/14/2023	10:28:52 AM	Receding, Far Lane	19.9	727	155
8/14/2023	10:30:28 AM	Receding, Far Lane	30	96	203
8/14/2023	10:32:08 AM	Approaching, Near Lane	26.2	297	145
8/14/2023	10:32:19 AM	Approaching, Near Lane	11.9	11	163
8/14/2023	10:38:07 AM	Receding, Far Lane	27.3	459	177
8/14/2023	10:46:10 AM	Approaching, Near Lane	19.2	831	111
8/14/2023	10:47:18 AM	Approaching, Near Lane	21.2	67	179
8/14/2023	10:47:25 AM	Receding, Far Lane	17.3	559	204
8/14/2023	10:54:23 AM	Receding, Far Lane	9.9	418	72
8/14/2023	10:59:23 AM	Approaching, Near Lane	19.4	725	221
8/14/2023	11:01:06 AM	Receding, Far Lane	19.3	403	83
8/14/2023	11:05:31 AM	Approaching, Near Lane	18.6	368	69
8/14/2023	11:06:37 AM	Approaching, Near Lane	30.7	66	173
8/14/2023	11:13:48 AM	Receding, Far Lane	28.2	762	196
8/14/2023	11:14:42 AM	Receding, Far Lane	31.7	53	134
8/14/2023	11:15:16 AM	Approaching, Near Lane	12	519	137
8/14/2023	11:15:39 AM	Approaching, Near Lane	27.4	23	154
8/14/2023	11:20:02 AM	Approaching, Near Lane	15.7	263	71
8/14/2023	11:23:57 AM	Receding, Far Lane	21.9	555	187
8/14/2023	11:25:33 AM	Receding, Far Lane	26.7	96	139
8/14/2023	11:27:57 AM	Approaching, Near Lane	16.4	476	186
8/14/2023	11:30:36 AM	Approaching, Near Lane	29.3	158	137
8/14/2023	11:33:07 AM	Approaching, Near Lane	25.3	151	168
8/14/2023	11:33:50 AM	Approaching, Near Lane	22.6	44	177
8/14/2023	11:34:20 AM	Receding, Far Lane	22.3	527	155
8/14/2023	11:34:24 AM	Approaching, Near Lane	24.3	34	160
8/14/2023	11:37:47 AM	Approaching, Near Lane	25.4	203	199
8/14/2023	11:38:59 AM	Receding, Far Lane	17.6	279	144
8/14/2023	11:41:06 AM	Approaching, Near Lane	20.9	198	151
8/14/2023	11:41:20 AM	Receding, Far Lane	34.2	141	184
8/14/2023	11:43:45 AM	Receding, Far Lane	16.6	145	82
8/14/2023	11:47:33 AM	Receding, Far Lane	29.3	227	160
8/14/2023	11:48:09 AM	Receding, Far Lane	22.7	36	157
8/14/2023	11:52:17 AM	Receding, Far Lane	22.2	248	173
8/14/2023	11:53:00 AM	Receding, Far Lane	17	43	178
8/14/2023	11:54:41 AM	Approaching, Near Lane	15	816	141
8/14/2023	12:03:28 PM	Receding, Far Lane	24.6	628	143
8/14/2023	12:05:34 PM	Approaching, Near Lane	24.6	653	159
8/14/2023	12:09:02 PM	Approaching, Near Lane	18.9	208	226
8/14/2023	12:13:27 PM	Approaching, Near Lane	30.7	264	173
8/14/2023	12:15:59 PM	Receding, Far Lane	23.2	751	211
8/14/2023	12:17:38 PM	Approaching, Near Lane	9.6	251	148
8/14/2023	12:18:01 PM	Approaching, Near Lane	9	23	116
8/14/2023	12:25:58 PM	Approaching, Near Lane	25.3	477	203
8/14/2023	12:26:03 PM	Receding, Far Lane	14.7	604	224
8/14/2023	12:29:59 PM	Approaching, Near Lane	31.5	241	145
8/14/2023	12:31:33 PM	Approaching, Near Lane	17.4	94	160
8/14/2023	12:36:31 PM	Receding, Far Lane	26.6	628	221
8/14/2023	12:38:49 PM	Approaching, Near Lane	21	436	129
8/14/2023	12:42:54 PM	Approaching, Near Lane	22.9	245	161
8/14/2023	12:43:59 PM	Receding, Far Lane	26.4	448	385
8/14/2023	12:46:07 PM	Receding, Far Lane	24.4	128	494
8/14/2023	12:53:08 PM	Receding, Far Lane	21.9	421	173
8/14/2023	12:55:31 PM	Receding, Far Lane	25.9	143	127
8/14/2023	12:59:53 PM	Approaching, Near Lane	27.6	1019	150
8/14/2023	1:00:34 PM	Receding, Far Lane	30	302	149
8/14/2023	1:03:04 PM	Approaching, Near Lane	21.3	191	282
8/14/2023	1:03:31 PM	Receding, Far Lane	25.7	177	189
8/14/2023	1:03:56 PM	Approaching, Near Lane	10.9	51	91
8/14/2023	1:04:26 PM	Approaching, Near Lane	15.3	31	143
8/14/2023	1:04:34 PM	Approaching, Near Lane	13.9	8	186
8/14/2023	1:05:14 PM	Approaching, Near Lane	17.9	40	100
8/14/2023	1:09:55 PM	Approaching, Near Lane	21.4	281	155
8/14/2023	1:13:53 PM	Receding, Far Lane	21.3	622	210
8/14/2023	1:13:55 PM	Receding, Far Lane	19.9	3	92
8/14/2023	1:18:19 PM	Receding, Far Lane	20.4	264	147
8/14/2023	1:28:16 PM	Receding, Far Lane	16	597	126

8/14/2023	1:30:59 PM	Receding, Far Lane	16.4	162	165
8/14/2023	1:31:26 PM	Receding, Far Lane	19.3	27	175
8/14/2023	1:35:41 PM	Receding, Far Lane	27.9	255	368
8/14/2023	1:39:13 PM	Receding, Far Lane	30.9	212	166
8/14/2023	1:40:59 PM	Approaching, Near Lane	30.2	1864	132
8/14/2023	1:43:17 PM	Approaching, Near Lane	16	138	162
8/14/2023	1:44:03 PM	Approaching, Near Lane	14.7	46	122
8/14/2023	1:45:18 PM	Approaching, Near Lane	10.6	75	146
8/14/2023	1:50:18 PM	Approaching, Near Lane	26.4	300	107
8/14/2023	2:04:42 PM	Receding, Far Lane	26.2	1530	166
8/14/2023	2:06:38 PM	Receding, Far Lane	30.6	116	162
8/14/2023	2:07:04 PM	Approaching, Near Lane	25.9	1005	328
8/14/2023	2:08:02 PM	Approaching, Near Lane	24.3	59	144
8/14/2023	2:10:00 PM	Approaching, Near Lane	19.2	118	111
8/14/2023	2:12:25 PM	Receding, Far Lane	24.3	347	304
8/14/2023	2:21:23 PM	Receding, Far Lane	15.9	538	194
8/14/2023	2:21:29 PM	Approaching, Near Lane	18.4	689	159
8/14/2023	2:22:04 PM	Receding, Far Lane	16.6	41	82
8/14/2023	2:22:16 PM	Approaching, Near Lane	19.2	48	219
8/14/2023	2:22:21 PM	Approaching, Near Lane	17.4	5	129
8/14/2023	2:23:27 PM	Receding, Far Lane	20.6	82	191
8/14/2023	2:26:05 PM	Approaching, Near Lane	16.7	224	45
8/14/2023	2:26:09 PM	Approaching, Near Lane	16.7	3	64
8/14/2023	2:29:50 PM	Receding, Far Lane	13	384	155
8/14/2023	2:30:45 PM	Approaching, Near Lane	20	276	259
8/14/2023	2:37:20 PM	Approaching, Near Lane	23.7	395	190
8/14/2023	2:37:55 PM	Receding, Far Lane	14.4	485	79
8/14/2023	2:39:47 PM	Approaching, Near Lane	19.6	148	131
8/14/2023	2:42:01 PM	Approaching, Near Lane	29	133	121
8/14/2023	2:43:05 PM	Approaching, Near Lane	22.6	64	249
8/14/2023	2:43:36 PM	Receding, Far Lane	16.1	340	118
8/14/2023	2:45:08 PM	Approaching, Near Lane	17.3	124	87
8/14/2023	2:49:14 PM	Approaching, Near Lane	30.9	246	167
8/14/2023	2:51:16 PM	Approaching, Near Lane	20.6	122	156
8/14/2023	2:55:13 PM	Approaching, Near Lane	20	236	133
8/14/2023	2:55:16 PM	Receding, Far Lane	25.7	700	201
8/14/2023	2:56:01 PM	Receding, Far Lane	21.4	45	180
8/14/2023	2:56:53 PM	Receding, Far Lane	29.4	52	201
8/14/2023	2:57:57 PM	Approaching, Near Lane	15.4	164	209
8/14/2023	3:02:05 PM	Approaching, Near Lane	15.7	248	418
8/14/2023	3:04:25 PM	Approaching, Near Lane	14.4	139	304
8/14/2023	3:06:03 PM	Approaching, Near Lane	26.4	99	172
8/14/2023	3:06:13 PM	Receding, Far Lane	15.1	560	159
8/14/2023	3:14:46 PM	Approaching, Near Lane	19.9	522	198
8/14/2023	3:15:31 PM	Receding, Far Lane	21.6	559	172
8/14/2023	3:22:16 PM	Approaching, Near Lane	20.6	450	165
8/14/2023	3:26:50 PM	Approaching, Near Lane	29.3	274	454
8/14/2023	3:31:36 PM	Receding, Far Lane	24.2	965	170
8/14/2023	3:33:15 PM	Receding, Far Lane	22.3	99	155
8/14/2023	3:40:01 PM	Approaching, Near Lane	23	792	153
8/14/2023	3:46:44 PM	Approaching, Near Lane	30.2	402	119
8/14/2023	3:47:00 PM	Receding, Far Lane	20.4	825	74
8/14/2023	3:47:38 PM	Approaching, Near Lane	12.6	54	110
8/14/2023	4:01:02 PM	Receding, Far Lane	17.9	842	102
8/14/2023	4:06:06 PM	Receding, Far Lane	33.3	304	166
8/14/2023	4:10:25 PM	Receding, Far Lane	27	259	203
8/14/2023	4:12:58 PM	Approaching, Near Lane	17.9	1521	165
8/14/2023	4:13:20 PM	Approaching, Near Lane	15.9	22	137
8/14/2023	4:14:03 PM	Approaching, Near Lane	18	43	196
8/14/2023	4:16:54 PM	Receding, Far Lane	24.7	389	491
8/14/2023	4:20:10 PM	Approaching, Near Lane	13.9	367	145
8/14/2023	4:21:14 PM	Receding, Far Lane	24.6	260	160
8/14/2023	4:21:24 PM	Approaching, Near Lane	24.6	74	137
8/14/2023	4:24:01 PM	Receding, Far Lane	24.3	167	167
8/14/2023	4:24:03 PM	Receding, Far Lane	25.3	2	148
8/14/2023	4:27:13 PM	Receding, Far Lane	15.1	189	77
8/14/2023	4:27:15 PM	Receding, Far Lane	19.7	3	143
8/14/2023	4:27:17 PM	Approaching, Near Lane	14.4	353	152
8/14/2023	4:33:48 PM	Receding, Far Lane	16.9	393	80
8/14/2023	4:34:09 PM	Receding, Far Lane	23.7	21	409
8/14/2023	4:38:58 PM	Approaching, Near Lane	14.7	702	75
8/14/2023	4:42:24 PM	Approaching, Near Lane	26.2	205	156
8/14/2023	4:44:01 PM	Approaching, Near Lane	29.2	98	214
8/14/2023	4:45:44 PM	Approaching, Near Lane	22.2	103	171
8/14/2023	5:00:56 PM	Receding, Far Lane	24.6	1606	121
8/14/2023	5:12:53 PM	Receding, Far Lane	10	717	70
8/14/2023	5:14:41 PM	Approaching, Near Lane	25.6	1736	184
8/14/2023	5:21:12 PM	Approaching, Near Lane	13.3	391	51
8/14/2023	5:24:03 PM	Receding, Far Lane	20.7	670	157
8/14/2023	5:38:44 PM	Receding, Far Lane	21	881	129
8/14/2023	5:39:19 PM	Receding, Far Lane	27.2	35	206
8/14/2023	5:39:58 PM	Approaching, Near Lane	17.7	1127	170
8/14/2023	5:40:10 PM	Receding, Far Lane	23.7	51	190
8/14/2023	5:47:03 PM	Receding, Far Lane	21.7	413	190
8/14/2023	5:47:15 PM	Receding, Far Lane	24	12	200
8/14/2023	5:50:09 PM	Approaching, Near Lane	25.7	610	174
8/14/2023	5:50:29 PM	Approaching, Near Lane	17.9	21	153
8/14/2023	5:54:33 PM	Receding, Far Lane	23.2	438	175
8/14/2023	6:00:54 PM	Approaching, Near Lane	21.2	625	141
8/14/2023	6:02:27 PM	Receding, Far Lane	30.7	474	192
8/14/2023	6:04:23 PM	Receding, Far Lane	21.7	115	214
8/14/2023	6:08:03 PM	Receding, Far Lane	18.4	221	107
8/14/2023	6:11:30 PM	Receding, Far Lane	22.2	206	208
8/14/2023	6:12:18 PM	Approaching, Near Lane	18.6	684	61
8/14/2023	6:12:48 PM	Approaching, Near Lane	17.3	30	185
8/14/2023	6:19:21 PM	Receding, Far Lane	22.7	472	162
8/14/2023	6:21:06 PM	Receding, Far Lane	29	105	169
8/14/2023	6:26:11 PM	Approaching, Near Lane	23	803	148
8/14/2023	6:27:54 PM	Receding, Far Lane	23.9	408	176
8/14/2023	6:29:13 PM	Approaching, Near Lane	13.9	182	223
8/14/2023	6:29:43 PM	Approaching, Near Lane	23.9	30	165
8/14/2023	6:34:56 PM	Approaching, Near Lane	21.7	313	164
8/14/2023	6:35:34 PM	Receding, Far Lane	27.6	459	125
8/14/2023	6:37:30 PM	Approaching, Near Lane	19	154	165
8/14/2023	6:48:32 PM	Receding, Far Lane	26.9	778	165
8/14/2023	6:49:34 PM	Approaching, Near Lane	25.3	724	146
8/14/2023	6:50:58 PM	Receding, Far Lane	16.7	146	168
8/14/2023	6:52:58 PM	Receding, Far Lane	27.7	120	171
8/14/2023	6:56:25 PM	Approaching, Near Lane	17.9	411	153
8/14/2023	6:56:28 PM	Receding, Far Lane	29.7	210	152
8/14/2023	6:57:35 PM	Receding, Far Lane	20	66	144
8/14/2023	6:58:25 PM	Approaching, Near Lane	22	120	124
8/14/2023	7:05:45 PM	Approaching, Near Lane	24.7	440	166
8/14/2023	7:09:14 PM	Approaching, Near Lane	17.4	209	82
8/14/2023	7:09:55 PM	Receding, Far Lane	27.3	740	189
8/14/2023	7:14:44 PM	Approaching, Near Lane	22.2	330	151
8/14/2023	7:16:36 PM	Approaching, Near Lane	15.9	113	195
8/14/2023	7:36:10 PM	Receding, Far Lane	10.4	1574	47
8/14/2023	7:46:21 PM	Approaching, Near Lane	24.7	1785	567
8/14/2023	8:03:22 PM	Receding, Far Lane	12.4	1633	69
8/14/2023	8:18:33 PM	Receding, Far Lane	12.2	910	96
8/14/2023	8:19:11 PM	Approaching, Near Lane	11	1970	99
8/14/2023	8:20:23 PM	Approaching, Near Lane	22.7	73	159
8/14/2023	8:52:46 PM	Approaching, Near Lane	17.7	1943	162
8/14/2023	9:10:10 PM	Receding, Far Lane	14.9	3097	158
8/14/2023	9:22:51 PM	Receding, Far Lane	21	761	209
8/14/2023	9:27:54 PM	Receding, Far Lane	31.3	304	263
8/14/2023	9:28:00 PM	Receding, Far Lane	29.3	6	285
8/14/2023	9:29:27 PM	Approaching, Near Lane	25.6	2201	207
8/14/2023	9:32:45 PM	Receding, Far Lane	30.2	284	239
8/14/2023	9:46:30 PM	Approaching, Near Lane	21	1023	163
8/14/2023	10:03:57 PM	Approaching, Near Lane	20.9	1047	217
8/14/2023	10:52:29 PM	Approaching, Near Lane	11.6	2912	176

8/14/2023	11:18:08 PM	Receding, Far Lane	30	6323	568
8/14/2023	11:28:00 PM	Receding, Far Lane	16.3	592	125
8/14/2023	11:28:08 PM	Receding, Far Lane	19.9	8	177
8/14/2023	11:44:44 PM	Approaching, Near Lane	9.9	3135	191
8/15/2023	12:12:28 AM	Approaching, Near Lane	11.4	1663	128
8/15/2023	12:12:36 AM	Approaching, Near Lane	13	9	157
8/15/2023	12:50:56 AM	Receding, Far Lane	17.9	4969	106
8/15/2023	3:27:00 AM	Receding, Far Lane	25.4	9364	116
8/15/2023	6:12:39 AM	Receding, Far Lane	15.9	9939	209
8/15/2023	6:19:50 AM	Receding, Far Lane	22.6	431	399
8/15/2023	6:25:32 AM	Receding, Far Lane	16.1	342	147
8/15/2023	6:36:12 AM	Approaching, Near Lane	20.6	23015	285
8/15/2023	6:53:32 AM	Approaching, Near Lane	24.3	1040	182
8/15/2023	6:59:45 AM	Approaching, Near Lane	24.7	373	484
8/15/2023	7:05:49 AM	Receding, Far Lane	25.3	2416	23
8/15/2023	7:06:27 AM	Receding, Far Lane	9.7	39	55
8/15/2023	7:12:51 AM	Approaching, Near Lane	16.7	786	207
8/15/2023	7:19:57 AM	Receding, Far Lane	23.9	810	149
8/15/2023	7:26:46 AM	Receding, Far Lane	20.9	409	221
8/15/2023	7:28:12 AM	Receding, Far Lane	24.2	86	235
8/15/2023	7:31:23 AM	Receding, Far Lane	21	191	167
8/15/2023	7:32:51 AM	Receding, Far Lane	18.6	88	215
8/15/2023	7:38:10 AM	Approaching, Near Lane	19.4	1518	203
8/15/2023	7:39:39 AM	Receding, Far Lane	20.4	408	262
8/15/2023	7:42:11 AM	Receding, Far Lane	21.7	153	185
8/15/2023	7:45:57 AM	Approaching, Near Lane	18.9	467	145
8/15/2023	7:46:38 AM	Approaching, Near Lane	18.3	41	214
8/15/2023	7:46:39 AM	Receding, Far Lane	9.9	268	175
8/15/2023	7:50:42 AM	Approaching, Near Lane	21.6	244	206
8/15/2023	7:53:28 AM	Receding, Far Lane	21.6	409	138
8/15/2023	7:57:54 AM	Receding, Far Lane	8.7	266	143
8/15/2023	8:08:05 AM	Receding, Far Lane	18.7	612	159
8/15/2023	8:11:45 AM	Approaching, Near Lane	13.3	1263	410
8/15/2023	8:12:26 AM	Approaching, Near Lane	21.3	42	465
8/15/2023	8:14:39 AM	Approaching, Near Lane	9.6	133	87
8/15/2023	8:14:59 AM	Receding, Far Lane	22.6	414	180
8/15/2023	8:17:48 AM	Approaching, Near Lane	7.4	189	156
8/15/2023	8:25:30 AM	Approaching, Near Lane	29.9	462	224
8/15/2023	8:25:52 AM	Approaching, Near Lane	27.2	22	188
8/15/2023	8:28:48 AM	Approaching, Near Lane	8.1	175	32
8/15/2023	8:29:00 AM	Approaching, Near Lane	14.4	13	158
8/15/2023	8:32:53 AM	Approaching, Near Lane	22.3	233	163
8/15/2023	8:34:15 AM	Approaching, Near Lane	25.6	82	466
8/15/2023	8:39:15 AM	Receding, Far Lane	20.6	1456	229
8/15/2023	8:47:48 AM	Approaching, Near Lane	13.3	813	225
8/15/2023	8:48:26 AM	Approaching, Near Lane	27.9	39	128
8/15/2023	8:48:59 AM	Approaching, Near Lane	25.9	32	118
8/15/2023	8:50:52 AM	Approaching, Near Lane	25.2	114	172
8/15/2023	8:51:03 AM	Approaching, Near Lane	8.9	11	82
8/15/2023	8:52:09 AM	Receding, Far Lane	28.6	774	170
8/15/2023	8:56:23 AM	Receding, Far Lane	12.3	254	143
8/15/2023	8:57:04 AM	Approaching, Near Lane	13.3	361	153
8/15/2023	8:57:30 AM	Receding, Far Lane	29	68	189
8/15/2023	8:58:59 AM	Receding, Far Lane	18.4	89	282
8/15/2023	9:05:54 AM	Approaching, Near Lane	24.6	530	175
8/15/2023	9:09:17 AM	Receding, Far Lane	21.7	618	219
8/15/2023	9:22:23 AM	Approaching, Near Lane	21.4	989	87
8/15/2023	9:22:24 AM	Receding, Far Lane	21.3	787	175
8/15/2023	9:34:58 AM	Approaching, Near Lane	20	755	115
8/15/2023	9:36:57 AM	Approaching, Near Lane	20.2	118	280
8/15/2023	9:42:29 AM	Receding, Far Lane	23.6	1205	506
8/15/2023	9:47:28 AM	Receding, Far Lane	26.2	298	214
8/15/2023	9:52:14 AM	Approaching, Near Lane	9.1	917	30
8/15/2023	9:53:54 AM	Receding, Far Lane	27.7	386	146
8/15/2023	9:55:50 AM	Approaching, Near Lane	17.6	217	151
8/15/2023	9:57:44 AM	Receding, Far Lane	25.4	230	145
8/15/2023	9:58:12 AM	Receding, Far Lane	12	28	86
8/15/2023	9:58:24 AM	Approaching, Near Lane	23.4	154	154
8/15/2023	9:59:17 AM	Receding, Far Lane	28.6	65	138
8/15/2023	10:02:12 AM	Approaching, Near Lane	20.7	228	195
8/15/2023	10:03:14 AM	Approaching, Near Lane	12.7	62	193
8/15/2023	10:07:11 AM	Receding, Far Lane	14.6	474	105
8/15/2023	10:12:07 AM	Approaching, Near Lane	9.4	533	60
8/15/2023	10:23:26 AM	Approaching, Near Lane	7.7	679	45
8/15/2023	10:23:37 AM	Approaching, Near Lane	7.7	11	12
8/15/2023	10:26:17 AM	Receding, Far Lane	23.3	1146	146
8/15/2023	10:26:25 AM	Approaching, Near Lane	25.9	168	398
8/15/2023	10:26:26 AM	Receding, Far Lane	11.9	9	176
8/15/2023	10:30:20 AM	Approaching, Near Lane	28.4	236	230
8/15/2023	10:35:03 AM	Approaching, Near Lane	10.3	283	167
8/15/2023	10:39:35 AM	Approaching, Near Lane	17.9	272	161
8/15/2023	10:39:49 AM	Approaching, Near Lane	23.6	14	198
8/15/2023	10:41:20 AM	Approaching, Near Lane	7.7	92	106
8/15/2023	10:51:14 AM	Receding, Far Lane	14.9	1488	212
8/15/2023	10:56:24 AM	Receding, Far Lane	25.4	310	122
8/15/2023	10:59:51 AM	Approaching, Near Lane	21.7	1111	110
8/15/2023	11:00:48 AM	Receding, Far Lane	19.7	264	192
8/15/2023	11:01:03 AM	Receding, Far Lane	15.4	15	242
8/15/2023	11:01:16 AM	Approaching, Near Lane	16.1	85	121
8/15/2023	11:04:33 AM	Receding, Far Lane	21.6	210	226
8/15/2023	11:08:29 AM	Approaching, Near Lane	24.3	433	412
8/15/2023	11:09:16 AM	Receding, Far Lane	12.6	283	2
8/15/2023	11:12:38 AM	Receding, Far Lane	17.6	202	183
8/15/2023	11:20:44 AM	Approaching, Near Lane	21.2	735	93
8/15/2023	11:27:43 AM	Receding, Far Lane	25.3	906	427
8/15/2023	11:29:25 AM	Receding, Far Lane	25.7	101	241
8/15/2023	11:30:00 AM	Approaching, Near Lane	24.7	557	150
8/15/2023	11:31:04 AM	Approaching, Near Lane	24.2	64	126
8/15/2023	11:37:01 AM	Receding, Far Lane	20.2	457	101
8/15/2023	11:37:28 AM	Receding, Far Lane	26.3	27	103
8/15/2023	11:38:14 AM	Approaching, Near Lane	23.2	430	139
8/15/2023	11:39:48 AM	Receding, Far Lane	19.9	140	146
8/15/2023	11:42:42 AM	Receding, Far Lane	24.4	174	125
8/15/2023	11:44:39 AM	Approaching, Near Lane	23.2	385	166
8/15/2023	11:45:03 AM	Receding, Far Lane	25.4	141	127
8/15/2023	11:50:08 AM	Approaching, Near Lane	24.4	329	168
8/15/2023	11:53:33 AM	Receding, Far Lane	18.7	510	197
8/15/2023	12:05:59 PM	Receding, Far Lane	17.4	746	396
8/15/2023	12:06:41 PM	Receding, Far Lane	26.2	42	161
8/15/2023	12:08:19 PM	Receding, Far Lane	28.7	99	146
8/15/2023	12:08:59 PM	Receding, Far Lane	16.9	39	125
8/15/2023	12:09:43 PM	Approaching, Near Lane	23.7	1174	174
8/15/2023	12:09:52 PM	Approaching, Near Lane	9.9	9	133
8/15/2023	12:12:15 PM	Approaching, Near Lane	27.7	144	151
8/15/2023	12:12:45 PM	Approaching, Near Lane	33	30	131
8/15/2023	12:16:39 PM	Receding, Far Lane	25.2	461	157
8/15/2023	12:17:54 PM	Receding, Far Lane	24.7	75	212
8/15/2023	12:19:58 PM	Receding, Far Lane	30.6	124	507
8/15/2023	12:24:43 PM	Approaching, Near Lane	20.2	717	140
8/15/2023	12:25:33 PM	Approaching, Near Lane	28.6	50	374
8/15/2023	12:27:02 PM	Receding, Far Lane	23.2	423	154
8/15/2023	12:30:42 PM	Receding, Far Lane	26.9	220	177
8/15/2023	12:31:48 PM	Approaching, Near Lane	20.7	375	158
8/15/2023	12:40:39 PM	Approaching, Near Lane	25.2	531	115
8/15/2023	12:41:12 PM	Receding, Far Lane	18.9	630	217
8/15/2023	12:41:26 PM	Receding, Far Lane	20.3	14	158
8/15/2023	12:42:26 PM	Receding, Far Lane	25	60	161
8/15/2023	12:48:36 PM	Approaching, Near Lane	15.4	477	125
8/15/2023	12:49:06 PM	Approaching, Near Lane	25.9	30	205
8/15/2023	12:50:09 PM	Approaching, Near Lane	28.3	64	126
8/15/2023	12:52:11 PM	Receding, Far Lane	32.6	585	209
8/15/2023	12:55:35 PM	Approaching, Near Lane	15.1	325	239
8/15/2023	12:56:55 PM	Approaching, Near Lane	35.7	81	100

8/15/2023	12:57:44 PM	Receding, Far Lane	15.3	333	114
8/15/2023	12:58:16 PM	Receding, Far Lane	24.2	32	175
8/15/2023	1:00:48 PM	Receding, Far Lane	23	151	146
8/15/2023	1:06:04 PM	Receding, Far Lane	10.6	317	67
8/15/2023	1:06:10 PM	Receding, Far Lane	15.7	6	170
8/15/2023	1:07:02 PM	Receding, Far Lane	38	52	160
8/15/2023	1:07:27 PM	Approaching, Near Lane	32.6	631	149
8/15/2023	1:11:07 PM	Approaching, Near Lane	24.6	220	137
8/15/2023	1:12:03 PM	Approaching, Near Lane	10.3	56	119
8/15/2023	1:13:36 PM	Receding, Far Lane	23.3	394	224
8/15/2023	1:15:21 PM	Approaching, Near Lane	37.3	199	154
8/15/2023	1:16:36 PM	Receding, Far Lane	31.9	180	128
8/15/2023	1:17:12 PM	Receding, Far Lane	29.7	36	145
8/15/2023	1:24:22 PM	Receding, Far Lane	26.4	430	183
8/15/2023	1:28:25 PM	Approaching, Near Lane	19.4	784	155
8/15/2023	1:28:59 PM	Approaching, Near Lane	18.4	34	209
8/15/2023	1:30:58 PM	Receding, Far Lane	7.9	396	85
8/15/2023	1:31:02 PM	Approaching, Near Lane	23.3	122	183
8/15/2023	1:31:25 PM	Receding, Far Lane	30.7	27	164
8/15/2023	1:34:58 PM	Approaching, Near Lane	21.4	236	169
8/15/2023	1:38:30 PM	Approaching, Near Lane	19	212	92
8/15/2023	1:42:07 PM	Receding, Far Lane	26.7	641	289
8/15/2023	1:44:11 PM	Receding, Far Lane	31.5	124	145
8/15/2023	1:48:59 PM	Approaching, Near Lane	25.9	629	141
8/15/2023	1:49:13 PM	Receding, Far Lane	26.9	302	129
8/15/2023	1:50:33 PM	Receding, Far Lane	29.3	81	140
8/15/2023	2:00:43 PM	Approaching, Near Lane	8	704	28
8/15/2023	2:01:22 PM	Receding, Far Lane	18.7	649	378
8/15/2023	2:04:56 PM	Receding, Far Lane	22	214	160
8/15/2023	2:06:23 PM	Receding, Far Lane	29.7	87	159
8/15/2023	2:06:25 PM	Receding, Far Lane	30.4	2	147
8/15/2023	2:17:20 PM	Approaching, Near Lane	18.4	996	163
8/15/2023	2:20:13 PM	Receding, Far Lane	17.7	828	79
8/15/2023	2:22:50 PM	Receding, Far Lane	19	158	199
8/15/2023	2:23:59 PM	Approaching, Near Lane	16.1	399	56
8/15/2023	2:25:30 PM	Receding, Far Lane	22.7	160	173
8/15/2023	2:30:14 PM	Approaching, Near Lane	27.4	375	284
8/15/2023	2:36:32 PM	Approaching, Near Lane	21	378	16
8/15/2023	2:38:27 PM	Approaching, Near Lane	19.7	115	217
8/15/2023	2:42:07 PM	Receding, Far Lane	18.6	997	160
8/15/2023	2:42:45 PM	Approaching, Near Lane	20	258	286
8/15/2023	2:44:51 PM	Receding, Far Lane	16.9	164	236
8/15/2023	2:45:39 PM	Receding, Far Lane	17.4	48	39
8/15/2023	2:47:37 PM	Approaching, Near Lane	8.6	293	275
8/15/2023	2:48:42 PM	Receding, Far Lane	20	183	149
8/15/2023	2:49:16 PM	Approaching, Near Lane	17.6	99	135
8/15/2023	2:49:22 PM	Approaching, Near Lane	18.7	5	177
8/15/2023	2:49:52 PM	Approaching, Near Lane	7.7	30	230
8/15/2023	2:51:31 PM	Approaching, Near Lane	17.9	99	153
8/15/2023	2:52:08 PM	Receding, Far Lane	27	206	252
8/15/2023	2:52:13 PM	Approaching, Near Lane	15.1	42	195
8/15/2023	2:53:24 PM	Receding, Far Lane	19.3	76	253
8/15/2023	2:56:20 PM	Approaching, Near Lane	17.3	246	197
8/15/2023	3:02:40 PM	Receding, Far Lane	18.9	556	196
8/15/2023	3:10:35 PM	Approaching, Near Lane	32.9	855	456
8/15/2023	3:12:16 PM	Approaching, Near Lane	20	102	160
8/15/2023	3:14:29 PM	Approaching, Near Lane	28.3	132	209
8/15/2023	3:18:03 PM	Approaching, Near Lane	18	214	256
8/15/2023	3:21:24 PM	Receding, Far Lane	25.2	1124	186
8/15/2023	3:25:28 PM	Receding, Far Lane	26.2	244	166
8/15/2023	3:33:16 PM	Approaching, Near Lane	22.4	912	170
8/15/2023	3:36:13 PM	Receding, Far Lane	24.3	645	211
8/15/2023	3:39:51 PM	Approaching, Near Lane	7.7	395	129
8/15/2023	3:40:40 PM	Approaching, Near Lane	14.6	49	506
8/15/2023	3:40:46 PM	Approaching, Near Lane	10.3	6	135
8/15/2023	3:42:40 PM	Receding, Far Lane	10	387	230
8/15/2023	3:43:54 PM	Receding, Far Lane	20.9	74	192
8/15/2023	3:44:43 PM	Approaching, Near Lane	14.3	237	161
8/15/2023	3:45:37 PM	Receding, Far Lane	25.9	103	180
8/15/2023	3:46:29 PM	Receding, Far Lane	29.9	51	181
8/15/2023	3:47:29 PM	Receding, Far Lane	30	60	128
8/15/2023	3:48:30 PM	Approaching, Near Lane	14.1	227	209
8/15/2023	3:48:44 PM	Approaching, Near Lane	12.7	14	147
8/15/2023	3:48:49 PM	Approaching, Near Lane	12	5	162
8/15/2023	3:48:55 PM	Approaching, Near Lane	12.7	6	196
8/15/2023	3:52:12 PM	Receding, Far Lane	47.2	283	198
8/15/2023	4:02:17 PM	Approaching, Near Lane	26.6	802	228
8/15/2023	4:02:40 PM	Receding, Far Lane	30.4	628	181
8/15/2023	4:06:45 PM	Approaching, Near Lane	29.4	267	205
8/15/2023	4:07:20 PM	Receding, Far Lane	21.6	280	347
8/15/2023	4:08:31 PM	Receding, Far Lane	29.7	72	413
8/15/2023	4:09:25 PM	Receding, Far Lane	26.7	53	482
8/15/2023	4:30:01 PM	Receding, Far Lane	10.9	1236	128
8/15/2023	4:36:51 PM	Receding, Far Lane	28	410	168
8/15/2023	4:40:19 PM	Receding, Far Lane	30	208	155
8/15/2023	4:41:00 PM	Approaching, Near Lane	20.9	2056	165
8/15/2023	4:43:05 PM	Approaching, Near Lane	20.2	125	135
8/15/2023	4:43:43 PM	Approaching, Near Lane	25.9	38	71
8/15/2023	4:44:13 PM	Receding, Far Lane	26.7	234	145
8/15/2023	4:45:10 PM	Approaching, Near Lane	9	87	62
8/15/2023	4:46:42 PM	Receding, Far Lane	25	149	110
8/15/2023	4:48:57 PM	Receding, Far Lane	24.7	135	218
8/15/2023	4:52:33 PM	Receding, Far Lane	20.3	216	186
8/15/2023	4:54:33 PM	Receding, Far Lane	23.3	120	209
8/15/2023	4:59:22 PM	Approaching, Near Lane	27.3	852	177
8/15/2023	5:00:56 PM	Approaching, Near Lane	24.4	95	212
8/15/2023	5:03:12 PM	Receding, Far Lane	27.2	519	206
8/15/2023	5:03:55 PM	Receding, Far Lane	22.6	43	160
8/15/2023	5:07:50 PM	Approaching, Near Lane	17.9	413	181
8/15/2023	5:08:59 PM	Approaching, Near Lane	12.3	69	197
8/15/2023	5:10:37 PM	Receding, Far Lane	22.4	402	153
8/15/2023	5:14:06 PM	Approaching, Near Lane	13.1	306	188
8/15/2023	5:14:57 PM	Receding, Far Lane	22.4	260	213
8/15/2023	5:16:00 PM	Approaching, Near Lane	20.6	114	142
8/15/2023	5:20:29 PM	Approaching, Near Lane	27.9	269	122
8/15/2023	5:22:39 PM	Receding, Far Lane	16.7	462	337
8/15/2023	5:22:42 PM	Receding, Far Lane	20.2	3	176
8/15/2023	5:26:58 PM	Receding, Far Lane	34.2	256	176
8/15/2023	5:27:24 PM	Approaching, Near Lane	27.4	415	154
8/15/2023	5:29:58 PM	Approaching, Near Lane	12	155	721
8/15/2023	5:33:50 PM	Receding, Far Lane	23.3	411	156
8/15/2023	6:06:03 PM	Receding, Far Lane	32.4	1934	134
8/15/2023	6:29:59 PM	Receding, Far Lane	16.6	1436	202
8/15/2023	6:43:50 PM	Receding, Far Lane	19	831	126
8/15/2023	6:50:28 PM	Receding, Far Lane	24.9	398	181
8/15/2023	6:53:09 PM	Receding, Far Lane	19.7	161	197
8/15/2023	6:59:44 PM	Receding, Far Lane	11.6	396	109
8/15/2023	7:03:29 PM	Approaching, Near Lane	18.6	5610	111
8/15/2023	7:08:41 PM	Receding, Far Lane	26.7	537	157
8/15/2023	7:21:26 PM	Receding, Far Lane	21.4	764	136
8/15/2023	7:33:43 PM	Receding, Far Lane	27.6	737	212
8/15/2023	7:37:13 PM	Approaching, Near Lane	19.3	2024	205
8/15/2023	7:41:40 PM	Receding, Far Lane	22.3	477	190
8/15/2023	7:59:24 PM	Approaching, Near Lane	18.3	1332	189
8/15/2023	7:59:42 PM	Receding, Far Lane	14.7	1082	82
8/15/2023	8:00:29 PM	Receding, Far Lane	28.4	46	162
8/15/2023	8:01:46 PM	Approaching, Near Lane	11.1	142	55
8/15/2023	8:05:40 PM	Receding, Far Lane	27	311	222
8/15/2023	8:09:25 PM	Receding, Far Lane	20.3	225	177
8/15/2023	8:18:05 PM	Approaching, Near Lane	18	978	94
8/15/2023	8:18:54 PM	Receding, Far Lane	20.4	569	179
8/15/2023	8:22:47 PM	Approaching, Near Lane	18.3	282	123
8/15/2023	8:25:05 PM	Approaching, Near Lane	15.4	138	171

8/15/2023	8:29:59 PM	Receding, Far Lane	20.6	665	266
8/15/2023	8:32:23 PM	Approaching, Near Lane	25.2	439	387
8/15/2023	8:38:24 PM	Receding, Far Lane	26	505	182
8/15/2023	8:40:37 PM	Approaching, Near Lane	21.7	494	149
8/15/2023	8:42:20 PM	Receding, Far Lane	22.4	235	158
8/15/2023	8:56:00 PM	Receding, Far Lane	14.7	820	112
8/15/2023	9:08:50 PM	Approaching, Near Lane	26.9	1693	190
8/15/2023	10:14:11 PM	Receding, Far Lane	24.7	4691	173
8/16/2023	12:24:11 AM	Receding, Far Lane	16.9	7800	129
8/16/2023	4:23:51 AM	Receding, Far Lane	30.2	14380	144
8/16/2023	4:36:02 AM	Receding, Far Lane	25.9	731	191
8/16/2023	5:50:56 AM	Receding, Far Lane	17.4	4494	251
8/16/2023	6:24:29 AM	Approaching, Near Lane	14	33340	214
8/16/2023	6:31:12 AM	Receding, Far Lane	14	2416	130
8/16/2023	6:41:59 AM	Approaching, Near Lane	15	1049	202
8/16/2023	6:59:33 AM	Approaching, Near Lane	22.2	1054	465
8/16/2023	7:01:35 AM	Approaching, Near Lane	9	122	25
8/16/2023	7:03:37 AM	Approaching, Near Lane	19.9	122	202
8/16/2023	7:04:28 AM	Receding, Far Lane	9.3	1996	152
8/16/2023	7:23:09 AM	Approaching, Near Lane	23.4	1172	143
8/16/2023	7:25:39 AM	Approaching, Near Lane	26.2	150	162
8/16/2023	7:28:56 AM	Approaching, Near Lane	22.2	197	181
8/16/2023	7:29:07 AM	Approaching, Near Lane	8.7	11	364
8/16/2023	7:30:24 AM	Receding, Far Lane	20.2	1557	201
8/16/2023	7:30:28 AM	Receding, Far Lane	19.6	4	185
8/16/2023	7:37:41 AM	Receding, Far Lane	16	433	537
8/16/2023	7:39:29 AM	Receding, Far Lane	25.3	108	80
8/16/2023	7:42:16 AM	Receding, Far Lane	19.2	167	828
8/16/2023	7:44:55 AM	Receding, Far Lane	29.3	158	94
8/16/2023	7:50:52 AM	Approaching, Near Lane	15.4	1306	150
8/16/2023	7:53:17 AM	Approaching, Near Lane	15.9	145	112
8/16/2023	8:04:01 AM	Receding, Far Lane	18.4	1146	107
8/16/2023	8:09:24 AM	Approaching, Near Lane	23.4	967	149
8/16/2023	8:13:26 AM	Receding, Far Lane	15.9	566	109
8/16/2023	8:16:19 AM	Receding, Far Lane	22.6	172	165
8/16/2023	8:16:36 AM	Receding, Far Lane	25.9	17	168
8/16/2023	8:20:57 AM	Approaching, Near Lane	20.9	692	127
8/16/2023	8:24:24 AM	Approaching, Near Lane	24.7	208	350
8/16/2023	8:26:50 AM	Receding, Far Lane	11	614	26
8/16/2023	8:30:12 AM	Receding, Far Lane	18.7	203	171
8/16/2023	8:34:52 AM	Receding, Far Lane	24.6	280	171
8/16/2023	8:37:07 AM	Approaching, Near Lane	22.9	763	455
8/16/2023	8:37:23 AM	Approaching, Near Lane	13.9	16	211
8/16/2023	8:43:51 AM	Approaching, Near Lane	14.1	388	104
8/16/2023	8:45:15 AM	Approaching, Near Lane	15.7	84	71
8/16/2023	8:48:30 AM	Approaching, Near Lane	17.4	195	117
8/16/2023	8:50:58 AM	Approaching, Near Lane	12.7	148	210
8/16/2023	8:50:59 AM	Approaching, Near Lane	12.9	1	131
8/16/2023	8:51:19 AM	Receding, Far Lane	16.7	987	330
8/16/2023	8:52:03 AM	Receding, Far Lane	14.4	44	177
8/16/2023	8:55:57 AM	Approaching, Near Lane	7.7	298	63
8/16/2023	9:00:00 AM	Receding, Far Lane	26.4	477	129
8/16/2023	9:02:04 AM	Approaching, Near Lane	21.3	366	129
8/16/2023	9:07:10 AM	Receding, Far Lane	19.3	430	75
8/16/2023	9:08:05 AM	Receding, Far Lane	16.9	55	319
8/16/2023	9:08:30 AM	Approaching, Near Lane	14.1	386	285
8/16/2023	9:09:24 AM	Receding, Far Lane	12.9	79	137
8/16/2023	9:11:02 AM	Receding, Far Lane	20.7	98	236
8/16/2023	9:12:12 AM	Approaching, Near Lane	21.4	222	165
8/16/2023	9:17:47 AM	Approaching, Near Lane	19.7	335	142
8/16/2023	9:25:47 AM	Approaching, Near Lane	34.9	479	149
8/16/2023	9:33:59 AM	Approaching, Near Lane	24.9	492	179
8/16/2023	9:34:30 AM	Approaching, Near Lane	27.2	31	145
8/16/2023	9:35:33 AM	Receding, Far Lane	19.9	1471	150
8/16/2023	9:35:54 AM	Receding, Far Lane	18.7	21	214
8/16/2023	9:36:28 AM	Approaching, Near Lane	18.9	118	171
8/16/2023	9:37:09 AM	Approaching, Near Lane	25.6	41	184
8/16/2023	9:40:21 AM	Approaching, Near Lane	23.6	192	71
8/16/2023	9:41:35 AM	Approaching, Near Lane	29.7	74	148
8/16/2023	9:44:56 AM	Approaching, Near Lane	18.3	202	131
8/16/2023	9:45:10 AM	Receding, Far Lane	19.3	555	423
8/16/2023	9:45:53 AM	Receding, Far Lane	22.6	43	257
8/16/2023	9:48:59 AM	Receding, Far Lane	23.2	186	232
8/16/2023	9:53:47 AM	Receding, Far Lane	24	288	189
8/16/2023	9:56:49 AM	Receding, Far Lane	16.4	182	32
8/16/2023	9:58:38 AM	Receding, Far Lane	18.4	108	49
8/16/2023	10:00:30 AM	Approaching, Near Lane	30.4	933	169
8/16/2023	10:02:29 AM	Receding, Far Lane	24.7	231	146
8/16/2023	10:03:18 AM	Approaching, Near Lane	17.9	168	48
8/16/2023	10:09:14 AM	Receding, Far Lane	21.3	405	191
8/16/2023	10:18:22 AM	Receding, Far Lane	25.2	548	180
8/16/2023	10:18:52 AM	Receding, Far Lane	23.4	30	143
8/16/2023	10:20:11 AM	Receding, Far Lane	27.2	79	138
8/16/2023	10:20:39 AM	Approaching, Near Lane	22	1041	159
8/16/2023	10:22:30 AM	Approaching, Near Lane	25.6	112	155
8/16/2023	10:30:21 AM	Approaching, Near Lane	30.4	470	135
8/16/2023	10:30:58 AM	Approaching, Near Lane	17.3	37	6
8/16/2023	10:36:40 AM	Receding, Far Lane	25.6	989	187
8/16/2023	10:37:41 AM	Receding, Far Lane	8.9	61	29
8/16/2023	10:41:33 AM	Receding, Far Lane	22.3	232	120
8/16/2023	10:41:45 AM	Receding, Far Lane	20.7	12	129
8/16/2023	10:42:14 AM	Approaching, Near Lane	18.3	676	169
8/16/2023	10:46:13 AM	Receding, Far Lane	19.7	268	103
8/16/2023	10:52:12 AM	Approaching, Near Lane	11.3	598	73
8/16/2023	10:52:32 AM	Approaching, Near Lane	20	20	147
8/16/2023	10:56:13 AM	Approaching, Near Lane	20.3	221	101
8/16/2023	11:02:20 AM	Receding, Far Lane	28.3	967	211
8/16/2023	11:15:59 AM	Approaching, Near Lane	15.3	1186	112
8/16/2023	11:16:48 AM	Receding, Far Lane	27.7	869	208
8/16/2023	11:19:38 AM	Receding, Far Lane	25.9	170	121
8/16/2023	11:24:23 AM	Receding, Far Lane	18.7	285	125
8/16/2023	11:26:30 AM	Approaching, Near Lane	30.2	631	132
8/16/2023	11:28:27 AM	Receding, Far Lane	25.4	245	179
8/16/2023	11:34:22 AM	Receding, Far Lane	22.9	355	268
8/16/2023	11:35:49 AM	Receding, Far Lane	25.4	87	127
8/16/2023	11:38:22 AM	Receding, Far Lane	23.3	153	119
8/16/2023	11:41:11 AM	Receding, Far Lane	23.9	168	138
8/16/2023	11:41:45 AM	Approaching, Near Lane	24.3	915	111
8/16/2023	11:42:00 AM	Receding, Far Lane	20.7	49	180
8/16/2023	11:42:38 AM	Approaching, Near Lane	27.4	53	117
8/16/2023	11:42:57 AM	Approaching, Near Lane	20.4	20	195
8/16/2023	11:44:49 AM	Approaching, Near Lane	34.6	112	130
8/16/2023	11:51:07 AM	Receding, Far Lane	30.4	547	106
8/16/2023	11:51:49 AM	Approaching, Near Lane	27.7	420	126
8/16/2023	11:54:52 AM	Approaching, Near Lane	25.2	183	138
8/16/2023	11:57:37 AM	Approaching, Near Lane	17.6	165	123
8/16/2023	12:05:35 PM	Receding, Far Lane	15.4	868	183
8/16/2023	12:06:07 PM	Receding, Far Lane	30.7	32	137
8/16/2023	12:07:35 PM	Approaching, Near Lane	26	598	202
8/16/2023	12:11:56 PM	Receding, Far Lane	20.3	349	158
8/16/2023	12:12:18 PM	Approaching, Near Lane	26.9	283	153
8/16/2023	12:14:19 PM	Receding, Far Lane	25.7	142	143
8/16/2023	12:20:15 PM	Approaching, Near Lane	27.7	478	164
8/16/2023	12:21:05 PM	Approaching, Near Lane	28	49	224
8/16/2023	12:22:34 PM	Receding, Far Lane	17.3	496	83
8/16/2023	12:26:31 PM	Approaching, Near Lane	21.9	326	354
8/16/2023	12:26:31 PM	Receding, Far Lane	26.3	237	171
8/16/2023	12:28:06 PM	Receding, Far Lane	22	95	96
8/16/2023	12:35:58 PM	Approaching, Near Lane	14.7	568	135
8/16/2023	12:36:09 PM	Approaching, Near Lane	14.1	10	238
8/16/2023	12:36:10 PM	Receding, Far Lane	31.2	484	78
8/16/2023	12:43:57 PM	Receding, Far Lane	15.9	466	19
8/16/2023	12:45:51 PM	Receding, Far Lane	23.9	115	138

8/16/2023	12:46:27 PM	Receding, Far Lane	22.9	36	113
8/16/2023	12:48:56 PM	Approaching, Near Lane	15.3	767	30
8/16/2023	12:49:17 PM	Approaching, Near Lane	32	22	93
8/16/2023	12:54:11 PM	Approaching, Near Lane	28.7	293	370
8/16/2023	12:54:11 PM	Receding, Far Lane	34.7	464	170
8/16/2023	1:04:18 PM	Receding, Far Lane	15	608	88
8/16/2023	1:08:26 PM	Approaching, Near Lane	12	855	75
8/16/2023	1:08:31 PM	Receding, Far Lane	19.9	253	204
8/16/2023	1:08:42 PM	Receding, Far Lane	8.4	11	25
8/16/2023	1:09:07 PM	Approaching, Near Lane	9.7	40	168
8/16/2023	1:09:19 PM	Approaching, Near Lane	17.3	13	185
8/16/2023	1:09:27 PM	Receding, Far Lane	24.7	45	123

Name: LE2\_220163 2024-02-26 01-09-32  
Date/Time: 2/14/2024 1:37 PM  
Site Code: 1600 Block S Flagler  
Station ID: FLAGLER BEACH POLICE  
Location 1: 1600 Block S Flagler  
Location 2:  
Location 3:  
Location 4:  
Latitude: 0.000000  
Longitude: 0.000000  
Channels: , Channel 1 - Approaching, Near Lane, Channel 2 - Receding, Far Lane  
Filters Applied: None  
Date Time

2/14/2024 1:38:09 PM  
2/14/2024 1:41:43 PM  
2/14/2024 1:43:20 PM  
2/14/2024 1:45:57 PM  
2/14/2024 1:46:29 PM  
2/14/2024 1:47:46 PM  
2/14/2024 1:52:48 PM  
2/14/2024 1:54:03 PM  
2/14/2024 1:54:07 PM  
2/14/2024 1:54:16 PM  
2/14/2024 1:54:20 PM  
2/14/2024 1:58:10 PM  
2/14/2024 1:58:29 PM  
2/14/2024 1:59:09 PM  
2/14/2024 2:01:20 PM  
2/14/2024 2:03:52 PM  
2/14/2024 2:05:45 PM  
2/14/2024 2:06:09 PM  
2/14/2024 2:09:12 PM  
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2/14/2024 2:13:52 PM  
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2/14/2024 2:22:12 PM  
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2/14/2024 2:26:36 PM  
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2/14/2024 2:30:12 PM  
2/14/2024 2:31:22 PM  
2/14/2024 2:33:22 PM  
2/14/2024 2:34:02 PM  
2/14/2024 2:34:27 PM  
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2/14/2024 5:41:01 PM  
2/14/2024 5:42:48 PM  
2/14/2024 5:44:06 PM  
2/14/2024 5:49:28 PM  
2/14/2024 5:55:46 PM  
2/14/2024 5:56:35 PM

Channel	Speed	Gap	Length
Approaching, Near Lane	12.5	0	201
Approaching, Near Lane	17.7	215	161
Receding, Far Lane	28.5	0	217
Receding, Far Lane	24.3	157	192
Approaching, Near Lane	14.9	286	144
Approaching, Near Lane	31.3	77	166
Approaching, Near Lane	8.6	302	5
Approaching, Near Lane	8.3	75	28
Approaching, Near Lane	12.8	4	206
Approaching, Near Lane	15.9	9	172
Approaching, Near Lane	15.9	4	438
Approaching, Near Lane	28.2	231	196
Receding, Far Lane	21	751	236
Receding, Far Lane	12.1	41	149
Receding, Far Lane	25	130	216
Receding, Far Lane	29.5	152	285
Approaching, Near Lane	17	455	152
Receding, Far Lane	24	137	398
Receding, Far Lane	28.2	182	175
Receding, Far Lane	23.4	242	252
Receding, Far Lane	10.1	38	291
Receding, Far Lane	28.3	209	30
Receding, Far Lane	28.6	291	232
Approaching, Near Lane	19.4	1134	210
Approaching, Near Lane	30.8	30	222
Receding, Far Lane	21.4	264	265
Approaching, Near Lane	20.3	184	209
Receding, Far Lane	35.2	216	208
Receding, Far Lane	31.6	70	186
Receding, Far Lane	17.4	120	207
Receding, Far Lane	29.6	40	181
Receding, Far Lane	26.3	25	315
Receding, Far Lane	18.7	63	200
Receding, Far Lane	13.2	105	544
Approaching, Near Lane	25.2	710	180
Receding, Far Lane	29.6	243	168
Approaching, Near Lane	20.4	302	179
Receding, Far Lane	9.2	281	150
Receding, Far Lane	30.8	300	134
Receding, Far Lane	23.6	205	196
Approaching, Near Lane	29.3	568	244
Receding, Far Lane	32.3	34	210
Approaching, Near Lane	10.5	83	118
Approaching, Near Lane	23	20	187
Approaching, Near Lane	24.7	62	163
Receding, Far Lane	19.3	181	161
Receding, Far Lane	28.5	533	185
Approaching, Near Lane	26.3	1195	184
Approaching, Near Lane	27.4	26	205
Approaching, Near Lane	23.4	38	241
Approaching, Near Lane	26.9	37	289
Receding, Far Lane	17.7	773	206
Approaching, Near Lane	19.8	173	174
Approaching, Near Lane	14.1	187	164
Approaching, Near Lane	36.7	67	41
Approaching, Near Lane	20.4	173	161
Approaching, Near Lane	17.8	30	196
Approaching, Near Lane	8.6	66	11
Approaching, Near Lane	23.7	97	225
Receding, Far Lane	19.5	907	131
Approaching, Near Lane	12.9	204	38
Receding, Far Lane	26	78	162
Receding, Far Lane	29.3	55	237
Approaching, Near Lane	34.2	315	189
Receding, Far Lane	25.3	441	198
Receding, Far Lane	19	229	193
Approaching, Near Lane	26.7	535	208
Approaching, Near Lane	31.9	142	273
Approaching, Near Lane	24	144	262
Approaching, Near Lane	21.1	302	220
Receding, Far Lane	26.4	1240	199
Approaching, Near Lane	28.3	942	128
Receding, Far Lane	20.6	507	149
Approaching, Near Lane	25.3	155	165
Approaching, Near Lane	34.4	206	183
Receding, Far Lane	27.6	256	285
Receding, Far Lane	23.4	142	178
Receding, Far Lane	23.1	90	601
Receding, Far Lane	24.9	191	185
Receding, Far Lane	33.8	119	244
Approaching, Near Lane	30.5	675	260
Receding, Far Lane	29	188	147
Receding, Far Lane	28.6	103	206
Receding, Far Lane	28.5	5	243
Approaching, Near Lane	28.6	476	195
Receding, Far Lane	33.8	409	214
Approaching, Near Lane	26.2	124	188
Approaching, Near Lane	25.7	30	194
Receding, Far Lane	15.1	58	110
Approaching, Near Lane	18.5	148	265
Approaching, Near Lane	25.3	147	216
Approaching, Near Lane	24.4	77	479
Approaching, Near Lane	25.6	9	238
Receding, Far Lane	17.8	438	165
Approaching, Near Lane	28.2	108	196
Receding, Far Lane	17.5	267	250
Receding, Far Lane	10.8	23	237
Receding, Far Lane	23.4	87	178
Receding, Far Lane	29.8	309	297
Receding, Far Lane	26.2	458	171
Receding, Far Lane	24	243	134
Approaching, Near Lane	27.6	1377	232
Receding, Far Lane	24.3	70	160
Approaching, Near Lane	28.9	102	231
Approaching, Near Lane	37.2	33	229
Approaching, Near Lane	25.2	24	152
Receding, Far Lane	23.1	145	262
Approaching, Near Lane	32.8	224	167
Approaching, Near Lane	18.8	260	63
Receding, Far Lane	33.9	533	192
Approaching, Near Lane	25.7	373	171
Approaching, Near Lane	14.1	257	244
Receding, Far Lane	19.1	598	179
Approaching, Near Lane	33.3	251	263
Approaching, Near Lane	20.3	91	8
Approaching, Near Lane	11.4	107	131
Receding, Far Lane	18.4	475	102
Approaching, Near Lane	28.6	399	215
Approaching, Near Lane	24.1	378	193
Approaching, Near Lane	28	49	182



2/14/2024	5:57:48 PM	Receding, Far Lane	30.6	822	270
2/14/2024	5:59:11 PM	Approaching, Near Lane	30.5	156	198
2/14/2024	6:01:29 PM	Approaching, Near Lane	24.1	138	155
2/14/2024	6:02:14 PM	Receding, Far Lane	28.3	267	215
2/14/2024	6:10:18 PM	Approaching, Near Lane	12.1	530	125
2/14/2024	6:10:34 PM	Approaching, Near Lane	23	15	228
2/14/2024	6:16:39 PM	Approaching, Near Lane	15.5	366	177
2/14/2024	6:18:35 PM	Approaching, Near Lane	14.1	116	234
2/14/2024	6:18:50 PM	Receding, Far Lane	11.9	996	185
2/14/2024	6:34:19 PM	Receding, Far Lane	25.4	929	194
2/14/2024	6:36:38 PM	Receding, Far Lane	27.3	139	224
2/14/2024	6:36:42 PM	Approaching, Near Lane	23.1	1087	90
2/14/2024	6:47:47 PM	Approaching, Near Lane	13.7	665	324
2/14/2024	6:51:08 PM	Receding, Far Lane	13.8	870	170
2/14/2024	6:53:20 PM	Approaching, Near Lane	15.4	333	101
2/14/2024	6:55:01 PM	Approaching, Near Lane	33.3	101	293
2/14/2024	7:07:40 PM	Receding, Far Lane	20.4	992	132
2/14/2024	7:20:56 PM	Approaching, Near Lane	22.6	1555	206
2/14/2024	7:24:49 PM	Receding, Far Lane	29.3	1029	197
2/14/2024	7:38:00 PM	Approaching, Near Lane	20.7	1024	198
2/14/2024	8:08:59 PM	Receding, Far Lane	29.2	2651	241
2/14/2024	8:27:09 PM	Receding, Far Lane	14.1	1090	241
2/14/2024	8:58:45 PM	Receding, Far Lane	25.6	1896	179
2/14/2024	9:14:10 PM	Receding, Far Lane	29.2	926	188
2/14/2024	11:04:03 PM	Receding, Far Lane	28.5	6593	223
2/14/2024	11:05:47 PM	Receding, Far Lane	25.3	104	203
2/14/2024	11:51:40 PM	Receding, Far Lane	12.1	2753	233
2/15/2024	12:05:36 AM	Receding, Far Lane	12.4	836	236
2/15/2024	12:18:40 AM	Receding, Far Lane	9.9	784	187
2/15/2024	12:34:18 AM	Receding, Far Lane	12.4	937	258
2/15/2024	12:48:12 AM	Approaching, Near Lane	26.7	18611	280
2/15/2024	2:52:07 AM	Receding, Far Lane	29.2	8269	215
2/15/2024	4:25:45 AM	Receding, Far Lane	34.9	5618	228
2/15/2024	5:41:03 AM	Receding, Far Lane	26.6	4519	207
2/15/2024	6:01:51 AM	Receding, Far Lane	9.8	1248	309
2/15/2024	6:44:03 AM	Receding, Far Lane	21.7	2531	560
2/15/2024	6:50:22 AM	Receding, Far Lane	39.2	379	274
2/15/2024	6:52:17 AM	Receding, Far Lane	30.2	115	250
2/15/2024	6:55:39 AM	Approaching, Near Lane	7.9	22047	100
2/15/2024	7:26:26 AM	Approaching, Near Lane	7.8	1848	27
2/15/2024	7:30:24 AM	Receding, Far Lane	24.9	2287	297
2/15/2024	7:31:02 AM	Approaching, Near Lane	8.9	276	320
2/15/2024	7:32:21 AM	Receding, Far Lane	29.9	117	306
2/15/2024	7:32:30 AM	Receding, Far Lane	30.6	10	222
2/15/2024	7:46:51 AM	Receding, Far Lane	22.1	860	251
2/15/2024	7:48:42 AM	Receding, Far Lane	30.2	111	263
2/15/2024	7:49:23 AM	Receding, Far Lane	29.8	42	223
2/15/2024	7:49:38 AM	Receding, Far Lane	15.5	15	266
2/15/2024	7:50:07 AM	Receding, Far Lane	30.3	28	252
2/15/2024	8:04:26 AM	Receding, Far Lane	17.1	859	257
2/15/2024	8:05:00 AM	Receding, Far Lane	14.1	35	190
2/15/2024	8:08:53 AM	Approaching, Near Lane	20	2271	289
2/15/2024	8:10:45 AM	Approaching, Near Lane	23.1	111	189
2/15/2024	8:16:52 AM	Approaching, Near Lane	17.3	368	204
2/15/2024	8:18:36 AM	Receding, Far Lane	30.9	816	205
2/15/2024	8:25:37 AM	Approaching, Near Lane	25.3	524	23
2/15/2024	8:30:50 AM	Receding, Far Lane	28.2	734	213
2/15/2024	8:47:33 AM	Receding, Far Lane	20.8	1002	229
2/15/2024	8:49:24 AM	Approaching, Near Lane	14.1	1427	79
2/15/2024	8:49:54 AM	Approaching, Near Lane	13.7	30	65
2/15/2024	8:51:40 AM	Receding, Far Lane	15.5	247	406
2/15/2024	8:52:36 AM	Receding, Far Lane	23.1	56	194
2/15/2024	8:52:52 AM	Approaching, Near Lane	25.3	177	290
2/15/2024	8:58:26 AM	Receding, Far Lane	15.8	350	190
2/15/2024	9:05:13 AM	Receding, Far Lane	27	407	220
2/15/2024	9:07:03 AM	Approaching, Near Lane	24.1	851	199
2/15/2024	9:08:39 AM	Approaching, Near Lane	29.2	96	196
2/15/2024	9:09:08 AM	Receding, Far Lane	24.6	236	153
2/15/2024	9:18:45 AM	Approaching, Near Lane	33.5	605	280
2/15/2024	9:20:03 AM	Approaching, Near Lane	12.6	78	606
2/15/2024	9:20:25 AM	Approaching, Near Lane	7.8	22	306
2/15/2024	9:23:06 AM	Receding, Far Lane	14.2	838	303
2/15/2024	9:26:40 AM	Approaching, Near Lane	21.7	375	162
2/15/2024	9:30:34 AM	Receding, Far Lane	23.7	449	135
2/15/2024	9:31:23 AM	Approaching, Near Lane	27	283	194
2/15/2024	9:42:17 AM	Receding, Far Lane	26.2	703	277
2/15/2024	9:42:22 AM	Receding, Far Lane	28	5	223
2/15/2024	9:44:59 AM	Receding, Far Lane	35.9	157	273
2/15/2024	9:46:13 AM	Approaching, Near Lane	17.7	890	245
2/15/2024	9:48:21 AM	Receding, Far Lane	16.8	201	109
2/15/2024	9:49:16 AM	Approaching, Near Lane	18.7	183	234
2/15/2024	9:49:53 AM	Receding, Far Lane	8.6	92	28
2/15/2024	9:49:59 AM	Approaching, Near Lane	18.8	43	161
2/15/2024	9:53:13 AM	Approaching, Near Lane	21.1	193	172
2/15/2024	10:05:51 AM	Approaching, Near Lane	18	758	89
2/15/2024	10:08:06 AM	Receding, Far Lane	21.8	1093	481
2/15/2024	10:14:57 AM	Receding, Far Lane	27.2	411	197
2/15/2024	10:22:25 AM	Receding, Far Lane	31.2	449	321
2/15/2024	10:22:28 AM	Approaching, Near Lane	12.9	997	205
2/15/2024	10:24:06 AM	Receding, Far Lane	28.5	101	268
2/15/2024	10:28:43 AM	Approaching, Near Lane	13.4	375	241
2/15/2024	10:30:11 AM	Approaching, Near Lane	15.5	89	135
2/15/2024	10:31:44 AM	Receding, Far Lane	20	457	615
2/15/2024	10:33:55 AM	Receding, Far Lane	17.8	131	141
2/15/2024	10:41:47 AM	Receding, Far Lane	27.9	472	346
2/15/2024	10:49:26 AM	Receding, Far Lane	13.5	459	174
2/15/2024	10:58:00 AM	Approaching, Near Lane	23.7	1668	182
2/15/2024	11:04:01 AM	Approaching, Near Lane	17.1	361	220
2/15/2024	11:07:59 AM	Receding, Far Lane	21.3	1114	228
2/15/2024	11:17:58 AM	Receding, Far Lane	25.9	598	225
2/15/2024	11:20:45 AM	Receding, Far Lane	22.4	167	166
2/15/2024	11:23:08 AM	Receding, Far Lane	18	143	168
2/15/2024	11:23:40 AM	Approaching, Near Lane	28.8	1179	158
2/15/2024	11:24:02 AM	Receding, Far Lane	20.8	54	121
2/15/2024	11:25:10 AM	Receding, Far Lane	19.7	67	169
2/15/2024	11:25:16 AM	Approaching, Near Lane	25.2	96	503
2/15/2024	11:26:59 AM	Approaching, Near Lane	13.5	102	51
2/15/2024	11:28:02 AM	Receding, Far Lane	26.9	173	532
2/15/2024	11:28:25 AM	Receding, Far Lane	12.2	23	233
2/15/2024	11:33:51 AM	Approaching, Near Lane	12.6	412	253
2/15/2024	11:34:10 AM	Receding, Far Lane	20.7	344	263
2/15/2024	11:37:31 AM	Receding, Far Lane	23.1	202	314
2/15/2024	11:47:44 AM	Approaching, Near Lane	24.7	833	258
2/15/2024	11:48:34 AM	Approaching, Near Lane	23.3	50	154
2/15/2024	11:49:31 AM	Approaching, Near Lane	33.3	57	188
2/15/2024	11:53:07 AM	Receding, Far Lane	24.6	935	197
2/15/2024	11:55:02 AM	Approaching, Near Lane	15.9	330	176
2/15/2024	11:55:58 AM	Approaching, Near Lane	19	56	450
2/15/2024	12:00:46 PM	Approaching, Near Lane	18	288	183
2/15/2024	12:00:51 PM	Approaching, Near Lane	17.8	4	132
2/15/2024	12:01:10 PM	Receding, Far Lane	27.4	483	208
2/15/2024	12:01:22 PM	Receding, Far Lane	29	12	205
2/15/2024	12:01:23 PM	Approaching, Near Lane	22.1	32	188
2/15/2024	12:02:19 PM	Approaching, Near Lane	17.8	56	184
2/15/2024	12:03:37 PM	Receding, Far Lane	23.3	134	197
2/15/2024	12:07:07 PM	Approaching, Near Lane	24.9	288	137
2/15/2024	12:08:14 PM	Approaching, Near Lane	13.7	66	78
2/15/2024	12:12:18 PM	Approaching, Near Lane	13.1	245	200
2/15/2024	12:13:02 PM	Receding, Far Lane	32.5	565	168
2/15/2024	12:14:11 PM	Approaching, Near Lane	25.9	113	219
2/15/2024	12:14:59 PM	Receding, Far Lane	29.5	117	172
2/15/2024	12:17:37 PM	Receding, Far Lane	17.5	158	107
2/15/2024	12:18:30 PM	Approaching, Near Lane	28.2	259	228

2/15/2024	12:19:54 PM	Approaching, Near Lane	19.5	83	107
2/15/2024	12:21:28 PM	Receding, Far Lane	31	232	312
2/15/2024	12:23:28 PM	Approaching, Near Lane	36.9	214	209
2/15/2024	12:23:31 PM	Receding, Far Lane	26.6	123	189
2/15/2024	12:29:40 PM	Receding, Far Lane	25.4	369	149
2/15/2024	12:34:39 PM	Approaching, Near Lane	17.7	671	30
2/15/2024	12:37:13 PM	Approaching, Near Lane	24.9	153	176
2/15/2024	12:38:19 PM	Receding, Far Lane	16.4	519	526
2/15/2024	12:38:23 PM	Receding, Far Lane	18.3	3	223
2/15/2024	12:43:05 PM	Approaching, Near Lane	14.5	352	106
2/15/2024	12:50:02 PM	Receding, Far Lane	32.3	700	174
2/15/2024	12:51:24 PM	Approaching, Near Lane	15.5	499	2
2/15/2024	12:52:41 PM	Receding, Far Lane	13.2	158	181
2/15/2024	12:53:41 PM	Receding, Far Lane	27.4	60	171
2/15/2024	12:59:44 PM	Approaching, Near Lane	20.3	500	195
2/15/2024	1:05:59 PM	Approaching, Near Lane	30.2	375	222
2/15/2024	1:06:25 PM	Receding, Far Lane	24.1	764	195
2/15/2024	1:06:56 PM	Receding, Far Lane	22.6	31	179
2/15/2024	1:07:22 PM	Receding, Far Lane	34.8	25	258
2/15/2024	1:07:24 PM	Receding, Far Lane	33.6	2	242
2/15/2024	1:08:13 PM	Receding, Far Lane	29.6	49	174
2/15/2024	1:15:20 PM	Approaching, Near Lane	26	560	233
2/15/2024	1:15:38 PM	Approaching, Near Lane	32.6	18	187
2/15/2024	1:17:12 PM	Receding, Far Lane	30.6	539	167
2/15/2024	1:27:08 PM	Approaching, Near Lane	35.2	690	231
2/15/2024	1:30:21 PM	Receding, Far Lane	19.5	789	148
2/15/2024	1:31:22 PM	Approaching, Near Lane	36.7	254	41
2/15/2024	1:36:32 PM	Approaching, Near Lane	27.6	310	226
2/15/2024	1:44:50 PM	Approaching, Near Lane	22.1	498	223
2/15/2024	1:49:47 PM	Receding, Far Lane	14.8	1166	261
2/15/2024	1:52:23 PM	Receding, Far Lane	29.9	156	171
2/15/2024	1:52:55 PM	Approaching, Near Lane	17.1	484	251
2/15/2024	1:53:29 PM	Approaching, Near Lane	36.1	34	184
2/15/2024	1:55:28 PM	Approaching, Near Lane	10.9	119	105
2/15/2024	2:02:28 PM	Approaching, Near Lane	25.2	420	186
2/15/2024	2:03:46 PM	Approaching, Near Lane	19.7	78	96
2/15/2024	2:10:27 PM	Receding, Far Lane	28.2	1084	200
2/15/2024	2:12:15 PM	Receding, Far Lane	22.1	108	211
2/15/2024	2:12:55 PM	Receding, Far Lane	28.2	41	232
2/15/2024	2:14:18 PM	Receding, Far Lane	41.1	83	278
2/15/2024	2:14:40 PM	Approaching, Near Lane	11.2	654	19
2/15/2024	2:16:52 PM	Receding, Far Lane	19.8	154	60
2/15/2024	2:18:58 PM	Approaching, Near Lane	14.5	259	168
2/15/2024	2:19:48 PM	Approaching, Near Lane	21	50	179
2/15/2024	2:21:21 PM	Approaching, Near Lane	7.8	93	39
2/15/2024	2:21:45 PM	Receding, Far Lane	20.8	293	454
2/15/2024	2:22:33 PM	Approaching, Near Lane	23.4	71	162
2/15/2024	2:23:55 PM	Receding, Far Lane	22.4	130	217
2/15/2024	2:24:34 PM	Receding, Far Lane	18.5	39	184
2/15/2024	2:28:45 PM	Approaching, Near Lane	33.2	373	193
2/15/2024	2:37:39 PM	Receding, Far Lane	22.7	785	146
2/15/2024	2:42:20 PM	Receding, Far Lane	18	281	22
2/15/2024	2:43:09 PM	Receding, Far Lane	19.3	48	108
2/15/2024	2:48:06 PM	Receding, Far Lane	30.2	297	141
2/15/2024	2:49:24 PM	Receding, Far Lane	19.7	78	27
2/15/2024	2:49:32 PM	Receding, Far Lane	18	8	176
2/15/2024	2:50:40 PM	Approaching, Near Lane	17.8	1314	115
2/15/2024	2:53:39 PM	Approaching, Near Lane	25	179	201
2/15/2024	2:56:58 PM	Receding, Far Lane	28.5	446	255
2/15/2024	2:58:15 PM	Approaching, Near Lane	27.6	276	145
2/15/2024	2:59:36 PM	Receding, Far Lane	29.5	158	199
2/15/2024	3:01:52 PM	Approaching, Near Lane	13.8	217	245
2/15/2024	3:06:47 PM	Approaching, Near Lane	11.9	295	259
2/15/2024	3:09:55 PM	Receding, Far Lane	15.2	619	89
2/15/2024	3:12:07 PM	Receding, Far Lane	19.3	132	373
2/15/2024	3:12:55 PM	Receding, Far Lane	13.4	48	119
2/15/2024	3:20:57 PM	Approaching, Near Lane	21.4	850	196
2/15/2024	3:21:48 PM	Receding, Far Lane	29.3	532	210
2/15/2024	3:28:11 PM	Receding, Far Lane	9.5	384	20
2/15/2024	3:32:55 PM	Approaching, Near Lane	29.2	718	242
2/15/2024	3:35:59 PM	Receding, Far Lane	18.5	468	138
2/15/2024	3:37:37 PM	Receding, Far Lane	23.1	97	236
2/15/2024	3:39:24 PM	Approaching, Near Lane	26	389	268
2/15/2024	3:39:59 PM	Approaching, Near Lane	27.6	35	201
2/15/2024	3:41:56 PM	Approaching, Near Lane	24.6	116	399
2/15/2024	3:43:02 PM	Receding, Far Lane	13.5	325	143
2/15/2024	3:44:16 PM	Receding, Far Lane	23.4	74	215
2/15/2024	3:47:01 PM	Receding, Far Lane	20.7	166	188
2/15/2024	3:49:43 PM	Approaching, Near Lane	7.9	467	98
2/15/2024	3:50:29 PM	Approaching, Near Lane	35.4	47	201
2/15/2024	3:52:24 PM	Receding, Far Lane	33.9	323	231
2/15/2024	3:52:35 PM	Approaching, Near Lane	22.7	126	198
2/15/2024	3:52:57 PM	Receding, Far Lane	25.3	32	175
2/15/2024	3:56:54 PM	Receding, Far Lane	28	237	229
2/15/2024	3:57:50 PM	Approaching, Near Lane	33.1	314	274
2/15/2024	4:04:29 PM	Receding, Far Lane	23.1	455	194
2/15/2024	4:05:17 PM	Receding, Far Lane	25.6	48	312
2/15/2024	4:05:36 PM	Approaching, Near Lane	25.6	467	290
2/15/2024	4:05:41 PM	Approaching, Near Lane	8.5	5	67
2/15/2024	4:16:50 PM	Receding, Far Lane	12.8	693	127
2/15/2024	4:20:02 PM	Approaching, Near Lane	23.7	861	187
2/15/2024	4:21:26 PM	Receding, Far Lane	27.7	276	194
2/15/2024	4:23:38 PM	Approaching, Near Lane	30.8	216	222
2/15/2024	4:23:48 PM	Approaching, Near Lane	11.5	10	143
2/15/2024	4:30:18 PM	Receding, Far Lane	18.1	532	171
2/15/2024	4:32:32 PM	Receding, Far Lane	14.5	134	111
2/15/2024	4:33:19 PM	Approaching, Near Lane	18.3	572	135
2/15/2024	4:33:41 PM	Approaching, Near Lane	25.3	22	165
2/15/2024	4:37:11 PM	Receding, Far Lane	20.1	278	191
2/15/2024	4:38:31 PM	Approaching, Near Lane	24.1	290	215
2/15/2024	4:41:56 PM	Receding, Far Lane	18.8	286	156
2/15/2024	4:42:33 PM	Approaching, Near Lane	26.7	242	148
2/15/2024	4:45:12 PM	Approaching, Near Lane	28.8	160	249
2/15/2024	4:47:55 PM	Receding, Far Lane	30.6	359	187
2/15/2024	4:50:01 PM	Approaching, Near Lane	34.8	289	195
2/15/2024	4:51:00 PM	Approaching, Near Lane	23.1	58	178
2/15/2024	4:51:10 PM	Approaching, Near Lane	25.3	10	188
2/15/2024	4:56:05 PM	Approaching, Near Lane	26.2	295	194
2/15/2024	4:58:09 PM	Approaching, Near Lane	12.2	124	165
2/15/2024	5:09:54 PM	Approaching, Near Lane	19.5	705	99
2/15/2024	5:10:08 PM	Approaching, Near Lane	24.7	14	191
2/15/2024	5:12:22 PM	Approaching, Near Lane	23.7	134	235
2/15/2024	5:12:59 PM	Approaching, Near Lane	12.4	37	238
2/15/2024	5:17:35 PM	Approaching, Near Lane	21.8	275	149
2/15/2024	5:17:48 PM	Approaching, Near Lane	14.2	13	254
2/15/2024	5:18:36 PM	Receding, Far Lane	26.6	1841	201
2/15/2024	5:19:55 PM	Approaching, Near Lane	21.4	127	158
2/15/2024	5:24:55 PM	Approaching, Near Lane	18.1	301	104
2/15/2024	5:26:21 PM	Approaching, Near Lane	23.3	86	202
2/15/2024	5:28:54 PM	Approaching, Near Lane	9.3	153	7
2/15/2024	5:30:09 PM	Receding, Far Lane	20.1	693	109
2/15/2024	5:37:55 PM	Approaching, Near Lane	25.9	542	196
2/15/2024	5:41:42 PM	Receding, Far Lane	23.3	693	228
2/15/2024	5:42:09 PM	Approaching, Near Lane	20.7	254	119
2/15/2024	5:43:06 PM	Approaching, Near Lane	20.8	57	191
2/15/2024	5:48:20 PM	Receding, Far Lane	27	398	201
2/15/2024	5:52:24 PM	Approaching, Near Lane	22	558	186
2/15/2024	5:59:18 PM	Receding, Far Lane	26.9	658	151
2/15/2024	6:01:21 PM	Approaching, Near Lane	21.1	537	215
2/15/2024	6:02:56 PM	Approaching, Near Lane	13.7	95	161
2/15/2024	6:06:36 PM	Approaching, Near Lane	12.4	220	149
2/15/2024	6:10:11 PM	Receding, Far Lane	22.9	653	179
2/15/2024	6:12:37 PM	Approaching, Near Lane	27	361	230

2/15/2024	6:14:20 PM	Receding, Far Lane	13.5	249	177
2/15/2024	6:20:05 PM	Receding, Far Lane	28.5	345	211
2/15/2024	6:20:25 PM	Approaching, Near Lane	30.6	468	172
2/15/2024	6:24:38 PM	Approaching, Near Lane	26	253	215
2/15/2024	6:33:17 PM	Approaching, Near Lane	23	519	233
2/15/2024	6:43:09 PM	Receding, Far Lane	26	1383	233
2/15/2024	6:47:14 PM	Receding, Far Lane	15.2	246	415
2/15/2024	6:47:21 PM	Approaching, Near Lane	23.9	843	157
2/15/2024	7:02:13 PM	Approaching, Near Lane	33.3	892	218
2/15/2024	7:07:04 PM	Approaching, Near Lane	13.1	291	67
2/15/2024	7:07:43 PM	Approaching, Near Lane	12.8	39	272
2/15/2024	7:29:25 PM	Approaching, Near Lane	17	1302	132
2/15/2024	8:01:15 PM	Approaching, Near Lane	18.5	1910	148
2/15/2024	8:17:10 PM	Receding, Far Lane	15.2	5396	148
2/15/2024	8:49:06 PM	Receding, Far Lane	23.9	1916	196
2/15/2024	8:54:13 PM	Approaching, Near Lane	23.3	3178	181
2/15/2024	9:04:37 PM	Receding, Far Lane	21.3	930	233
2/15/2024	9:08:32 PM	Approaching, Near Lane	24.3	858	157
2/15/2024	9:10:58 PM	Approaching, Near Lane	23.1	147	231
2/15/2024	9:15:20 PM	Approaching, Near Lane	10.1	262	66
2/15/2024	9:23:49 PM	Receding, Far Lane	19.4	1152	212
2/15/2024	9:51:05 PM	Approaching, Near Lane	34.1	2144	187
2/15/2024	9:57:03 PM	Approaching, Near Lane	33.3	358	180
2/15/2024	10:33:48 PM	Approaching, Near Lane	24.3	2206	190
2/15/2024	10:34:59 PM	Receding, Far Lane	23.4	4270	231
2/15/2024	11:32:53 PM	Approaching, Near Lane	25	3545	240
2/16/2024	3:14:40 AM	Receding, Far Lane	28.2	16781	225
2/16/2024	4:27:21 AM	Receding, Far Lane	36.9	4361	229
2/16/2024	5:40:56 AM	Receding, Far Lane	30.5	4416	199
2/16/2024	5:51:55 AM	Receding, Far Lane	25.2	659	144
2/16/2024	6:11:49 AM	Approaching, Near Lane	26.2	23936	223
2/16/2024	6:22:52 AM	Receding, Far Lane	13.9	1857	350
2/16/2024	6:28:06 AM	Receding, Far Lane	31.6	313	236
2/16/2024	6:35:13 AM	Approaching, Near Lane	20.7	1403	301
2/16/2024	6:43:36 AM	Approaching, Near Lane	8.9	503	61
2/16/2024	6:53:46 AM	Receding, Far Lane	37.4	1541	259
2/16/2024	6:58:16 AM	Receding, Far Lane	15.7	270	94
2/16/2024	6:58:21 AM	Receding, Far Lane	16.4	5	540
2/16/2024	7:03:11 AM	Approaching, Near Lane	18	1175	130
2/16/2024	7:12:21 AM	Approaching, Near Lane	30	549	261
2/16/2024	7:20:30 AM	Receding, Far Lane	26.2	1329	82
2/16/2024	7:23:53 AM	Receding, Far Lane	12.2	203	134
2/16/2024	7:28:23 AM	Approaching, Near Lane	15.9	962	219
2/16/2024	7:43:25 AM	Approaching, Near Lane	28.2	902	183
2/16/2024	7:45:10 AM	Receding, Far Lane	25	1277	187
2/16/2024	7:50:10 AM	Receding, Far Lane	29.8	300	216
2/16/2024	7:52:11 AM	Receding, Far Lane	20	122	273
2/16/2024	7:52:16 AM	Approaching, Near Lane	21.4	531	196
2/16/2024	7:59:00 AM	Receding, Far Lane	33.2	408	251
2/16/2024	8:06:54 AM	Approaching, Near Lane	15.7	878	314
2/16/2024	8:07:49 AM	Approaching, Near Lane	24	55	218
2/16/2024	8:11:14 AM	Approaching, Near Lane	22.9	205	179
2/16/2024	8:17:06 AM	Approaching, Near Lane	22.9	352	231
2/16/2024	8:19:18 AM	Receding, Far Lane	33.5	1218	248
2/16/2024	8:24:01 AM	Approaching, Near Lane	14.2	415	370
2/16/2024	8:28:45 AM	Receding, Far Lane	33.1	567	160
2/16/2024	8:31:10 AM	Receding, Far Lane	25.6	145	174
2/16/2024	8:34:16 AM	Receding, Far Lane	15.7	186	218
2/16/2024	8:42:33 AM	Approaching, Near Lane	29.9	1112	158
2/16/2024	8:45:04 AM	Approaching, Near Lane	13.2	151	192
2/16/2024	8:45:17 AM	Receding, Far Lane	27	661	165
2/16/2024	8:49:14 AM	Receding, Far Lane	23.1	237	137
2/16/2024	8:50:04 AM	Approaching, Near Lane	7.8	300	114
2/16/2024	8:54:12 AM	Approaching, Near Lane	30.6	248	200
2/16/2024	9:07:30 AM	Receding, Far Lane	19.3	1096	204
2/16/2024	9:07:36 AM	Approaching, Near Lane	19.1	804	218
2/16/2024	9:09:19 AM	Receding, Far Lane	18.8	110	237
2/16/2024	9:15:11 AM	Approaching, Near Lane	28	455	226
2/16/2024	9:17:52 AM	Approaching, Near Lane	19	161	488
2/16/2024	9:29:36 AM	Receding, Far Lane	21.8	1217	294
2/16/2024	9:29:40 AM	Approaching, Near Lane	22.6	708	129
2/16/2024	9:30:46 AM	Receding, Far Lane	24.6	70	208
2/16/2024	9:33:15 AM	Approaching, Near Lane	21.8	215	189
2/16/2024	9:38:18 AM	Approaching, Near Lane	16.5	303	144
2/16/2024	9:38:28 AM	Approaching, Near Lane	18	10	199
2/16/2024	9:41:35 AM	Receding, Far Lane	22.3	650	199
2/16/2024	9:45:14 AM	Receding, Far Lane	11.6	218	165
2/16/2024	9:45:45 AM	Approaching, Near Lane	23.3	437	207
2/16/2024	9:47:42 AM	Receding, Far Lane	22	149	253
2/16/2024	9:47:49 AM	Receding, Far Lane	22.9	7	276
2/16/2024	9:48:59 AM	Approaching, Near Lane	22.9	194	215
2/16/2024	9:51:05 AM	Approaching, Near Lane	18.4	125	510
2/16/2024	9:55:39 AM	Approaching, Near Lane	18.7	274	247
2/16/2024	9:58:39 AM	Receding, Far Lane	26.2	650	171
2/16/2024	10:04:32 AM	Receding, Far Lane	20.1	354	200
2/16/2024	10:11:03 AM	Receding, Far Lane	18	391	192
2/16/2024	10:11:07 AM	Approaching, Near Lane	19.3	928	147
2/16/2024	10:11:39 AM	Receding, Far Lane	18.3	36	182
2/16/2024	10:13:14 AM	Approaching, Near Lane	18.4	127	62
2/16/2024	10:18:16 AM	Receding, Far Lane	23.4	397	146
2/16/2024	10:19:41 AM	Receding, Far Lane	20.8	85	149
2/16/2024	10:20:14 AM	Approaching, Near Lane	34.5	421	145
2/16/2024	10:22:29 AM	Approaching, Near Lane	32.2	135	190
2/16/2024	10:24:44 AM	Approaching, Near Lane	8.6	135	56
2/16/2024	10:39:21 AM	Approaching, Near Lane	14.5	877	89
2/16/2024	10:39:48 AM	Approaching, Near Lane	15.9	27	151
2/16/2024	10:40:05 AM	Receding, Far Lane	21.6	1224	215
2/16/2024	10:43:41 AM	Receding, Far Lane	13.9	215	218
2/16/2024	10:48:41 AM	Receding, Far Lane	12.2	300	65
2/16/2024	10:50:45 AM	Approaching, Near Lane	22.9	657	205
2/16/2024	10:52:54 AM	Receding, Far Lane	14.1	253	89
2/16/2024	10:57:09 AM	Approaching, Near Lane	25.3	383	159
2/16/2024	10:58:57 AM	Approaching, Near Lane	21.7	109	147
2/16/2024	11:01:15 AM	Receding, Far Lane	19	501	189
2/16/2024	11:02:44 AM	Receding, Far Lane	24.4	90	173
2/16/2024	11:02:55 AM	Receding, Far Lane	22.1	11	226
2/16/2024	11:07:09 AM	Receding, Far Lane	13.4	254	98
2/16/2024	11:10:33 AM	Receding, Far Lane	14.9	204	121
2/16/2024	11:10:55 AM	Approaching, Near Lane	25.2	717	157
2/16/2024	11:12:53 AM	Receding, Far Lane	12.8	140	96
2/16/2024	11:15:30 AM	Approaching, Near Lane	20.6	275	186
2/16/2024	11:16:54 AM	Receding, Far Lane	14.2	242	146
2/16/2024	11:19:44 AM	Approaching, Near Lane	13.4	255	102
2/16/2024	11:23:32 AM	Receding, Far Lane	22	397	223
2/16/2024	11:24:08 AM	Receding, Far Lane	25	37	125
2/16/2024	11:25:28 AM	Receding, Far Lane	21.7	80	223
2/16/2024	11:26:58 AM	Approaching, Near Lane	14.9	434	484
2/16/2024	11:28:16 AM	Approaching, Near Lane	24.9	78	495
2/16/2024	11:28:40 AM	Receding, Far Lane	24	192	123
2/16/2024	11:29:02 AM	Approaching, Near Lane	20.8	46	205
2/16/2024	11:39:48 AM	Approaching, Near Lane	26.9	646	264
2/16/2024	11:43:06 AM	Approaching, Near Lane	28.6	198	137
2/16/2024	11:44:10 AM	Receding, Far Lane	22.3	930	214
2/16/2024	11:46:46 AM	Approaching, Near Lane	21.3	220	213
2/16/2024	11:46:49 AM	Approaching, Near Lane	20.1	3	97
2/16/2024	11:47:08 AM	Approaching, Near Lane	22.3	19	241
2/16/2024	11:50:11 AM	Approaching, Near Lane	32.1	184	217
2/16/2024	11:50:13 AM	Approaching, Near Lane	16.5	2	95
2/16/2024	11:54:29 AM	Approaching, Near Lane	18.7	256	108
2/16/2024	12:00:46 PM	Approaching, Near Lane	13.7	377	207
2/16/2024	12:01:12 PM	Approaching, Near Lane	17.7	26	77
2/16/2024	12:05:38 PM	Receding, Far Lane	22.7	1287	181
2/16/2024	12:06:40 PM	Approaching, Near Lane	14.1	328	209

2/16/2024	12:09:18 PM	Approaching, Near Lane	27	158	181
2/16/2024	12:14:34 PM	Receding, Far Lane	31.2	536	181
2/16/2024	12:16:19 PM	Approaching, Near Lane	26.4	420	138
2/16/2024	12:19:11 PM	Receding, Far Lane	19.1	277	42
2/16/2024	12:22:42 PM	Receding, Far Lane	21.6	212	74
2/16/2024	12:23:30 PM	Receding, Far Lane	25	47	171
2/16/2024	12:24:10 PM	Approaching, Near Lane	6.8	472	203
2/16/2024	12:27:29 PM	Approaching, Near Lane	27.6	198	195
2/16/2024	12:29:24 PM	Approaching, Near Lane	23.6	116	142
2/16/2024	12:29:56 PM	Approaching, Near Lane	23.7	31	166
2/16/2024	12:31:24 PM	Receding, Far Lane	25.3	474	129
2/16/2024	12:31:52 PM	Receding, Far Lane	20.7	29	296
2/16/2024	12:31:58 PM	Receding, Far Lane	20.4	6	358
2/16/2024	12:32:50 PM	Receding, Far Lane	29.2	52	110
2/16/2024	12:34:29 PM	Approaching, Near Lane	12.4	273	79
2/16/2024	12:35:20 PM	Approaching, Near Lane	25.3	51	211
2/16/2024	12:37:24 PM	Receding, Far Lane	12.4	274	255
2/16/2024	12:41:01 PM	Receding, Far Lane	26.2	217	123
2/16/2024	12:43:09 PM	Approaching, Near Lane	23.1	469	178
2/16/2024	12:45:24 PM	Approaching, Near Lane	8.5	135	153
2/16/2024	12:45:25 PM	Receding, Far Lane	23.6	264	180
2/16/2024	12:55:30 PM	Approaching, Near Lane	13.5	607	78
2/16/2024	12:55:57 PM	Receding, Far Lane	21	632	251
2/16/2024	12:58:18 PM	Receding, Far Lane	16.4	141	97
2/16/2024	12:59:05 PM	Approaching, Near Lane	7.2	215	204
2/16/2024	1:00:10 PM	Receding, Far Lane	20.8	111	93
2/16/2024	1:07:12 PM	Receding, Far Lane	22.3	423	144
2/16/2024	1:09:23 PM	Approaching, Near Lane	12.8	618	2
2/16/2024	1:12:16 PM	Receding, Far Lane	31.3	304	147
2/16/2024	1:21:47 PM	Approaching, Near Lane	33.5	744	197
2/16/2024	1:22:48 PM	Approaching, Near Lane	16.4	62	473
2/16/2024	1:24:29 PM	Receding, Far Lane	27.6	732	123
2/16/2024	1:28:42 PM	Approaching, Near Lane	25.2	353	197
2/16/2024	1:28:47 PM	Approaching, Near Lane	26	5	151
2/16/2024	1:29:31 PM	Approaching, Near Lane	26.9	44	180
2/16/2024	1:30:11 PM	Approaching, Near Lane	11.9	40	76
2/16/2024	1:30:50 PM	Receding, Far Lane	16.5	381	160
2/16/2024	1:31:17 PM	Approaching, Near Lane	25.9	67	219
2/16/2024	1:32:10 PM	Receding, Far Lane	19.4	80	137
2/16/2024	1:33:01 PM	Receding, Far Lane	17	51	211
2/16/2024	1:35:21 PM	Receding, Far Lane	28.2	140	162
2/16/2024	1:38:06 PM	Approaching, Near Lane	11.9	409	162
2/16/2024	1:44:18 PM	Receding, Far Lane	41.1	537	204
2/16/2024	1:45:59 PM	Approaching, Near Lane	13.9	473	155
2/16/2024	1:47:59 PM	Receding, Far Lane	31	221	249
2/16/2024	1:51:19 PM	Receding, Far Lane	27.9	200	177
2/16/2024	1:52:56 PM	Receding, Far Lane	25	97	278
2/16/2024	1:54:12 PM	Receding, Far Lane	16.8	76	113
2/16/2024	1:55:03 PM	Receding, Far Lane	16.5	52	89
2/16/2024	1:55:51 PM	Approaching, Near Lane	29.9	592	225
2/16/2024	1:59:06 PM	Receding, Far Lane	29.8	243	250
2/16/2024	2:00:14 PM	Approaching, Near Lane	33.5	263	219
2/16/2024	2:01:27 PM	Receding, Far Lane	19.1	141	128
2/16/2024	2:03:53 PM	Receding, Far Lane	29.8	146	263
2/16/2024	2:05:01 PM	Receding, Far Lane	20.8	68	201
2/16/2024	2:06:00 PM	Approaching, Near Lane	13.2	346	126
2/16/2024	2:11:42 PM	Receding, Far Lane	34.5	401	324
2/16/2024	2:13:34 PM	Receding, Far Lane	27.2	112	136
2/16/2024	2:14:06 PM	Receding, Far Lane	21	32	199
2/16/2024	2:14:59 PM	Approaching, Near Lane	22.1	539	154
2/16/2024	2:19:00 PM	Approaching, Near Lane	28	241	175
2/16/2024	2:20:10 PM	Receding, Far Lane	33.1	364	205
2/16/2024	2:20:44 PM	Approaching, Near Lane	29.2	104	170
2/16/2024	2:22:29 PM	Receding, Far Lane	21.1	139	45
2/16/2024	2:23:14 PM	Approaching, Near Lane	13.4	150	102
2/16/2024	2:23:37 PM	Receding, Far Lane	26.4	68	181
2/16/2024	2:24:26 PM	Receding, Far Lane	28.6	49	193
2/16/2024	2:25:05 PM	Receding, Far Lane	22.9	39	220
2/16/2024	2:25:45 PM	Approaching, Near Lane	19.1	151	89
2/16/2024	2:26:59 PM	Receding, Far Lane	23.9	115	223
2/16/2024	2:29:22 PM	Receding, Far Lane	23.9	143	164
2/16/2024	2:30:07 PM	Approaching, Near Lane	25.4	262	218
2/16/2024	2:33:14 PM	Receding, Far Lane	27.9	232	189
2/16/2024	2:33:38 PM	Receding, Far Lane	28.8	23	234
2/16/2024	2:33:56 PM	Approaching, Near Lane	23.9	229	162
2/16/2024	2:35:07 PM	Receding, Far Lane	27.6	90	490
2/16/2024	2:35:43 PM	Approaching, Near Lane	22.7	107	182
2/16/2024	2:36:23 PM	Approaching, Near Lane	19.1	40	170
2/16/2024	2:36:27 PM	Receding, Far Lane	29.8	79	223
2/16/2024	2:37:23 PM	Receding, Far Lane	13.8	56	142
2/16/2024	2:38:25 PM	Approaching, Near Lane	22.1	122	129
2/16/2024	2:38:32 PM	Approaching, Near Lane	30	7	308
2/16/2024	2:40:50 PM	Receding, Far Lane	22.7	207	181
2/16/2024	2:42:14 PM	Receding, Far Lane	14.8	84	18
2/16/2024	2:44:24 PM	Receding, Far Lane	21.7	130	125
2/16/2024	2:44:56 PM	Receding, Far Lane	14.7	32	233
2/16/2024	2:45:02 PM	Approaching, Near Lane	20.4	390	225
2/16/2024	2:46:08 PM	Approaching, Near Lane	22.3	66	432
2/16/2024	2:47:06 PM	Approaching, Near Lane	20	58	185
2/16/2024	2:49:48 PM	Approaching, Near Lane	29.9	162	306
2/16/2024	2:52:12 PM	Approaching, Near Lane	19.1	144	127
2/16/2024	2:52:33 PM	Receding, Far Lane	12.4	457	13
2/16/2024	2:54:08 PM	Receding, Far Lane	23.3	95	160
2/16/2024	2:59:20 PM	Approaching, Near Lane	25.4	428	167
2/16/2024	3:00:12 PM	Approaching, Near Lane	28	52	119
2/16/2024	3:00:44 PM	Receding, Far Lane	23.7	396	129
2/16/2024	3:02:56 PM	Approaching, Near Lane	12.5	164	125
2/16/2024	3:03:43 PM	Approaching, Near Lane	23.4	47	104
2/16/2024	3:08:23 PM	Approaching, Near Lane	15.9	281	79
2/16/2024	3:12:44 PM	Approaching, Near Lane	20.4	261	202
2/16/2024	3:15:03 PM	Approaching, Near Lane	18.3	138	188
2/16/2024	3:17:52 PM	Approaching, Near Lane	22.6	170	170
2/16/2024	3:19:21 PM	Receding, Far Lane	9.3	1117	99
2/16/2024	3:20:53 PM	Approaching, Near Lane	30.6	181	159
2/16/2024	3:21:35 PM	Approaching, Near Lane	15.5	42	181
2/16/2024	3:22:18 PM	Approaching, Near Lane	21.4	42	162
2/16/2024	3:22:33 PM	Receding, Far Lane	19.1	191	145
2/16/2024	3:23:05 PM	Receding, Far Lane	29.6	32	201
2/16/2024	3:31:14 PM	Approaching, Near Lane	8.3	536	67
2/16/2024	3:36:14 PM	Approaching, Near Lane	21.7	301	128
2/16/2024	3:37:16 PM	Approaching, Near Lane	20.1	61	152
2/16/2024	3:39:33 PM	Approaching, Near Lane	29.2	137	163
2/16/2024	3:42:06 PM	Approaching, Near Lane	16.4	153	277
2/16/2024	3:42:26 PM	Approaching, Near Lane	29	21	181
2/16/2024	3:44:33 PM	Approaching, Near Lane	25.2	127	174
2/16/2024	3:46:53 PM	Receding, Far Lane	25	1429	238
2/16/2024	3:50:50 PM	Approaching, Near Lane	20.4	377	18
2/16/2024	3:52:14 PM	Receding, Far Lane	20.7	321	207
2/16/2024	3:52:30 PM	Receding, Far Lane	12.1	16	114
2/16/2024	3:54:03 PM	Approaching, Near Lane	31.9	193	172
2/16/2024	3:54:16 PM	Receding, Far Lane	24.3	106	236
2/16/2024	3:57:10 PM	Approaching, Near Lane	21.3	187	218
2/16/2024	3:59:20 PM	Approaching, Near Lane	19.1	131	114
2/16/2024	4:03:56 PM	Approaching, Near Lane	11.5	276	68
2/16/2024	4:06:30 PM	Approaching, Near Lane	14.2	154	59
2/16/2024	4:06:31 PM	Receding, Far Lane	14.4	735	34
2/16/2024	4:11:40 PM	Receding, Far Lane	10.8	309	8
2/16/2024	4:15:52 PM	Receding, Far Lane	17	252	147
2/16/2024	4:15:55 PM	Approaching, Near Lane	17	565	182
2/16/2024	4:16:54 PM	Receding, Far Lane	26.9	62	405
2/16/2024	4:19:38 PM	Receding, Far Lane	19.5	164	263
2/16/2024	4:21:06 PM	Receding, Far Lane	13.7	88	154
2/16/2024	4:21:17 PM	Receding, Far Lane	22.1	11	171

2/16/2024	4:22:55 PM	Approaching, Near Lane	24	419	186
2/16/2024	4:25:46 PM	Receding, Far Lane	26.9	269	199
2/16/2024	4:27:32 PM	Receding, Far Lane	32.5	106	168
2/16/2024	4:30:43 PM	Receding, Far Lane	31	191	172
2/16/2024	4:31:41 PM	Approaching, Near Lane	19.4	526	75
2/16/2024	4:32:14 PM	Receding, Far Lane	16.5	91	212
2/16/2024	4:32:17 PM	Approaching, Near Lane	25.7	36	240
2/16/2024	4:32:23 PM	Receding, Far Lane	30.2	8	243
2/16/2024	4:33:44 PM	Approaching, Near Lane	24.3	87	163
2/16/2024	4:38:24 PM	Approaching, Near Lane	21	280	194
2/16/2024	4:38:33 PM	Approaching, Near Lane	31.2	9	200
2/16/2024	4:39:28 PM	Receding, Far Lane	10.2	425	49
2/16/2024	4:39:32 PM	Approaching, Near Lane	24.3	58	207
2/16/2024	4:40:14 PM	Approaching, Near Lane	12.6	43	299
2/16/2024	4:44:58 PM	Receding, Far Lane	18.3	330	30
2/16/2024	4:47:44 PM	Receding, Far Lane	10.1	166	225
2/16/2024	4:47:59 PM	Receding, Far Lane	19.3	15	217
2/16/2024	4:48:55 PM	Approaching, Near Lane	21.4	520	47
2/16/2024	4:49:33 PM	Receding, Far Lane	12.6	94	87
2/16/2024	4:49:37 PM	Receding, Far Lane	14.5	4	121
2/16/2024	4:52:23 PM	Approaching, Near Lane	28.3	208	179
2/16/2024	4:52:26 PM	Receding, Far Lane	9.2	168	32
2/16/2024	4:58:09 PM	Receding, Far Lane	30.9	343	205
2/16/2024	5:00:35 PM	Approaching, Near Lane	26.4	492	174
2/16/2024	5:01:49 PM	Receding, Far Lane	23.7	220	263
2/16/2024	5:03:54 PM	Approaching, Near Lane	8	199	19
2/16/2024	5:05:50 PM	Approaching, Near Lane	32.8	116	137
2/16/2024	5:08:21 PM	Receding, Far Lane	24.3	392	192
2/16/2024	5:12:24 PM	Receding, Far Lane	21.6	243	191
2/16/2024	5:16:58 PM	Approaching, Near Lane	11.6	668	2
2/16/2024	5:17:22 PM	Approaching, Near Lane	14.4	24	236
2/16/2024	5:18:50 PM	Receding, Far Lane	31.6	386	272
2/16/2024	5:20:11 PM	Approaching, Near Lane	42	169	213
2/16/2024	5:21:59 PM	Approaching, Near Lane	25.9	108	173
2/16/2024	5:24:35 PM	Approaching, Near Lane	13.8	156	254
2/16/2024	5:24:59 PM	Receding, Far Lane	15.2	368	175
2/16/2024	5:26:43 PM	Approaching, Near Lane	8	128	400
2/16/2024	5:27:13 PM	Approaching, Near Lane	18.1	30	210
2/16/2024	5:28:31 PM	Receding, Far Lane	9.3	212	349
2/16/2024	5:30:53 PM	Receding, Far Lane	26.7	143	143
2/16/2024	5:31:02 PM	Approaching, Near Lane	31.9	229	165
2/16/2024	5:33:12 PM	Receding, Far Lane	20.4	139	183
2/16/2024	5:34:08 PM	Receding, Far Lane	23.3	56	233
2/16/2024	5:39:59 PM	Receding, Far Lane	15.7	351	176
2/16/2024	5:40:53 PM	Approaching, Near Lane	15.2	591	82
2/16/2024	5:46:15 PM	Receding, Far Lane	30	375	38
2/16/2024	5:51:09 PM	Approaching, Near Lane	30	616	186
2/16/2024	5:53:45 PM	Approaching, Near Lane	18.8	157	153
2/16/2024	5:56:26 PM	Receding, Far Lane	27.3	611	206
2/16/2024	5:56:42 PM	Approaching, Near Lane	28.2	177	228
2/16/2024	5:57:30 PM	Receding, Far Lane	17.4	64	234
2/16/2024	6:00:50 PM	Receding, Far Lane	22.9	200	287
2/16/2024	6:03:55 PM	Receding, Far Lane	27.3	185	194
2/16/2024	6:06:20 PM	Approaching, Near Lane	21.7	578	113
2/16/2024	6:08:23 PM	Approaching, Near Lane	24.6	123	150
2/16/2024	6:13:44 PM	Approaching, Near Lane	7.8	321	74
2/16/2024	6:19:32 PM	Approaching, Near Lane	19.1	348	244
2/16/2024	6:19:36 PM	Approaching, Near Lane	18.3	4	118
2/16/2024	6:19:47 PM	Approaching, Near Lane	19.5	12	103
2/16/2024	6:32:51 PM	Approaching, Near Lane	22.9	783	112
2/16/2024	6:33:10 PM	Approaching, Near Lane	19.8	20	27
2/16/2024	6:34:24 PM	Receding, Far Lane	29.5	1829	299
2/16/2024	6:42:58 PM	Approaching, Near Lane	21.8	588	268
2/16/2024	6:43:16 PM	Approaching, Near Lane	29.8	18	243
2/16/2024	6:48:58 PM	Receding, Far Lane	32.6	874	361
2/16/2024	6:49:11 PM	Approaching, Near Lane	26.7	355	196
2/16/2024	6:53:24 PM	Approaching, Near Lane	30	253	261
2/16/2024	6:55:25 PM	Receding, Far Lane	11.5	387	54
2/16/2024	6:56:02 PM	Receding, Far Lane	18.1	37	122
2/16/2024	7:00:37 PM	Receding, Far Lane	32.9	275	203
2/16/2024	7:03:06 PM	Approaching, Near Lane	26.3	582	208
2/16/2024	7:06:31 PM	Approaching, Near Lane	20.3	205	145
2/16/2024	7:15:03 PM	Approaching, Near Lane	29.3	512	244
2/16/2024	7:18:09 PM	Receding, Far Lane	31.3	1052	225
2/16/2024	7:24:56 PM	Approaching, Near Lane	21.7	593	167
2/16/2024	7:26:27 PM	Receding, Far Lane	12.8	498	254
2/16/2024	7:26:56 PM	Approaching, Near Lane	21.4	120	230
2/16/2024	7:34:31 PM	Approaching, Near Lane	11.2	456	26
2/16/2024	7:35:09 PM	Approaching, Near Lane	25	38	195
2/16/2024	8:03:42 PM	Approaching, Near Lane	12.2	1713	157
2/16/2024	8:12:32 PM	Approaching, Near Lane	14.5	529	142
2/16/2024	8:17:58 PM	Receding, Far Lane	12.4	3091	197
2/16/2024	8:19:31 PM	Approaching, Near Lane	18.7	419	184
2/16/2024	8:27:56 PM	Receding, Far Lane	25.7	598	153
2/16/2024	8:40:35 PM	Receding, Far Lane	30.3	759	191
2/16/2024	9:11:18 PM	Receding, Far Lane	13.4	1843	194
2/16/2024	9:11:44 PM	Receding, Far Lane	17.5	26	139
2/16/2024	9:22:31 PM	Receding, Far Lane	31.3	647	183
2/16/2024	9:32:44 PM	Approaching, Near Lane	14.2	4393	139
2/16/2024	9:32:55 PM	Approaching, Near Lane	20.1	11	165
2/16/2024	9:39:47 PM	Receding, Far Lane	23.4	1035	152
2/16/2024	10:08:43 PM	Approaching, Near Lane	18.1	2148	202
2/16/2024	10:27:17 PM	Receding, Far Lane	28	2850	192
2/16/2024	10:29:05 PM	Approaching, Near Lane	24.4	1222	264
2/16/2024	11:10:10 PM	Approaching, Near Lane	16.5	2465	136
2/16/2024	11:10:18 PM	Receding, Far Lane	24.9	2581	219
2/16/2024	11:28:07 PM	Approaching, Near Lane	20.7	1077	170
2/17/2024	1:29:36 AM	Approaching, Near Lane	26.7	7289	184
2/17/2024	1:30:58 AM	Receding, Far Lane	21	8441	232
2/17/2024	1:33:14 AM	Approaching, Near Lane	21	218	260
2/17/2024	1:38:40 AM	Receding, Far Lane	24.1	462	250
2/17/2024	2:09:14 AM	Approaching, Near Lane	25.3	2160	239
2/17/2024	5:45:32 AM	Receding, Far Lane	33.5	14812	195
2/17/2024	5:49:32 AM	Receding, Far Lane	27.7	240	200
2/17/2024	6:09:14 AM	Receding, Far Lane	28.9	1181	243
2/17/2024	6:49:58 AM	Receding, Far Lane	14.4	2445	325
2/17/2024	7:10:26 AM	Receding, Far Lane	22.4	1228	570
2/17/2024	7:16:44 AM	Approaching, Near Lane	29.5	18451	226
2/17/2024	7:32:21 AM	Approaching, Near Lane	18.1	937	136
2/17/2024	7:50:00 AM	Receding, Far Lane	15.2	2374	185
2/17/2024	7:55:33 AM	Receding, Far Lane	29.9	333	232
2/17/2024	7:57:30 AM	Receding, Far Lane	22.7	117	192
2/17/2024	8:00:02 AM	Approaching, Near Lane	22.3	1661	216
2/17/2024	8:04:17 AM	Receding, Far Lane	26	407	227
2/17/2024	8:10:45 AM	Receding, Far Lane	18.3	388	281
2/17/2024	8:13:24 AM	Receding, Far Lane	30.6	159	208
2/17/2024	8:22:11 AM	Approaching, Near Lane	13.9	1330	315
2/17/2024	8:30:53 AM	Approaching, Near Lane	19.7	522	167
2/17/2024	8:33:09 AM	Receding, Far Lane	28	1185	293
2/17/2024	8:34:01 AM	Receding, Far Lane	25	53	193
2/17/2024	8:52:08 AM	Receding, Far Lane	32.3	1087	261
2/17/2024	8:56:47 AM	Receding, Far Lane	32.9	279	255
2/17/2024	8:59:19 AM	Receding, Far Lane	25.3	152	340
2/17/2024	9:01:03 AM	Receding, Far Lane	29.3	104	250
2/17/2024	9:02:44 AM	Receding, Far Lane	30.2	101	229
2/17/2024	9:08:29 AM	Receding, Far Lane	23.3	345	312
2/17/2024	9:18:04 AM	Approaching, Near Lane	28.3	2831	204
2/17/2024	9:20:53 AM	Receding, Far Lane	14.1	744	187
2/17/2024	9:26:32 AM	Approaching, Near Lane	14.9	507	215
2/17/2024	9:26:48 AM	Receding, Far Lane	13.9	355	218
2/17/2024	9:33:34 AM	Receding, Far Lane	27	406	232
2/17/2024	9:34:13 AM	Approaching, Near Lane	19.5	462	235
2/17/2024	9:35:55 AM	Approaching, Near Lane	12.5	102	195

2/17/2024	9:41:40 AM	Approaching, Near Lane	15.2	345	133
2/17/2024	9:42:42 AM	Receding, Far Lane	30.8	548	259
2/17/2024	9:43:18 AM	Approaching, Near Lane	24.9	98	176
2/17/2024	9:46:32 AM	Receding, Far Lane	13.7	230	117
2/17/2024	9:47:20 AM	Receding, Far Lane	22.9	48	369
2/17/2024	9:50:48 AM	Receding, Far Lane	41.1	208	232
2/17/2024	9:51:11 AM	Receding, Far Lane	21	23	123
2/17/2024	9:52:31 AM	Receding, Far Lane	23.7	80	129
2/17/2024	10:01:45 AM	Approaching, Near Lane	21.1	1107	277
2/17/2024	10:01:55 AM	Approaching, Near Lane	24	10	208
2/17/2024	10:03:32 AM	Approaching, Near Lane	37.4	97	247
2/17/2024	10:08:03 AM	Approaching, Near Lane	26.2	271	200
2/17/2024	10:08:12 AM	Approaching, Near Lane	21.4	10	283
2/17/2024	10:08:25 AM	Receding, Far Lane	18.7	953	187
2/17/2024	10:09:59 AM	Receding, Far Lane	20.1	94	150
2/17/2024	10:16:25 AM	Approaching, Near Lane	30.2	493	113
2/17/2024	10:18:02 AM	Approaching, Near Lane	34.2	97	235
2/17/2024	10:18:48 AM	Receding, Far Lane	13.1	529	223
2/17/2024	10:24:48 AM	Approaching, Near Lane	32.5	406	281
2/17/2024	10:35:33 AM	Approaching, Near Lane	9.8	645	15
2/17/2024	10:37:28 AM	Receding, Far Lane	21.3	1121	209
2/17/2024	10:42:15 AM	Receding, Far Lane	29.3	287	237
2/17/2024	10:42:53 AM	Receding, Far Lane	20	38	251
2/17/2024	10:43:22 AM	Approaching, Near Lane	33.9	469	186
2/17/2024	10:43:45 AM	Receding, Far Lane	31.9	52	298
2/17/2024	10:44:40 AM	Receding, Far Lane	28	55	229
2/17/2024	10:45:16 AM	Receding, Far Lane	21.7	36	149
2/17/2024	10:45:28 AM	Receding, Far Lane	10.3	12	81
2/17/2024	10:47:22 AM	Receding, Far Lane	39.4	114	213
2/17/2024	10:48:06 AM	Receding, Far Lane	29.9	44	252
2/17/2024	10:50:01 AM	Receding, Far Lane	26	116	215
2/17/2024	10:50:58 AM	Receding, Far Lane	29	56	186
2/17/2024	10:51:18 AM	Receding, Far Lane	16.7	20	122
2/17/2024	10:52:50 AM	Receding, Far Lane	28	91	242
2/17/2024	10:57:51 AM	Approaching, Near Lane	20	869	118
2/17/2024	11:00:40 AM	Receding, Far Lane	32.9	471	195
2/17/2024	11:02:04 AM	Receding, Far Lane	33.2	83	191
2/17/2024	11:12:50 AM	Approaching, Near Lane	10.5	899	99
2/17/2024	11:14:09 AM	Receding, Far Lane	29	725	219
2/17/2024	11:15:07 AM	Approaching, Near Lane	24.1	137	79
2/17/2024	11:17:02 AM	Receding, Far Lane	15.2	173	199
2/17/2024	11:18:59 AM	Approaching, Near Lane	10.2	232	112
2/17/2024	11:22:06 AM	Receding, Far Lane	27.4	304	158
2/17/2024	11:22:36 AM	Approaching, Near Lane	23.1	217	231
2/17/2024	11:25:58 AM	Approaching, Near Lane	22.1	202	368
2/17/2024	11:27:36 AM	Approaching, Near Lane	25.4	98	522
2/17/2024	11:28:44 AM	Approaching, Near Lane	29.8	69	149
2/17/2024	11:29:09 AM	Approaching, Near Lane	26.4	25	210
2/17/2024	11:30:31 AM	Approaching, Near Lane	18.5	82	194
2/17/2024	11:35:14 AM	Approaching, Near Lane	13.5	283	215
2/17/2024	11:37:00 AM	Approaching, Near Lane	16.8	105	198
2/17/2024	11:39:06 AM	Approaching, Near Lane	25.2	126	231
2/17/2024	11:43:13 AM	Approaching, Near Lane	13.4	248	232
2/17/2024	11:48:21 AM	Receding, Far Lane	10.1	1575	93
2/17/2024	11:48:33 AM	Receding, Far Lane	19.4	12	242
2/17/2024	11:49:10 AM	Receding, Far Lane	22.1	38	181
2/17/2024	11:51:11 AM	Approaching, Near Lane	9.1	478	407
2/17/2024	11:52:49 AM	Approaching, Near Lane	20.8	98	205
2/17/2024	11:55:00 AM	Approaching, Near Lane	18.4	132	232
2/17/2024	11:55:35 AM	Approaching, Near Lane	16.2	34	120
2/17/2024	12:00:40 PM	Approaching, Near Lane	14.4	305	158
2/17/2024	12:05:55 PM	Approaching, Near Lane	18.7	315	129
2/17/2024	12:08:42 PM	Approaching, Near Lane	18.3	167	192
2/17/2024	12:13:54 PM	Approaching, Near Lane	14.9	312	67
2/17/2024	12:18:31 PM	Receding, Far Lane	11.1	1760	122
2/17/2024	12:21:50 PM	Approaching, Near Lane	24.1	475	172
2/17/2024	12:21:53 PM	Receding, Far Lane	15.1	202	158
2/17/2024	12:22:36 PM	Approaching, Near Lane	7.6	46	141
2/17/2024	12:30:48 PM	Approaching, Near Lane	18.1	492	263
2/17/2024	12:31:36 PM	Receding, Far Lane	24.1	583	204
2/17/2024	12:31:38 PM	Approaching, Near Lane	10.1	49	229
2/17/2024	12:33:01 PM	Receding, Far Lane	27	85	244
2/17/2024	12:35:37 PM	Approaching, Near Lane	24.1	239	270
2/17/2024	12:37:07 PM	Approaching, Near Lane	24.6	91	167
2/17/2024	12:40:41 PM	Approaching, Near Lane	21	213	179
2/17/2024	12:43:00 PM	Approaching, Near Lane	25.7	139	49
2/17/2024	12:51:14 PM	Receding, Far Lane	27.2	1093	2
2/17/2024	12:51:57 PM	Receding, Far Lane	19.5	43	30
2/17/2024	12:52:42 PM	Approaching, Near Lane	29.6	582	28
2/17/2024	12:53:12 PM	Receding, Far Lane	24.1	75	16
2/17/2024	12:57:53 PM	Receding, Far Lane	21.7	281	22
2/17/2024	1:01:53 PM	Receding, Far Lane	27.7	241	25
2/17/2024	1:02:59 PM	Approaching, Near Lane	16.2	617	39
2/17/2024	1:05:20 PM	Approaching, Near Lane	11.8	141	55
2/17/2024	1:08:15 PM	Approaching, Near Lane	14.5	176	8
2/17/2024	1:18:15 PM	Approaching, Near Lane	15.9	599	57
2/17/2024	1:21:24 PM	Receding, Far Lane	32.2	1170	85
2/17/2024	1:25:02 PM	Receding, Far Lane	16.1	219	313
2/17/2024	1:28:54 PM	Approaching, Near Lane	26.3	639	231
2/17/2024	1:29:29 PM	Receding, Far Lane	30.6	267	194
2/17/2024	1:31:33 PM	Receding, Far Lane	19.7	124	165
2/17/2024	1:35:20 PM	Receding, Far Lane	37.2	227	207
2/17/2024	1:39:35 PM	Receding, Far Lane	26.4	254	187
2/17/2024	1:42:15 PM	Approaching, Near Lane	17.4	801	234
2/17/2024	1:44:41 PM	Receding, Far Lane	28.8	306	221
2/17/2024	1:46:36 PM	Approaching, Near Lane	16.4	261	185
2/17/2024	1:46:44 PM	Approaching, Near Lane	19.5	9	169
2/17/2024	1:48:26 PM	Receding, Far Lane	19.8	226	167
2/17/2024	1:54:41 PM	Approaching, Near Lane	35.4	476	161
2/17/2024	1:55:13 PM	Receding, Far Lane	21.4	407	164
2/17/2024	1:59:57 PM	Receding, Far Lane	12.2	284	112
2/17/2024	2:05:29 PM	Receding, Far Lane	32.6	332	170
2/17/2024	2:17:31 PM	Approaching, Near Lane	18.3	1370	180
2/17/2024	2:19:37 PM	Receding, Far Lane	9.3	848	25
2/17/2024	2:20:54 PM	Approaching, Near Lane	8	203	92
2/17/2024	2:22:53 PM	Receding, Far Lane	15.5	197	186
2/17/2024	2:23:13 PM	Approaching, Near Lane	25.6	140	249
2/17/2024	2:26:09 PM	Receding, Far Lane	18.8	196	195
2/17/2024	2:40:36 PM	Receding, Far Lane	30	867	193
2/17/2024	2:49:01 PM	Receding, Far Lane	24.6	505	186
2/17/2024	2:50:39 PM	Receding, Far Lane	27.2	98	161
2/17/2024	2:51:26 PM	Approaching, Near Lane	17	1692	64
2/17/2024	2:51:27 PM	Receding, Far Lane	24.7	49	194
2/17/2024	2:54:36 PM	Approaching, Near Lane	20.7	191	156
2/17/2024	2:59:47 PM	Receding, Far Lane	26.3	500	202
2/17/2024	3:01:57 PM	Receding, Far Lane	26.7	130	221
2/17/2024	3:07:47 PM	Receding, Far Lane	26	349	192
2/17/2024	3:08:26 PM	Approaching, Near Lane	26.3	830	190
2/17/2024	3:14:00 PM	Receding, Far Lane	28	374	217
2/17/2024	3:15:35 PM	Approaching, Near Lane	12.5	428	251
2/17/2024	3:16:26 PM	Approaching, Near Lane	17.3	51	204
2/17/2024	3:21:52 PM	Approaching, Near Lane	22.1	327	174
2/17/2024	3:23:05 PM	Receding, Far Lane	15.7	544	179
2/17/2024	3:24:29 PM	Approaching, Near Lane	25.6	156	157
2/17/2024	3:25:15 PM	Approaching, Near Lane	30	46	247
2/17/2024	3:31:14 PM	Receding, Far Lane	25.6	490	162
2/17/2024	3:34:27 PM	Approaching, Near Lane	20.1	552	179
2/17/2024	3:39:49 PM	Approaching, Near Lane	22.6	322	150
2/17/2024	3:45:39 PM	Receding, Far Lane	20.7	865	132
2/17/2024	3:46:58 PM	Receding, Far Lane	30.2	79	161
2/17/2024	3:50:26 PM	Receding, Far Lane	29.9	208	299
2/17/2024	3:53:39 PM	Receding, Far Lane	29.6	192	161
2/17/2024	3:57:00 PM	Approaching, Near Lane	21.4	1031	148

2/17/2024	4:06:02 PM	Approaching, Near Lane	15.7	543	127
2/17/2024	4:09:15 PM	Receding, Far Lane	23.4	937	204
2/17/2024	4:17:44 PM	Receding, Far Lane	28.6	509	329
2/17/2024	4:17:46 PM	Approaching, Near Lane	28.3	704	134
2/17/2024	4:23:09 PM	Receding, Far Lane	29.2	325	142
2/17/2024	4:23:12 PM	Receding, Far Lane	30	3	214
2/17/2024	4:29:56 PM	Approaching, Near Lane	19.3	730	142
2/17/2024	4:32:37 PM	Approaching, Near Lane	26	160	209
2/17/2024	4:35:13 PM	Receding, Far Lane	31.2	722	209
2/17/2024	4:41:04 PM	Receding, Far Lane	14.1	351	178
2/17/2024	4:44:30 PM	Receding, Far Lane	32.8	206	186
2/17/2024	4:44:41 PM	Approaching, Near Lane	16.1	724	77
2/17/2024	4:50:07 PM	Approaching, Near Lane	28.5	326	168
2/17/2024	4:50:20 PM	Approaching, Near Lane	27.7	13	153
2/17/2024	4:51:19 PM	Receding, Far Lane	14.5	408	222
2/17/2024	4:52:30 PM	Approaching, Near Lane	22	130	181
2/17/2024	4:57:04 PM	Receding, Far Lane	18.7	345	154
2/17/2024	4:59:49 PM	Approaching, Near Lane	29.5	438	166
2/17/2024	5:00:31 PM	Approaching, Near Lane	22.1	43	213
2/17/2024	5:06:04 PM	Approaching, Near Lane	28.6	332	208
2/17/2024	5:18:06 PM	Approaching, Near Lane	26.7	723	196
2/17/2024	5:26:49 PM	Receding, Far Lane	25	1785	109
2/17/2024	5:33:06 PM	Approaching, Near Lane	26.9	899	258
2/17/2024	5:35:02 PM	Approaching, Near Lane	30.2	117	174
2/17/2024	5:47:05 PM	Receding, Far Lane	24.4	1216	233
2/17/2024	6:31:52 PM	Receding, Far Lane	31.9	2687	176
2/17/2024	6:39:31 PM	Approaching, Near Lane	23.3	3869	149
2/17/2024	6:45:22 PM	Receding, Far Lane	18.4	810	119
2/17/2024	6:46:41 PM	Receding, Far Lane	26.4	79	216
2/17/2024	6:51:22 PM	Approaching, Near Lane	17	710	79
2/17/2024	6:51:45 PM	Approaching, Near Lane	38.1	23	152
2/17/2024	6:52:11 PM	Approaching, Near Lane	22.1	26	169
2/17/2024	7:14:57 PM	Receding, Far Lane	25.4	1696	200
2/17/2024	7:48:04 PM	Receding, Far Lane	23.9	1987	191
2/17/2024	7:57:14 PM	Receding, Far Lane	26.7	550	251
2/17/2024	8:06:57 PM	Approaching, Near Lane	28	4486	188
2/17/2024	8:15:40 PM	Receding, Far Lane	29	1106	219
2/17/2024	9:45:42 PM	Approaching, Near Lane	13.5	5925	200
2/17/2024	9:46:51 PM	Approaching, Near Lane	25	69	161
2/17/2024	10:12:51 PM	Receding, Far Lane	22.1	7031	336
2/17/2024	10:18:36 PM	Receding, Far Lane	22.3	344	325
2/17/2024	11:10:49 PM	Receding, Far Lane	26	3133	215
2/17/2024	11:55:26 PM	Approaching, Near Lane	20.6	7715	228
2/18/2024	2:34:03 AM	Receding, Far Lane	25	12194	182
2/18/2024	2:39:59 AM	Approaching, Near Lane	24.4	9873	214
2/18/2024	2:48:43 AM	Receding, Far Lane	27.7	881	169
2/18/2024	7:18:05 AM	Receding, Far Lane	10.9	16162	240
2/18/2024	7:20:59 AM	Receding, Far Lane	32.5	174	256
2/18/2024	7:45:57 AM	Receding, Far Lane	19.1	1498	197
2/18/2024	7:46:47 AM	Receding, Far Lane	28.6	50	206
2/18/2024	7:50:31 AM	Receding, Far Lane	13.9	224	309
2/18/2024	8:00:17 AM	Receding, Far Lane	32.1	586	250
2/18/2024	8:03:21 AM	Approaching, Near Lane	30.5	19402	171
2/18/2024	8:07:47 AM	Approaching, Near Lane	12.5	266	251
2/18/2024	8:16:42 AM	Receding, Far Lane	21.8	985	186
2/18/2024	8:45:12 AM	Approaching, Near Lane	22.7	2245	182
2/18/2024	8:51:19 AM	Approaching, Near Lane	9.2	366	243
2/18/2024	8:52:02 AM	Approaching, Near Lane	18.7	43	205
2/18/2024	8:55:31 AM	Approaching, Near Lane	7.8	209	254
2/18/2024	9:06:12 AM	Approaching, Near Lane	9.9	642	174
2/18/2024	9:10:07 AM	Receding, Far Lane	25.7	3205	158
2/18/2024	9:14:07 AM	Approaching, Near Lane	26.3	475	303
2/18/2024	9:20:18 AM	Receding, Far Lane	18.5	611	385
2/18/2024	9:25:18 AM	Approaching, Near Lane	16.4	671	189
2/18/2024	9:27:02 AM	Approaching, Near Lane	34.8	104	203
2/18/2024	9:27:59 AM	Approaching, Near Lane	19.3	57	173
2/18/2024	9:31:02 AM	Receding, Far Lane	27.9	644	208
2/18/2024	9:35:55 AM	Receding, Far Lane	25.7	293	205
2/18/2024	9:40:38 AM	Approaching, Near Lane	23.6	760	169
2/18/2024	9:45:18 AM	Receding, Far Lane	29.8	562	210
2/18/2024	9:49:11 AM	Approaching, Near Lane	17.1	513	162
2/18/2024	9:56:41 AM	Receding, Far Lane	20	684	197
2/18/2024	9:57:34 AM	Receding, Far Lane	25.4	53	212
2/18/2024	9:58:13 AM	Receding, Far Lane	34.2	39	234
2/18/2024	9:59:52 AM	Receding, Far Lane	35.6	98	253
2/18/2024	10:02:38 AM	Receding, Far Lane	34.6	166	256
2/18/2024	10:03:03 AM	Approaching, Near Lane	20.3	832	250
2/18/2024	10:08:40 AM	Approaching, Near Lane	20.8	337	205
2/18/2024	10:13:36 AM	Receding, Far Lane	25.9	658	236
2/18/2024	10:14:04 AM	Approaching, Near Lane	35.2	324	247
2/18/2024	10:18:13 AM	Approaching, Near Lane	23.3	250	175
2/18/2024	10:21:19 AM	Approaching, Near Lane	29.3	186	336
2/18/2024	10:24:25 AM	Receding, Far Lane	25.4	649	206
2/18/2024	10:28:00 AM	Receding, Far Lane	34.2	215	211
2/18/2024	10:29:59 AM	Receding, Far Lane	27	118	232
2/18/2024	10:39:29 AM	Receding, Far Lane	27.7	571	306
2/18/2024	10:40:29 AM	Receding, Far Lane	27	60	189
2/18/2024	10:42:13 AM	Receding, Far Lane	28.6	103	303
2/18/2024	10:42:25 AM	Approaching, Near Lane	13.8	1266	260
2/18/2024	11:17:09 AM	Approaching, Near Lane	23.6	2084	158
2/18/2024	11:25:29 AM	Approaching, Near Lane	28.6	501	253
2/18/2024	11:28:01 AM	Receding, Far Lane	27	2748	299
2/18/2024	11:32:10 AM	Receding, Far Lane	24.7	249	328
2/18/2024	11:34:41 AM	Receding, Far Lane	13.1	151	250
2/18/2024	11:36:03 AM	Receding, Far Lane	23.4	82	183
2/18/2024	11:37:56 AM	Approaching, Near Lane	32.8	746	145
2/18/2024	11:41:01 AM	Receding, Far Lane	23.3	298	328
2/18/2024	11:42:42 AM	Approaching, Near Lane	28.5	286	264
2/18/2024	11:49:05 AM	Approaching, Near Lane	32.5	383	178
2/18/2024	11:51:47 AM	Approaching, Near Lane	18.5	163	231
2/18/2024	11:52:11 AM	Receding, Far Lane	21.6	670	351
2/18/2024	11:59:58 AM	Approaching, Near Lane	21.6	490	242
2/18/2024	12:07:36 PM	Approaching, Near Lane	24.9	458	238
2/18/2024	12:13:22 PM	Approaching, Near Lane	23	346	290
2/18/2024	12:16:25 PM	Approaching, Near Lane	23.7	183	134
2/18/2024	12:27:47 PM	Approaching, Near Lane	27.4	682	150
2/18/2024	12:29:32 PM	Receding, Far Lane	21.6	2241	288
2/18/2024	12:33:32 PM	Receding, Far Lane	23.7	240	295
2/18/2024	12:33:44 PM	Receding, Far Lane	28	11	293
2/18/2024	12:35:45 PM	Approaching, Near Lane	29	478	122
2/18/2024	12:41:16 PM	Receding, Far Lane	25.4	452	372
2/18/2024	12:52:33 PM	Receding, Far Lane	22	677	278
2/18/2024	12:54:35 PM	Approaching, Near Lane	29.6	1130	228
2/18/2024	12:57:46 PM	Approaching, Near Lane	34.5	191	246
2/18/2024	12:58:50 PM	Approaching, Near Lane	21.4	64	216
2/18/2024	12:59:30 PM	Approaching, Near Lane	25.2	39	169
2/18/2024	1:03:13 PM	Receding, Far Lane	21	640	298
2/18/2024	1:04:45 PM	Receding, Far Lane	27.4	92	338
2/18/2024	1:05:40 PM	Approaching, Near Lane	22.1	370	178
2/18/2024	1:13:17 PM	Approaching, Near Lane	21.3	457	175
2/18/2024	1:36:25 PM	Receding, Far Lane	23.6	1900	205
2/18/2024	1:37:05 PM	Approaching, Near Lane	21.4	1428	302
2/18/2024	1:41:07 PM	Receding, Far Lane	23.4	283	637
2/18/2024	1:41:50 PM	Receding, Far Lane	24.7	43	339
2/18/2024	1:45:28 PM	Approaching, Near Lane	21	503	165
2/18/2024	1:51:20 PM	Receding, Far Lane	15.1	570	138
2/18/2024	1:52:12 PM	Approaching, Near Lane	12.5	404	181
2/18/2024	1:53:27 PM	Approaching, Near Lane	28.9	75	316
2/18/2024	1:57:19 PM	Approaching, Near Lane	22.7	232	233
2/18/2024	2:14:48 PM	Approaching, Near Lane	23.9	1049	178
2/18/2024	2:15:19 PM	Receding, Far Lane	23	1439	280
2/18/2024	2:20:00 PM	Receding, Far Lane	25.3	281	340
2/18/2024	2:22:06 PM	Receding, Far Lane	25.6	126	352

2/18/2024	2:22:53 PM	Receding, Far Lane	23.1	47	595
2/18/2024	2:25:25 PM	Approaching, Near Lane	18.1	637	242
2/18/2024	2:26:59 PM	Receding, Far Lane	18.4	246	185
2/18/2024	2:32:46 PM	Receding, Far Lane	25.4	348	670
2/18/2024	2:38:55 PM	Receding, Far Lane	23.4	369	320
2/18/2024	2:44:02 PM	Approaching, Near Lane	17.4	1117	199
2/18/2024	2:50:42 PM	Receding, Far Lane	20.3	706	276
2/18/2024	2:51:24 PM	Approaching, Near Lane	14.9	442	309
2/18/2024	2:51:37 PM	Receding, Far Lane	13.9	55	208
2/18/2024	2:54:57 PM	Approaching, Near Lane	26	214	127
2/18/2024	2:58:36 PM	Approaching, Near Lane	11.2	218	148
2/18/2024	3:01:11 PM	Approaching, Near Lane	12.9	155	269
2/18/2024	3:02:03 PM	Approaching, Near Lane	34.9	52	196
2/18/2024	3:03:57 PM	Receding, Far Lane	15.9	740	226
2/18/2024	3:04:34 PM	Receding, Far Lane	24.3	37	340
2/18/2024	3:12:39 PM	Receding, Far Lane	12.5	485	241
2/18/2024	3:14:35 PM	Approaching, Near Lane	30.6	752	179
2/18/2024	3:24:07 PM	Approaching, Near Lane	26.2	572	129
2/18/2024	3:26:26 PM	Receding, Far Lane	20.8	828	266
2/18/2024	3:52:41 PM	Receding, Far Lane	28.3	1575	208
2/18/2024	4:06:20 PM	Receding, Far Lane	35.4	818	218
2/18/2024	4:08:29 PM	Approaching, Near Lane	17.1	2662	177
2/18/2024	4:08:46 PM	Approaching, Near Lane	25.3	17	171
2/18/2024	4:13:25 PM	Approaching, Near Lane	19.1	279	136
2/18/2024	4:13:34 PM	Approaching, Near Lane	18.3	10	168
2/18/2024	4:14:13 PM	Approaching, Near Lane	19.1	38	132
2/18/2024	4:15:15 PM	Receding, Far Lane	15.7	536	116
2/18/2024	4:15:40 PM	Approaching, Near Lane	16.1	87	154
2/18/2024	4:15:50 PM	Receding, Far Lane	11.8	35	50
2/18/2024	4:20:20 PM	Receding, Far Lane	13.8	270	334
2/18/2024	4:23:43 PM	Receding, Far Lane	28.8	202	241
2/18/2024	4:24:06 PM	Approaching, Near Lane	22.1	506	193
2/18/2024	4:34:38 PM	Receding, Far Lane	23.4	655	357
2/18/2024	4:49:17 PM	Approaching, Near Lane	20	1512	158
2/18/2024	4:50:37 PM	Approaching, Near Lane	18.4	80	207
2/18/2024	4:50:52 PM	Receding, Far Lane	14.2	974	287
2/18/2024	5:08:21 PM	Receding, Far Lane	7.8	1049	208
2/18/2024	5:11:38 PM	Approaching, Near Lane	9.9	1261	125
2/18/2024	5:13:59 PM	Approaching, Near Lane	28.9	141	231
2/18/2024	5:15:06 PM	Approaching, Near Lane	24	67	229
2/18/2024	5:21:16 PM	Receding, Far Lane	21.1	775	235
2/18/2024	5:28:33 PM	Approaching, Near Lane	14.2	808	168
2/18/2024	5:32:43 PM	Approaching, Near Lane	20.6	250	163
2/18/2024	5:33:24 PM	Approaching, Near Lane	13.1	41	226
2/18/2024	5:36:57 PM	Receding, Far Lane	22.7	941	325
2/18/2024	5:37:40 PM	Receding, Far Lane	27.6	43	366
2/18/2024	5:38:21 PM	Receding, Far Lane	28.6	41	432
2/18/2024	5:50:04 PM	Approaching, Near Lane	12.4	1000	110
2/18/2024	5:56:07 PM	Approaching, Near Lane	23.4	363	220
2/18/2024	5:58:33 PM	Approaching, Near Lane	16.7	146	221
2/18/2024	6:21:55 PM	Receding, Far Lane	15.5	2614	270
2/18/2024	6:25:11 PM	Approaching, Near Lane	26.3	1599	166
2/18/2024	6:41:37 PM	Approaching, Near Lane	24	986	148
2/18/2024	6:43:44 PM	Receding, Far Lane	25.4	1309	189
2/18/2024	6:47:21 PM	Receding, Far Lane	19.7	216	209
2/18/2024	6:47:21 PM	Approaching, Near Lane	12.4	344	107
2/18/2024	7:02:02 PM	Approaching, Near Lane	27.2	881	202
2/18/2024	7:06:02 PM	Receding, Far Lane	12.8	1121	335
2/18/2024	7:09:06 PM	Approaching, Near Lane	21.6	424	213
2/18/2024	7:26:18 PM	Approaching, Near Lane	8.3	1032	169
2/18/2024	7:34:50 PM	Receding, Far Lane	26.2	1728	165
2/18/2024	7:44:57 PM	Receding, Far Lane	29	607	226
2/18/2024	7:59:26 PM	Approaching, Near Lane	32.1	1989	217
2/18/2024	8:27:59 PM	Receding, Far Lane	29.9	2582	245
2/18/2024	8:56:00 PM	Approaching, Near Lane	24.9	3394	199
2/18/2024	8:57:16 PM	Receding, Far Lane	21	1758	293
2/18/2024	8:57:26 PM	Receding, Far Lane	18.7	9	204
2/18/2024	9:07:02 PM	Approaching, Near Lane	24.7	662	247
2/18/2024	9:15:53 PM	Receding, Far Lane	18.5	1107	284
2/18/2024	10:20:24 PM	Receding, Far Lane	14.5	3871	255
2/18/2024	10:36:03 PM	Receding, Far Lane	12.9	939	225
2/18/2024	10:43:43 PM	Receding, Far Lane	26.3	459	155
2/18/2024	10:46:07 PM	Receding, Far Lane	12.2	144	231
2/18/2024	10:49:25 PM	Approaching, Near Lane	28.5	6142	200
2/18/2024	11:01:42 PM	Receding, Far Lane	12.4	936	236
2/18/2024	11:23:25 PM	Receding, Far Lane	13.4	1303	233
2/18/2024	11:48:30 PM	Approaching, Near Lane	26.4	3545	251
2/19/2024	12:03:53 AM	Receding, Far Lane	27.9	2427	215
2/19/2024	12:09:07 AM	Approaching, Near Lane	31.2	1237	193
2/19/2024	2:24:11 AM	Receding, Far Lane	26.2	8419	330
2/19/2024	2:34:04 AM	Receding, Far Lane	27.3	593	224
2/19/2024	2:38:02 AM	Approaching, Near Lane	25.7	8936	147
2/19/2024	2:42:31 AM	Receding, Far Lane	20.6	507	204
2/19/2024	3:01:23 AM	Approaching, Near Lane	11.5	1400	8
2/19/2024	3:02:49 AM	Approaching, Near Lane	19.7	86	2891
2/19/2024	4:28:32 AM	Receding, Far Lane	24.3	6361	274
2/19/2024	5:41:06 AM	Receding, Far Lane	24.6	4354	308
2/19/2024	5:47:44 AM	Receding, Far Lane	28.3	397	374
2/19/2024	6:21:25 AM	Approaching, Near Lane	26	11916	245
2/19/2024	6:25:46 AM	Receding, Far Lane	14.8	2282	364
2/19/2024	6:55:28 AM	Receding, Far Lane	14.4	1782	115
2/19/2024	6:56:36 AM	Receding, Far Lane	31.2	68	286
2/19/2024	7:05:06 AM	Approaching, Near Lane	16.5	2621	110
2/19/2024	7:09:27 AM	Receding, Far Lane	12.4	771	83
2/19/2024	7:19:06 AM	Receding, Far Lane	29.5	579	186
2/19/2024	7:21:20 AM	Approaching, Near Lane	22.9	975	236
2/19/2024	7:32:25 AM	Approaching, Near Lane	26.6	664	242
2/19/2024	7:42:20 AM	Approaching, Near Lane	16.8	595	543
2/19/2024	7:46:02 AM	Receding, Far Lane	23.1	1616	220
2/19/2024	7:47:27 AM	Approaching, Near Lane	21.4	307	307
2/19/2024	7:53:51 AM	Receding, Far Lane	27.7	470	244
2/19/2024	7:57:05 AM	Receding, Far Lane	18.7	194	204
2/19/2024	7:58:08 AM	Approaching, Near Lane	19.3	640	155
2/19/2024	7:59:30 AM	Approaching, Near Lane	21.3	82	223
2/19/2024	8:02:39 AM	Receding, Far Lane	27.2	334	326
2/19/2024	8:09:30 AM	Receding, Far Lane	22.3	410	149
2/19/2024	8:14:11 AM	Receding, Far Lane	22.7	282	135
2/19/2024	8:17:00 AM	Receding, Far Lane	24.6	169	186
2/19/2024	8:18:38 AM	Receding, Far Lane	21.4	98	313
2/19/2024	8:33:17 AM	Approaching, Near Lane	28.6	2027	157
2/19/2024	8:34:04 AM	Approaching, Near Lane	25.3	47	182
2/19/2024	8:42:06 AM	Approaching, Near Lane	15.4	483	181
2/19/2024	8:48:24 AM	Approaching, Near Lane	7.9	378	30
2/19/2024	9:22:27 AM	Approaching, Near Lane	14.9	2043	232
2/19/2024	9:25:31 AM	Receding, Far Lane	21.6	4013	288
2/19/2024	9:39:21 AM	Approaching, Near Lane	16.2	1014	127
2/19/2024	9:42:54 AM	Approaching, Near Lane	23.9	212	157
2/19/2024	9:43:40 AM	Approaching, Near Lane	23.1	46	158
2/19/2024	9:46:54 AM	Approaching, Near Lane	9.2	195	151
2/19/2024	9:52:44 AM	Approaching, Near Lane	13.7	349	271
2/19/2024	9:54:34 AM	Approaching, Near Lane	29	111	162
2/19/2024	10:00:11 AM	Approaching, Near Lane	20.3	337	213
2/19/2024	10:06:25 AM	Receding, Far Lane	22.9	2454	158
2/19/2024	10:09:15 AM	Receding, Far Lane	14.1	170	225
2/19/2024	10:11:52 AM	Approaching, Near Lane	24.6	700	161
2/19/2024	10:16:20 AM	Approaching, Near Lane	13.1	269	229
2/19/2024	10:18:34 AM	Approaching, Near Lane	19.7	134	172
2/19/2024	10:20:48 AM	Receding, Far Lane	27.3	692	366
2/19/2024	10:22:50 AM	Receding, Far Lane	13.4	122	332
2/19/2024	10:22:53 AM	Approaching, Near Lane	7.8	258	63
2/19/2024	10:29:35 AM	Receding, Far Lane	22.6	406	199
2/19/2024	10:32:14 AM	Receding, Far Lane	15.5	158	169
2/19/2024	10:34:50 AM	Receding, Far Lane	20.7	157	132



2/19/2024	10:35:30 AM	Receding, Far Lane	11.6	40	220
2/19/2024	10:40:26 AM	Receding, Far Lane	12.9	296	641
2/19/2024	10:42:16 AM	Approaching, Near Lane	17.3	1163	219
2/19/2024	10:46:19 AM	Receding, Far Lane	24.4	354	151
2/19/2024	10:50:26 AM	Receding, Far Lane	21.6	247	200
2/19/2024	10:53:17 AM	Receding, Far Lane	17	171	215
2/19/2024	10:59:11 AM	Approaching, Near Lane	20.1	1015	202
2/19/2024	11:01:33 AM	Receding, Far Lane	13.1	495	109
2/19/2024	11:04:40 AM	Receding, Far Lane	21.1	187	178
2/19/2024	11:05:29 AM	Approaching, Near Lane	9.3	379	129
2/19/2024	11:05:45 AM	Approaching, Near Lane	20.7	16	179
2/19/2024	11:06:25 AM	Receding, Far Lane	14.2	105	210
2/19/2024	11:10:04 AM	Approaching, Near Lane	17.7	259	217
2/19/2024	11:11:58 AM	Approaching, Near Lane	13.7	114	188
2/19/2024	11:13:47 AM	Receding, Far Lane	30.3	441	211
2/19/2024	11:15:11 AM	Receding, Far Lane	22.3	84	179
2/19/2024	11:26:53 AM	Approaching, Near Lane	10.3	895	140
2/19/2024	11:29:09 AM	Receding, Far Lane	17.4	838	183
2/19/2024	11:37:40 AM	Receding, Far Lane	23	511	145
2/19/2024	11:38:44 AM	Approaching, Near Lane	11.9	712	149
2/19/2024	11:40:47 AM	Approaching, Near Lane	19.8	123	321
2/19/2024	11:41:28 AM	Approaching, Near Lane	20.3	41	250
2/19/2024	11:42:02 AM	Approaching, Near Lane	16.2	34	178
2/19/2024	11:42:31 AM	Receding, Far Lane	20.7	291	230
2/19/2024	11:43:54 AM	Approaching, Near Lane	20	112	181
2/19/2024	11:47:04 AM	Approaching, Near Lane	11.2	190	342
2/19/2024	11:51:17 AM	Receding, Far Lane	21.8	526	250
2/19/2024	11:53:56 AM	Approaching, Near Lane	17.3	412	103
2/19/2024	11:58:50 AM	Receding, Far Lane	19	453	155
2/19/2024	12:01:01 PM	Receding, Far Lane	10.6	131	8
2/19/2024	12:01:34 PM	Receding, Far Lane	18.8	33	254
2/19/2024	12:01:47 PM	Receding, Far Lane	22.7	12	227
2/19/2024	12:05:57 PM	Approaching, Near Lane	32.3	721	221
2/19/2024	12:06:08 PM	Receding, Far Lane	12.2	262	68
2/19/2024	12:07:25 PM	Approaching, Near Lane	18.5	88	177
2/19/2024	12:11:15 PM	Approaching, Near Lane	22.7	231	152
2/19/2024	12:11:50 PM	Approaching, Near Lane	10.1	35	324
2/19/2024	12:16:36 PM	Approaching, Near Lane	25.6	286	215
2/19/2024	12:21:44 PM	Receding, Far Lane	20.7	935	193
2/19/2024	12:31:16 PM	Approaching, Near Lane	23.9	880	162
2/19/2024	12:31:32 PM	Receding, Far Lane	21.3	589	190
2/19/2024	12:31:46 PM	Approaching, Near Lane	12.8	30	195
2/19/2024	12:34:48 PM	Receding, Far Lane	24.7	196	177
2/19/2024	12:37:43 PM	Approaching, Near Lane	14.2	356	402
2/19/2024	12:40:11 PM	Approaching, Near Lane	11.8	148	161
2/19/2024	12:40:55 PM	Approaching, Near Lane	18.3	45	147
2/19/2024	12:55:40 PM	Receding, Far Lane	17.1	1251	169
2/19/2024	12:57:21 PM	Approaching, Near Lane	14.2	986	149
2/19/2024	12:57:57 PM	Approaching, Near Lane	24.9	36	187
2/19/2024	12:59:15 PM	Receding, Far Lane	25	215	221
2/19/2024	1:01:35 PM	Approaching, Near Lane	15.7	218	526
2/19/2024	1:02:26 PM	Approaching, Near Lane	14.4	51	87
2/19/2024	1:03:09 PM	Receding, Far Lane	16.2	234	259
2/19/2024	1:03:13 PM	Receding, Far Lane	15.2	4	196
2/19/2024	1:06:06 PM	Receding, Far Lane	17.4	174	160
2/19/2024	1:08:27 PM	Receding, Far Lane	17	141	200
2/19/2024	1:09:20 PM	Receding, Far Lane	23.3	52	223
2/19/2024	1:11:39 PM	Receding, Far Lane	12.1	140	116
2/19/2024	1:22:18 PM	Approaching, Near Lane	29.2	1191	229
2/19/2024	1:22:59 PM	Approaching, Near Lane	24.1	42	498
2/19/2024	1:32:59 PM	Receding, Far Lane	22.1	1280	186
2/19/2024	1:35:13 PM	Receding, Far Lane	18	134	237
2/19/2024	1:38:57 PM	Receding, Far Lane	9.2	224	44
2/19/2024	1:41:08 PM	Receding, Far Lane	24.7	131	333
2/19/2024	1:47:57 PM	Approaching, Near Lane	23.9	1498	189
2/19/2024	1:57:17 PM	Approaching, Near Lane	22.1	560	233
2/19/2024	2:00:18 PM	Receding, Far Lane	21	1149	203
2/19/2024	2:01:07 PM	Approaching, Near Lane	7.8	230	14
2/19/2024	2:05:05 PM	Receding, Far Lane	17.1	287	169
2/19/2024	2:10:25 PM	Approaching, Near Lane	11.9	557	197
2/19/2024	2:11:56 PM	Approaching, Near Lane	18.3	91	283
2/19/2024	2:12:18 PM	Approaching, Near Lane	20.4	22	184
2/19/2024	2:17:34 PM	Receding, Far Lane	24.6	749	136
2/19/2024	2:22:00 PM	Receding, Far Lane	25.3	266	209
2/19/2024	2:27:53 PM	Approaching, Near Lane	16.5	935	162
2/19/2024	2:30:29 PM	Approaching, Near Lane	18.7	156	264
2/19/2024	2:30:36 PM	Approaching, Near Lane	19	7	176
2/19/2024	2:32:59 PM	Approaching, Near Lane	20.8	143	121
2/19/2024	2:37:39 PM	Approaching, Near Lane	16.2	280	127
2/19/2024	2:37:58 PM	Approaching, Near Lane	20.4	19	166
2/19/2024	2:38:14 PM	Approaching, Near Lane	23.6	16	206
2/19/2024	2:38:57 PM	Receding, Far Lane	10.1	1017	205
2/19/2024	2:38:57 PM	Approaching, Near Lane	11.1	43	141
2/19/2024	2:39:41 PM	Receding, Far Lane	24.7	45	216
2/19/2024	2:49:08 PM	Approaching, Near Lane	18.3	610	155
2/19/2024	2:55:41 PM	Receding, Far Lane	37.1	959	163
2/19/2024	3:01:28 PM	Approaching, Near Lane	18	740	174
2/19/2024	3:02:51 PM	Receding, Far Lane	15.8	430	144
2/19/2024	3:04:59 PM	Receding, Far Lane	22.1	129	251
2/19/2024	3:06:00 PM	Receding, Far Lane	14.8	60	221
2/19/2024	3:08:49 PM	Receding, Far Lane	11.2	170	85
2/19/2024	3:13:02 PM	Receding, Far Lane	13.1	252	150
2/19/2024	3:14:29 PM	Approaching, Near Lane	14.1	782	126
2/19/2024	3:17:34 PM	Receding, Far Lane	27.2	273	216
2/19/2024	3:19:08 PM	Receding, Far Lane	23.1	94	100
2/19/2024	3:20:35 PM	Approaching, Near Lane	14.1	366	171
2/19/2024	3:29:59 PM	Approaching, Near Lane	23.3	563	296
2/19/2024	3:38:28 PM	Receding, Far Lane	17	1160	150
2/19/2024	3:42:41 PM	Receding, Far Lane	24	253	290
2/19/2024	3:45:35 PM	Receding, Far Lane	17.3	174	246
2/19/2024	3:52:42 PM	Receding, Far Lane	8.2	426	64
2/19/2024	4:01:43 PM	Approaching, Near Lane	16.1	1905	1
2/19/2024	4:04:27 PM	Approaching, Near Lane	14.7	163	191
2/19/2024	4:06:19 PM	Receding, Far Lane	15.9	817	229
2/19/2024	4:08:08 PM	Approaching, Near Lane	17.8	221	220
2/19/2024	4:14:56 PM	Approaching, Near Lane	20.8	408	234
2/19/2024	4:16:37 PM	Approaching, Near Lane	17.1	101	139
2/19/2024	4:18:31 PM	Approaching, Near Lane	12.5	114	175
2/19/2024	4:19:03 PM	Receding, Far Lane	21.4	765	226
2/19/2024	4:19:11 PM	Approaching, Near Lane	10.1	40	52
2/19/2024	4:20:14 PM	Receding, Far Lane	24.4	71	184
2/19/2024	4:22:24 PM	Approaching, Near Lane	17.1	193	162
2/19/2024	4:26:42 PM	Approaching, Near Lane	11.6	259	86
2/19/2024	4:37:21 PM	Receding, Far Lane	23.7	1027	156
2/19/2024	4:43:21 PM	Receding, Far Lane	33.3	359	193
2/19/2024	4:46:46 PM	Approaching, Near Lane	8.2	1204	172
2/19/2024	4:48:31 PM	Approaching, Near Lane	22.9	105	298
2/19/2024	4:51:49 PM	Approaching, Near Lane	23.4	197	141
2/19/2024	4:53:34 PM	Approaching, Near Lane	38.1	105	195
2/19/2024	4:56:28 PM	Approaching, Near Lane	21.6	173	170
2/19/2024	5:00:31 PM	Approaching, Near Lane	20.8	244	191
2/19/2024	5:00:52 PM	Approaching, Near Lane	25.7	20	188
2/19/2024	5:05:49 PM	Approaching, Near Lane	25	297	257
2/19/2024	5:05:51 PM	Approaching, Near Lane	23.4	2	177
2/19/2024	5:06:52 PM	Approaching, Near Lane	25.4	61	155
2/19/2024	5:09:08 PM	Approaching, Near Lane	26	136	245
2/19/2024	5:11:59 PM	Receding, Far Lane	11.1	1718	363
2/19/2024	5:16:07 PM	Approaching, Near Lane	21.4	419	100
2/19/2024	5:18:35 PM	Approaching, Near Lane	10.6	148	155
2/19/2024	5:23:21 PM	Receding, Far Lane	32.2	682	223
2/19/2024	5:24:23 PM	Approaching, Near Lane	28.8	348	171
2/19/2024	5:28:37 PM	Receding, Far Lane	27.7	316	287
2/19/2024	5:32:03 PM	Approaching, Near Lane	27.3	459	185

2/19/2024	5:32:28 PM	Approaching, Near Lane	11.2	26	125
2/19/2024	5:37:43 PM	Receding, Far Lane	14.1	547	216
2/19/2024	5:40:11 PM	Receding, Far Lane	26.9	148	229
2/19/2024	5:50:40 PM	Receding, Far Lane	14.1	629	260
2/19/2024	5:52:06 PM	Approaching, Near Lane	22.4	1177	213
2/19/2024	5:53:08 PM	Receding, Far Lane	21.3	148	535
2/19/2024	6:01:02 PM	Approaching, Near Lane	24.7	536	202
2/19/2024	6:09:24 PM	Approaching, Near Lane	34.2	502	204
2/19/2024	6:09:45 PM	Approaching, Near Lane	28.2	21	253
2/19/2024	6:19:19 PM	Receding, Far Lane	19.3	1572	148
2/19/2024	6:23:47 PM	Receding, Far Lane	23.7	268	338
2/19/2024	6:26:18 PM	Receding, Far Lane	24	151	215
2/19/2024	6:33:28 PM	Approaching, Near Lane	29.9	1423	252
2/19/2024	6:37:43 PM	Receding, Far Lane	20.4	686	123
2/19/2024	6:58:18 PM	Receding, Far Lane	34.9	1234	236
2/19/2024	7:12:08 PM	Approaching, Near Lane	20.3	2320	108
2/19/2024	7:20:42 PM	Approaching, Near Lane	28	514	150
2/19/2024	7:26:49 PM	Receding, Far Lane	30.9	1711	317
2/19/2024	7:26:57 PM	Receding, Far Lane	26.9	8	363
2/19/2024	7:40:36 PM	Receding, Far Lane	26.6	819	177
2/19/2024	7:40:54 PM	Receding, Far Lane	20.1	18	146
2/19/2024	7:52:36 PM	Approaching, Near Lane	32.5	1914	230
2/19/2024	8:04:07 PM	Approaching, Near Lane	7.8	691	139
2/19/2024	8:05:48 PM	Receding, Far Lane	16.8	1494	234
2/19/2024	8:10:48 PM	Receding, Far Lane	19.5	300	188
2/19/2024	8:14:06 PM	Receding, Far Lane	16.2	198	128
2/19/2024	8:22:02 PM	Approaching, Near Lane	11.5	1075	218
2/19/2024	8:30:04 PM	Approaching, Near Lane	18.7	482	117
2/19/2024	9:21:16 PM	Receding, Far Lane	25.6	4030	185
2/19/2024	10:08:09 PM	Receding, Far Lane	28.5	2813	185
2/19/2024	11:24:25 PM	Approaching, Near Lane	15.4	10461	167
2/20/2024	2:30:09 AM	Receding, Far Lane	28	15720	223
2/20/2024	3:38:43 AM	Approaching, Near Lane	20.4	15258	184
2/20/2024	4:44:06 AM	Receding, Far Lane	38.9	8037	261
2/20/2024	5:39:36 AM	Receding, Far Lane	28.2	3330	213
2/20/2024	6:21:58 AM	Receding, Far Lane	14.2	2542	412
2/20/2024	6:42:38 AM	Receding, Far Lane	20	1240	197
2/20/2024	6:50:23 AM	Receding, Far Lane	12.6	465	121
2/20/2024	6:54:35 AM	Receding, Far Lane	32.9	252	218
2/20/2024	6:54:56 AM	Approaching, Near Lane	19	11773	159
2/20/2024	7:05:43 AM	Receding, Far Lane	27.4	668	140
2/20/2024	7:06:52 AM	Receding, Far Lane	26.7	69	317
2/20/2024	7:07:20 AM	Receding, Far Lane	19.3	28	243
2/20/2024	7:07:50 AM	Receding, Far Lane	25.3	30	198
2/20/2024	7:12:45 AM	Receding, Far Lane	28.2	295	206
2/20/2024	7:14:59 AM	Approaching, Near Lane	15.2	1203	198
2/20/2024	7:22:29 AM	Receding, Far Lane	12.9	585	175
2/20/2024	7:31:36 AM	Approaching, Near Lane	24.3	997	256
2/20/2024	7:32:33 AM	Receding, Far Lane	25.9	603	219
2/20/2024	7:36:22 AM	Receding, Far Lane	30.8	229	217
2/20/2024	7:36:29 AM	Receding, Far Lane	28.9	7	256
2/20/2024	7:39:40 AM	Receding, Far Lane	12.6	190	141
2/20/2024	7:42:23 AM	Approaching, Near Lane	17	646	533
2/20/2024	7:42:41 AM	Receding, Far Lane	21.4	182	231
2/20/2024	7:43:21 AM	Receding, Far Lane	24.6	40	341
2/20/2024	7:52:10 AM	Approaching, Near Lane	14.8	587	248
2/20/2024	7:52:21 AM	Receding, Far Lane	21.8	540	196
2/20/2024	7:52:28 AM	Receding, Far Lane	27.2	7	210
2/20/2024	8:00:12 AM	Receding, Far Lane	31.3	464	282
2/20/2024	8:02:27 AM	Approaching, Near Lane	7.2	617	220
2/20/2024	8:08:46 AM	Receding, Far Lane	24.7	515	361
2/20/2024	8:09:05 AM	Approaching, Near Lane	24.6	398	366
2/20/2024	8:14:20 AM	Receding, Far Lane	22	334	273
2/20/2024	8:16:58 AM	Approaching, Near Lane	19.1	473	153
2/20/2024	8:28:26 AM	Approaching, Near Lane	17.4	688	167
2/20/2024	8:35:34 AM	Receding, Far Lane	19.7	1274	173
2/20/2024	8:42:55 AM	Receding, Far Lane	18.5	441	172
2/20/2024	8:51:08 AM	Approaching, Near Lane	23	1362	275
2/20/2024	8:57:31 AM	Receding, Far Lane	15.9	876	344
2/20/2024	9:05:15 AM	Receding, Far Lane	22	464	154
2/20/2024	9:07:51 AM	Receding, Far Lane	22.3	156	164
2/20/2024	9:09:45 AM	Approaching, Near Lane	21	1117	146
2/20/2024	9:13:32 AM	Approaching, Near Lane	29.5	227	246
2/20/2024	9:15:18 AM	Receding, Far Lane	15.2	447	110
2/20/2024	9:16:31 AM	Approaching, Near Lane	14.7	179	148
2/20/2024	9:18:19 AM	Receding, Far Lane	23.6	181	244
2/20/2024	9:20:03 AM	Receding, Far Lane	19	104	193
2/20/2024	9:20:10 AM	Receding, Far Lane	18.3	7	203
2/20/2024	9:20:11 AM	Approaching, Near Lane	8	219	130
2/20/2024	9:23:06 AM	Receding, Far Lane	22.1	176	236
2/20/2024	9:31:15 AM	Receding, Far Lane	17.1	489	369
2/20/2024	9:33:17 AM	Approaching, Near Lane	21.7	786	206
2/20/2024	9:35:07 AM	Receding, Far Lane	26.6	231	165
2/20/2024	9:38:15 AM	Receding, Far Lane	27.7	189	200
2/20/2024	9:45:12 AM	Approaching, Near Lane	19.7	715	260
2/20/2024	9:45:46 AM	Approaching, Near Lane	16.2	34	303
2/20/2024	9:49:28 AM	Receding, Far Lane	26.7	672	209
2/20/2024	9:50:57 AM	Receding, Far Lane	27.9	90	215
2/20/2024	9:53:20 AM	Receding, Far Lane	18.5	143	322
2/20/2024	9:57:43 AM	Approaching, Near Lane	19.3	717	186
2/20/2024	9:59:44 AM	Approaching, Near Lane	8.5	121	228
2/20/2024	10:00:11 AM	Receding, Far Lane	9.2	411	287
2/20/2024	10:08:45 AM	Approaching, Near Lane	22.7	542	177
2/20/2024	10:08:51 AM	Approaching, Near Lane	23.9	6	195
2/20/2024	10:18:22 AM	Approaching, Near Lane	16.4	571	133
2/20/2024	10:23:27 AM	Approaching, Near Lane	15.7	305	127
2/20/2024	10:25:19 AM	Approaching, Near Lane	20.8	111	187
2/20/2024	10:27:03 AM	Receding, Far Lane	15.5	1612	263
2/20/2024	10:34:27 AM	Approaching, Near Lane	12.5	549	80
2/20/2024	10:35:54 AM	Approaching, Near Lane	19.4	87	175
2/20/2024	10:37:02 AM	Receding, Far Lane	14.8	599	14
2/20/2024	10:39:47 AM	Receding, Far Lane	20.8	165	88
2/20/2024	10:40:20 AM	Receding, Far Lane	23.4	33	109
2/20/2024	10:41:16 AM	Receding, Far Lane	8.5	56	135
2/20/2024	10:41:19 AM	Approaching, Near Lane	7.8	325	151
2/20/2024	10:43:21 AM	Approaching, Near Lane	18.8	122	157
2/20/2024	10:50:46 AM	Approaching, Near Lane	22.6	444	155
2/20/2024	10:52:02 AM	Receding, Far Lane	15.9	646	161
2/20/2024	11:06:12 AM	Receding, Far Lane	10.3	850	95
2/20/2024	11:08:20 AM	Receding, Far Lane	15.9	128	197
2/20/2024	11:09:18 AM	Approaching, Near Lane	24.7	1113	185
2/20/2024	11:11:08 AM	Receding, Far Lane	30.8	167	217
2/20/2024	11:14:19 AM	Approaching, Near Lane	16.1	300	172
2/20/2024	11:14:21 AM	Approaching, Near Lane	15.1	3	106
2/20/2024	11:21:19 AM	Approaching, Near Lane	16.4	417	108
2/20/2024	11:21:22 AM	Approaching, Near Lane	18.5	3	131
2/20/2024	11:22:29 AM	Approaching, Near Lane	10.9	68	122
2/20/2024	11:22:36 AM	Approaching, Near Lane	13.8	6	266
2/20/2024	11:22:52 AM	Approaching, Near Lane	19.8	16	237
2/20/2024	11:31:52 AM	Approaching, Near Lane	21.6	539	189
2/20/2024	11:32:59 AM	Receding, Far Lane	16.1	1311	310
2/20/2024	11:34:33 AM	Approaching, Near Lane	18.7	162	255
2/20/2024	11:43:50 AM	Approaching, Near Lane	18.8	557	178
2/20/2024	11:45:26 AM	Receding, Far Lane	22.9	747	184
2/20/2024	11:47:12 AM	Approaching, Near Lane	14.4	201	259
2/20/2024	11:48:36 AM	Receding, Far Lane	15.2	190	247
2/20/2024	11:48:49 AM	Approaching, Near Lane	14.5	98	112
2/20/2024	11:50:30 AM	Receding, Far Lane	22.6	114	179
2/20/2024	11:50:35 AM	Approaching, Near Lane	25.7	106	26
2/20/2024	11:50:49 AM	Approaching, Near Lane	12.2	14	192
2/20/2024	11:52:47 AM	Receding, Far Lane	28.6	136	284
2/20/2024	11:53:03 AM	Approaching, Near Lane	14.4	134	168
2/20/2024	11:54:25 AM	Receding, Far Lane	20.6	98	436

2/20/2024	12:05:49 PM	Approaching, Near Lane	19	766	155
2/20/2024	12:06:18 PM	Receding, Far Lane	21.4	714	212
2/20/2024	12:06:35 PM	Approaching, Near Lane	19.7	46	43
2/20/2024	12:09:49 PM	Receding, Far Lane	33.8	210	221
2/20/2024	12:17:13 PM	Approaching, Near Lane	24.6	638	261
2/20/2024	12:18:21 PM	Approaching, Near Lane	11.8	68	203
2/20/2024	12:20:48 PM	Receding, Far Lane	31	659	172
2/20/2024	12:22:07 PM	Approaching, Near Lane	27.4	225	193
2/20/2024	12:26:40 PM	Approaching, Near Lane	13.9	273	375
2/20/2024	12:28:17 PM	Approaching, Near Lane	28.6	97	189
2/20/2024	12:29:49 PM	Receding, Far Lane	31.5	542	163
2/20/2024	12:35:44 PM	Approaching, Near Lane	28.9	446	153
2/20/2024	12:35:48 PM	Receding, Far Lane	27	359	220
2/20/2024	12:35:56 PM	Receding, Far Lane	25.6	8	133
2/20/2024	12:36:18 PM	Approaching, Near Lane	27.4	34	162
2/20/2024	12:44:28 PM	Receding, Far Lane	26.6	512	171
2/20/2024	12:49:01 PM	Approaching, Near Lane	14.4	763	149
2/20/2024	12:49:21 PM	Approaching, Near Lane	16.8	20	524
2/20/2024	12:53:59 PM	Approaching, Near Lane	19.8	278	36
2/20/2024	12:54:44 PM	Approaching, Near Lane	16.2	45	164
2/20/2024	12:57:14 PM	Approaching, Near Lane	12.6	151	233
2/20/2024	1:02:15 PM	Receding, Far Lane	16.7	1067	133
2/20/2024	1:03:32 PM	Approaching, Near Lane	19.8	378	147
2/20/2024	1:05:20 PM	Approaching, Near Lane	21.1	108	234
2/20/2024	1:10:19 PM	Receding, Far Lane	23	484	238
2/20/2024	1:10:31 PM	Receding, Far Lane	31.5	12	206
2/20/2024	1:12:33 PM	Approaching, Near Lane	10.8	433	94
2/20/2024	1:14:46 PM	Receding, Far Lane	21.8	255	181
2/20/2024	1:15:23 PM	Receding, Far Lane	19.5	37	144
2/20/2024	1:17:48 PM	Approaching, Near Lane	17.7	315	197
2/20/2024	1:18:48 PM	Receding, Far Lane	32.9	206	232
2/20/2024	1:19:43 PM	Receding, Far Lane	26.4	54	201
2/20/2024	1:19:43 PM	Approaching, Near Lane	7.8	115	79
2/20/2024	1:23:22 PM	Approaching, Near Lane	8.5	219	8
2/20/2024	1:24:00 PM	Approaching, Near Lane	7.8	38	319
2/20/2024	1:26:25 PM	Receding, Far Lane	18.7	402	196
2/20/2024	1:28:16 PM	Receding, Far Lane	22.4	111	202
2/20/2024	1:28:22 PM	Approaching, Near Lane	11.2	262	54
2/20/2024	1:31:57 PM	Approaching, Near Lane	13.2	215	156
2/20/2024	1:35:46 PM	Receding, Far Lane	19.8	451	194
2/20/2024	1:48:41 PM	Approaching, Near Lane	20.8	1003	238
2/20/2024	1:52:08 PM	Approaching, Near Lane	16.4	207	680
2/20/2024	1:57:10 PM	Receding, Far Lane	27.3	1284	230
2/20/2024	1:57:26 PM	Receding, Far Lane	22.3	16	219
2/20/2024	1:58:51 PM	Receding, Far Lane	27	85	189
2/20/2024	2:02:07 PM	Approaching, Near Lane	14.1	600	149
2/20/2024	2:06:46 PM	Approaching, Near Lane	24.6	278	493
2/20/2024	2:07:35 PM	Receding, Far Lane	23.7	524	204
2/20/2024	2:09:30 PM	Receding, Far Lane	25.3	115	357
2/20/2024	2:09:43 PM	Approaching, Near Lane	16.5	178	110
2/20/2024	2:15:26 PM	Receding, Far Lane	13.8	357	104
2/20/2024	2:17:08 PM	Receding, Far Lane	21.7	102	364
2/20/2024	2:17:47 PM	Receding, Far Lane	24.6	38	186
2/20/2024	2:19:50 PM	Approaching, Near Lane	16.2	607	167
2/20/2024	2:22:28 PM	Approaching, Near Lane	15.1	158	205
2/20/2024	2:24:19 PM	Approaching, Near Lane	19.3	111	112
2/20/2024	2:25:22 PM	Approaching, Near Lane	16.4	63	141
2/20/2024	2:30:18 PM	Approaching, Near Lane	22.9	297	195
2/20/2024	2:31:28 PM	Approaching, Near Lane	15.9	70	140
2/20/2024	2:32:28 PM	Receding, Far Lane	15.9	881	201
2/20/2024	2:32:42 PM	Receding, Far Lane	20.1	15	254
2/20/2024	2:36:06 PM	Approaching, Near Lane	17.4	278	414
2/20/2024	2:37:16 PM	Approaching, Near Lane	18.7	71	264
2/20/2024	2:38:22 PM	Receding, Far Lane	29.6	340	174
2/20/2024	2:43:11 PM	Receding, Far Lane	31.2	289	153
2/20/2024	2:49:56 PM	Approaching, Near Lane	18	759	138
2/20/2024	2:57:23 PM	Approaching, Near Lane	17.7	448	213
2/20/2024	3:06:10 PM	Approaching, Near Lane	23.7	527	192
2/20/2024	3:09:55 PM	Approaching, Near Lane	14.1	224	212
2/20/2024	3:11:11 PM	Approaching, Near Lane	15.5	76	160
2/20/2024	3:12:20 PM	Approaching, Near Lane	17.5	69	150
2/20/2024	3:14:10 PM	Approaching, Near Lane	17.1	110	166
2/20/2024	3:15:29 PM	Receding, Far Lane	14.2	1937	220
2/20/2024	3:21:52 PM	Receding, Far Lane	19	383	300
2/20/2024	3:22:03 PM	Approaching, Near Lane	10.3	472	100
2/20/2024	3:23:44 PM	Approaching, Near Lane	26	101	215
2/20/2024	3:24:21 PM	Receding, Far Lane	19.7	150	222
2/20/2024	3:26:25 PM	Approaching, Near Lane	22	161	191
2/20/2024	3:27:38 PM	Approaching, Near Lane	7.8	74	93
2/20/2024	3:31:22 PM	Receding, Far Lane	18.1	421	224
2/20/2024	3:31:28 PM	Approaching, Near Lane	23.9	229	114
2/20/2024	3:32:10 PM	Receding, Far Lane	19.3	47	317
2/20/2024	3:41:03 PM	Receding, Far Lane	20.8	533	168
2/20/2024	3:45:11 PM	Approaching, Near Lane	21	824	208
2/20/2024	3:58:11 PM	Receding, Far Lane	31.2	1028	202
2/20/2024	3:59:26 PM	Receding, Far Lane	22.3	75	289
2/20/2024	3:59:50 PM	Approaching, Near Lane	11.1	879	149
2/20/2024	4:04:15 PM	Approaching, Near Lane	28.8	265	158
2/20/2024	4:09:41 PM	Approaching, Near Lane	12.5	326	29
2/20/2024	4:12:53 PM	Approaching, Near Lane	20.4	193	129
2/20/2024	4:13:31 PM	Receding, Far Lane	23	844	155
2/20/2024	4:14:18 PM	Receding, Far Lane	28.6	47	200
2/20/2024	4:18:16 PM	Receding, Far Lane	21.7	238	149
2/20/2024	4:19:17 PM	Receding, Far Lane	20.4	61	174
2/20/2024	4:20:36 PM	Approaching, Near Lane	14.9	462	161
2/20/2024	4:23:17 PM	Approaching, Near Lane	26.9	161	258
2/20/2024	4:27:50 PM	Approaching, Near Lane	12.5	273	150
2/20/2024	4:28:51 PM	Approaching, Near Lane	15.4	61	219
2/20/2024	4:30:02 PM	Approaching, Near Lane	17.1	72	158
2/20/2024	4:32:41 PM	Approaching, Near Lane	12.8	158	183
2/20/2024	4:32:44 PM	Approaching, Near Lane	11.1	3	164
2/20/2024	4:38:43 PM	Receding, Far Lane	19	1166	245
2/20/2024	4:38:46 PM	Approaching, Near Lane	13.4	362	117
2/20/2024	4:41:08 PM	Approaching, Near Lane	29	142	181
2/20/2024	4:44:04 PM	Receding, Far Lane	25	321	182
2/20/2024	4:48:16 PM	Approaching, Near Lane	20.6	428	172
2/20/2024	5:00:25 PM	Approaching, Near Lane	21.3	729	199
2/20/2024	5:03:56 PM	Receding, Far Lane	14.8	1191	284
2/20/2024	5:04:04 PM	Receding, Far Lane	24.1	8	168
2/20/2024	5:09:07 PM	Approaching, Near Lane	25.6	522	209
2/20/2024	5:10:07 PM	Approaching, Near Lane	24.3	60	174
2/20/2024	5:16:54 PM	Approaching, Near Lane	17.1	407	123
2/20/2024	5:18:23 PM	Approaching, Near Lane	15.8	90	176
2/20/2024	5:19:40 PM	Approaching, Near Lane	12.4	77	288
2/20/2024	5:20:44 PM	Approaching, Near Lane	24.1	64	188
2/20/2024	5:22:51 PM	Approaching, Near Lane	8.3	128	144
2/20/2024	5:23:58 PM	Approaching, Near Lane	22.9	67	272
2/20/2024	5:24:42 PM	Receding, Far Lane	25.7	1238	216
2/20/2024	5:30:05 PM	Approaching, Near Lane	18.4	367	91
2/20/2024	5:30:21 PM	Approaching, Near Lane	22.3	16	191
2/20/2024	5:35:01 PM	Approaching, Near Lane	32.3	280	133
2/20/2024	5:35:20 PM	Approaching, Near Lane	29.9	18	191
2/20/2024	5:36:52 PM	Approaching, Near Lane	16.1	92	81
2/20/2024	5:38:00 PM	Receding, Far Lane	26.3	798	250
2/20/2024	5:38:05 PM	Approaching, Near Lane	22.4	73	208
2/20/2024	5:38:08 PM	Approaching, Near Lane	23.9	3	248
2/20/2024	5:38:15 PM	Receding, Far Lane	25	15	294
2/20/2024	5:38:51 PM	Receding, Far Lane	16.5	36	234
2/20/2024	5:43:56 PM	Approaching, Near Lane	21.1	347	215
2/20/2024	5:52:51 PM	Receding, Far Lane	16.7	840	99
2/20/2024	5:53:13 PM	Receding, Far Lane	26.4	22	234
2/20/2024	5:57:03 PM	Approaching, Near Lane	23.7	787	192
2/20/2024	5:58:23 PM	Receding, Far Lane	22.4	310	176

2/20/2024	5:59:57 PM	Approaching, Near Lane	8	175	43
2/20/2024	6:08:41 PM	Approaching, Near Lane	21.3	524	179
2/20/2024	6:08:44 PM	Approaching, Near Lane	21.3	3	146
2/20/2024	6:10:40 PM	Receding, Far Lane	25.9	737	195
2/20/2024	6:11:41 PM	Receding, Far Lane	30.2	61	175
2/20/2024	6:13:02 PM	Receding, Far Lane	16.1	82	110
2/20/2024	6:13:41 PM	Receding, Far Lane	28.3	39	215
2/20/2024	6:13:48 PM	Approaching, Near Lane	25.9	303	149
2/20/2024	6:19:49 PM	Approaching, Near Lane	28.6	361	163
2/20/2024	6:23:31 PM	Approaching, Near Lane	13.2	222	43
2/20/2024	6:25:22 PM	Approaching, Near Lane	23.4	111	156
2/20/2024	6:28:22 PM	Receding, Far Lane	27.2	881	210
2/20/2024	6:30:29 PM	Receding, Far Lane	12.1	126	21
2/20/2024	6:32:41 PM	Approaching, Near Lane	12.9	439	196
2/20/2024	6:37:51 PM	Approaching, Near Lane	23.4	311	204
2/20/2024	6:43:51 PM	Approaching, Near Lane	21.8	360	140
2/20/2024	6:45:50 PM	Receding, Far Lane	11.9	921	309
2/20/2024	6:46:01 PM	Receding, Far Lane	21.7	11	139
2/20/2024	6:48:07 PM	Approaching, Near Lane	22.9	256	159
2/20/2024	6:49:33 PM	Approaching, Near Lane	7.8	86	37
2/20/2024	6:50:03 PM	Approaching, Near Lane	24.4	30	412
2/20/2024	6:50:52 PM	Approaching, Near Lane	24.7	49	196
2/20/2024	6:52:12 PM	Approaching, Near Lane	26.6	80	194
2/20/2024	6:52:33 PM	Approaching, Near Lane	22.3	20	176
2/20/2024	7:02:13 PM	Receding, Far Lane	21.4	972	236
2/20/2024	7:11:36 PM	Receding, Far Lane	25.2	563	173
2/20/2024	7:12:08 PM	Approaching, Near Lane	25.9	1175	196
2/20/2024	7:21:06 PM	Approaching, Near Lane	30.9	538	252
2/20/2024	7:23:30 PM	Receding, Far Lane	28.2	714	187
2/20/2024	7:24:08 PM	Receding, Far Lane	26.4	39	276
2/20/2024	7:31:49 PM	Approaching, Near Lane	22.6	643	190
2/20/2024	7:35:28 PM	Approaching, Near Lane	25.4	220	247
2/20/2024	7:39:34 PM	Approaching, Near Lane	22	245	206
2/20/2024	8:07:32 PM	Approaching, Near Lane	30.5	1679	226
2/20/2024	8:19:34 PM	Receding, Far Lane	22.9	3326	194
2/20/2024	8:21:36 PM	Receding, Far Lane	24	122	144
2/20/2024	8:28:03 PM	Approaching, Near Lane	19.3	1230	77
2/20/2024	8:30:28 PM	Receding, Far Lane	19.4	532	172
2/20/2024	8:32:21 PM	Approaching, Near Lane	17.1	258	154
2/20/2024	8:43:31 PM	Receding, Far Lane	22.1	783	176
2/20/2024	8:44:14 PM	Receding, Far Lane	25.6	43	202
2/20/2024	9:17:10 PM	Approaching, Near Lane	11.9	2689	189
2/20/2024	11:04:23 PM	Receding, Far Lane	19.1	8409	218
2/21/2024	2:29:25 AM	Receding, Far Lane	27.3	12301	187
2/21/2024	4:33:39 AM	Receding, Far Lane	35.9	7454	184
2/21/2024	5:39:05 AM	Receding, Far Lane	25.9	3926	184
2/21/2024	6:16:21 AM	Approaching, Near Lane	27	32351	267
2/21/2024	6:23:59 AM	Receding, Far Lane	13.2	2694	344
2/21/2024	6:52:57 AM	Receding, Far Lane	9.3	1738	291
2/21/2024	7:02:08 AM	Receding, Far Lane	25.4	551	240
2/21/2024	7:03:30 AM	Receding, Far Lane	12.5	82	204
2/21/2024	7:05:37 AM	Approaching, Near Lane	17.4	2956	124
2/21/2024	7:12:04 AM	Approaching, Near Lane	16.1	386	125
2/21/2024	7:12:24 AM	Receding, Far Lane	27.7	534	231
2/21/2024	7:12:38 AM	Receding, Far Lane	30	14	193
2/21/2024	7:15:21 AM	Receding, Far Lane	28	162	204
2/21/2024	7:18:30 AM	Receding, Far Lane	16.5	189	134
2/21/2024	7:18:43 AM	Receding, Far Lane	10.9	13	151
2/21/2024	7:36:54 AM	Receding, Far Lane	30.5	1091	227
2/21/2024	7:39:40 AM	Receding, Far Lane	20.8	167	304
2/21/2024	7:43:54 AM	Approaching, Near Lane	21.3	1910	155
2/21/2024	7:46:17 AM	Receding, Far Lane	24	396	215
2/21/2024	7:53:08 AM	Receding, Far Lane	16.1	411	219
2/21/2024	7:53:21 AM	Approaching, Near Lane	18.1	568	299
2/21/2024	7:53:26 AM	Approaching, Near Lane	17.1	5	559
2/21/2024	7:53:55 AM	Receding, Far Lane	29.8	47	283
2/21/2024	7:54:53 AM	Receding, Far Lane	24	59	280
2/21/2024	8:01:23 AM	Receding, Far Lane	34.8	390	344
2/21/2024	8:02:42 AM	Approaching, Near Lane	17.8	557	244
2/21/2024	8:04:03 AM	Receding, Far Lane	27.6	159	372
2/21/2024	8:06:17 AM	Approaching, Near Lane	18.5	214	306
2/21/2024	8:09:33 AM	Receding, Far Lane	24.9	330	353
2/21/2024	8:15:51 AM	Approaching, Near Lane	10.6	575	357
2/21/2024	8:26:30 AM	Approaching, Near Lane	24.9	639	165
2/21/2024	8:35:16 AM	Approaching, Near Lane	13.2	526	344
2/21/2024	8:36:14 AM	Approaching, Near Lane	12.8	59	117
2/21/2024	8:36:41 AM	Approaching, Near Lane	12.2	27	239
2/21/2024	8:39:34 AM	Receding, Far Lane	11.5	1802	287
2/21/2024	8:56:16 AM	Receding, Far Lane	18.5	1002	251
2/21/2024	8:58:15 AM	Receding, Far Lane	12.9	119	426
2/21/2024	9:07:05 AM	Receding, Far Lane	20.6	530	107
2/21/2024	9:08:50 AM	Approaching, Near Lane	14.5	1929	201
2/21/2024	9:09:17 AM	Receding, Far Lane	22	132	189
2/21/2024	9:09:27 AM	Approaching, Near Lane	19.4	37	171
2/21/2024	9:10:23 AM	Receding, Far Lane	25.6	66	260
2/21/2024	9:11:39 AM	Receding, Far Lane	26.6	75	291
2/21/2024	9:13:46 AM	Receding, Far Lane	19.7	128	151
2/21/2024	9:20:54 AM	Approaching, Near Lane	22.7	686	172
2/21/2024	9:27:59 AM	Approaching, Near Lane	7.8	426	287
2/21/2024	9:30:38 AM	Receding, Far Lane	24.9	1012	191
2/21/2024	9:30:49 AM	Receding, Far Lane	28.6	11	206
2/21/2024	9:37:39 AM	Approaching, Near Lane	14.7	580	122
2/21/2024	9:39:41 AM	Receding, Far Lane	18.8	532	186
2/21/2024	9:45:56 AM	Receding, Far Lane	20	375	165
2/21/2024	9:47:33 AM	Approaching, Near Lane	29.6	594	201
2/21/2024	9:48:29 AM	Receding, Far Lane	22.7	153	171
2/21/2024	9:58:21 AM	Receding, Far Lane	26.9	592	296
2/21/2024	10:05:20 AM	Approaching, Near Lane	22.9	1067	246
2/21/2024	10:06:17 AM	Approaching, Near Lane	22.6	57	221
2/21/2024	10:07:10 AM	Receding, Far Lane	23.4	529	347
2/21/2024	10:08:51 AM	Receding, Far Lane	29.6	102	188
2/21/2024	10:09:33 AM	Receding, Far Lane	23.3	42	191
2/21/2024	10:14:36 AM	Approaching, Near Lane	23.3	499	254
2/21/2024	10:18:14 AM	Approaching, Near Lane	11.4	218	182
2/21/2024	10:20:28 AM	Approaching, Near Lane	27.7	134	172
2/21/2024	10:22:13 AM	Approaching, Near Lane	25	106	212
2/21/2024	10:23:02 AM	Receding, Far Lane	27	809	323
2/21/2024	10:27:59 AM	Approaching, Near Lane	11.4	346	172
2/21/2024	10:31:59 AM	Receding, Far Lane	18.5	538	201
2/21/2024	10:36:35 AM	Receding, Far Lane	24.6	275	341
2/21/2024	10:45:32 AM	Approaching, Near Lane	18	1053	170
2/21/2024	10:46:39 AM	Receding, Far Lane	7.8	605	2
2/21/2024	10:48:52 AM	Approaching, Near Lane	18.3	201	205
2/21/2024	10:50:20 AM	Approaching, Near Lane	25.6	87	249
2/21/2024	10:51:58 AM	Receding, Far Lane	17.5	319	92
2/21/2024	10:52:52 AM	Approaching, Near Lane	17.3	152	546
2/21/2024	10:53:40 AM	Approaching, Near Lane	22.3	48	126
2/21/2024	10:58:00 AM	Approaching, Near Lane	11.4	260	198
2/21/2024	10:59:58 AM	Approaching, Near Lane	19.3	118	229
2/21/2024	11:02:20 AM	Receding, Far Lane	20	622	174
2/21/2024	11:03:26 AM	Approaching, Near Lane	15.2	208	37
2/21/2024	11:03:54 AM	Receding, Far Lane	22	94	189
2/21/2024	11:06:25 AM	Receding, Far Lane	20.3	151	134
2/21/2024	11:17:08 AM	Receding, Far Lane	20	643	170
2/21/2024	11:17:45 AM	Approaching, Near Lane	13.9	859	155
2/21/2024	11:26:48 AM	Receding, Far Lane	14.2	579	127
2/21/2024	11:27:30 AM	Approaching, Near Lane	24.6	585	178
2/21/2024	11:28:23 AM	Receding, Far Lane	11.9	96	72
2/21/2024	11:30:30 AM	Approaching, Near Lane	23.4	180	193
2/21/2024	11:32:55 AM	Receding, Far Lane	17	272	181
2/21/2024	11:38:35 AM	Receding, Far Lane	21.3	339	233
2/21/2024	11:43:44 AM	Approaching, Near Lane	10.8	795	136
2/21/2024	11:44:25 AM	Receding, Far Lane	19.8	350	176

2/21/2024	11:46:24 AM	Approaching, Near Lane	12.4	160	174
2/21/2024	11:48:05 AM	Approaching, Near Lane	9.8	101	176
2/21/2024	11:49:36 AM	Receding, Far Lane	14.9	311	306
2/21/2024	12:02:29 PM	Receding, Far Lane	19	773	223
2/21/2024	12:07:16 PM	Approaching, Near Lane	18.1	1151	2
2/21/2024	12:09:51 PM	Receding, Far Lane	23.9	442	228
2/21/2024	12:17:13 PM	Approaching, Near Lane	26	597	163
2/21/2024	12:19:03 PM	Approaching, Near Lane	25.3	110	131
2/21/2024	12:20:46 PM	Approaching, Near Lane	27.3	103	167
2/21/2024	12:24:18 PM	Approaching, Near Lane	28.9	212	160
2/21/2024	12:25:31 PM	Receding, Far Lane	22.3	940	189
2/21/2024	12:26:51 PM	Approaching, Near Lane	27.6	153	189
2/21/2024	12:31:35 PM	Approaching, Near Lane	16.5	284	482
2/21/2024	12:36:48 PM	Receding, Far Lane	30.2	677	134
2/21/2024	12:41:05 PM	Receding, Far Lane	18.1	258	220
2/21/2024	12:42:37 PM	Approaching, Near Lane	17	662	216
2/21/2024	12:44:16 PM	Receding, Far Lane	22.1	191	241
2/21/2024	12:46:38 PM	Receding, Far Lane	28.2	142	194
2/21/2024	12:48:00 PM	Approaching, Near Lane	24.4	324	159
2/21/2024	12:48:51 PM	Approaching, Near Lane	22.1	51	164
2/21/2024	12:49:31 PM	Approaching, Near Lane	12.5	40	139
2/21/2024	12:49:42 PM	Approaching, Near Lane	7.8	11	305
2/21/2024	12:50:10 PM	Approaching, Near Lane	18.3	29	542
2/21/2024	12:53:41 PM	Approaching, Near Lane	26.4	211	174
2/21/2024	12:55:53 PM	Receding, Far Lane	10.2	555	405
2/21/2024	12:56:05 PM	Receding, Far Lane	19	12	31
2/21/2024	12:59:43 PM	Receding, Far Lane	18	218	217
2/21/2024	1:03:45 PM	Receding, Far Lane	21.3	242	209
2/21/2024	1:05:50 PM	Approaching, Near Lane	13.8	729	148
2/21/2024	1:08:12 PM	Approaching, Near Lane	12.1	143	14
2/21/2024	1:50:24 PM	Approaching, Near Lane	10.3	2531	61
2/21/2024	1:50:42 PM	Approaching, Near Lane	15.9	18	187
2/21/2024	1:56:51 PM	Receding, Far Lane	22.7	3187	181
2/21/2024	1:56:59 PM	Receding, Far Lane	19.8	8	234
2/21/2024	1:57:03 PM	Receding, Far Lane	27.6	4	86
2/21/2024	1:59:16 PM	Approaching, Near Lane	12.6	515	134
2/21/2024	1:59:41 PM	Receding, Far Lane	24.4	158	266
2/21/2024	1:59:57 PM	Receding, Far Lane	17.8	15	197
2/21/2024	2:01:31 PM	Approaching, Near Lane	15.9	135	226
2/21/2024	2:03:42 PM	Receding, Far Lane	15.4	225	137
2/21/2024	2:04:04 PM	Approaching, Near Lane	23.1	153	246
2/21/2024	2:05:48 PM	Approaching, Near Lane	23.1	104	121
2/21/2024	2:09:13 PM	Approaching, Near Lane	17	205	174
2/21/2024	2:10:13 PM	Receding, Far Lane	12.4	391	18
2/21/2024	2:11:20 PM	Receding, Far Lane	13.8	67	17
2/21/2024	2:14:12 PM	Approaching, Near Lane	9.3	299	55
2/21/2024	2:14:40 PM	Receding, Far Lane	20.3	200	235
2/21/2024	2:14:55 PM	Receding, Far Lane	21.3	15	171
2/21/2024	2:16:38 PM	Receding, Far Lane	13.8	103	222
2/21/2024	2:17:52 PM	Receding, Far Lane	19.3	75	226
2/21/2024	2:18:50 PM	Approaching, Near Lane	18.7	278	205
2/21/2024	2:19:16 PM	Approaching, Near Lane	17.5	26	186
2/21/2024	2:21:15 PM	Approaching, Near Lane	21.7	118	445
2/21/2024	2:25:18 PM	Receding, Far Lane	18.7	446	225
2/21/2024	2:26:18 PM	Receding, Far Lane	24.7	60	161
2/21/2024	2:27:10 PM	Approaching, Near Lane	21.4	355	196
2/21/2024	2:29:23 PM	Receding, Far Lane	28.2	185	136
2/21/2024	2:32:09 PM	Approaching, Near Lane	16.1	300	208
2/21/2024	2:33:22 PM	Receding, Far Lane	21.3	238	214
2/21/2024	2:41:43 PM	Approaching, Near Lane	18.7	573	171
2/21/2024	2:42:57 PM	Approaching, Near Lane	19.5	75	121
2/21/2024	2:44:21 PM	Receding, Far Lane	9.6	659	486
2/21/2024	2:44:25 PM	Approaching, Near Lane	15.4	88	122
2/21/2024	2:44:58 PM	Approaching, Near Lane	21.8	33	174
2/21/2024	2:45:52 PM	Receding, Far Lane	19.1	91	222
2/21/2024	2:51:20 PM	Approaching, Near Lane	11.5	382	208
2/21/2024	2:53:33 PM	Receding, Far Lane	22.7	461	232
2/21/2024	2:59:12 PM	Receding, Far Lane	23.1	338	210
2/21/2024	2:59:21 PM	Approaching, Near Lane	13.5	481	163
2/21/2024	3:00:06 PM	Approaching, Near Lane	22.4	45	183
2/21/2024	3:00:59 PM	Approaching, Near Lane	18	53	130
2/21/2024	3:04:05 PM	Approaching, Near Lane	13.1	185	123
2/21/2024	3:04:57 PM	Receding, Far Lane	31.2	345	223
2/21/2024	3:06:32 PM	Receding, Far Lane	16.7	95	24
2/21/2024	3:06:34 PM	Receding, Far Lane	16.1	2	27
2/21/2024	3:07:28 PM	Receding, Far Lane	26.9	54	205
2/21/2024	3:13:29 PM	Receding, Far Lane	21.1	361	230
2/21/2024	3:13:38 PM	Approaching, Near Lane	18.7	573	37
2/21/2024	3:14:13 PM	Approaching, Near Lane	21	36	213
2/21/2024	3:19:24 PM	Receding, Far Lane	18.1	354	208
2/21/2024	3:20:50 PM	Approaching, Near Lane	22	396	275
2/21/2024	3:22:33 PM	Receding, Far Lane	17.5	189	115
2/21/2024	3:23:08 PM	Approaching, Near Lane	12.6	138	367
2/21/2024	3:23:35 PM	Approaching, Near Lane	13.5	28	172
2/21/2024	3:24:37 PM	Approaching, Near Lane	7.8	61	60
2/21/2024	3:26:20 PM	Approaching, Near Lane	14.5	103	243
2/21/2024	3:30:08 PM	Approaching, Near Lane	23.1	228	184
2/21/2024	3:32:41 PM	Receding, Far Lane	12.6	608	263
2/21/2024	3:34:36 PM	Approaching, Near Lane	20.3	268	159
2/21/2024	3:40:35 PM	Receding, Far Lane	21	474	142
2/21/2024	3:41:30 PM	Approaching, Near Lane	14.1	413	79
2/21/2024	3:47:43 PM	Approaching, Near Lane	22.7	374	147
2/21/2024	3:57:01 PM	Approaching, Near Lane	16.1	558	230
2/21/2024	3:57:52 PM	Receding, Far Lane	19.4	1037	163
2/21/2024	3:57:59 PM	Receding, Far Lane	18	7	180
2/21/2024	4:02:47 PM	Approaching, Near Lane	13.9	346	208
2/21/2024	4:03:17 PM	Receding, Far Lane	20.4	319	141
2/21/2024	4:05:11 PM	Approaching, Near Lane	25.2	144	197
2/21/2024	4:06:03 PM	Approaching, Near Lane	19.4	52	197
2/21/2024	4:12:20 PM	Receding, Far Lane	19.7	543	178
2/21/2024	4:13:10 PM	Receding, Far Lane	20.8	50	252
2/21/2024	4:15:46 PM	Receding, Far Lane	23.1	156	152
2/21/2024	4:17:08 PM	Approaching, Near Lane	14.5	665	184
2/21/2024	4:25:08 PM	Receding, Far Lane	26.7	561	149
2/21/2024	4:28:21 PM	Approaching, Near Lane	17.3	673	180
2/21/2024	4:29:30 PM	Receding, Far Lane	24.6	263	551
2/21/2024	4:31:44 PM	Approaching, Near Lane	14.7	203	112
2/21/2024	4:37:05 PM	Approaching, Near Lane	16.7	321	176
2/21/2024	4:37:46 PM	Receding, Far Lane	30.2	496	270
2/21/2024	4:40:11 PM	Receding, Far Lane	7.8	145	417
2/21/2024	4:41:58 PM	Approaching, Near Lane	27.3	293	468
2/21/2024	4:44:45 PM	Receding, Far Lane	21.8	273	309
2/21/2024	4:48:49 PM	Receding, Far Lane	12.2	245	118
2/21/2024	4:51:52 PM	Approaching, Near Lane	10.3	594	126
2/21/2024	4:53:36 PM	Receding, Far Lane	28.8	287	189
2/21/2024	4:57:26 PM	Approaching, Near Lane	20.1	334	174
2/21/2024	4:57:50 PM	Approaching, Near Lane	9.1	24	146
2/21/2024	5:00:24 PM	Receding, Far Lane	27.7	408	162
2/21/2024	5:01:46 PM	Approaching, Near Lane	26.9	235	192
2/21/2024	5:03:31 PM	Receding, Far Lane	28.6	187	187
2/21/2024	5:08:21 PM	Receding, Far Lane	11.4	290	222
2/21/2024	5:08:26 PM	Receding, Far Lane	15.5	5	165
2/21/2024	5:21:36 PM	Receding, Far Lane	30.6	790	291
2/21/2024	5:21:49 PM	Approaching, Near Lane	23.1	1203	137
2/21/2024	5:21:54 PM	Approaching, Near Lane	28	5	232
2/21/2024	5:23:18 PM	Receding, Far Lane	15.2	102	199
2/21/2024	5:28:49 PM	Receding, Far Lane	25	332	430
2/21/2024	5:31:38 PM	Receding, Far Lane	17	169	181
2/21/2024	5:34:45 PM	Approaching, Near Lane	7.8	771	62
2/21/2024	5:49:43 PM	Approaching, Near Lane	9.1	898	47
2/21/2024	5:50:24 PM	Receding, Far Lane	30.5	1126	357
2/21/2024	5:50:39 PM	Approaching, Near Lane	9.6	56	17
2/21/2024	5:53:35 PM	Approaching, Near Lane	13.5	176	282

2/21/2024	5:58:34 PM	Receding, Far Lane	8.8	490	91
2/21/2024	6:01:02 PM	Receding, Far Lane	19.5	148	100
2/21/2024	6:01:57 PM	Receding, Far Lane	21	55	132
2/21/2024	6:03:34 PM	Approaching, Near Lane	22.1	599	183
2/21/2024	6:08:11 PM	Receding, Far Lane	19.8	374	243
2/21/2024	6:08:21 PM	Approaching, Near Lane	16.1	287	59
2/21/2024	6:08:37 PM	Receding, Far Lane	22.4	27	217
2/21/2024	6:09:04 PM	Receding, Far Lane	33.3	27	208
2/21/2024	6:13:06 PM	Receding, Far Lane	28.8	242	208
2/21/2024	6:13:25 PM	Receding, Far Lane	25.6	18	398
2/21/2024	6:31:01 PM	Approaching, Near Lane	27.6	1360	201
2/21/2024	6:31:48 PM	Approaching, Near Lane	29.5	47	160
2/21/2024	6:58:18 PM	Approaching, Near Lane	29	1591	194
2/21/2024	7:35:06 PM	Approaching, Near Lane	22.7	2208	177
2/21/2024	7:37:32 PM	Receding, Far Lane	22.3	5048	229
2/21/2024	7:40:34 PM	Approaching, Near Lane	30.6	327	276
2/21/2024	7:42:17 PM	Approaching, Near Lane	23.6	104	142
2/21/2024	7:45:30 PM	Approaching, Near Lane	23	192	145
2/21/2024	7:47:31 PM	Approaching, Near Lane	25.9	122	202
2/21/2024	7:48:16 PM	Approaching, Near Lane	24	45	186
2/21/2024	7:51:45 PM	Approaching, Near Lane	33.5	209	181
2/21/2024	7:56:10 PM	Receding, Far Lane	29.5	1118	299
2/21/2024	8:06:07 PM	Receding, Far Lane	24	597	215
2/21/2024	8:18:55 PM	Approaching, Near Lane	25.9	1630	190
2/21/2024	8:39:35 PM	Receding, Far Lane	20.4	2008	224
2/21/2024	8:44:23 PM	Approaching, Near Lane	21	1527	189
2/21/2024	8:46:32 PM	Approaching, Near Lane	14.4	130	220
2/21/2024	8:47:19 PM	Approaching, Near Lane	13.4	47	169
2/21/2024	8:52:26 PM	Approaching, Near Lane	17.1	307	158
2/21/2024	9:13:00 PM	Approaching, Near Lane	18.4	1234	187
2/21/2024	9:24:10 PM	Receding, Far Lane	12.9	2675	56
2/21/2024	9:45:18 PM	Approaching, Near Lane	19.1	1937	226
2/21/2024	9:55:32 PM	Approaching, Near Lane	29.3	614	178
2/21/2024	10:23:03 PM	Receding, Far Lane	36.1	3533	308
2/21/2024	10:44:51 PM	Receding, Far Lane	37.5	1308	227
2/21/2024	11:32:02 PM	Receding, Far Lane	9.5	2832	247
2/21/2024	11:49:58 PM	Receding, Far Lane	13.4	1075	305
2/21/2024	11:50:01 PM	Receding, Far Lane	16.4	3	193
2/22/2024	4:33:38 AM	Receding, Far Lane	26.2	17018	194
2/22/2024	5:38:13 AM	Receding, Far Lane	28	3875	280
2/22/2024	6:19:09 AM	Receding, Far Lane	14.4	2455	276
2/22/2024	6:49:05 AM	Receding, Far Lane	37.9	1796	258
2/22/2024	6:56:54 AM	Receding, Far Lane	20	469	237
2/22/2024	7:03:28 AM	Approaching, Near Lane	23.9	32877	227
2/22/2024	7:04:11 AM	Receding, Far Lane	29.2	437	274
2/22/2024	7:04:45 AM	Approaching, Near Lane	16.4	76	119
2/22/2024	7:06:42 AM	Receding, Far Lane	14.1	151	403
2/22/2024	7:22:19 AM	Receding, Far Lane	13.7	938	175
2/22/2024	7:22:32 AM	Receding, Far Lane	27.2	13	253
2/22/2024	7:30:21 AM	Receding, Far Lane	32.8	469	267
2/22/2024	7:30:59 AM	Receding, Far Lane	37.8	38	324
2/22/2024	7:54:03 AM	Receding, Far Lane	30.5	1383	268
2/22/2024	7:57:12 AM	Receding, Far Lane	20.7	189	202
2/22/2024	8:04:05 AM	Approaching, Near Lane	24	3560	159
2/22/2024	8:07:22 AM	Receding, Far Lane	24.9	611	342
2/22/2024	8:09:05 AM	Receding, Far Lane	31.8	102	353
2/22/2024	8:10:29 AM	Approaching, Near Lane	25.9	384	242
2/22/2024	8:12:48 AM	Approaching, Near Lane	13.5	139	300
2/22/2024	8:20:45 AM	Receding, Far Lane	26.3	700	232
2/22/2024	8:28:14 AM	Approaching, Near Lane	22.4	926	208
2/22/2024	8:31:40 AM	Approaching, Near Lane	12.4	206	664
2/22/2024	8:37:45 AM	Approaching, Near Lane	16.5	365	259
2/22/2024	8:45:20 AM	Receding, Far Lane	20.3	1475	230
2/22/2024	8:49:40 AM	Approaching, Near Lane	30.2	715	188
2/22/2024	8:52:18 AM	Receding, Far Lane	19	418	219
2/22/2024	8:53:10 AM	Receding, Far Lane	16.2	53	252
2/22/2024	9:02:04 AM	Approaching, Near Lane	22.9	744	313
2/22/2024	9:09:34 AM	Approaching, Near Lane	28.2	450	158
2/22/2024	9:11:35 AM	Receding, Far Lane	18	1105	221
2/22/2024	9:16:20 AM	Receding, Far Lane	26.4	284	556
2/22/2024	9:19:22 AM	Receding, Far Lane	19.1	183	240
2/22/2024	9:23:15 AM	Receding, Far Lane	10.2	233	10
2/22/2024	9:24:40 AM	Receding, Far Lane	23.9	85	201
2/22/2024	9:27:38 AM	Receding, Far Lane	27.9	178	158
2/22/2024	9:37:43 AM	Approaching, Near Lane	20	1689	226
2/22/2024	9:38:52 AM	Receding, Far Lane	12.9	674	131
2/22/2024	9:40:37 AM	Receding, Far Lane	28	105	217
2/22/2024	9:41:48 AM	Approaching, Near Lane	20.1	245	116
2/22/2024	9:43:43 AM	Approaching, Near Lane	18.4	114	187
2/22/2024	9:43:57 AM	Receding, Far Lane	27.3	200	187
2/22/2024	9:45:39 AM	Receding, Far Lane	21.4	102	149
2/22/2024	9:47:09 AM	Receding, Far Lane	11.6	89	183
2/22/2024	9:47:25 AM	Receding, Far Lane	17.7	16	233
2/22/2024	9:51:13 AM	Receding, Far Lane	27.4	227	196
2/22/2024	9:52:41 AM	Receding, Far Lane	21	88	199
2/22/2024	9:53:57 AM	Receding, Far Lane	32.2	76	244
2/22/2024	9:55:07 AM	Receding, Far Lane	28.3	71	266
2/22/2024	9:55:29 AM	Receding, Far Lane	22.3	22	380
2/22/2024	9:59:22 AM	Approaching, Near Lane	17.5	940	265
2/22/2024	10:01:14 AM	Receding, Far Lane	17.7	345	186
2/22/2024	10:03:55 AM	Approaching, Near Lane	9.5	273	208
2/22/2024	10:09:47 AM	Receding, Far Lane	19	513	249
2/22/2024	10:13:34 AM	Approaching, Near Lane	14.4	579	204
2/22/2024	10:14:39 AM	Approaching, Near Lane	27	65	273
2/22/2024	10:15:29 AM	Receding, Far Lane	22.7	341	156
2/22/2024	10:19:42 AM	Approaching, Near Lane	25.9	302	196
2/22/2024	10:22:19 AM	Receding, Far Lane	30.2	410	148
2/22/2024	10:23:38 AM	Approaching, Near Lane	15.2	236	140
2/22/2024	10:24:10 AM	Approaching, Near Lane	18.4	32	195
2/22/2024	10:31:43 AM	Receding, Far Lane	10.8	564	157
2/22/2024	10:33:07 AM	Receding, Far Lane	13.1	84	164
2/22/2024	10:39:45 AM	Receding, Far Lane	21.4	398	226
2/22/2024	10:39:51 AM	Receding, Far Lane	25.9	6	207
2/22/2024	10:40:36 AM	Approaching, Near Lane	19.5	986	68
2/22/2024	10:43:42 AM	Receding, Far Lane	35.6	231	213
2/22/2024	10:45:55 AM	Approaching, Near Lane	19.3	319	82
2/22/2024	10:48:53 AM	Receding, Far Lane	12.6	311	195
2/22/2024	11:04:24 AM	Approaching, Near Lane	13.4	1109	111
2/22/2024	11:06:33 AM	Approaching, Near Lane	14.5	129	76
2/22/2024	11:11:34 AM	Receding, Far Lane	25.4	1361	223
2/22/2024	11:14:50 AM	Approaching, Near Lane	9.1	496	75
2/22/2024	11:15:15 AM	Receding, Far Lane	25.4	221	131
2/22/2024	11:18:17 AM	Receding, Far Lane	15.5	182	497
2/22/2024	11:21:38 AM	Receding, Far Lane	22.3	201	164
2/22/2024	11:21:50 AM	Receding, Far Lane	18.8	12	89
2/22/2024	11:23:30 AM	Approaching, Near Lane	9.8	521	431
2/22/2024	11:24:12 AM	Receding, Far Lane	12.1	142	165
2/22/2024	11:24:57 AM	Approaching, Near Lane	20.4	87	244
2/22/2024	11:28:11 AM	Approaching, Near Lane	12.2	194	154
2/22/2024	11:30:37 AM	Approaching, Near Lane	14.7	146	485
2/22/2024	11:31:04 AM	Receding, Far Lane	22.6	413	138
2/22/2024	11:32:29 AM	Receding, Far Lane	22	85	204
2/22/2024	11:33:44 AM	Receding, Far Lane	15.9	74	122
2/22/2024	11:34:17 AM	Approaching, Near Lane	19.5	220	195
2/22/2024	11:36:16 AM	Approaching, Near Lane	21	119	113
2/22/2024	11:37:17 AM	Receding, Far Lane	20.6	213	162
2/22/2024	11:37:59 AM	Receding, Far Lane	17.3	42	223
2/22/2024	11:40:31 AM	Receding, Far Lane	30.2	153	216
2/22/2024	11:43:08 AM	Approaching, Near Lane	11.1	412	171
2/22/2024	11:43:56 AM	Receding, Far Lane	17.1	204	169
2/22/2024	11:44:26 AM	Receding, Far Lane	11.5	31	72
2/22/2024	11:45:41 AM	Approaching, Near Lane	12.8	153	232
2/22/2024	11:49:11 AM	Approaching, Near Lane	8.9	210	659

2/22/2024	11:55:08 AM	Receding, Far Lane	18	641	884
2/22/2024	11:55:12 AM	Receding, Far Lane	18.4	4	189
2/22/2024	11:55:16 AM	Receding, Far Lane	23.1	4	272
2/22/2024	12:01:02 PM	Approaching, Near Lane	13.1	710	689
2/22/2024	12:07:57 PM	Receding, Far Lane	12.6	761	115
2/22/2024	12:09:27 PM	Receding, Far Lane	18.7	91	162
2/22/2024	12:10:00 PM	Receding, Far Lane	23	33	259
2/22/2024	12:11:29 PM	Receding, Far Lane	13.9	88	167
2/22/2024	12:12:47 PM	Receding, Far Lane	16.4	78	190
2/22/2024	12:12:53 PM	Receding, Far Lane	21.8	6	152
2/22/2024	12:13:19 PM	Approaching, Near Lane	10.6	737	187
2/22/2024	12:13:22 PM	Approaching, Near Lane	9.1	4	228
2/22/2024	12:16:04 PM	Approaching, Near Lane	16.5	162	307
2/22/2024	12:19:56 PM	Approaching, Near Lane	17.3	232	114
2/22/2024	12:23:16 PM	Approaching, Near Lane	24	201	235
2/22/2024	12:24:07 PM	Approaching, Near Lane	29.2	51	281
2/22/2024	12:24:25 PM	Receding, Far Lane	20.4	692	261
2/22/2024	12:24:45 PM	Receding, Far Lane	27	20	262
2/22/2024	12:26:00 PM	Approaching, Near Lane	11.4	113	149
2/22/2024	12:29:19 PM	Receding, Far Lane	15.2	274	155
2/22/2024	12:30:04 PM	Receding, Far Lane	12.5	45	849
2/22/2024	12:32:10 PM	Receding, Far Lane	13.5	126	262
2/22/2024	12:32:54 PM	Approaching, Near Lane	11.5	413	112
2/22/2024	12:35:11 PM	Approaching, Near Lane	13.8	137	210
2/22/2024	12:36:53 PM	Receding, Far Lane	22.1	283	141
2/22/2024	12:42:16 PM	Approaching, Near Lane	18.5	424	231
2/22/2024	12:42:22 PM	Approaching, Near Lane	10.9	6	58
2/22/2024	12:42:27 PM	Approaching, Near Lane	12.2	5	49
2/22/2024	12:42:55 PM	Receding, Far Lane	27.9	362	215
2/22/2024	12:43:20 PM	Receding, Far Lane	30	26	221
2/22/2024	12:44:38 PM	Receding, Far Lane	28.8	78	150
2/22/2024	12:46:07 PM	Approaching, Near Lane	25.2	221	231
2/22/2024	12:50:33 PM	Receding, Far Lane	8.8	355	48
2/22/2024	12:50:52 PM	Receding, Far Lane	15.8	19	849
2/22/2024	12:52:28 PM	Approaching, Near Lane	16.1	381	172
2/22/2024	12:53:12 PM	Approaching, Near Lane	29.6	43	228
2/22/2024	12:55:19 PM	Receding, Far Lane	24.7	267	188
2/22/2024	12:56:38 PM	Receding, Far Lane	27.6	79	148
2/22/2024	12:57:51 PM	Receding, Far Lane	25.6	73	127
2/22/2024	12:58:16 PM	Receding, Far Lane	30	25	193
2/22/2024	12:58:20 PM	Receding, Far Lane	25.2	4	184
2/22/2024	1:00:41 PM	Receding, Far Lane	17.3	140	234
2/22/2024	1:01:07 PM	Approaching, Near Lane	23	475	125
2/22/2024	1:06:10 PM	Approaching, Near Lane	15.4	303	302
2/22/2024	1:06:31 PM	Approaching, Near Lane	14.2	21	177
2/22/2024	1:08:07 PM	Receding, Far Lane	17.4	447	320
2/22/2024	1:08:56 PM	Receding, Far Lane	18.8	49	118
2/22/2024	1:10:03 PM	Approaching, Near Lane	13.1	212	85
2/22/2024	1:10:34 PM	Receding, Far Lane	23.1	98	168
2/22/2024	1:11:03 PM	Approaching, Near Lane	17.7	60	49
2/22/2024	1:11:08 PM	Approaching, Near Lane	8.5	5	50
2/22/2024	1:11:23 PM	Receding, Far Lane	32.1	49	250
2/22/2024	1:12:17 PM	Receding, Far Lane	23	54	192
2/22/2024	1:15:50 PM	Receding, Far Lane	15.9	213	154
2/22/2024	1:20:33 PM	Approaching, Near Lane	7.5	565	186
2/22/2024	1:20:54 PM	Receding, Far Lane	22.9	304	246
2/22/2024	1:26:45 PM	Receding, Far Lane	21.3	352	161
2/22/2024	1:27:47 PM	Approaching, Near Lane	17.4	433	85
2/22/2024	1:30:10 PM	Receding, Far Lane	26.6	204	219
2/22/2024	1:31:56 PM	Approaching, Near Lane	15.9	249	104
2/22/2024	1:33:12 PM	Receding, Far Lane	30	182	193
2/22/2024	1:36:34 PM	Approaching, Near Lane	19.1	278	170
2/22/2024	1:38:56 PM	Receding, Far Lane	17.5	344	250
2/22/2024	1:40:41 PM	Approaching, Near Lane	18	247	73
2/22/2024	1:40:45 PM	Receding, Far Lane	18.4	109	160
2/22/2024	1:42:50 PM	Approaching, Near Lane	13.7	129	287
2/22/2024	1:43:05 PM	Receding, Far Lane	18.7	140	112
2/22/2024	1:49:30 PM	Receding, Far Lane	26.2	386	200
2/22/2024	1:49:34 PM	Receding, Far Lane	25.9	4	143
2/22/2024	1:52:36 PM	Receding, Far Lane	26.3	182	196
2/22/2024	1:54:32 PM	Receding, Far Lane	28.3	116	164
2/22/2024	1:58:59 PM	Receding, Far Lane	25.6	267	162
2/22/2024	2:02:16 PM	Approaching, Near Lane	18.1	1166	161
2/22/2024	2:02:30 PM	Approaching, Near Lane	19.5	14	253
2/22/2024	2:05:07 PM	Receding, Far Lane	12.6	368	161
2/22/2024	2:08:01 PM	Approaching, Near Lane	8.8	331	129
2/22/2024	2:08:46 PM	Approaching, Near Lane	18.1	45	34
2/22/2024	2:09:15 PM	Approaching, Near Lane	23.4	29	177
2/22/2024	2:13:02 PM	Receding, Far Lane	18.1	475	224
2/22/2024	2:13:29 PM	Approaching, Near Lane	21.3	255	155
2/22/2024	2:14:45 PM	Receding, Far Lane	22.7	103	417
2/22/2024	2:16:03 PM	Receding, Far Lane	16.2	78	150
2/22/2024	2:17:20 PM	Approaching, Near Lane	26.6	231	170
2/22/2024	2:18:04 PM	Receding, Far Lane	21.3	121	137
2/22/2024	2:18:41 PM	Receding, Far Lane	25.7	37	211
2/22/2024	2:19:14 PM	Approaching, Near Lane	7.8	114	37
2/22/2024	2:19:26 PM	Receding, Far Lane	14.8	46	134
2/22/2024	2:24:30 PM	Approaching, Near Lane	9.3	315	159
2/22/2024	2:25:19 PM	Approaching, Near Lane	7.8	50	1
2/22/2024	2:28:07 PM	Approaching, Near Lane	18.8	168	127
2/22/2024	2:28:44 PM	Approaching, Near Lane	14.1	38	234
2/22/2024	2:30:06 PM	Approaching, Near Lane	20.1	81	184
2/22/2024	2:34:01 PM	Receding, Far Lane	35.6	875	309
2/22/2024	2:35:55 PM	Approaching, Near Lane	17.5	350	174
2/22/2024	4:38:29 PM	Approaching, Near Lane	7.8	7354	165
2/22/2024	4:41:52 PM	Approaching, Near Lane	17.1	203	139
2/22/2024	4:44:48 PM	Approaching, Near Lane	21.8	176	145
2/22/2024	4:46:10 PM	Approaching, Near Lane	28.2	83	234
2/22/2024	4:48:31 PM	Receding, Far Lane	19	8070	245
2/22/2024	4:48:56 PM	Approaching, Near Lane	22	165	127
2/22/2024	4:50:25 PM	Receding, Far Lane	27	114	159
2/22/2024	4:50:37 PM	Approaching, Near Lane	17.8	102	124
2/22/2024	4:51:57 PM	Approaching, Near Lane	32.2	80	204
2/22/2024	4:53:55 PM	Receding, Far Lane	21.1	210	144
2/22/2024	4:57:34 PM	Approaching, Near Lane	24.6	336	161
2/22/2024	5:03:05 PM	Approaching, Near Lane	28.5	331	238
2/22/2024	5:03:07 PM	Approaching, Near Lane	26.4	3	150
2/22/2024	5:03:50 PM	Approaching, Near Lane	25.7	43	194
2/22/2024	5:05:52 PM	Receding, Far Lane	32.1	717	242
2/22/2024	5:06:36 PM	Approaching, Near Lane	14.4	166	149
2/22/2024	5:07:45 PM	Receding, Far Lane	23	112	186
2/22/2024	5:18:17 PM	Receding, Far Lane	17	633	108
2/22/2024	5:22:23 PM	Receding, Far Lane	27	246	159
2/22/2024	5:22:49 PM	Approaching, Near Lane	16.5	973	69
2/22/2024	5:25:01 PM	Receding, Far Lane	30.9	158	310
2/22/2024	5:25:24 PM	Receding, Far Lane	26.9	23	193
2/22/2024	5:27:26 PM	Receding, Far Lane	23.3	122	181
2/22/2024	5:30:26 PM	Receding, Far Lane	27.4	180	165
2/22/2024	5:36:21 PM	Approaching, Near Lane	17.3	813	173
2/22/2024	5:38:39 PM	Receding, Far Lane	17.1	493	119
2/22/2024	5:42:12 PM	Receding, Far Lane	27.9	214	189
2/22/2024	5:42:53 PM	Receding, Far Lane	30.6	41	243
2/22/2024	5:43:07 PM	Approaching, Near Lane	18.4	406	96
2/22/2024	5:43:22 PM	Approaching, Near Lane	20.6	15	182
2/22/2024	5:48:53 PM	Receding, Far Lane	17	359	108
2/22/2024	5:50:30 PM	Approaching, Near Lane	22.4	428	158
2/22/2024	5:51:53 PM	Receding, Far Lane	21.8	181	98
2/22/2024	5:54:31 PM	Receding, Far Lane	20	158	143
2/22/2024	5:55:52 PM	Approaching, Near Lane	12.9	322	85
2/22/2024	5:57:25 PM	Approaching, Near Lane	19.5	93	63
2/22/2024	6:01:16 PM	Receding, Far Lane	33.5	405	361
2/22/2024	6:05:13 PM	Approaching, Near Lane	16.1	469	74
2/22/2024	6:10:50 PM	Receding, Far Lane	13.9	574	86

2/22/2024	6:14:50 PM	Receding, Far Lane	18.4	240	148
2/22/2024	6:16:40 PM	Receding, Far Lane	18.8	110	228
2/22/2024	6:43:33 PM	Approaching, Near Lane	32.2	2300	183
2/22/2024	6:44:09 PM	Receding, Far Lane	24.6	1649	529
2/22/2024	6:56:14 PM	Receding, Far Lane	30.6	725	194
2/22/2024	7:11:15 PM	Receding, Far Lane	21.6	900	229
2/22/2024	7:15:33 PM	Approaching, Near Lane	15.2	1919	92
2/22/2024	7:15:51 PM	Receding, Far Lane	23.9	276	508
2/22/2024	7:33:24 PM	Approaching, Near Lane	27.6	1071	239
2/22/2024	7:35:59 PM	Receding, Far Lane	32.8	1208	393
2/22/2024	7:54:16 PM	Receding, Far Lane	19.4	1097	439
2/22/2024	7:59:35 PM	Receding, Far Lane	31.3	319	232
2/22/2024	8:02:57 PM	Receding, Far Lane	10.9	202	154
2/22/2024	8:03:47 PM	Approaching, Near Lane	13.1	1822	191
2/22/2024	8:05:00 PM	Receding, Far Lane	25	123	272
2/22/2024	8:09:16 PM	Approaching, Near Lane	28.8	329	262
2/22/2024	8:23:32 PM	Approaching, Near Lane	24.3	856	365
2/22/2024	8:26:43 PM	Approaching, Near Lane	28.5	192	219
2/22/2024	8:31:37 PM	Receding, Far Lane	30	1597	295
2/22/2024	8:38:11 PM	Receding, Far Lane	26.2	394	330
2/22/2024	9:01:13 PM	Approaching, Near Lane	21.4	2069	225
2/22/2024	9:04:38 PM	Approaching, Near Lane	27	205	200
2/22/2024	9:10:32 PM	Approaching, Near Lane	9.6	354	218
2/22/2024	9:22:17 PM	Receding, Far Lane	10.1	2646	205
2/22/2024	9:33:26 PM	Receding, Far Lane	22.9	669	364
2/22/2024	9:34:51 PM	Approaching, Near Lane	25.3	1458	182
2/22/2024	9:35:15 PM	Approaching, Near Lane	13.8	24	360
2/22/2024	10:15:54 PM	Approaching, Near Lane	20	2439	109
2/22/2024	11:02:53 PM	Receding, Far Lane	27.3	5367	212
2/23/2024	3:14:30 AM	Receding, Far Lane	28.6	15097	277
2/23/2024	4:10:22 AM	Receding, Far Lane	27.9	3351	189
2/23/2024	4:27:46 AM	Receding, Far Lane	41.1	1044	204
2/23/2024	5:40:47 AM	Receding, Far Lane	27.2	4382	253
2/23/2024	6:11:31 AM	Approaching, Near Lane	29.5	28538	239
2/23/2024	6:25:39 AM	Receding, Far Lane	15.4	2692	342
2/23/2024	6:26:12 AM	Approaching, Near Lane	30.5	880	233
2/23/2024	6:31:36 AM	Receding, Far Lane	23	357	207
2/23/2024	6:50:07 AM	Receding, Far Lane	37.5	1110	244
2/23/2024	6:58:25 AM	Receding, Far Lane	32.6	499	331
2/23/2024	7:05:35 AM	Receding, Far Lane	26.7	430	197
2/23/2024	7:06:46 AM	Approaching, Near Lane	17	2435	140
2/23/2024	7:12:26 AM	Receding, Far Lane	27.9	411	221
2/23/2024	7:28:19 AM	Receding, Far Lane	30.5	953	309
2/23/2024	7:32:03 AM	Receding, Far Lane	29.9	224	212
2/23/2024	7:32:32 AM	Approaching, Near Lane	17.5	1546	506
2/23/2024	7:34:09 AM	Receding, Far Lane	28.6	126	425
2/23/2024	7:40:54 AM	Receding, Far Lane	29.5	405	226
2/23/2024	7:43:10 AM	Approaching, Near Lane	14.4	638	259
2/23/2024	7:53:42 AM	Receding, Far Lane	25.9	767	300
2/23/2024	7:55:17 AM	Approaching, Near Lane	12.6	727	171
2/23/2024	7:57:02 AM	Receding, Far Lane	30.2	201	277
2/23/2024	7:57:56 AM	Approaching, Near Lane	19.5	159	217
2/23/2024	8:09:57 AM	Receding, Far Lane	25.4	774	361
2/23/2024	8:10:45 AM	Approaching, Near Lane	12.2	768	275
2/23/2024	8:13:47 AM	Approaching, Near Lane	16.2	182	167
2/23/2024	8:22:36 AM	Receding, Far Lane	24.6	759	208
2/23/2024	8:26:30 AM	Receding, Far Lane	16.8	235	534
2/23/2024	8:26:34 AM	Receding, Far Lane	18.3	4	199
2/23/2024	8:29:14 AM	Approaching, Near Lane	17.7	927	217
2/23/2024	8:29:39 AM	Receding, Far Lane	19.1	185	235
2/23/2024	8:34:44 AM	Approaching, Near Lane	14.5	330	178
2/23/2024	8:37:40 AM	Receding, Far Lane	15.1	481	216
2/23/2024	8:43:39 AM	Receding, Far Lane	19.5	359	232
2/23/2024	8:45:45 AM	Approaching, Near Lane	15.1	661	222
2/23/2024	8:45:51 AM	Receding, Far Lane	23.3	132	139
2/23/2024	8:55:03 AM	Receding, Far Lane	24	552	231
2/23/2024	8:56:42 AM	Approaching, Near Lane	13.8	657	282
2/23/2024	8:59:19 AM	Approaching, Near Lane	12.1	157	248
2/23/2024	9:02:02 AM	Approaching, Near Lane	17.3	162	180
2/23/2024	9:02:57 AM	Approaching, Near Lane	14.7	55	171
2/23/2024	9:05:25 AM	Approaching, Near Lane	21.1	148	158
2/23/2024	9:08:29 AM	Receding, Far Lane	30.5	806	309
2/23/2024	9:09:17 AM	Approaching, Near Lane	27.7	233	203
2/23/2024	9:14:14 AM	Receding, Far Lane	19.7	345	187
2/23/2024	9:16:23 AM	Receding, Far Lane	28	129	236
2/23/2024	9:21:32 AM	Approaching, Near Lane	13.7	735	179
2/23/2024	9:21:37 AM	Approaching, Near Lane	13.1	4	158
2/23/2024	9:30:03 AM	Approaching, Near Lane	18.8	506	242
2/23/2024	9:33:55 AM	Approaching, Near Lane	18.5	232	632
2/23/2024	9:35:48 AM	Approaching, Near Lane	25.3	113	216
2/23/2024	9:36:24 AM	Receding, Far Lane	23.3	1201	239
2/23/2024	9:36:27 AM	Receding, Far Lane	24.1	3	190
2/23/2024	9:37:06 AM	Receding, Far Lane	23.4	39	241
2/23/2024	9:38:07 AM	Receding, Far Lane	28	61	229
2/23/2024	9:39:31 AM	Receding, Far Lane	17.7	84	150
2/23/2024	9:40:09 AM	Receding, Far Lane	25	38	120
2/23/2024	9:46:22 AM	Receding, Far Lane	19.4	374	181
2/23/2024	9:46:42 AM	Approaching, Near Lane	14.7	654	3
2/23/2024	9:47:54 AM	Approaching, Near Lane	17.3	72	157
2/23/2024	9:50:21 AM	Receding, Far Lane	24.9	239	129
2/23/2024	9:55:43 AM	Approaching, Near Lane	7.8	469	88
2/23/2024	10:02:56 AM	Approaching, Near Lane	23.1	433	199
2/23/2024	10:05:34 AM	Approaching, Near Lane	15.9	158	197
2/23/2024	10:09:09 AM	Approaching, Near Lane	22.9	214	190
2/23/2024	10:11:49 AM	Approaching, Near Lane	19.3	160	151
2/23/2024	10:14:12 AM	Receding, Far Lane	25.3	1431	226
2/23/2024	10:14:59 AM	Approaching, Near Lane	14.7	190	102
2/23/2024	10:17:27 AM	Approaching, Near Lane	11.6	148	201
2/23/2024	10:17:35 AM	Receding, Far Lane	32.2	203	157
2/23/2024	10:18:44 AM	Receding, Far Lane	16.7	69	155
2/23/2024	10:25:50 AM	Receding, Far Lane	20.8	426	149
2/23/2024	10:28:57 AM	Receding, Far Lane	29.2	187	307
2/23/2024	10:36:33 AM	Receding, Far Lane	25.9	455	225
2/23/2024	10:40:48 AM	Receding, Far Lane	13.5	255	110
2/23/2024	10:41:07 AM	Receding, Far Lane	19.5	20	223
2/23/2024	10:44:50 AM	Approaching, Near Lane	21.3	1643	223
2/23/2024	10:50:15 AM	Receding, Far Lane	22.4	547	156
2/23/2024	10:51:58 AM	Approaching, Near Lane	14.8	429	338
2/23/2024	10:57:18 AM	Approaching, Near Lane	16.5	320	117
2/23/2024	11:00:35 AM	Receding, Far Lane	30.2	621	127
2/23/2024	11:03:25 AM	Receding, Far Lane	15.5	170	210
2/23/2024	11:05:14 AM	Receding, Far Lane	27.3	109	187
2/23/2024	11:07:17 AM	Receding, Far Lane	23.1	123	204
2/23/2024	11:07:49 AM	Receding, Far Lane	13.2	32	94
2/23/2024	11:09:09 AM	Approaching, Near Lane	18.4	710	67
2/23/2024	11:11:49 AM	Receding, Far Lane	14.9	240	124
2/23/2024	11:14:02 AM	Approaching, Near Lane	14.8	293	168
2/23/2024	11:14:05 AM	Receding, Far Lane	19.5	136	175
2/23/2024	11:14:45 AM	Receding, Far Lane	24.6	40	164
2/23/2024	11:18:43 AM	Approaching, Near Lane	18.5	282	164
2/23/2024	11:19:26 AM	Approaching, Near Lane	12.5	43	192
2/23/2024	11:20:34 AM	Receding, Far Lane	25.3	349	340
2/23/2024	11:21:57 AM	Receding, Far Lane	13.5	83	213
2/23/2024	11:26:08 AM	Approaching, Near Lane	9.8	402	132
2/23/2024	11:26:23 AM	Approaching, Near Lane	24	15	175
2/23/2024	11:26:48 AM	Receding, Far Lane	18.7	291	150
2/23/2024	11:26:54 AM	Receding, Far Lane	22.9	6	215
2/23/2024	11:29:12 AM	Receding, Far Lane	21.3	138	171
2/23/2024	11:31:55 AM	Receding, Far Lane	19.1	163	261
2/23/2024	11:36:47 AM	Approaching, Near Lane	25.4	624	196
2/23/2024	11:38:28 AM	Approaching, Near Lane	20.1	101	229
2/23/2024	11:39:07 AM	Receding, Far Lane	20.6	432	172
2/23/2024	11:40:45 AM	Approaching, Near Lane	14.1	137	72



2/23/2024	11:41:19 AM	Approaching, Near Lane	17.1	33	143
2/23/2024	11:41:24 AM	Approaching, Near Lane	15.9	6	237
2/23/2024	11:44:20 AM	Receding, Far Lane	17.3	313	258
2/23/2024	11:44:52 AM	Approaching, Near Lane	28	207	175
2/23/2024	11:47:03 AM	Receding, Far Lane	24.1	163	174
2/23/2024	11:50:41 AM	Receding, Far Lane	24.3	219	236
2/23/2024	11:52:00 AM	Approaching, Near Lane	13.4	428	105
2/23/2024	11:52:56 AM	Approaching, Near Lane	14.4	56	90
2/23/2024	11:55:20 AM	Approaching, Near Lane	21.3	144	84
2/23/2024	11:58:19 AM	Approaching, Near Lane	19.3	179	216
2/23/2024	11:58:23 AM	Approaching, Near Lane	13.1	5	206
2/23/2024	11:58:34 AM	Approaching, Near Lane	19.3	11	208
2/23/2024	11:58:52 AM	Approaching, Near Lane	18.4	18	452
2/23/2024	11:59:51 AM	Receding, Far Lane	14.9	549	141
2/23/2024	12:00:14 PM	Receding, Far Lane	25.6	24	214
2/23/2024	12:06:35 PM	Receding, Far Lane	24.3	381	225
2/23/2024	12:09:09 PM	Approaching, Near Lane	20.6	617	464
2/23/2024	12:09:12 PM	Approaching, Near Lane	22.1	3	218
2/23/2024	12:11:41 PM	Receding, Far Lane	25.9	306	184
2/23/2024	12:11:57 PM	Receding, Far Lane	17.8	15	209
2/23/2024	12:12:49 PM	Receding, Far Lane	21.3	52	267
2/23/2024	12:15:44 PM	Approaching, Near Lane	7.8	392	133
2/23/2024	12:25:47 PM	Approaching, Near Lane	17.5	603	214
2/23/2024	12:26:05 PM	Approaching, Near Lane	24.4	18	198
2/23/2024	12:26:22 PM	Receding, Far Lane	30.8	813	266
2/23/2024	12:34:28 PM	Approaching, Near Lane	19.8	503	129
2/23/2024	12:36:26 PM	Approaching, Near Lane	13.4	118	132
2/23/2024	12:47:12 PM	Receding, Far Lane	21	1251	189
2/23/2024	12:50:42 PM	Approaching, Near Lane	25.6	856	198
2/23/2024	12:50:59 PM	Receding, Far Lane	24.1	226	250
2/23/2024	12:51:57 PM	Approaching, Near Lane	36.5	75	155
2/23/2024	12:52:30 PM	Approaching, Near Lane	20.3	33	264
2/23/2024	12:55:28 PM	Approaching, Near Lane	18.1	178	487
2/23/2024	12:56:22 PM	Approaching, Near Lane	18.3	53	196
2/23/2024	1:02:41 PM	Receding, Far Lane	24.6	702	208
2/23/2024	1:03:29 PM	Receding, Far Lane	9.8	48	217
2/23/2024	1:06:03 PM	Receding, Far Lane	33.2	155	169
2/23/2024	1:15:06 PM	Receding, Far Lane	22.4	543	333
2/23/2024	1:16:14 PM	Approaching, Near Lane	15.2	1193	394
2/23/2024	1:17:59 PM	Approaching, Near Lane	13.9	105	236
2/23/2024	1:18:41 PM	Approaching, Near Lane	26.7	41	184
2/23/2024	1:20:10 PM	Approaching, Near Lane	14.9	89	235
2/23/2024	1:20:50 PM	Receding, Far Lane	35.8	344	166
2/23/2024	1:37:35 PM	Receding, Far Lane	20.1	1005	232
2/23/2024	1:38:47 PM	Approaching, Near Lane	21	1117	142
2/23/2024	1:46:10 PM	Receding, Far Lane	27.7	515	181
2/23/2024	1:46:29 PM	Receding, Far Lane	22.4	19	186
2/23/2024	1:53:46 PM	Receding, Far Lane	21	436	166
2/23/2024	1:58:13 PM	Approaching, Near Lane	16.2	1166	69
2/23/2024	1:59:58 PM	Receding, Far Lane	19.1	372	119
2/23/2024	2:05:59 PM	Receding, Far Lane	24.9	361	163
2/23/2024	2:06:07 PM	Approaching, Near Lane	20.8	475	173
2/23/2024	2:06:15 PM	Approaching, Near Lane	25.7	8	176
2/23/2024	2:06:42 PM	Receding, Far Lane	25.2	43	201
2/23/2024	2:10:32 PM	Receding, Far Lane	12.8	229	237
2/23/2024	2:11:35 PM	Receding, Far Lane	24.9	63	140
2/23/2024	2:17:39 PM	Receding, Far Lane	28	364	217
2/23/2024	2:24:24 PM	Receding, Far Lane	12.2	406	82
2/23/2024	2:25:25 PM	Receding, Far Lane	15.7	61	109
2/23/2024	2:31:58 PM	Receding, Far Lane	24	393	161
2/23/2024	2:32:03 PM	Receding, Far Lane	26.3	5	220
2/23/2024	2:33:36 PM	Receding, Far Lane	24.1	93	244
2/23/2024	2:34:39 PM	Receding, Far Lane	16.4	63	175
2/23/2024	2:42:26 PM	Receding, Far Lane	26.9	468	42
2/23/2024	2:43:26 PM	Receding, Far Lane	27.2	60	222
2/23/2024	2:45:06 PM	Approaching, Near Lane	9.8	2331	202
2/23/2024	2:49:52 PM	Receding, Far Lane	20.1	385	209
2/23/2024	2:51:58 PM	Approaching, Near Lane	14.2	412	120
2/23/2024	2:52:46 PM	Approaching, Near Lane	10.5	48	123
2/23/2024	2:52:59 PM	Approaching, Near Lane	18.7	13	175
2/23/2024	2:57:05 PM	Approaching, Near Lane	26.6	246	260
2/23/2024	2:57:35 PM	Receding, Far Lane	27.2	464	38
2/23/2024	3:01:00 PM	Approaching, Near Lane	17.1	235	143
2/23/2024	3:02:26 PM	Receding, Far Lane	22.3	291	229
2/23/2024	3:02:32 PM	Receding, Far Lane	21.1	5	183
2/23/2024	3:11:49 PM	Approaching, Near Lane	13.1	649	191
2/23/2024	3:14:46 PM	Receding, Far Lane	12.6	735	183
2/23/2024	3:25:33 PM	Approaching, Near Lane	23.7	824	230
2/23/2024	3:26:04 PM	Approaching, Near Lane	17.8	30	160
2/23/2024	3:27:28 PM	Approaching, Near Lane	18.7	84	255
2/23/2024	3:30:49 PM	Approaching, Near Lane	13.2	202	150
2/23/2024	3:34:05 PM	Approaching, Near Lane	21.1	196	172
2/23/2024	3:37:16 PM	Approaching, Near Lane	19.5	191	134
2/23/2024	3:38:43 PM	Approaching, Near Lane	21	86	255
2/23/2024	3:41:30 PM	Approaching, Near Lane	15.2	167	140
2/23/2024	3:41:49 PM	Receding, Far Lane	28.3	1623	311
2/23/2024	3:44:48 PM	Receding, Far Lane	19	179	189
2/23/2024	3:47:50 PM	Receding, Far Lane	22.9	182	271
2/23/2024	3:49:58 PM	Approaching, Near Lane	9.9	508	147
2/23/2024	3:50:56 PM	Approaching, Near Lane	23.4	59	183
2/23/2024	3:51:12 PM	Receding, Far Lane	33.3	201	193
2/23/2024	3:58:12 PM	Receding, Far Lane	26	421	250
2/23/2024	4:00:37 PM	Approaching, Near Lane	17.1	581	181
2/23/2024	4:04:48 PM	Approaching, Near Lane	18.8	251	80
2/23/2024	4:13:47 PM	Receding, Far Lane	18.3	934	248
2/23/2024	4:16:32 PM	Approaching, Near Lane	22	704	151
2/23/2024	4:16:51 PM	Approaching, Near Lane	29.9	19	164
2/23/2024	4:18:11 PM	Approaching, Near Lane	17	80	232
2/23/2024	4:22:50 PM	Receding, Far Lane	26.3	544	149
2/23/2024	4:23:17 PM	Receding, Far Lane	20.4	26	187
2/23/2024	4:25:27 PM	Approaching, Near Lane	17.7	436	177
2/23/2024	4:35:09 PM	Receding, Far Lane	18.5	713	134
2/23/2024	4:37:16 PM	Receding, Far Lane	22.9	127	158
2/23/2024	4:37:18 PM	Approaching, Near Lane	17.8	711	115
2/23/2024	4:40:57 PM	Approaching, Near Lane	19.8	219	455
2/23/2024	4:45:34 PM	Approaching, Near Lane	16.5	277	203
2/23/2024	4:50:25 PM	Approaching, Near Lane	19	291	202
2/23/2024	4:52:44 PM	Receding, Far Lane	15.9	927	290
2/23/2024	4:55:22 PM	Approaching, Near Lane	31.8	298	221
2/23/2024	4:57:51 PM	Receding, Far Lane	26	307	250
2/23/2024	4:59:26 PM	Receding, Far Lane	27.3	95	163
2/23/2024	5:01:59 PM	Approaching, Near Lane	26	396	157
2/23/2024	5:05:46 PM	Approaching, Near Lane	21.6	227	213
2/23/2024	5:06:42 PM	Approaching, Near Lane	25.4	56	196
2/23/2024	5:08:46 PM	Receding, Far Lane	28.3	560	253
2/23/2024	5:09:23 PM	Receding, Far Lane	22.7	38	197
2/23/2024	5:09:42 PM	Receding, Far Lane	28.5	19	243
2/23/2024	5:10:08 PM	Approaching, Near Lane	30.6	205	138
2/23/2024	5:12:51 PM	Approaching, Near Lane	27.3	164	148
2/23/2024	5:19:05 PM	Approaching, Near Lane	27.4	373	119
2/23/2024	5:19:22 PM	Approaching, Near Lane	26.9	18	137
2/23/2024	5:20:01 PM	Receding, Far Lane	30.8	619	293
2/23/2024	5:22:23 PM	Receding, Far Lane	30.3	142	143
2/23/2024	5:23:31 PM	Receding, Far Lane	26.7	68	161
2/23/2024	5:23:35 PM	Receding, Far Lane	27	4	177
2/23/2024	5:39:41 PM	Approaching, Near Lane	12.9	1218	175
2/23/2024	5:44:03 PM	Approaching, Near Lane	30.6	263	214
2/23/2024	5:51:25 PM	Receding, Far Lane	17.5	1669	226
2/23/2024	5:54:09 PM	Receding, Far Lane	37.1	164	280
2/23/2024	6:08:17 PM	Receding, Far Lane	25.7	848	158
2/23/2024	6:08:25 PM	Receding, Far Lane	26.2	9	171
2/23/2024	6:22:20 PM	Receding, Far Lane	25.9	835	184
2/23/2024	6:25:33 PM	Receding, Far Lane	22.4	192	146

2/23/2024	6:40:02 PM	Receding, Far Lane	25.9	870	131
2/23/2024	6:42:38 PM	Approaching, Near Lane	25	3515	218
2/23/2024	6:45:22 PM	Receding, Far Lane	13.2	320	234
2/23/2024	6:53:08 PM	Receding, Far Lane	26	465	215
2/23/2024	7:09:38 PM	Receding, Far Lane	23.7	991	215
2/23/2024	7:10:37 PM	Receding, Far Lane	23.1	59	173
2/23/2024	7:17:32 PM	Receding, Far Lane	20	415	80
2/23/2024	7:25:59 PM	Approaching, Near Lane	19.7	2600	216
2/23/2024	7:26:08 PM	Receding, Far Lane	34.4	516	244
2/23/2024	7:46:03 PM	Approaching, Near Lane	19	1204	35
2/23/2024	7:47:08 PM	Approaching, Near Lane	25.4	65	121
2/23/2024	8:04:50 PM	Approaching, Near Lane	32.5	1062	178
2/23/2024	8:43:50 PM	Receding, Far Lane	19.4	4661	150
2/23/2024	8:44:32 PM	Receding, Far Lane	24.7	43	227
2/23/2024	8:44:45 PM	Approaching, Near Lane	15.2	2394	167
2/23/2024	8:51:10 PM	Receding, Far Lane	11.1	397	146
2/23/2024	9:20:22 PM	Receding, Far Lane	14.9	1752	165
2/23/2024	9:27:47 PM	Receding, Far Lane	14.9	446	158
2/23/2024	9:30:09 PM	Approaching, Near Lane	30.8	2725	243
2/23/2024	9:40:48 PM	Receding, Far Lane	28	781	356
2/23/2024	9:41:08 PM	Approaching, Near Lane	20.4	659	106
2/23/2024	10:02:11 PM	Approaching, Near Lane	30.5	1262	233
2/23/2024	10:10:30 PM	Approaching, Near Lane	28.9	499	173
2/23/2024	10:44:56 PM	Approaching, Near Lane	23.6	2066	180
2/23/2024	11:46:30 PM	Approaching, Near Lane	22.1	3693	174
2/24/2024	1:19:47 AM	Approaching, Near Lane	46.1	5597	125
2/24/2024	4:35:08 AM	Receding, Far Lane	37.7	24860	203
2/24/2024	6:34:53 AM	Receding, Far Lane	20.6	7185	408
2/24/2024	6:41:33 AM	Receding, Far Lane	10.3	400	132
2/24/2024	6:42:35 AM	Receding, Far Lane	25.4	62	229
2/24/2024	7:08:23 AM	Approaching, Near Lane	26.6	20916	272
2/24/2024	7:26:54 AM	Approaching, Near Lane	17.4	1111	109
2/24/2024	7:28:32 AM	Receding, Far Lane	8.5	2757	83
2/24/2024	7:32:53 AM	Receding, Far Lane	22.7	261	120
2/24/2024	7:38:01 AM	Approaching, Near Lane	21	667	123
2/24/2024	7:49:52 AM	Receding, Far Lane	29.9	1019	245
2/24/2024	7:52:07 AM	Approaching, Near Lane	15.7	846	78
2/24/2024	7:52:40 AM	Receding, Far Lane	17.5	168	218
2/24/2024	7:55:02 AM	Approaching, Near Lane	29.9	176	205
2/24/2024	7:56:20 AM	Approaching, Near Lane	20.1	78	197
2/24/2024	8:03:54 AM	Approaching, Near Lane	30.5	454	569
2/24/2024	8:07:04 AM	Approaching, Near Lane	22.9	190	231
2/24/2024	8:23:54 AM	Approaching, Near Lane	24.6	1010	183
2/24/2024	8:26:06 AM	Receding, Far Lane	29	2007	232
2/24/2024	8:27:41 AM	Receding, Far Lane	19.1	95	287
2/24/2024	8:35:32 AM	Receding, Far Lane	25.6	471	220
2/24/2024	8:36:39 AM	Receding, Far Lane	25.3	67	146
2/24/2024	8:38:19 AM	Approaching, Near Lane	14.7	865	406
2/24/2024	8:38:24 AM	Approaching, Near Lane	15.9	5	205
2/24/2024	8:38:25 AM	Approaching, Near Lane	16.2	1	39
2/24/2024	8:44:25 AM	Approaching, Near Lane	19	360	587
2/24/2024	8:54:47 AM	Receding, Far Lane	28.3	1088	259
2/24/2024	8:55:32 AM	Receding, Far Lane	19.1	45	670
2/24/2024	9:01:42 AM	Receding, Far Lane	18.3	370	145
2/24/2024	9:02:09 AM	Receding, Far Lane	12.4	28	198
2/24/2024	9:05:17 AM	Approaching, Near Lane	20.3	1252	140
2/24/2024	9:05:17 AM	Receding, Far Lane	32.3	188	210
2/24/2024	9:07:42 AM	Receding, Far Lane	18.8	145	275
2/24/2024	9:08:01 AM	Approaching, Near Lane	29.2	165	170
2/24/2024	9:10:48 AM	Receding, Far Lane	20.7	186	142
2/24/2024	9:11:16 AM	Receding, Far Lane	12.1	28	138
2/24/2024	9:15:54 AM	Receding, Far Lane	24.1	278	217
2/24/2024	9:26:00 AM	Receding, Far Lane	20.7	606	254
2/24/2024	9:28:02 AM	Approaching, Near Lane	26.6	1201	284
2/24/2024	9:29:43 AM	Receding, Far Lane	15.7	224	345
2/24/2024	9:34:41 AM	Receding, Far Lane	10.5	297	147
2/24/2024	9:36:11 AM	Receding, Far Lane	26.2	91	171
2/24/2024	9:38:44 AM	Approaching, Near Lane	19.4	641	591
2/24/2024	9:45:08 AM	Receding, Far Lane	27.6	536	167
2/24/2024	9:47:13 AM	Approaching, Near Lane	14.8	509	141
2/24/2024	9:51:24 AM	Receding, Far Lane	27.6	377	204
2/24/2024	9:55:00 AM	Receding, Far Lane	13.4	215	58
2/24/2024	9:56:23 AM	Receding, Far Lane	19.3	83	204
2/24/2024	9:57:47 AM	Approaching, Near Lane	17.1	634	150
2/24/2024	9:58:03 AM	Approaching, Near Lane	15.8	16	244
2/24/2024	9:59:40 AM	Approaching, Near Lane	19.4	97	79
2/24/2024	10:01:04 AM	Receding, Far Lane	21.1	281	178
2/24/2024	10:11:55 AM	Approaching, Near Lane	22.3	735	156
2/24/2024	10:12:42 AM	Approaching, Near Lane	18	47	215
2/24/2024	10:15:36 AM	Receding, Far Lane	28.5	872	223
2/24/2024	10:16:01 AM	Receding, Far Lane	19.1	24	209
2/24/2024	10:20:27 AM	Receding, Far Lane	13.7	266	163
2/24/2024	10:21:32 AM	Approaching, Near Lane	22.6	530	160
2/24/2024	10:23:47 AM	Receding, Far Lane	24.1	201	201
2/24/2024	10:25:57 AM	Approaching, Near Lane	25.4	265	241
2/24/2024	10:26:42 AM	Approaching, Near Lane	28	45	220
2/24/2024	10:26:54 AM	Approaching, Near Lane	31	12	254
2/24/2024	10:27:41 AM	Receding, Far Lane	30.2	234	127
2/24/2024	10:32:27 AM	Receding, Far Lane	9.3	285	6
2/24/2024	10:36:56 AM	Receding, Far Lane	30	269	153
2/24/2024	10:37:58 AM	Approaching, Near Lane	17.3	664	157
2/24/2024	10:40:08 AM	Receding, Far Lane	8.3	192	194
2/24/2024	10:42:31 AM	Receding, Far Lane	18.4	143	235
2/24/2024	10:44:23 AM	Receding, Far Lane	16.7	112	107
2/24/2024	10:44:37 AM	Receding, Far Lane	14.9	14	101
2/24/2024	10:44:52 AM	Receding, Far Lane	22.4	15	146
2/24/2024	10:45:45 AM	Receding, Far Lane	24.1	53	201
2/24/2024	10:50:31 AM	Approaching, Near Lane	22.4	753	82
2/24/2024	10:52:03 AM	Receding, Far Lane	23.6	378	191
2/24/2024	10:52:44 AM	Receding, Far Lane	32.6	40	339
2/24/2024	10:53:05 AM	Receding, Far Lane	15.4	22	89
2/24/2024	10:55:13 AM	Approaching, Near Lane	37.8	281	201
2/24/2024	10:55:15 AM	Receding, Far Lane	22.4	130	202
2/24/2024	10:58:10 AM	Approaching, Near Lane	19.8	177	241
2/24/2024	11:00:39 AM	Approaching, Near Lane	12.5	150	220
2/24/2024	11:04:07 AM	Approaching, Near Lane	26.4	207	174
2/24/2024	11:05:50 AM	Receding, Far Lane	23.3	635	223
2/24/2024	11:10:42 AM	Approaching, Near Lane	22.4	395	158
2/24/2024	11:11:25 AM	Receding, Far Lane	27.9	335	133
2/24/2024	11:12:46 AM	Receding, Far Lane	27.9	81	133
2/24/2024	11:15:07 AM	Approaching, Near Lane	19.1	265	89
2/24/2024	11:16:53 AM	Receding, Far Lane	26.3	247	137
2/24/2024	11:19:08 AM	Receding, Far Lane	21	135	132
2/24/2024	11:19:55 AM	Receding, Far Lane	31.9	48	190
2/24/2024	11:23:30 AM	Approaching, Near Lane	11.1	503	66
2/24/2024	11:23:40 AM	Receding, Far Lane	17.3	224	180
2/24/2024	11:24:38 AM	Receding, Far Lane	23.9	58	158
2/24/2024	11:28:30 AM	Approaching, Near Lane	25.6	300	140
2/24/2024	11:29:59 AM	Approaching, Near Lane	25.6	89	117
2/24/2024	11:30:58 AM	Receding, Far Lane	19.7	380	204
2/24/2024	11:33:11 AM	Receding, Far Lane	15.8	133	158
2/24/2024	11:34:16 AM	Approaching, Near Lane	17.3	256	103
2/24/2024	11:35:06 AM	Receding, Far Lane	13.1	115	47
2/24/2024	11:41:23 AM	Approaching, Near Lane	15.9	427	108
2/24/2024	11:42:38 AM	Receding, Far Lane	11.6	452	37
2/24/2024	11:46:50 AM	Approaching, Near Lane	12.8	327	97
2/24/2024	11:50:51 AM	Receding, Far Lane	35.6	492	52
2/24/2024	11:52:52 AM	Receding, Far Lane	21.6	121	210
2/24/2024	11:53:37 AM	Approaching, Near Lane	22.7	407	167
2/24/2024	11:55:50 AM	Approaching, Near Lane	17.5	132	174
2/24/2024	11:57:30 AM	Approaching, Near Lane	13.8	101	120
2/24/2024	11:58:40 AM	Receding, Far Lane	25.6	349	110
2/24/2024	11:58:43 AM	Receding, Far Lane	24.7	3	177

2/24/2024	11:59:43 AM	Receding, Far Lane	32.6	60	309
2/24/2024	12:00:17 PM	Approaching, Near Lane	18.1	167	569
2/24/2024	12:01:05 PM	Approaching, Near Lane	7.9	47	52
2/24/2024	12:03:31 PM	Receding, Far Lane	28	228	173
2/24/2024	12:04:40 PM	Receding, Far Lane	31.2	69	181
2/24/2024	12:06:16 PM	Receding, Far Lane	27.3	96	212
2/24/2024	12:11:17 PM	Receding, Far Lane	19.4	301	133
2/24/2024	12:11:24 PM	Approaching, Near Lane	35.1	619	166
2/24/2024	12:12:23 PM	Receding, Far Lane	40.5	65	226
2/24/2024	12:14:38 PM	Receding, Far Lane	29	136	160
2/24/2024	12:14:53 PM	Approaching, Near Lane	32.9	209	131
2/24/2024	12:15:45 PM	Approaching, Near Lane	11.1	53	174
2/24/2024	12:19:35 PM	Receding, Far Lane	26.9	297	199
2/24/2024	12:19:38 PM	Receding, Far Lane	27.4	2	226
2/24/2024	12:21:11 PM	Approaching, Near Lane	28.5	326	149
2/24/2024	12:21:14 PM	Approaching, Near Lane	27.4	3	144
2/24/2024	12:31:01 PM	Receding, Far Lane	17.3	683	122
2/24/2024	12:35:08 PM	Approaching, Near Lane	22.6	834	139
2/24/2024	12:36:44 PM	Approaching, Near Lane	14.7	97	52
2/24/2024	12:42:48 PM	Receding, Far Lane	21.6	708	239
2/24/2024	12:43:16 PM	Approaching, Near Lane	23.9	392	98
2/24/2024	12:51:32 PM	Approaching, Near Lane	19.1	496	144
2/24/2024	12:55:31 PM	Approaching, Near Lane	16.5	239	106
2/24/2024	12:55:59 PM	Receding, Far Lane	24.6	791	203
2/24/2024	12:56:39 PM	Approaching, Near Lane	13.8	68	201
2/24/2024	12:56:50 PM	Approaching, Near Lane	23.1	11	225
2/24/2024	12:57:38 PM	Approaching, Near Lane	9.2	48	73
2/24/2024	12:58:02 PM	Receding, Far Lane	18	122	257
2/24/2024	12:58:17 PM	Receding, Far Lane	12.6	15	557
2/24/2024	12:58:21 PM	Approaching, Near Lane	17.1	43	127
2/24/2024	12:58:26 PM	Approaching, Near Lane	18.1	5	63
2/24/2024	12:58:28 PM	Approaching, Near Lane	20.6	3	140
2/24/2024	12:59:52 PM	Receding, Far Lane	24.4	96	167
2/24/2024	1:02:14 PM	Receding, Far Lane	22.9	142	158
2/24/2024	1:02:30 PM	Receding, Far Lane	20.8	15	121
2/24/2024	1:02:39 PM	Receding, Far Lane	26.9	10	181
2/24/2024	1:03:55 PM	Approaching, Near Lane	21.7	327	128
2/24/2024	1:05:02 PM	Approaching, Near Lane	14.7	66	125
2/24/2024	1:05:38 PM	Approaching, Near Lane	18.1	36	75
2/24/2024	1:05:43 PM	Approaching, Near Lane	18.7	5	188
2/24/2024	1:09:27 PM	Approaching, Near Lane	12.1	224	74
2/24/2024	1:11:20 PM	Approaching, Near Lane	15.2	113	205
2/24/2024	1:11:38 PM	Approaching, Near Lane	23.3	19	212
2/24/2024	1:15:19 PM	Approaching, Near Lane	26.3	220	226
2/24/2024	1:15:56 PM	Approaching, Near Lane	10.6	37	5
2/24/2024	1:16:00 PM	Receding, Far Lane	29.3	800	190
2/24/2024	1:16:37 PM	Receding, Far Lane	18.4	38	227
2/24/2024	1:18:36 PM	Approaching, Near Lane	17.1	160	181
2/24/2024	1:19:32 PM	Receding, Far Lane	15.9	175	136
2/24/2024	1:21:52 PM	Approaching, Near Lane	26.6	196	176
2/24/2024	1:24:42 PM	Approaching, Near Lane	21.7	170	123
2/24/2024	1:25:26 PM	Approaching, Near Lane	17	44	171
2/24/2024	1:25:58 PM	Approaching, Near Lane	19.3	32	103
2/24/2024	1:26:24 PM	Approaching, Near Lane	27.6	26	245
2/24/2024	1:26:49 PM	Approaching, Near Lane	19.5	25	173
2/24/2024	1:33:18 PM	Approaching, Near Lane	12.4	389	132
2/24/2024	1:34:56 PM	Receding, Far Lane	20.8	924	111
2/24/2024	1:36:17 PM	Receding, Far Lane	22.9	81	179
2/24/2024	1:37:11 PM	Receding, Far Lane	21.8	54	162
2/24/2024	1:37:46 PM	Approaching, Near Lane	31.8	268	214
2/24/2024	1:38:17 PM	Receding, Far Lane	39.8	66	155
2/24/2024	1:40:07 PM	Approaching, Near Lane	32.8	142	181
2/24/2024	1:44:32 PM	Receding, Far Lane	30.5	375	172
2/24/2024	1:44:59 PM	Receding, Far Lane	29.3	27	263
2/24/2024	1:45:06 PM	Receding, Far Lane	28.9	7	191
2/24/2024	1:48:23 PM	Receding, Far Lane	24.3	196	187
2/24/2024	1:51:45 PM	Receding, Far Lane	25.4	202	229
2/24/2024	1:52:16 PM	Approaching, Near Lane	16.1	729	328
2/24/2024	1:53:57 PM	Receding, Far Lane	27.7	132	250
2/24/2024	1:57:12 PM	Approaching, Near Lane	28.8	296	184
2/24/2024	1:57:31 PM	Receding, Far Lane	27	214	189
2/24/2024	1:59:52 PM	Approaching, Near Lane	23	161	176
2/24/2024	2:02:02 PM	Approaching, Near Lane	7.8	130	194
2/24/2024	2:04:50 PM	Approaching, Near Lane	21.1	168	120
2/24/2024	2:04:52 PM	Approaching, Near Lane	23.6	2	153
2/24/2024	2:06:36 PM	Receding, Far Lane	21.1	545	149
2/24/2024	2:06:44 PM	Approaching, Near Lane	8.2	112	6
2/24/2024	2:07:41 PM	Receding, Far Lane	13.1	66	170
2/24/2024	2:10:57 PM	Receding, Far Lane	19.5	195	175
2/24/2024	2:11:04 PM	Approaching, Near Lane	8.8	259	18
2/24/2024	2:16:33 PM	Receding, Far Lane	10.9	336	156
2/24/2024	2:17:43 PM	Approaching, Near Lane	15.1	399	127
2/24/2024	2:23:16 PM	Receding, Far Lane	21.3	403	118
2/24/2024	2:28:59 PM	Receding, Far Lane	21	343	66
2/24/2024	2:38:38 PM	Approaching, Near Lane	13.7	1255	188
2/24/2024	2:40:04 PM	Approaching, Near Lane	25.9	86	155
2/24/2024	2:43:33 PM	Approaching, Near Lane	25	209	178
2/24/2024	2:46:24 PM	Receding, Far Lane	25.4	1045	183
2/24/2024	2:48:41 PM	Receding, Far Lane	25	137	210
2/24/2024	2:51:30 PM	Receding, Far Lane	17.5	169	289
2/24/2024	2:57:15 PM	Receding, Far Lane	11.1	344	44
2/24/2024	3:00:10 PM	Receding, Far Lane	24.6	176	258
2/24/2024	3:00:49 PM	Receding, Far Lane	7.9	39	26
2/24/2024	3:02:50 PM	Receding, Far Lane	25.4	120	154
2/24/2024	3:05:34 PM	Receding, Far Lane	31.9	165	176
2/24/2024	3:12:16 PM	Approaching, Near Lane	28.6	1723	131
2/24/2024	3:13:25 PM	Approaching, Near Lane	9.3	69	142
2/24/2024	3:13:34 PM	Approaching, Near Lane	22.1	9	218
2/24/2024	3:13:39 PM	Receding, Far Lane	24	485	134
2/24/2024	3:13:49 PM	Approaching, Near Lane	19.8	15	170
2/24/2024	3:14:37 PM	Receding, Far Lane	12.5	58	142
2/24/2024	3:15:14 PM	Approaching, Near Lane	24.9	85	199
2/24/2024	3:16:10 PM	Approaching, Near Lane	22.4	56	228
2/24/2024	3:17:36 PM	Approaching, Near Lane	22.9	86	246
2/24/2024	3:17:56 PM	Approaching, Near Lane	13.7	20	74
2/24/2024	3:21:13 PM	Approaching, Near Lane	32.3	197	257
2/24/2024	3:28:19 PM	Receding, Far Lane	13.2	822	187
2/24/2024	3:28:22 PM	Approaching, Near Lane	18.5	429	202
2/24/2024	3:28:57 PM	Approaching, Near Lane	20.1	35	292
2/24/2024	3:29:01 PM	Approaching, Near Lane	23.7	4	150
2/24/2024	3:31:53 PM	Receding, Far Lane	25.6	214	197
2/24/2024	3:33:02 PM	Approaching, Near Lane	27	241	254
2/24/2024	3:33:26 PM	Approaching, Near Lane	9.2	24	131
2/24/2024	3:35:15 PM	Approaching, Near Lane	38.4	109	258
2/24/2024	3:37:01 PM	Receding, Far Lane	17.8	308	277
2/24/2024	3:38:02 PM	Approaching, Near Lane	14.8	168	115
2/24/2024	3:39:13 PM	Receding, Far Lane	20.1	132	150
2/24/2024	3:41:48 PM	Approaching, Near Lane	20.4	226	92
2/24/2024	3:43:49 PM	Receding, Far Lane	18.4	276	177
2/24/2024	3:46:59 PM	Receding, Far Lane	36.4	190	238
2/24/2024	3:49:27 PM	Approaching, Near Lane	14.1	458	218
2/24/2024	3:50:01 PM	Approaching, Near Lane	16.2	35	102
2/24/2024	3:50:31 PM	Approaching, Near Lane	16.5	29	84
2/24/2024	3:51:53 PM	Approaching, Near Lane	32.8	82	71
2/24/2024	3:54:48 PM	Receding, Far Lane	19.4	468	168
2/24/2024	3:56:40 PM	Approaching, Near Lane	20.1	288	102
2/24/2024	4:01:54 PM	Approaching, Near Lane	12.6	313	134
2/24/2024	4:07:29 PM	Receding, Far Lane	23.1	762	168
2/24/2024	4:08:14 PM	Approaching, Near Lane	33.5	380	181
2/24/2024	4:09:28 PM	Receding, Far Lane	25.9	118	190
2/24/2024	4:16:06 PM	Receding, Far Lane	14.2	398	143
2/24/2024	4:16:31 PM	Receding, Far Lane	18	25	127
2/24/2024	4:19:56 PM	Approaching, Near Lane	10.6	703	7

2/24/2024	4:22:19 PM	Receding, Far Lane	29.5	348	186
2/24/2024	4:27:43 PM	Receding, Far Lane	17	324	150
2/24/2024	4:28:49 PM	Approaching, Near Lane	19.8	533	156
2/24/2024	4:32:10 PM	Receding, Far Lane	24.3	266	203
2/24/2024	4:32:55 PM	Receding, Far Lane	14.5	45	219
2/24/2024	4:33:51 PM	Approaching, Near Lane	29.3	302	138
2/24/2024	4:35:25 PM	Approaching, Near Lane	18.1	94	128
2/24/2024	4:37:21 PM	Receding, Far Lane	33.6	266	234
2/24/2024	4:38:41 PM	Approaching, Near Lane	13.4	195	139
2/24/2024	4:42:50 PM	Receding, Far Lane	19.1	329	162
2/24/2024	4:47:46 PM	Approaching, Near Lane	19.4	545	114
2/24/2024	4:47:58 PM	Receding, Far Lane	21.7	308	120
2/24/2024	4:53:14 PM	Approaching, Near Lane	14.8	328	148
2/24/2024	5:03:31 PM	Approaching, Near Lane	16.5	617	91
2/24/2024	5:12:17 PM	Approaching, Near Lane	27.3	526	197
2/24/2024	5:18:43 PM	Receding, Far Lane	21.1	1845	202
2/24/2024	5:19:19 PM	Approaching, Near Lane	17.3	421	180
2/24/2024	5:20:15 PM	Approaching, Near Lane	22.7	56	147
2/24/2024	5:21:48 PM	Approaching, Near Lane	14.9	93	97
2/24/2024	5:22:53 PM	Receding, Far Lane	11.5	250	80
2/24/2024	5:24:10 PM	Approaching, Near Lane	25.7	142	188
2/24/2024	5:30:59 PM	Receding, Far Lane	27	486	207
2/24/2024	5:34:27 PM	Approaching, Near Lane	17.8	618	132
2/24/2024	5:38:41 PM	Receding, Far Lane	14.7	462	164
2/24/2024	5:40:27 PM	Approaching, Near Lane	24.3	360	157
2/24/2024	5:50:34 PM	Approaching, Near Lane	19	607	172
2/24/2024	5:57:22 PM	Approaching, Near Lane	28.3	408	217
2/24/2024	5:57:39 PM	Approaching, Near Lane	24.3	16	267
2/24/2024	6:00:10 PM	Approaching, Near Lane	22.3	152	186
2/24/2024	6:10:56 PM	Approaching, Near Lane	19.7	646	385
2/24/2024	6:12:26 PM	Receding, Far Lane	13.1	2025	67
2/24/2024	6:13:43 PM	Receding, Far Lane	28.6	78	193
2/24/2024	6:17:11 PM	Receding, Far Lane	23	208	155
2/24/2024	6:18:32 PM	Receding, Far Lane	27.2	81	210
2/24/2024	6:21:26 PM	Approaching, Near Lane	21.4	630	191
2/24/2024	6:27:24 PM	Receding, Far Lane	20.8	532	219
2/24/2024	6:32:43 PM	Approaching, Near Lane	19.3	677	82
2/24/2024	6:33:01 PM	Approaching, Near Lane	24.9	18	193
2/24/2024	6:35:56 PM	Receding, Far Lane	28.3	512	259
2/24/2024	6:48:02 PM	Receding, Far Lane	31.9	725	204
2/24/2024	6:50:17 PM	Receding, Far Lane	26.4	135	210
2/24/2024	7:01:05 PM	Approaching, Near Lane	28.9	1684	225
2/24/2024	7:16:50 PM	Approaching, Near Lane	14.7	945	237
2/24/2024	7:25:18 PM	Receding, Far Lane	21.7	2101	208
2/24/2024	7:34:17 PM	Receding, Far Lane	25.6	539	185
2/24/2024	8:06:48 PM	Approaching, Near Lane	28	2998	169
2/24/2024	8:40:24 PM	Approaching, Near Lane	12.1	2017	215
2/24/2024	8:41:39 PM	Approaching, Near Lane	27.2	74	208
2/24/2024	9:04:14 PM	Approaching, Near Lane	13.9	1356	174
2/24/2024	9:30:32 PM	Receding, Far Lane	27.9	6975	328
2/24/2024	9:51:04 PM	Approaching, Near Lane	28.9	2810	303
2/24/2024	10:19:45 PM	Receding, Far Lane	28.8	2954	273
2/24/2024	10:47:47 PM	Approaching, Near Lane	17.1	3403	204
2/24/2024	11:12:02 PM	Receding, Far Lane	25.3	3136	260
2/25/2024	12:09:10 AM	Approaching, Near Lane	28.9	4883	316
2/25/2024	2:39:13 AM	Receding, Far Lane	26.3	12431	208
2/25/2024	4:34:10 AM	Receding, Far Lane	42.3	6897	254
2/25/2024	6:57:23 AM	Receding, Far Lane	15.1	8593	355
2/25/2024	7:01:43 AM	Receding, Far Lane	18.7	260	120
2/25/2024	7:06:22 AM	Approaching, Near Lane	13.7	25032	281
2/25/2024	7:25:22 AM	Receding, Far Lane	15.1	1419	270
2/25/2024	7:26:01 AM	Approaching, Near Lane	15.4	1179	77
2/25/2024	7:33:09 AM	Receding, Far Lane	19.3	467	187
2/25/2024	7:44:23 AM	Receding, Far Lane	16.4	674	182
2/25/2024	8:00:22 AM	Receding, Far Lane	34.2	959	234
2/25/2024	8:04:34 AM	Approaching, Near Lane	22	2313	216
2/25/2024	8:08:19 AM	Receding, Far Lane	26.6	478	141
2/25/2024	8:12:18 AM	Approaching, Near Lane	19	464	125
2/25/2024	8:16:54 AM	Receding, Far Lane	25.4	515	166
2/25/2024	8:27:29 AM	Receding, Far Lane	13.9	635	145
2/25/2024	8:35:16 AM	Approaching, Near Lane	27.7	1378	147
2/25/2024	8:40:23 AM	Approaching, Near Lane	23.3	307	228
2/25/2024	8:50:09 AM	Approaching, Near Lane	25.4	586	138
2/25/2024	8:53:16 AM	Receding, Far Lane	26.3	1547	96
2/25/2024	8:53:34 AM	Approaching, Near Lane	19.7	205	136
2/25/2024	9:23:15 AM	Receding, Far Lane	22.1	1799	176
2/25/2024	9:24:47 AM	Receding, Far Lane	14.7	93	187
2/25/2024	9:31:38 AM	Receding, Far Lane	11.4	411	184
2/25/2024	9:35:35 AM	Receding, Far Lane	14.4	237	170
2/25/2024	9:42:30 AM	Receding, Far Lane	21.4	414	140
2/25/2024	9:43:02 AM	Approaching, Near Lane	30.5	2967	54
2/25/2024	9:48:48 AM	Approaching, Near Lane	14.5	346	155
2/25/2024	9:51:27 AM	Approaching, Near Lane	22.7	159	90
2/25/2024	9:51:39 AM	Receding, Far Lane	18.5	550	117
2/25/2024	9:53:38 AM	Approaching, Near Lane	23.4	131	130
2/25/2024	9:53:47 AM	Receding, Far Lane	25.3	127	101
2/25/2024	9:58:16 AM	Approaching, Near Lane	26.9	278	180
2/25/2024	10:04:37 AM	Receding, Far Lane	15.9	651	172
2/25/2024	10:04:48 AM	Receding, Far Lane	20.1	11	227
2/25/2024	10:05:14 AM	Approaching, Near Lane	13.5	418	29
2/25/2024	10:07:35 AM	Approaching, Near Lane	16.1	141	48
2/25/2024	10:08:00 AM	Receding, Far Lane	25.2	191	139
2/25/2024	10:12:35 AM	Receding, Far Lane	26.7	275	89
2/25/2024	10:13:58 AM	Approaching, Near Lane	23.6	383	47
2/25/2024	10:17:01 AM	Receding, Far Lane	33.2	266	19
2/25/2024	10:18:06 AM	Receding, Far Lane	30.9	65	184
2/25/2024	10:21:53 AM	Receding, Far Lane	21.7	227	179
2/25/2024	10:26:48 AM	Receding, Far Lane	17.5	295	44
2/25/2024	10:31:18 AM	Approaching, Near Lane	23.6	1040	105
2/25/2024	10:33:19 AM	Receding, Far Lane	21.3	391	118
2/25/2024	10:36:18 AM	Receding, Far Lane	34.9	179	102
2/25/2024	10:37:38 AM	Approaching, Near Lane	16.4	380	178
2/25/2024	10:40:39 AM	Receding, Far Lane	30.8	262	148
2/25/2024	10:48:47 AM	Approaching, Near Lane	23.6	669	52
2/25/2024	10:48:49 AM	Approaching, Near Lane	25.3	2	102
2/25/2024	11:00:04 AM	Receding, Far Lane	30.3	1164	136
2/25/2024	11:03:10 AM	Approaching, Near Lane	19.4	861	75
2/25/2024	11:07:05 AM	Approaching, Near Lane	9.9	235	65
2/25/2024	11:09:37 AM	Approaching, Near Lane	15.7	153	64
2/25/2024	11:10:51 AM	Receding, Far Lane	18	647	83
2/25/2024	11:10:53 AM	Receding, Far Lane	21	2	123
2/25/2024	11:11:09 AM	Approaching, Near Lane	20	91	82
2/25/2024	11:14:46 AM	Receding, Far Lane	27	233	86
2/25/2024	11:17:04 AM	Approaching, Near Lane	28.6	356	311
2/25/2024	11:17:23 AM	Approaching, Near Lane	25.3	19	148
2/25/2024	11:19:44 AM	Approaching, Near Lane	22.1	140	119
2/25/2024	11:21:44 AM	Approaching, Near Lane	27	121	78
2/25/2024	11:26:10 AM	Approaching, Near Lane	21	265	109
2/25/2024	11:26:20 AM	Receding, Far Lane	23	694	93
2/25/2024	11:28:13 AM	Receding, Far Lane	10.1	113	7
2/25/2024	11:28:39 AM	Receding, Far Lane	20.1	27	28
2/25/2024	11:35:50 AM	Approaching, Near Lane	11.1	580	4
2/25/2024	11:36:06 AM	Receding, Far Lane	22	446	114
2/25/2024	11:36:20 AM	Approaching, Near Lane	28.5	30	91
2/25/2024	11:42:31 AM	Approaching, Near Lane	20	371	91
2/25/2024	11:44:28 AM	Receding, Far Lane	28.8	502	312
2/25/2024	11:49:38 AM	Receding, Far Lane	26.2	311	159
2/25/2024	11:50:19 AM	Approaching, Near Lane	24.3	468	135
2/25/2024	11:51:08 AM	Receding, Far Lane	23.9	90	148
2/25/2024	11:53:28 AM	Receding, Far Lane	26.2	140	129
2/25/2024	11:56:27 AM	Receding, Far Lane	13.8	179	98
2/25/2024	11:58:27 AM	Receding, Far Lane	13.9	120	133
2/25/2024	12:00:06 PM	Receding, Far Lane	19.7	99	98

2/25/2024	12:02:44 PM	Receding, Far Lane	20.1	157	123
2/25/2024	12:04:41 PM	Approaching, Near Lane	27.7	862	184
2/25/2024	12:06:24 PM	Approaching, Near Lane	8.9	103	11
2/25/2024	12:06:41 PM	Receding, Far Lane	26.7	237	191
2/25/2024	12:08:09 PM	Receding, Far Lane	16.7	89	103
2/25/2024	12:09:12 PM	Receding, Far Lane	24.3	63	105
2/25/2024	12:10:02 PM	Receding, Far Lane	18.3	50	129
2/25/2024	12:11:23 PM	Receding, Far Lane	27.2	81	118
2/25/2024	12:12:10 PM	Approaching, Near Lane	18.8	346	220
2/25/2024	12:13:20 PM	Approaching, Near Lane	22.3	70	90
2/25/2024	12:13:58 PM	Approaching, Near Lane	17.4	39	120
2/25/2024	12:19:21 PM	Receding, Far Lane	22.7	479	140
2/25/2024	12:20:01 PM	Approaching, Near Lane	23.4	363	130
2/25/2024	12:23:49 PM	Approaching, Near Lane	32.8	228	167
2/25/2024	12:26:48 PM	Approaching, Near Lane	19.8	179	156
2/25/2024	12:28:15 PM	Receding, Far Lane	19.4	534	85
2/25/2024	12:29:55 PM	Receding, Far Lane	23.6	100	117
2/25/2024	12:32:23 PM	Approaching, Near Lane	20.7	334	63
2/25/2024	12:33:08 PM	Receding, Far Lane	13.5	193	16
2/25/2024	12:37:34 PM	Approaching, Near Lane	17.1	311	31
2/25/2024	12:41:10 PM	Approaching, Near Lane	26	216	110
2/25/2024	12:41:30 PM	Approaching, Near Lane	24.1	20	85
2/25/2024	12:41:54 PM	Receding, Far Lane	21.7	526	61
2/25/2024	12:43:10 PM	Approaching, Near Lane	28	100	163
2/25/2024	12:44:33 PM	Receding, Far Lane	25.4	158	171
2/25/2024	12:46:46 PM	Receding, Far Lane	24.3	134	88
2/25/2024	12:50:58 PM	Approaching, Near Lane	24.4	469	110
2/25/2024	12:51:19 PM	Receding, Far Lane	27	273	134
2/25/2024	12:54:57 PM	Approaching, Near Lane	25.3	238	28
2/25/2024	1:07:49 PM	Receding, Far Lane	24.9	989	196
2/25/2024	1:10:19 PM	Receding, Far Lane	23.7	150	103
2/25/2024	1:10:40 PM	Approaching, Near Lane	23.7	943	96
2/25/2024	1:15:03 PM	Receding, Far Lane	25.9	285	96
2/25/2024	1:17:31 PM	Approaching, Near Lane	38.1	411	161
2/25/2024	1:23:04 PM	Receding, Far Lane	12.8	481	38
2/25/2024	1:27:31 PM	Receding, Far Lane	31.3	267	98
2/25/2024	1:29:54 PM	Receding, Far Lane	22.1	142	156
2/25/2024	1:35:30 PM	Receding, Far Lane	22.1	336	151
2/25/2024	1:36:38 PM	Approaching, Near Lane	15.5	1147	114
2/25/2024	1:37:20 PM	Approaching, Near Lane	21.8	42	36
2/25/2024	1:38:32 PM	Approaching, Near Lane	13.8	72	55
2/25/2024	1:40:52 PM	Receding, Far Lane	22.7	322	197
2/25/2024	1:41:35 PM	Approaching, Near Lane	24.1	183	106
2/25/2024	1:42:38 PM	Approaching, Near Lane	20.7	63	82
2/25/2024	1:43:02 PM	Approaching, Near Lane	23.3	24	123
2/25/2024	1:44:37 PM	Approaching, Near Lane	35.8	95	125
2/25/2024	1:47:23 PM	Receding, Far Lane	26.2	391	159
2/25/2024	1:47:28 PM	Receding, Far Lane	26	5	98
2/25/2024	1:47:33 PM	Receding, Far Lane	28.5	5	102
2/25/2024	1:51:35 PM	Approaching, Near Lane	22.3	418	60
2/25/2024	1:56:46 PM	Receding, Far Lane	21	553	76
2/25/2024	1:57:04 PM	Receding, Far Lane	25	18	120
2/25/2024	2:05:43 PM	Receding, Far Lane	19.1	520	59
2/25/2024	2:06:17 PM	Approaching, Near Lane	18.7	882	79
2/25/2024	2:09:43 PM	Approaching, Near Lane	7.8	206	58
2/25/2024	2:11:02 PM	Receding, Far Lane	12.8	318	104
2/25/2024	2:14:43 PM	Approaching, Near Lane	19	301	31
2/25/2024	2:18:24 PM	Approaching, Near Lane	22.4	220	36
2/25/2024	2:20:22 PM	Receding, Far Lane	10.2	561	10
2/25/2024	2:27:58 PM	Approaching, Near Lane	14.8	574	65
2/25/2024	2:29:18 PM	Approaching, Near Lane	13.2	80	37
2/25/2024	2:32:39 PM	Approaching, Near Lane	22.9	202	164
2/25/2024	2:33:10 PM	Receding, Far Lane	14.5	767	42
2/25/2024	2:34:09 PM	Receding, Far Lane	14.8	59	154
2/25/2024	2:37:39 PM	Approaching, Near Lane	21.8	299	100
2/25/2024	2:38:45 PM	Receding, Far Lane	10.1	276	16
2/25/2024	2:39:18 PM	Receding, Far Lane	19.3	33	4
2/25/2024	2:40:30 PM	Receding, Far Lane	27.9	72	127
2/25/2024	2:42:02 PM	Receding, Far Lane	23.3	92	128
2/25/2024	2:42:48 PM	Receding, Far Lane	17.7	46	102
2/25/2024	2:44:01 PM	Receding, Far Lane	33.9	73	254
2/25/2024	2:45:08 PM	Receding, Far Lane	24	67	426
2/25/2024	2:50:02 PM	Receding, Far Lane	15.5	294	46
2/25/2024	2:50:49 PM	Receding, Far Lane	22.6	47	143
2/25/2024	2:52:44 PM	Receding, Far Lane	34.8	116	140
2/25/2024	2:55:17 PM	Approaching, Near Lane	19.1	1058	218
2/25/2024	2:58:10 PM	Approaching, Near Lane	19.1	174	97
2/25/2024	2:58:46 PM	Receding, Far Lane	23.3	362	92
2/25/2024	2:59:25 PM	Receding, Far Lane	28.5	38	102
2/25/2024	3:09:24 PM	Approaching, Near Lane	17.5	674	24
2/25/2024	3:09:55 PM	Receding, Far Lane	31.5	630	107
2/25/2024	3:10:48 PM	Approaching, Near Lane	28	84	106
2/25/2024	3:13:32 PM	Receding, Far Lane	14.1	217	98
2/25/2024	3:13:55 PM	Receding, Far Lane	23.1	23	105
2/25/2024	3:14:20 PM	Approaching, Near Lane	16.2	211	204
2/25/2024	3:15:28 PM	Receding, Far Lane	24.9	93	146
2/25/2024	3:18:26 PM	Receding, Far Lane	18.3	177	55
2/25/2024	3:19:20 PM	Receding, Far Lane	24.6	54	131
2/25/2024	3:19:44 PM	Receding, Far Lane	22.7	24	135
2/25/2024	3:25:19 PM	Approaching, Near Lane	21.3	659	79
2/25/2024	3:28:35 PM	Receding, Far Lane	22.9	532	179
2/25/2024	3:30:42 PM	Receding, Far Lane	12.4	127	88
2/25/2024	3:31:58 PM	Receding, Far Lane	12.5	76	35
2/25/2024	3:35:24 PM	Approaching, Near Lane	32.8	606	204
2/25/2024	3:36:23 PM	Receding, Far Lane	25.9	266	108
2/25/2024	3:39:19 PM	Approaching, Near Lane	19.7	234	92
2/25/2024	3:42:10 PM	Receding, Far Lane	22.1	346	112
2/25/2024	3:43:18 PM	Approaching, Near Lane	12.9	240	103
2/25/2024	3:43:34 PM	Approaching, Near Lane	22.1	16	69
2/25/2024	3:46:36 PM	Receding, Far Lane	23.9	266	94
2/25/2024	3:47:49 PM	Approaching, Near Lane	12.1	255	44
2/25/2024	3:47:54 PM	Approaching, Near Lane	24.7	5	119
2/25/2024	3:48:16 PM	Receding, Far Lane	14.5	101	85
2/25/2024	3:49:47 PM	Receding, Far Lane	13.5	91	92
2/25/2024	3:53:17 PM	Receding, Far Lane	17	210	24
2/25/2024	3:54:37 PM	Approaching, Near Lane	14.2	403	251
2/25/2024	3:56:46 PM	Receding, Far Lane	14.4	209	199
2/25/2024	3:57:59 PM	Receding, Far Lane	33.3	73	65
2/25/2024	3:59:50 PM	Receding, Far Lane	25.6	111	358
2/25/2024	4:07:43 PM	Approaching, Near Lane	20.8	786	102
2/25/2024	4:16:16 PM	Receding, Far Lane	22.4	987	176
2/25/2024	4:19:11 PM	Approaching, Near Lane	25	688	167
2/25/2024	4:21:14 PM	Receding, Far Lane	15.2	298	175
2/25/2024	4:26:22 PM	Approaching, Near Lane	19.8	432	174
2/25/2024	4:28:17 PM	Receding, Far Lane	25.6	423	197
2/25/2024	4:28:57 PM	Receding, Far Lane	24.6	40	236
2/25/2024	4:32:32 PM	Receding, Far Lane	19.1	215	136
2/25/2024	4:32:54 PM	Approaching, Near Lane	21	392	208
2/25/2024	4:34:19 PM	Approaching, Near Lane	24.6	85	178
2/25/2024	4:36:48 PM	Receding, Far Lane	27.4	255	165
2/25/2024	4:38:08 PM	Receding, Far Lane	8.5	81	145
2/25/2024	4:40:13 PM	Receding, Far Lane	29.5	125	365
2/25/2024	4:41:22 PM	Receding, Far Lane	30.9	68	150
2/25/2024	4:48:51 PM	Approaching, Near Lane	21	872	161
2/25/2024	4:52:33 PM	Approaching, Near Lane	7.8	222	98
2/25/2024	4:56:17 PM	Receding, Far Lane	29.5	895	119
2/25/2024	4:58:14 PM	Receding, Far Lane	20.1	118	105
2/25/2024	5:01:55 PM	Receding, Far Lane	29.9	221	218
2/25/2024	5:02:56 PM	Approaching, Near Lane	16.2	623	69
2/25/2024	5:04:08 PM	Approaching, Near Lane	24.6	72	139
2/25/2024	5:06:59 PM	Receding, Far Lane	17.3	304	71
2/25/2024	5:07:09 PM	Receding, Far Lane	26.4	10	169
2/25/2024	5:08:38 PM	Receding, Far Lane	29.8	89	223

2/25/2024	5:11:47 PM	Approaching, Near Lane	26.3	459	190
2/25/2024	5:12:54 PM	Receding, Far Lane	17.8	257	133
2/25/2024	5:16:04 PM	Receding, Far Lane	16.8	189	155
2/25/2024	5:17:51 PM	Approaching, Near Lane	12.2	364	44
2/25/2024	5:19:57 PM	Receding, Far Lane	13.7	234	120
2/25/2024	5:20:51 PM	Approaching, Near Lane	16.1	180	110
2/25/2024	5:25:06 PM	Approaching, Near Lane	35.4	255	185
2/25/2024	5:30:20 PM	Receding, Far Lane	26.2	623	218
2/25/2024	5:31:01 PM	Receding, Far Lane	28.3	41	215
2/25/2024	5:32:49 PM	Receding, Far Lane	32.3	108	210
2/25/2024	5:33:43 PM	Approaching, Near Lane	26.4	517	132
2/25/2024	5:34:20 PM	Approaching, Near Lane	28.3	37	128
2/25/2024	5:39:51 PM	Receding, Far Lane	27.2	422	222
2/25/2024	5:40:18 PM	Approaching, Near Lane	14.2	358	104
2/25/2024	5:44:51 PM	Approaching, Near Lane	16.5	273	240
2/25/2024	5:47:17 PM	Approaching, Near Lane	23.6	146	158
2/25/2024	5:50:21 PM	Approaching, Near Lane	21.4	184	211
2/25/2024	5:53:09 PM	Receding, Far Lane	12.2	798	236
2/25/2024	5:54:13 PM	Receding, Far Lane	15.7	65	204
2/25/2024	5:54:46 PM	Approaching, Near Lane	19.8	264	312
2/25/2024	6:08:42 PM	Approaching, Near Lane	19.7	837	92
2/25/2024	6:14:36 PM	Receding, Far Lane	26.2	1223	147
2/25/2024	6:19:34 PM	Approaching, Near Lane	27.4	651	193
2/25/2024	6:19:40 PM	Approaching, Near Lane	18.4	6	104
2/25/2024	6:27:08 PM	Approaching, Near Lane	31.6	448	241
2/25/2024	6:28:51 PM	Approaching, Near Lane	26.4	103	198
2/25/2024	6:30:00 PM	Receding, Far Lane	13.4	924	113
2/25/2024	6:31:03 PM	Receding, Far Lane	18	63	132
2/25/2024	6:31:19 PM	Approaching, Near Lane	24.7	148	196
2/25/2024	6:32:20 PM	Receding, Far Lane	20.3	77	66
2/25/2024	6:33:01 PM	Approaching, Near Lane	9.6	102	132
2/25/2024	6:34:18 PM	Approaching, Near Lane	12.6	77	60
2/25/2024	6:45:02 PM	Approaching, Near Lane	33.5	644	181
2/25/2024	7:13:43 PM	Approaching, Near Lane	20.3	1721	163
2/25/2024	7:24:38 PM	Receding, Far Lane	25.9	3138	254
2/25/2024	7:33:22 PM	Approaching, Near Lane	30.5	1179	178
2/25/2024	7:38:51 PM	Approaching, Near Lane	27.4	329	175
2/25/2024	8:00:14 PM	Receding, Far Lane	21.8	2136	280
2/25/2024	8:21:02 PM	Approaching, Near Lane	20.8	2531	243
2/25/2024	8:31:46 PM	Receding, Far Lane	20.4	1893	155
2/25/2024	8:44:05 PM	Approaching, Near Lane	22.3	1383	141
2/25/2024	8:46:30 PM	Approaching, Near Lane	12.9	145	199
2/25/2024	9:05:43 PM	Receding, Far Lane	13.1	2037	226
2/25/2024	9:07:24 PM	Receding, Far Lane	22.4	101	191
2/26/2024	12:19:50 AM	Receding, Far Lane	27.4	11546	251
2/26/2024	12:55:07 AM	Approaching, Near Lane	22.7	14917	182
2/26/2024	12:57:30 AM	Approaching, Near Lane	26.6	143	212
2/26/2024	1:04:57 AM	Receding, Far Lane	9.8	2707	217

Name: LE2\_220163 2024-02-07 03-08-22  
Date/Time: 2/1/2024 1:31 PM  
Site Code: 1400 Block N Central  
Station ID: FLAGLER BEACH POLICE  
Location 1: 1400 Block N Central  
Location 2:  
Location 3:  
Location 4:  
Latitude: 29.494343  
Longitude: -81.134483  
Channels: , Channel 1 - Approaching, Near Lane, Channel 2 - Receding, Far Lane  
Filters Applied: None

Date	Time	Channel	Speed	Gap	Length
2/1/2024	1:31:42 PM	Receding, Far Lane	28.5	0	701
2/1/2024	1:31:53 PM	Approaching, Near Lane	12.1	0	165
2/1/2024	1:33:21 PM	Approaching, Near Lane	13.1	88	168
2/1/2024	1:33:43 PM	Receding, Far Lane	16.6	122	257
2/1/2024	1:34:17 PM	Approaching, Near Lane	17	56	412
2/1/2024	1:35:49 PM	Receding, Far Lane	16.3	125	304
2/1/2024	1:35:56 PM	Receding, Far Lane	16	7	158
2/1/2024	1:36:29 PM	Receding, Far Lane	10.3	33	233
2/1/2024	1:38:24 PM	Receding, Far Lane	23.7	115	218
2/1/2024	1:40:10 PM	Receding, Far Lane	31.1	107	265
2/1/2024	1:41:44 PM	Receding, Far Lane	26.9	94	226
2/1/2024	1:41:59 PM	Approaching, Near Lane	28.8	462	219
2/1/2024	1:42:36 PM	Receding, Far Lane	28.3	51	275
2/1/2024	1:45:23 PM	Approaching, Near Lane	41.6	204	165
2/1/2024	1:45:57 PM	Receding, Far Lane	25.4	201	278
2/1/2024	1:47:14 PM	Approaching, Near Lane	22.5	111	167
2/1/2024	1:48:55 PM	Receding, Far Lane	18.4	178	276
2/1/2024	1:49:50 PM	Approaching, Near Lane	24.3	157	175
2/1/2024	1:50:47 PM	Approaching, Near Lane	24.9	57	223
2/1/2024	1:51:59 PM	Receding, Far Lane	19.9	185	524
2/1/2024	1:53:59 PM	Receding, Far Lane	22.8	119	491
2/1/2024	1:55:15 PM	Approaching, Near Lane	21.4	268	222
2/1/2024	1:56:04 PM	Receding, Far Lane	14.7	125	168
2/1/2024	2:03:59 PM	Approaching, Near Lane	20.8	524	122
2/1/2024	2:04:35 PM	Approaching, Near Lane	31.1	36	221
2/1/2024	2:04:40 PM	Receding, Far Lane	14.3	516	109
2/1/2024	2:05:31 PM	Approaching, Near Lane	26	55	206
2/1/2024	2:06:32 PM	Approaching, Near Lane	23.3	62	214
2/1/2024	2:07:17 PM	Receding, Far Lane	26.3	158	241
2/1/2024	2:08:20 PM	Approaching, Near Lane	35.4	108	251
2/1/2024	2:09:09 PM	Approaching, Near Lane	33.1	49	224
2/1/2024	2:10:31 PM	Receding, Far Lane	26.2	194	244
2/1/2024	2:12:06 PM	Approaching, Near Lane	31.5	176	205
2/1/2024	2:13:02 PM	Approaching, Near Lane	19.8	56	318
2/1/2024	2:16:00 PM	Receding, Far Lane	24	329	213
2/1/2024	2:19:10 PM	Receding, Far Lane	30.6	189	252
2/1/2024	2:20:26 PM	Receding, Far Lane	11.3	76	73
2/1/2024	2:20:38 PM	Receding, Far Lane	12.1	12	133
2/1/2024	2:21:59 PM	Approaching, Near Lane	10.1	537	10
2/1/2024	2:22:11 PM	Approaching, Near Lane	19.1	12	331
2/1/2024	2:22:30 PM	Receding, Far Lane	26.9	112	238
2/1/2024	2:22:45 PM	Approaching, Near Lane	20.8	34	291
2/1/2024	2:23:23 PM	Receding, Far Lane	24.3	52	294
2/1/2024	2:23:36 PM	Receding, Far Lane	35.6	13	429
2/1/2024	2:24:06 PM	Approaching, Near Lane	21.4	81	207
2/1/2024	2:26:20 PM	Approaching, Near Lane	17.6	134	226
2/1/2024	2:29:10 PM	Receding, Far Lane	11.6	334	117
2/1/2024	2:30:19 PM	Receding, Far Lane	25.9	69	268
2/1/2024	2:31:52 PM	Approaching, Near Lane	22.3	332	498
2/1/2024	2:33:10 PM	Receding, Far Lane	25.4	171	272
2/1/2024	2:33:34 PM	Receding, Far Lane	33.1	24	296
2/1/2024	2:37:30 PM	Receding, Far Lane	28.5	235	213
2/1/2024	2:38:05 PM	Approaching, Near Lane	24.9	373	212
2/1/2024	2:40:07 PM	Receding, Far Lane	26.2	158	297
2/1/2024	2:40:57 PM	Approaching, Near Lane	14.9	172	155
2/1/2024	2:41:13 PM	Receding, Far Lane	12.9	66	118
2/1/2024	2:45:25 PM	Approaching, Near Lane	24.9	268	195
2/1/2024	2:47:30 PM	Receding, Far Lane	17	377	173
2/1/2024	2:49:51 PM	Approaching, Near Lane	37.7	266	168
2/1/2024	2:52:22 PM	Approaching, Near Lane	22.7	151	210
2/1/2024	2:56:54 PM	Approaching, Near Lane	28.2	272	154
2/1/2024	2:57:38 PM	Approaching, Near Lane	23.6	44	314
2/1/2024	2:59:19 PM	Approaching, Near Lane	17.5	101	120
2/1/2024	3:00:22 PM	Receding, Far Lane	30.1	771	203
2/1/2024	3:00:58 PM	Approaching, Near Lane	26	99	217
2/1/2024	3:04:43 PM	Receding, Far Lane	18.8	262	177
2/1/2024	3:06:09 PM	Receding, Far Lane	11.8	86	101
2/1/2024	3:06:16 PM	Approaching, Near Lane	26.9	318	151
2/1/2024	3:06:19 PM	Approaching, Near Lane	27.7	4	174
2/1/2024	3:06:34 PM	Approaching, Near Lane	21.1	14	183
2/1/2024	3:08:08 PM	Receding, Far Lane	14.5	119	8
2/1/2024	3:09:41 PM	Receding, Far Lane	25.4	93	232
2/1/2024	3:09:49 PM	Receding, Far Lane	29.2	8	230
2/1/2024	3:11:34 PM	Approaching, Near Lane	27.2	300	216
2/1/2024	3:13:34 PM	Receding, Far Lane	22	225	247
2/1/2024	3:14:30 PM	Approaching, Near Lane	27.3	177	181
2/1/2024	3:14:35 PM	Approaching, Near Lane	27.6	5	539
2/1/2024	3:16:30 PM	Receding, Far Lane	28	176	194
2/1/2024	3:18:59 PM	Approaching, Near Lane	31.2	264	132
2/1/2024	3:22:58 PM	Receding, Far Lane	25	388	264
2/1/2024	3:23:35 PM	Approaching, Near Lane	15.5	277	192
2/1/2024	3:23:40 PM	Approaching, Near Lane	31.6	4	214
2/1/2024	3:25:40 PM	Approaching, Near Lane	32.4	121	201
2/1/2024	3:26:31 PM	Receding, Far Lane	28.8	213	205
2/1/2024	3:26:47 PM	Receding, Far Lane	12.7	16	106
2/1/2024	3:28:04 PM	Approaching, Near Lane	22.4	144	250
2/1/2024	3:30:11 PM	Receding, Far Lane	32.9	204	271
2/1/2024	3:30:17 PM	Receding, Far Lane	29.2	7	184
2/1/2024	3:31:22 PM	Approaching, Near Lane	31.1	197	235
2/1/2024	3:31:22 PM	Receding, Far Lane	22.3	65	210
2/1/2024	3:32:59 PM	Receding, Far Lane	21.4	97	220
2/1/2024	3:33:48 PM	Approaching, Near Lane	27.3	146	224
2/1/2024	3:34:33 PM	Receding, Far Lane	32.1	94	273
2/1/2024	3:41:20 PM	Receding, Far Lane	19.2	407	203
2/1/2024	3:43:39 PM	Receding, Far Lane	29.3	138	239
2/1/2024	3:44:06 PM	Approaching, Near Lane	26	618	217
2/1/2024	3:46:23 PM	Approaching, Near Lane	17.8	137	237
2/1/2024	3:48:53 PM	Approaching, Near Lane	19.4	150	68
2/1/2024	3:56:20 PM	Receding, Far Lane	18.9	762	197
2/1/2024	4:05:31 PM	Receding, Far Lane	26.4	551	76
2/1/2024	4:06:01 PM	Receding, Far Lane	23.8	30	350
2/1/2024	4:06:45 PM	Receding, Far Lane	26.2	44	280
2/1/2024	4:08:03 PM	Receding, Far Lane	23	78	242
2/1/2024	4:08:08 PM	Receding, Far Lane	22.7	5	297
2/1/2024	4:08:21 PM	Approaching, Near Lane	17	1169	324
2/1/2024	4:08:25 PM	Approaching, Near Lane	17.3	3	137
2/1/2024	4:08:58 PM	Receding, Far Lane	23.6	50	391
2/1/2024	4:09:08 PM	Approaching, Near Lane	26	43	235
2/1/2024	4:09:40 PM	Receding, Far Lane	27.7	41	365
2/1/2024	4:10:03 PM	Receding, Far Lane	29.8	23	279
2/1/2024	4:13:17 PM	Approaching, Near Lane	26	250	247
2/1/2024	4:16:07 PM	Receding, Far Lane	17.9	364	434
2/1/2024	4:16:22 PM	Approaching, Near Lane	26.7	185	204
2/1/2024	4:18:22 PM	Approaching, Near Lane	23.8	120	250
2/1/2024	4:19:46 PM	Receding, Far Lane	33.8	220	231
2/1/2024	4:21:10 PM	Approaching, Near Lane	27.5	168	189
2/1/2024	4:21:39 PM	Approaching, Near Lane	25.6	29	78
2/1/2024	4:22:57 PM	Receding, Far Lane	24.7	191	392
2/1/2024	4:23:40 PM	Receding, Far Lane	12.1	42	214
2/1/2024	4:23:41 PM	Approaching, Near Lane	21.1	122	207

2/1/2024	4:29:20 PM	Approaching, Near Lane	28.6	340	197
2/1/2024	4:29:38 PM	Approaching, Near Lane	38.2	18	249
2/1/2024	4:30:10 PM	Approaching, Near Lane	33.7	32	208
2/1/2024	4:30:15 PM	Approaching, Near Lane	35.3	5	210
2/1/2024	4:31:36 PM	Receding, Far Lane	21.4	476	293
2/1/2024	4:37:29 PM	Receding, Far Lane	24.9	352	328
2/1/2024	4:37:44 PM	Receding, Far Lane	25.4	15	232
2/1/2024	4:38:39 PM	Approaching, Near Lane	26.9	504	151
2/1/2024	4:39:09 PM	Receding, Far Lane	28.8	85	231
2/1/2024	4:40:17 PM	Approaching, Near Lane	11.6	98	50
2/1/2024	4:40:48 PM	Approaching, Near Lane	34.7	30	243
2/1/2024	4:45:03 PM	Approaching, Near Lane	25.6	256	205
2/1/2024	4:47:24 PM	Receding, Far Lane	27.6	495	735
2/1/2024	4:47:35 PM	Approaching, Near Lane	26.2	152	225
2/1/2024	4:50:16 PM	Approaching, Near Lane	24.3	161	225
2/1/2024	4:52:00 PM	Receding, Far Lane	28	276	276
2/1/2024	4:53:12 PM	Approaching, Near Lane	30.2	175	183
2/1/2024	4:53:18 PM	Approaching, Near Lane	30.9	6	157
2/1/2024	4:54:58 PM	Receding, Far Lane	20.1	178	195
2/1/2024	4:55:31 PM	Receding, Far Lane	20.4	33	233
2/1/2024	4:56:44 PM	Approaching, Near Lane	20.7	206	255
2/1/2024	4:57:14 PM	Receding, Far Lane	27.9	104	330
2/1/2024	4:57:52 PM	Approaching, Near Lane	16.2	68	124
2/1/2024	4:57:58 PM	Receding, Far Lane	10.1	44	118
2/1/2024	4:59:15 PM	Approaching, Near Lane	23.7	83	232
2/1/2024	5:02:13 PM	Approaching, Near Lane	30.9	178	227
2/1/2024	5:03:34 PM	Approaching, Near Lane	31.1	81	193
2/1/2024	5:04:26 PM	Receding, Far Lane	25.3	388	212
2/1/2024	5:04:54 PM	Approaching, Near Lane	27.5	80	226
2/1/2024	5:05:34 PM	Receding, Far Lane	20.8	68	265
2/1/2024	5:06:23 PM	Approaching, Near Lane	39.4	88	219
2/1/2024	5:07:31 PM	Receding, Far Lane	18.4	117	202
2/1/2024	5:07:34 PM	Receding, Far Lane	21.1	3	191
2/1/2024	5:07:45 PM	Approaching, Near Lane	24.4	83	178
2/1/2024	5:09:16 PM	Receding, Far Lane	21.5	103	131
2/1/2024	5:10:45 PM	Receding, Far Lane	28.9	88	213
2/1/2024	5:11:56 PM	Receding, Far Lane	24.1	72	215
2/1/2024	5:12:37 PM	Approaching, Near Lane	26	292	206
2/1/2024	5:13:27 PM	Receding, Far Lane	33.1	90	266
2/1/2024	5:15:14 PM	Approaching, Near Lane	10.8	157	151
2/1/2024	5:18:20 PM	Approaching, Near Lane	19.9	186	115
2/1/2024	5:19:23 PM	Receding, Far Lane	20.2	357	316
2/1/2024	5:30:39 PM	Receding, Far Lane	16.9	676	402
2/1/2024	5:31:28 PM	Receding, Far Lane	26.4	48	338
2/1/2024	5:31:51 PM	Approaching, Near Lane	25.9	812	349
2/1/2024	5:33:41 PM	Approaching, Near Lane	18.5	110	161
2/1/2024	5:39:04 PM	Approaching, Near Lane	31.9	324	268
2/1/2024	5:40:30 PM	Approaching, Near Lane	19.5	85	219
2/1/2024	5:40:38 PM	Approaching, Near Lane	29.5	8	202
2/1/2024	5:44:06 PM	Approaching, Near Lane	21.4	208	323
2/1/2024	5:49:07 PM	Approaching, Near Lane	26.7	300	162
2/1/2024	5:57:36 PM	Approaching, Near Lane	33.8	509	187
2/1/2024	6:00:21 PM	Receding, Far Lane	27	1734	223
2/1/2024	6:02:49 PM	Receding, Far Lane	30.4	148	207
2/1/2024	6:05:00 PM	Approaching, Near Lane	23.7	445	221
2/1/2024	6:07:45 PM	Approaching, Near Lane	21.7	165	232
2/1/2024	6:14:35 PM	Approaching, Near Lane	18.9	410	203
2/1/2024	6:16:20 PM	Approaching, Near Lane	29.5	105	248
2/1/2024	6:23:28 PM	Receding, Far Lane	11.7	1239	26
2/1/2024	6:25:40 PM	Approaching, Near Lane	26.4	560	277
2/1/2024	6:31:45 PM	Approaching, Near Lane	22.7	365	307
2/1/2024	6:32:26 PM	Receding, Far Lane	9.7	538	110
2/1/2024	6:33:04 PM	Approaching, Near Lane	16.8	79	546
2/1/2024	6:36:39 PM	Receding, Far Lane	28.6	253	254
2/1/2024	6:37:44 PM	Approaching, Near Lane	25.3	280	218
2/1/2024	6:39:49 PM	Approaching, Near Lane	21.7	125	310
2/1/2024	6:44:59 PM	Approaching, Near Lane	9.7	310	61
2/1/2024	6:47:56 PM	Approaching, Near Lane	28.3	177	296
2/1/2024	6:51:42 PM	Approaching, Near Lane	12.9	227	219
2/1/2024	6:54:08 PM	Approaching, Near Lane	13	146	185
2/1/2024	6:57:52 PM	Approaching, Near Lane	17.2	224	239
2/1/2024	7:05:44 PM	Receding, Far Lane	27.5	1745	199
2/1/2024	7:06:09 PM	Approaching, Near Lane	28.5	497	202
2/1/2024	7:06:34 PM	Receding, Far Lane	19.2	50	147
2/1/2024	7:07:36 PM	Approaching, Near Lane	16.8	88	290
2/1/2024	7:16:06 PM	Receding, Far Lane	30.2	572	300
2/1/2024	7:28:57 PM	Approaching, Near Lane	23.6	1280	261
2/1/2024	7:29:03 PM	Approaching, Near Lane	21.2	6	191
2/1/2024	7:30:53 PM	Receding, Far Lane	20.4	887	223
2/1/2024	7:38:11 PM	Approaching, Near Lane	15.5	548	153
2/1/2024	7:38:31 PM	Receding, Far Lane	12.6	458	167
2/1/2024	7:39:59 PM	Receding, Far Lane	14.5	88	259
2/1/2024	7:47:17 PM	Approaching, Near Lane	26.6	545	196
2/1/2024	7:58:04 PM	Receding, Far Lane	33.2	1086	306
2/1/2024	8:07:08 PM	Receding, Far Lane	27.7	544	234
2/1/2024	8:07:21 PM	Receding, Far Lane	33.1	13	221
2/1/2024	8:08:31 PM	Approaching, Near Lane	31.2	1274	230
2/1/2024	8:15:01 PM	Approaching, Near Lane	13	390	209
2/1/2024	8:27:32 PM	Approaching, Near Lane	26.9	751	291
2/1/2024	8:33:55 PM	Approaching, Near Lane	15.2	383	216
2/1/2024	8:40:29 PM	Approaching, Near Lane	23.4	394	264
2/1/2024	8:51:25 PM	Receding, Far Lane	40.5	2643	289
2/1/2024	8:55:13 PM	Receding, Far Lane	45.8	229	292
2/1/2024	9:02:25 PM	Approaching, Near Lane	21.1	1316	259
2/1/2024	9:05:58 PM	Approaching, Near Lane	36.4	213	197
2/1/2024	9:09:25 PM	Approaching, Near Lane	22.5	207	451
2/1/2024	9:33:47 PM	Approaching, Near Lane	27	1462	232
2/1/2024	10:11:29 PM	Approaching, Near Lane	30.2	2261	190
2/2/2024	12:04:42 AM	Receding, Far Lane	30.8	11369	219
2/2/2024	4:26:19 AM	Approaching, Near Lane	25.3	22490	224
2/2/2024	5:08:22 AM	Receding, Far Lane	14.3	18220	193
2/2/2024	5:17:13 AM	Receding, Far Lane	12.9	532	338
2/2/2024	5:48:17 AM	Receding, Far Lane	29.2	1863	717
2/2/2024	6:09:43 AM	Receding, Far Lane	14	1286	21
2/2/2024	6:11:44 AM	Receding, Far Lane	10.5	121	98
2/2/2024	6:23:48 AM	Receding, Far Lane	13.7	724	171
2/2/2024	6:54:57 AM	Receding, Far Lane	19.5	1870	684
2/2/2024	6:59:33 AM	Receding, Far Lane	32.5	275	412
2/2/2024	7:02:04 AM	Receding, Far Lane	31.1	152	307
2/2/2024	7:12:08 AM	Approaching, Near Lane	24.4	9949	293
2/2/2024	7:13:25 AM	Receding, Far Lane	23.7	680	341
2/2/2024	7:15:50 AM	Receding, Far Lane	32.2	145	319
2/2/2024	7:19:54 AM	Receding, Far Lane	25	245	213
2/2/2024	7:20:04 AM	Receding, Far Lane	28	10	314
2/2/2024	7:21:29 AM	Receding, Far Lane	27	85	332
2/2/2024	7:31:03 AM	Approaching, Near Lane	34.5	1136	241
2/2/2024	7:34:59 AM	Receding, Far Lane	22.8	811	388
2/2/2024	7:37:58 AM	Receding, Far Lane	17.8	178	285
2/2/2024	7:39:24 AM	Receding, Far Lane	23.7	87	330
2/2/2024	7:46:42 AM	Approaching, Near Lane	26.4	939	158
2/2/2024	7:47:02 AM	Approaching, Near Lane	22.3	19	398
2/2/2024	7:49:58 AM	Approaching, Near Lane	25	176	287
2/2/2024	7:51:49 AM	Receding, Far Lane	11.4	745	144
2/2/2024	7:55:36 AM	Receding, Far Lane	27.7	227	759
2/2/2024	7:56:36 AM	Receding, Far Lane	20.4	59	269
2/2/2024	8:03:15 AM	Approaching, Near Lane	26.6	797	238
2/2/2024	8:04:58 AM	Approaching, Near Lane	16.8	103	112
2/2/2024	8:05:31 AM	Approaching, Near Lane	33.7	33	178
2/2/2024	8:06:47 AM	Receding, Far Lane	26.7	612	236
2/2/2024	8:09:16 AM	Approaching, Near Lane	28	226	272
2/2/2024	8:11:08 AM	Receding, Far Lane	13.6	261	96
2/2/2024	8:15:47 AM	Approaching, Near Lane	19.7	391	616
2/2/2024	8:15:50 AM	Approaching, Near Lane	19.7	3	244



2/2/2024	8:17:18 AM	Receding, Far Lane	13.1	370	164
2/2/2024	8:24:41 AM	Receding, Far Lane	30.6	443	238
2/2/2024	8:27:13 AM	Receding, Far Lane	36.3	152	238
2/2/2024	8:30:30 AM	Receding, Far Lane	22.3	197	187
2/2/2024	8:31:58 AM	Approaching, Near Lane	23	968	188
2/2/2024	8:32:01 AM	Receding, Far Lane	27.6	91	263
2/2/2024	8:32:52 AM	Receding, Far Lane	19.4	52	215
2/2/2024	8:36:22 AM	Receding, Far Lane	36.1	209	260
2/2/2024	8:36:38 AM	Approaching, Near Lane	29	279	314
2/2/2024	8:36:49 AM	Approaching, Near Lane	15.3	11	202
2/2/2024	8:37:12 AM	Approaching, Near Lane	23.6	23	245
2/2/2024	8:37:27 AM	Receding, Far Lane	16.3	66	146
2/2/2024	8:37:54 AM	Receding, Far Lane	17.5	27	269
2/2/2024	8:40:01 AM	Approaching, Near Lane	30.8	169	800
2/2/2024	8:46:37 AM	Receding, Far Lane	10.3	523	134
2/2/2024	8:48:33 AM	Receding, Far Lane	10.5	116	300
2/2/2024	8:50:42 AM	Approaching, Near Lane	27.3	641	347
2/2/2024	8:51:48 AM	Receding, Far Lane	29	195	274
2/2/2024	8:54:14 AM	Receding, Far Lane	22.3	146	358
2/2/2024	8:55:39 AM	Approaching, Near Lane	27.7	297	205
2/2/2024	8:56:14 AM	Approaching, Near Lane	15.8	34	266
2/2/2024	8:58:50 AM	Approaching, Near Lane	14.5	157	182
2/2/2024	8:59:25 AM	Approaching, Near Lane	35.1	34	224
2/2/2024	9:01:24 AM	Receding, Far Lane	17.5	430	100
2/2/2024	9:01:59 AM	Approaching, Near Lane	9.4	154	48
2/2/2024	9:04:01 AM	Approaching, Near Lane	7.8	122	249
2/2/2024	9:06:51 AM	Receding, Far Lane	16.6	328	186
2/2/2024	9:08:23 AM	Receding, Far Lane	23.3	92	221
2/2/2024	9:09:36 AM	Approaching, Near Lane	21.5	334	210
2/2/2024	9:11:16 AM	Receding, Far Lane	32.8	173	240
2/2/2024	9:11:18 AM	Approaching, Near Lane	26.7	102	162
2/2/2024	9:12:52 AM	Receding, Far Lane	25.7	96	208
2/2/2024	9:15:57 AM	Receding, Far Lane	18.6	185	120
2/2/2024	9:16:50 AM	Approaching, Near Lane	11.1	332	44
2/2/2024	9:16:57 AM	Approaching, Near Lane	15.3	6	6
2/2/2024	9:17:05 AM	Receding, Far Lane	25.1	68	250
2/2/2024	9:18:39 AM	Approaching, Near Lane	25.6	103	441
2/2/2024	9:20:37 AM	Receding, Far Lane	19.9	212	133
2/2/2024	9:22:30 AM	Approaching, Near Lane	28.5	231	343
2/2/2024	9:24:13 AM	Receding, Far Lane	39.3	216	266
2/2/2024	9:27:20 AM	Approaching, Near Lane	15.3	289	216
2/2/2024	9:28:15 AM	Receding, Far Lane	24.7	242	80
2/2/2024	9:29:32 AM	Receding, Far Lane	17.2	77	102
2/2/2024	9:30:07 AM	Receding, Far Lane	25	35	343
2/2/2024	9:36:06 AM	Approaching, Near Lane	22.7	527	194
2/2/2024	9:36:43 AM	Receding, Far Lane	22	395	336
2/2/2024	9:37:47 AM	Approaching, Near Lane	8.4	101	136
2/2/2024	9:38:03 AM	Approaching, Near Lane	8.1	16	41
2/2/2024	9:38:15 AM	Receding, Far Lane	11.3	92	545
2/2/2024	9:39:49 AM	Receding, Far Lane	9.4	94	370
2/2/2024	9:40:34 AM	Approaching, Near Lane	22.8	152	387
2/2/2024	9:41:15 AM	Approaching, Near Lane	11	41	32
2/2/2024	9:42:49 AM	Approaching, Near Lane	12.7	94	154
2/2/2024	9:43:54 AM	Approaching, Near Lane	15.6	64	202
2/2/2024	9:48:04 AM	Receding, Far Lane	24.6	495	306
2/2/2024	9:48:29 AM	Receding, Far Lane	23.7	25	480
2/2/2024	9:52:00 AM	Approaching, Near Lane	12.9	486	28
2/2/2024	9:53:12 AM	Approaching, Near Lane	20.2	72	288
2/2/2024	9:59:50 AM	Receding, Far Lane	25.6	681	246
2/2/2024	10:01:18 AM	Receding, Far Lane	16.9	88	101
2/2/2024	10:01:32 AM	Approaching, Near Lane	24.1	500	201
2/2/2024	10:03:44 AM	Receding, Far Lane	40.5	146	380
2/2/2024	10:07:47 AM	Approaching, Near Lane	18.1	374	337
2/2/2024	10:11:06 AM	Approaching, Near Lane	11	200	151
2/2/2024	10:12:55 AM	Receding, Far Lane	13.7	551	208
2/2/2024	10:14:23 AM	Approaching, Near Lane	32.7	196	204
2/2/2024	10:14:52 AM	Receding, Far Lane	19.1	117	110
2/2/2024	10:16:38 AM	Approaching, Near Lane	24.1	135	217
2/2/2024	10:20:15 AM	Receding, Far Lane	25.7	323	399
2/2/2024	10:20:59 AM	Receding, Far Lane	12.1	44	163
2/2/2024	10:23:06 AM	Receding, Far Lane	33.1	127	236
2/2/2024	10:25:15 AM	Receding, Far Lane	12.6	129	264
2/2/2024	10:25:35 AM	Approaching, Near Lane	31.9	537	225
2/2/2024	10:26:54 AM	Receding, Far Lane	13.1	99	202
2/2/2024	10:27:15 AM	Receding, Far Lane	25.4	21	295
2/2/2024	10:28:05 AM	Receding, Far Lane	13.1	50	182
2/2/2024	10:33:04 AM	Approaching, Near Lane	31.9	449	160
2/2/2024	10:38:41 AM	Receding, Far Lane	22	635	237
2/2/2024	10:38:50 AM	Receding, Far Lane	25.6	10	315
2/2/2024	10:39:27 AM	Receding, Far Lane	21.7	37	441
2/2/2024	10:41:02 AM	Approaching, Near Lane	36	477	242
2/2/2024	10:41:11 AM	Approaching, Near Lane	30.9	9	206
2/2/2024	10:45:15 AM	Receding, Far Lane	14.6	348	148
2/2/2024	10:46:34 AM	Receding, Far Lane	37.9	79	342
2/2/2024	10:51:03 AM	Receding, Far Lane	21.4	270	196
2/2/2024	10:51:33 AM	Receding, Far Lane	26.2	29	244
2/2/2024	10:51:35 AM	Approaching, Near Lane	38.7	625	212
2/2/2024	10:53:23 AM	Receding, Far Lane	21.5	110	223
2/2/2024	10:53:36 AM	Receding, Far Lane	15.6	13	246
2/2/2024	10:55:33 AM	Receding, Far Lane	24.6	117	217
2/2/2024	10:55:38 AM	Receding, Far Lane	24.9	5	183
2/2/2024	10:58:59 AM	Receding, Far Lane	30.2	201	239
2/2/2024	10:59:02 AM	Approaching, Near Lane	11.6	447	53
2/2/2024	11:01:28 AM	Receding, Far Lane	13.1	149	119
2/2/2024	11:02:47 AM	Receding, Far Lane	13.6	79	213
2/2/2024	11:05:15 AM	Receding, Far Lane	32.7	147	326
2/2/2024	11:05:49 AM	Approaching, Near Lane	26.6	407	208
2/2/2024	11:07:59 AM	Approaching, Near Lane	10.5	130	209
2/2/2024	11:08:29 AM	Receding, Far Lane	31.5	194	208
2/2/2024	11:08:51 AM	Receding, Far Lane	30.4	22	713
2/2/2024	11:11:32 AM	Receding, Far Lane	22.3	161	203
2/2/2024	11:14:44 AM	Receding, Far Lane	19.2	192	519
2/2/2024	11:14:48 AM	Receding, Far Lane	21.4	4	119
2/2/2024	11:14:58 AM	Receding, Far Lane	14.5	11	142
2/2/2024	11:15:02 AM	Receding, Far Lane	27.9	3	217
2/2/2024	11:15:25 AM	Approaching, Near Lane	18.5	446	199
2/2/2024	11:18:32 AM	Receding, Far Lane	18.9	211	129
2/2/2024	11:20:06 AM	Approaching, Near Lane	20.7	281	158
2/2/2024	11:20:29 AM	Receding, Far Lane	14.9	117	353
2/2/2024	11:20:32 AM	Receding, Far Lane	17	3	250
2/2/2024	11:21:30 AM	Receding, Far Lane	22.1	58	180
2/2/2024	11:22:04 AM	Approaching, Near Lane	9.5	118	77
2/2/2024	11:22:29 AM	Approaching, Near Lane	24.3	25	186
2/2/2024	11:23:54 AM	Approaching, Near Lane	35	85	238
2/2/2024	11:24:07 AM	Receding, Far Lane	27.6	157	232
2/2/2024	11:24:26 AM	Receding, Far Lane	29.2	19	369
2/2/2024	11:24:31 AM	Approaching, Near Lane	28.2	37	71
2/2/2024	11:28:22 AM	Receding, Far Lane	33.2	236	223
2/2/2024	11:29:04 AM	Receding, Far Lane	27.5	42	236
2/2/2024	11:30:13 AM	Approaching, Near Lane	12.1	342	129
2/2/2024	11:33:02 AM	Receding, Far Lane	14.3	239	344
2/2/2024	11:33:12 AM	Approaching, Near Lane	25	179	208
2/2/2024	11:36:14 AM	Approaching, Near Lane	24.1	181	233
2/2/2024	11:37:04 AM	Receding, Far Lane	31.1	242	258
2/2/2024	11:42:19 AM	Approaching, Near Lane	25.4	365	192
2/2/2024	11:42:45 AM	Approaching, Near Lane	14	26	244
2/2/2024	11:45:00 AM	Receding, Far Lane	30.6	475	211
2/2/2024	11:47:02 AM	Receding, Far Lane	30.5	122	236
2/2/2024	11:48:03 AM	Receding, Far Lane	25.1	61	187
2/2/2024	11:48:56 AM	Receding, Far Lane	22.4	53	281
2/2/2024	11:53:26 AM	Approaching, Near Lane	28.8	641	212
2/2/2024	11:54:43 AM	Approaching, Near Lane	14.3	78	213
2/2/2024	11:57:41 AM	Approaching, Near Lane	7.8	177	51

2/2/2024	11:57:53 AM	Approaching, Near Lane	21.8	13	200
2/2/2024	11:59:55 AM	Approaching, Near Lane	24.1	122	190
2/2/2024	12:01:12 PM	Approaching, Near Lane	22.5	77	177
2/2/2024	12:02:40 PM	Approaching, Near Lane	30.9	87	199
2/2/2024	12:02:48 PM	Approaching, Near Lane	32.2	9	221
2/2/2024	12:03:31 PM	Receding, Far Lane	33.8	875	314
2/2/2024	12:04:55 PM	Approaching, Near Lane	30.5	127	276
2/2/2024	12:14:01 PM	Approaching, Near Lane	11.1	546	17
2/2/2024	12:14:52 PM	Approaching, Near Lane	31.5	51	248
2/2/2024	12:15:01 PM	Approaching, Near Lane	28.5	9	298
2/2/2024	12:15:12 PM	Approaching, Near Lane	16.9	11	183
2/2/2024	12:17:50 PM	Approaching, Near Lane	14.9	158	152
2/2/2024	12:18:43 PM	Receding, Far Lane	31.8	913	226
2/2/2024	12:20:01 PM	Receding, Far Lane	24.7	78	192
2/2/2024	12:21:15 PM	Approaching, Near Lane	29.6	205	230
2/2/2024	12:22:45 PM	Receding, Far Lane	31.4	164	199
2/2/2024	12:24:02 PM	Approaching, Near Lane	18.1	167	162
2/2/2024	12:24:20 PM	Receding, Far Lane	28.9	95	278
2/2/2024	12:25:34 PM	Approaching, Near Lane	37.1	92	246
2/2/2024	12:26:56 PM	Receding, Far Lane	29.8	156	279
2/2/2024	12:28:07 PM	Approaching, Near Lane	20.5	153	423
2/2/2024	12:29:52 PM	Receding, Far Lane	29.2	176	125
2/2/2024	12:32:08 PM	Receding, Far Lane	9.7	136	21
2/2/2024	12:40:01 PM	Receding, Far Lane	22.8	473	275
2/2/2024	12:40:13 PM	Receding, Far Lane	23.3	12	273
2/2/2024	12:44:25 PM	Receding, Far Lane	22.5	252	208
2/2/2024	12:46:06 PM	Approaching, Near Lane	17.5	1079	207
2/2/2024	12:49:07 PM	Receding, Far Lane	22.3	282	187
2/2/2024	12:49:16 PM	Receding, Far Lane	26.4	9	535
2/2/2024	12:49:25 PM	Receding, Far Lane	23.6	9	231
2/2/2024	12:49:54 PM	Approaching, Near Lane	26	227	159
2/2/2024	12:54:02 PM	Approaching, Near Lane	9.4	248	122
2/2/2024	12:54:49 PM	Approaching, Near Lane	23.3	47	245
2/2/2024	12:58:31 PM	Approaching, Near Lane	25.6	222	246
2/2/2024	1:00:11 PM	Receding, Far Lane	20.4	646	132
2/2/2024	1:00:36 PM	Approaching, Near Lane	27.7	125	193
2/2/2024	1:01:59 PM	Approaching, Near Lane	33.4	83	205
2/2/2024	1:02:18 PM	Receding, Far Lane	26.2	127	610
2/2/2024	1:05:01 PM	Approaching, Near Lane	36.9	182	160
2/2/2024	1:06:04 PM	Approaching, Near Lane	11.1	62	75
2/2/2024	1:07:49 PM	Approaching, Near Lane	34.3	105	207
2/2/2024	1:08:52 PM	Approaching, Near Lane	24	63	177
2/2/2024	1:09:10 PM	Receding, Far Lane	22.8	412	280
2/2/2024	1:10:23 PM	Receding, Far Lane	22	73	281
2/2/2024	1:12:49 PM	Approaching, Near Lane	25.4	237	238
2/2/2024	1:13:42 PM	Approaching, Near Lane	19.5	53	201
2/2/2024	1:16:05 PM	Receding, Far Lane	21	342	302
2/2/2024	1:16:06 PM	Approaching, Near Lane	24	144	209
2/2/2024	1:16:15 PM	Receding, Far Lane	26.2	9	339
2/2/2024	1:16:30 PM	Approaching, Near Lane	13.1	24	257
2/2/2024	1:16:55 PM	Approaching, Near Lane	14.5	25	201
2/2/2024	1:19:02 PM	Approaching, Near Lane	26.9	127	212
2/2/2024	1:21:22 PM	Receding, Far Lane	20.4	307	288
2/2/2024	1:21:28 PM	Approaching, Near Lane	18.2	146	197
2/2/2024	1:23:26 PM	Receding, Far Lane	23	124	231
2/2/2024	1:24:05 PM	Approaching, Near Lane	33.1	157	246
2/2/2024	1:25:47 PM	Receding, Far Lane	24.6	141	256
2/2/2024	1:26:37 PM	Receding, Far Lane	9.8	50	230
2/2/2024	1:27:44 PM	Approaching, Near Lane	28.9	219	208
2/2/2024	1:28:51 PM	Approaching, Near Lane	18.1	67	191
2/2/2024	1:29:17 PM	Receding, Far Lane	24.7	160	309
2/2/2024	1:29:59 PM	Approaching, Near Lane	21.8	67	141
2/2/2024	1:31:01 PM	Receding, Far Lane	31.6	104	267
2/2/2024	1:32:37 PM	Approaching, Near Lane	16.3	158	193
2/2/2024	1:33:09 PM	Receding, Far Lane	26.4	129	309
2/2/2024	1:34:44 PM	Approaching, Near Lane	9.7	128	79
2/2/2024	1:34:57 PM	Approaching, Near Lane	19.5	12	223
2/2/2024	1:35:08 PM	Receding, Far Lane	23.1	119	239
2/2/2024	1:35:33 PM	Receding, Far Lane	15.3	25	207
2/2/2024	1:36:27 PM	Receding, Far Lane	15.6	55	127
2/2/2024	1:38:52 PM	Approaching, Near Lane	26.4	236	212
2/2/2024	1:39:09 PM	Receding, Far Lane	30.2	162	252
2/2/2024	1:39:28 PM	Approaching, Near Lane	34.7	35	102
2/2/2024	1:40:13 PM	Receding, Far Lane	29.9	64	208
2/2/2024	1:41:17 PM	Receding, Far Lane	25.3	63	247
2/2/2024	1:42:47 PM	Receding, Far Lane	37.7	90	289
2/2/2024	1:44:33 PM	Receding, Far Lane	17.9	107	6
2/2/2024	1:46:46 PM	Approaching, Near Lane	31.8	438	252
2/2/2024	1:48:19 PM	Receding, Far Lane	9.5	226	129
2/2/2024	1:51:52 PM	Receding, Far Lane	34.3	213	259
2/2/2024	1:52:38 PM	Receding, Far Lane	24.6	46	267
2/2/2024	1:52:51 PM	Receding, Far Lane	16.6	13	130
2/2/2024	1:54:05 PM	Receding, Far Lane	24	74	342
2/2/2024	1:54:12 PM	Approaching, Near Lane	28.8	446	206
2/2/2024	1:54:40 PM	Approaching, Near Lane	22.7	28	179
2/2/2024	1:55:30 PM	Receding, Far Lane	20.5	85	203
2/2/2024	1:55:36 PM	Approaching, Near Lane	25	56	39
2/2/2024	1:55:38 PM	Approaching, Near Lane	27.6	1	35
2/2/2024	2:01:04 PM	Approaching, Near Lane	10.4	327	139
2/2/2024	2:04:32 PM	Receding, Far Lane	31.5	542	322
2/2/2024	2:04:35 PM	Approaching, Near Lane	23.7	210	290
2/2/2024	2:05:35 PM	Receding, Far Lane	20.8	63	200
2/2/2024	2:07:10 PM	Approaching, Near Lane	27.2	156	210
2/2/2024	2:07:15 PM	Approaching, Near Lane	26.7	5	210
2/2/2024	2:07:20 PM	Approaching, Near Lane	28	4	196
2/2/2024	2:09:04 PM	Receding, Far Lane	24.9	210	250
2/2/2024	2:09:51 PM	Receding, Far Lane	17.6	47	257
2/2/2024	2:12:35 PM	Approaching, Near Lane	18.6	315	210
2/2/2024	2:12:58 PM	Approaching, Near Lane	13.3	23	169
2/2/2024	2:13:57 PM	Receding, Far Lane	25.1	246	187
2/2/2024	2:15:55 PM	Receding, Far Lane	11	117	190
2/2/2024	2:16:14 PM	Approaching, Near Lane	31.9	196	283
2/2/2024	2:23:54 PM	Receding, Far Lane	27.5	479	199
2/2/2024	2:25:54 PM	Approaching, Near Lane	19.4	580	233
2/2/2024	2:25:58 PM	Approaching, Near Lane	31.9	5	247
2/2/2024	2:26:08 PM	Receding, Far Lane	21.1	135	253
2/2/2024	2:26:11 PM	Receding, Far Lane	21.5	3	218
2/2/2024	2:29:22 PM	Approaching, Near Lane	27	204	208
2/2/2024	2:30:46 PM	Approaching, Near Lane	23.3	84	193
2/2/2024	2:32:19 PM	Receding, Far Lane	24.1	367	226
2/2/2024	2:33:58 PM	Receding, Far Lane	16.3	100	366
2/2/2024	2:34:48 PM	Receding, Far Lane	11.8	50	31
2/2/2024	2:35:22 PM	Approaching, Near Lane	32.7	275	197
2/2/2024	2:36:46 PM	Approaching, Near Lane	27.7	84	168
2/2/2024	2:41:44 PM	Receding, Far Lane	19.7	416	106
2/2/2024	2:42:41 PM	Receding, Far Lane	28.9	57	317
2/2/2024	2:43:20 PM	Approaching, Near Lane	7.8	394	151
2/2/2024	2:44:48 PM	Approaching, Near Lane	23.6	88	218
2/2/2024	2:45:12 PM	Receding, Far Lane	9.2	151	123
2/2/2024	2:46:36 PM	Approaching, Near Lane	34	108	181
2/2/2024	2:46:53 PM	Approaching, Near Lane	19.2	17	200
2/2/2024	2:47:02 PM	Approaching, Near Lane	32.4	9	150
2/2/2024	2:47:15 PM	Approaching, Near Lane	25.6	13	182
2/2/2024	2:47:31 PM	Receding, Far Lane	30.2	139	246
2/2/2024	2:48:13 PM	Approaching, Near Lane	17.3	58	145
2/2/2024	2:49:27 PM	Approaching, Near Lane	32.4	74	208
2/2/2024	2:52:39 PM	Approaching, Near Lane	27	193	183
2/2/2024	2:52:57 PM	Receding, Far Lane	19.5	325	201
2/2/2024	2:52:58 PM	Approaching, Near Lane	23.6	19	176
2/2/2024	2:53:04 PM	Approaching, Near Lane	20.4	6	231
2/2/2024	2:53:07 PM	Approaching, Near Lane	19.4	3	155
2/2/2024	2:54:37 PM	Approaching, Near Lane	26.3	90	222
2/2/2024	2:54:40 PM	Approaching, Near Lane	27	3	196

2/2/2024	2:55:21 PM	Approaching, Near Lane	28.8	42	225
2/2/2024	2:56:01 PM	Receding, Far Lane	19.7	185	217
2/2/2024	2:56:19 PM	Receding, Far Lane	8.4	18	149
2/2/2024	2:56:34 PM	Approaching, Near Lane	12.3	73	88
2/2/2024	2:56:45 PM	Receding, Far Lane	11.3	25	268
2/2/2024	2:57:34 PM	Approaching, Near Lane	18.5	59	174
2/2/2024	2:58:06 PM	Receding, Far Lane	12.6	81	116
2/2/2024	2:59:24 PM	Receding, Far Lane	13.4	78	214
2/2/2024	3:00:27 PM	Receding, Far Lane	10.7	63	131
2/2/2024	3:00:36 PM	Receding, Far Lane	26.4	9	249
2/2/2024	3:02:06 PM	Receding, Far Lane	30.6	90	190
2/2/2024	3:02:55 PM	Approaching, Near Lane	21.5	321	161
2/2/2024	3:03:06 PM	Approaching, Near Lane	11.7	11	68
2/2/2024	3:03:52 PM	Approaching, Near Lane	32.2	46	199
2/2/2024	3:04:28 PM	Approaching, Near Lane	26.9	36	194
2/2/2024	3:05:55 PM	Receding, Far Lane	14.5	229	96
2/2/2024	3:07:02 PM	Approaching, Near Lane	29.8	154	232
2/2/2024	3:08:17 PM	Receding, Far Lane	28.6	142	283
2/2/2024	3:09:28 PM	Approaching, Near Lane	42.2	146	207
2/2/2024	3:10:56 PM	Approaching, Near Lane	25.4	88	152
2/2/2024	3:11:12 PM	Approaching, Near Lane	24	15	172
2/2/2024	3:11:34 PM	Receding, Far Lane	31.4	198	72
2/2/2024	3:12:12 PM	Receding, Far Lane	29.5	38	268
2/2/2024	3:12:32 PM	Approaching, Near Lane	14.5	81	159
2/2/2024	3:13:09 PM	Receding, Far Lane	16.8	56	72
2/2/2024	3:13:12 PM	Receding, Far Lane	23.6	4	178
2/2/2024	3:14:14 PM	Approaching, Near Lane	20.5	101	179
2/2/2024	3:14:52 PM	Receding, Far Lane	30.2	100	368
2/2/2024	3:15:42 PM	Receding, Far Lane	25.9	50	268
2/2/2024	3:15:46 PM	Receding, Far Lane	17.9	3	297
2/2/2024	3:17:20 PM	Receding, Far Lane	28	95	169
2/2/2024	3:18:03 PM	Receding, Far Lane	27.2	42	280
2/2/2024	3:20:03 PM	Receding, Far Lane	12.1	120	100
2/2/2024	3:20:40 PM	Receding, Far Lane	22.8	37	439
2/2/2024	3:21:13 PM	Approaching, Near Lane	14.6	419	152
2/2/2024	3:22:53 PM	Approaching, Near Lane	22.8	100	443
2/2/2024	3:23:49 PM	Receding, Far Lane	26.7	189	218
2/2/2024	3:28:20 PM	Receding, Far Lane	27	271	338
2/2/2024	3:28:23 PM	Approaching, Near Lane	25.1	330	154
2/2/2024	3:28:49 PM	Approaching, Near Lane	33.4	26	205
2/2/2024	3:29:28 PM	Approaching, Near Lane	28.8	39	167
2/2/2024	3:30:59 PM	Receding, Far Lane	20.4	159	159
2/2/2024	3:30:59 PM	Approaching, Near Lane	24.7	91	137
2/2/2024	3:31:09 PM	Approaching, Near Lane	18.4	10	254
2/2/2024	3:32:05 PM	Approaching, Near Lane	28.6	56	159
2/2/2024	3:32:09 PM	Approaching, Near Lane	30.6	4	182
2/2/2024	3:34:57 PM	Approaching, Near Lane	32.5	168	144
2/2/2024	3:35:12 PM	Approaching, Near Lane	31.8	15	302
2/2/2024	3:38:47 PM	Receding, Far Lane	26.3	468	229
2/2/2024	3:42:49 PM	Receding, Far Lane	30.4	242	275
2/2/2024	3:44:22 PM	Approaching, Near Lane	26	550	200
2/2/2024	3:44:32 PM	Approaching, Near Lane	16	10	14
2/2/2024	3:46:57 PM	Receding, Far Lane	33.5	248	454
2/2/2024	3:49:08 PM	Approaching, Near Lane	29	275	183
2/2/2024	3:49:35 PM	Approaching, Near Lane	32.5	27	151
2/2/2024	3:49:55 PM	Approaching, Near Lane	24.6	20	235
2/2/2024	3:49:59 PM	Receding, Far Lane	25.9	182	263
2/2/2024	3:50:05 PM	Approaching, Near Lane	23.7	10	226
2/2/2024	3:50:23 PM	Approaching, Near Lane	25	18	152
2/2/2024	3:51:43 PM	Receding, Far Lane	14.5	104	122
2/2/2024	3:52:26 PM	Receding, Far Lane	26.3	43	265
2/2/2024	3:52:36 PM	Approaching, Near Lane	16	133	3
2/2/2024	3:52:55 PM	Approaching, Near Lane	27.7	19	230
2/2/2024	3:56:20 PM	Receding, Far Lane	24.1	234	204
2/2/2024	3:58:01 PM	Receding, Far Lane	27	101	302
2/2/2024	3:58:58 PM	Approaching, Near Lane	26.9	363	182
2/2/2024	3:59:23 PM	Receding, Far Lane	32.5	82	368
2/2/2024	4:03:20 PM	Receding, Far Lane	27.3	237	239
2/2/2024	4:04:41 PM	Approaching, Near Lane	22.7	343	174
2/2/2024	4:05:01 PM	Receding, Far Lane	28.2	101	190
2/2/2024	4:05:32 PM	Receding, Far Lane	34	31	194
2/2/2024	4:09:08 PM	Approaching, Near Lane	35.4	267	100
2/2/2024	4:09:16 PM	Receding, Far Lane	24.7	224	236
2/2/2024	4:09:18 PM	Receding, Far Lane	24.1	2	242
2/2/2024	4:11:04 PM	Receding, Far Lane	27.7	106	190
2/2/2024	4:14:00 PM	Approaching, Near Lane	20.4	292	254
2/2/2024	4:16:06 PM	Approaching, Near Lane	28.2	125	268
2/2/2024	4:17:21 PM	Receding, Far Lane	36	376	202
2/2/2024	4:20:51 PM	Approaching, Near Lane	22.8	286	207
2/2/2024	4:20:54 PM	Receding, Far Lane	26	213	201
2/2/2024	4:21:18 PM	Approaching, Near Lane	23	27	204
2/2/2024	4:22:27 PM	Receding, Far Lane	24.6	93	217
2/2/2024	4:22:48 PM	Approaching, Near Lane	31.8	90	195
2/2/2024	4:24:41 PM	Approaching, Near Lane	35.4	112	171
2/2/2024	4:25:39 PM	Approaching, Near Lane	11.8	59	141
2/2/2024	4:26:38 PM	Receding, Far Lane	26	251	183
2/2/2024	4:28:21 PM	Approaching, Near Lane	22.3	162	518
2/2/2024	4:29:36 PM	Receding, Far Lane	18.5	178	30
2/2/2024	4:30:30 PM	Approaching, Near Lane	17.8	129	353
2/2/2024	4:32:04 PM	Approaching, Near Lane	25.1	94	125
2/2/2024	4:32:15 PM	Approaching, Near Lane	23.8	12	202
2/2/2024	4:33:20 PM	Approaching, Near Lane	23.3	64	119
2/2/2024	4:33:28 PM	Approaching, Near Lane	29.3	8	282
2/2/2024	4:36:24 PM	Approaching, Near Lane	22.8	176	166
2/2/2024	4:36:27 PM	Approaching, Near Lane	23.6	3	139
2/2/2024	4:36:44 PM	Approaching, Near Lane	18.5	18	295
2/2/2024	4:36:57 PM	Receding, Far Lane	12.6	442	49
2/2/2024	4:40:51 PM	Approaching, Near Lane	20.8	247	165
2/2/2024	4:42:04 PM	Approaching, Near Lane	12.1	73	42
2/2/2024	4:42:21 PM	Approaching, Near Lane	11.1	17	70
2/2/2024	4:43:00 PM	Receding, Far Lane	11.4	362	120
2/2/2024	4:46:53 PM	Approaching, Near Lane	25.4	271	215
2/2/2024	4:47:20 PM	Receding, Far Lane	25.9	260	222
2/2/2024	4:47:31 PM	Receding, Far Lane	25.3	11	30
2/2/2024	4:48:35 PM	Approaching, Near Lane	20.5	102	211
2/2/2024	4:49:07 PM	Receding, Far Lane	33.5	96	219
2/2/2024	4:49:59 PM	Approaching, Near Lane	25.9	84	565
2/2/2024	4:53:23 PM	Receding, Far Lane	27.7	256	271
2/2/2024	4:53:37 PM	Receding, Far Lane	22.5	14	228
2/2/2024	4:53:47 PM	Receding, Far Lane	19.4	9	276
2/2/2024	4:56:00 PM	Approaching, Near Lane	24.3	361	208
2/2/2024	4:58:12 PM	Approaching, Near Lane	26.3	132	204
2/2/2024	4:58:21 PM	Receding, Far Lane	19.4	274	224
2/2/2024	4:59:18 PM	Receding, Far Lane	18.6	57	137
2/2/2024	5:00:41 PM	Approaching, Near Lane	21.5	150	258
2/2/2024	5:02:10 PM	Receding, Far Lane	28	173	201
2/2/2024	5:02:58 PM	Approaching, Near Lane	25	137	287
2/2/2024	5:07:13 PM	Approaching, Near Lane	32.5	255	195
2/2/2024	5:07:33 PM	Receding, Far Lane	8.7	322	45
2/2/2024	5:09:59 PM	Approaching, Near Lane	35.6	166	157
2/2/2024	5:11:03 PM	Receding, Far Lane	33.8	210	292
2/2/2024	5:14:58 PM	Receding, Far Lane	28.8	236	256
2/2/2024	5:15:31 PM	Approaching, Near Lane	25.1	332	284
2/2/2024	5:15:43 PM	Receding, Far Lane	20.4	44	200
2/2/2024	5:21:44 PM	Approaching, Near Lane	9.1	374	9
2/2/2024	5:23:33 PM	Receding, Far Lane	10.3	470	196
2/2/2024	5:25:45 PM	Approaching, Near Lane	26.4	241	182
2/2/2024	5:26:02 PM	Receding, Far Lane	30.8	149	240
2/2/2024	5:26:34 PM	Approaching, Near Lane	24.9	49	189
2/2/2024	5:28:03 PM	Approaching, Near Lane	23.7	88	216
2/2/2024	5:29:17 PM	Approaching, Near Lane	20.2	75	110
2/2/2024	5:30:12 PM	Receding, Far Lane	13.4	250	163
2/2/2024	5:30:27 PM	Receding, Far Lane	25.3	15	178

2/2/2024	5:30:52 PM	Approaching, Near Lane	12.7	95	31
2/2/2024	5:31:14 PM	Receding, Far Lane	13	47	157
2/2/2024	5:31:29 PM	Approaching, Near Lane	28.8	37	290
2/2/2024	5:33:26 PM	Receding, Far Lane	17.5	133	135
2/2/2024	5:34:57 PM	Receding, Far Lane	7.9	91	65
2/2/2024	5:35:38 PM	Approaching, Near Lane	22.7	248	235
2/2/2024	5:36:04 PM	Approaching, Near Lane	28.9	27	227
2/2/2024	5:38:26 PM	Approaching, Near Lane	26.9	141	218
2/2/2024	5:39:50 PM	Approaching, Near Lane	24.7	85	293
2/2/2024	5:39:59 PM	Receding, Far Lane	20.2	302	289
2/2/2024	5:41:43 PM	Receding, Far Lane	15.6	103	127
2/2/2024	5:41:52 PM	Receding, Far Lane	12.1	9	116
2/2/2024	5:42:21 PM	Approaching, Near Lane	26.6	151	232
2/2/2024	5:43:16 PM	Receding, Far Lane	29.9	84	208
2/2/2024	5:43:38 PM	Receding, Far Lane	18.5	22	134
2/2/2024	5:43:56 PM	Receding, Far Lane	26.4	18	261
2/2/2024	5:47:25 PM	Approaching, Near Lane	32.5	304	195
2/2/2024	5:51:21 PM	Approaching, Near Lane	27	236	196
2/2/2024	5:51:49 PM	Receding, Far Lane	26.3	473	288
2/2/2024	5:52:47 PM	Receding, Far Lane	28.8	57	276
2/2/2024	5:53:15 PM	Approaching, Near Lane	10.1	115	99
2/2/2024	5:53:56 PM	Approaching, Near Lane	18.5	41	257
2/2/2024	5:54:27 PM	Receding, Far Lane	22.5	101	259
2/2/2024	5:55:00 PM	Approaching, Near Lane	22.5	64	238
2/2/2024	5:55:57 PM	Receding, Far Lane	16.3	90	245
2/2/2024	5:56:11 PM	Approaching, Near Lane	22.3	71	263
2/2/2024	5:57:51 PM	Approaching, Near Lane	27	100	214
2/2/2024	6:00:48 PM	Approaching, Near Lane	21.4	177	207
2/2/2024	6:01:13 PM	Approaching, Near Lane	30.8	25	218
2/2/2024	6:02:01 PM	Approaching, Near Lane	28.8	48	219
2/2/2024	6:02:18 PM	Receding, Far Lane	30.5	381	202
2/2/2024	6:04:20 PM	Approaching, Near Lane	26.7	139	204
2/2/2024	6:08:23 PM	Approaching, Near Lane	26	243	212
2/2/2024	6:10:57 PM	Approaching, Near Lane	19.4	153	216
2/2/2024	6:12:52 PM	Approaching, Near Lane	28.6	116	159
2/2/2024	6:14:00 PM	Receding, Far Lane	16.2	701	143
2/2/2024	6:14:27 PM	Approaching, Near Lane	33.2	95	188
2/2/2024	6:16:32 PM	Approaching, Near Lane	25.7	125	294
2/2/2024	6:16:48 PM	Approaching, Near Lane	31.5	16	248
2/2/2024	6:18:19 PM	Receding, Far Lane	17.2	259	242
2/2/2024	6:22:18 PM	Receding, Far Lane	27.5	239	298
2/2/2024	6:22:24 PM	Receding, Far Lane	26.9	6	438
2/2/2024	6:23:13 PM	Receding, Far Lane	28.8	49	315
2/2/2024	6:24:45 PM	Receding, Far Lane	21.2	92	246
2/2/2024	6:30:21 PM	Approaching, Near Lane	26.3	813	210
2/2/2024	6:30:30 PM	Approaching, Near Lane	19.1	9	94
2/2/2024	6:39:13 PM	Receding, Far Lane	17.9	868	196
2/2/2024	6:41:52 PM	Approaching, Near Lane	23.6	682	261
2/2/2024	6:44:16 PM	Approaching, Near Lane	29.3	144	173
2/2/2024	6:47:47 PM	Receding, Far Lane	23.4	514	197
2/2/2024	6:48:49 PM	Approaching, Near Lane	33.4	273	220
2/2/2024	6:49:15 PM	Approaching, Near Lane	16.9	26	122
2/2/2024	6:49:43 PM	Receding, Far Lane	19.9	116	192
2/2/2024	6:53:36 PM	Receding, Far Lane	18.5	233	192
2/2/2024	6:54:24 PM	Approaching, Near Lane	22.4	309	185
2/2/2024	6:56:24 PM	Receding, Far Lane	26.3	168	265
2/2/2024	7:00:11 PM	Approaching, Near Lane	17.5	348	183
2/2/2024	7:00:32 PM	Approaching, Near Lane	12.6	20	227
2/2/2024	7:05:06 PM	Receding, Far Lane	19.9	522	187
2/2/2024	7:09:48 PM	Approaching, Near Lane	31.4	556	267
2/2/2024	7:11:34 PM	Receding, Far Lane	10	389	176
2/2/2024	7:16:38 PM	Approaching, Near Lane	20.1	410	126
2/2/2024	7:17:51 PM	Receding, Far Lane	32.8	377	262
2/2/2024	7:20:20 PM	Approaching, Near Lane	27.5	222	208
2/2/2024	7:21:29 PM	Approaching, Near Lane	28.5	69	253
2/2/2024	7:22:36 PM	Receding, Far Lane	21.8	285	195
2/2/2024	7:24:22 PM	Approaching, Near Lane	21.7	172	291
2/2/2024	7:28:21 PM	Approaching, Near Lane	27.5	239	195
2/2/2024	7:36:40 PM	Approaching, Near Lane	25.9	499	151
2/2/2024	7:39:13 PM	Approaching, Near Lane	13.3	153	151
2/2/2024	7:41:55 PM	Receding, Far Lane	30.9	1159	228
2/2/2024	7:46:23 PM	Approaching, Near Lane	11	430	215
2/2/2024	7:47:57 PM	Approaching, Near Lane	25.3	95	173
2/2/2024	7:48:40 PM	Receding, Far Lane	14.7	405	26
2/2/2024	7:49:46 PM	Approaching, Near Lane	30.1	108	236
2/2/2024	7:54:34 PM	Receding, Far Lane	22.5	354	233
2/2/2024	7:56:35 PM	Approaching, Near Lane	27.6	409	222
2/2/2024	7:57:15 PM	Receding, Far Lane	27.5	162	279
2/2/2024	8:01:19 PM	Approaching, Near Lane	20.8	285	235
2/2/2024	8:03:08 PM	Receding, Far Lane	31.4	353	227
2/2/2024	8:04:25 PM	Approaching, Near Lane	18.1	186	48
2/2/2024	8:09:23 PM	Receding, Far Lane	22	375	286
2/2/2024	8:14:12 PM	Approaching, Near Lane	36.1	587	252
2/2/2024	8:16:59 PM	Approaching, Near Lane	20.7	167	218
2/2/2024	8:17:40 PM	Approaching, Near Lane	17.3	41	239
2/2/2024	8:18:09 PM	Approaching, Near Lane	21.4	28	125
2/2/2024	8:18:33 PM	Approaching, Near Lane	23.1	24	217
2/2/2024	8:19:33 PM	Receding, Far Lane	28.8	610	282
2/2/2024	8:21:11 PM	Approaching, Near Lane	26.9	158	230
2/2/2024	8:25:30 PM	Approaching, Near Lane	17.8	259	157
2/2/2024	8:36:07 PM	Receding, Far Lane	15.9	994	255
2/2/2024	8:36:17 PM	Approaching, Near Lane	31.8	648	216
2/2/2024	8:45:33 PM	Receding, Far Lane	17.8	566	257
2/2/2024	8:49:22 PM	Approaching, Near Lane	31.5	785	227
2/2/2024	8:49:27 PM	Approaching, Near Lane	27.9	5	195
2/2/2024	9:04:05 PM	Approaching, Near Lane	23.7	877	237
2/2/2024	9:04:55 PM	Approaching, Near Lane	22.3	50	253
2/2/2024	9:08:05 PM	Approaching, Near Lane	24.9	190	335
2/2/2024	9:08:24 PM	Approaching, Near Lane	15.3	19	78
2/2/2024	9:10:19 PM	Approaching, Near Lane	17.3	115	169
2/2/2024	9:24:56 PM	Approaching, Near Lane	27.5	877	214
2/2/2024	9:30:21 PM	Approaching, Near Lane	20.7	324	334
2/2/2024	9:31:43 PM	Approaching, Near Lane	34.4	82	224
2/2/2024	9:33:29 PM	Approaching, Near Lane	22.1	107	275
2/2/2024	9:40:01 PM	Approaching, Near Lane	23	392	214
2/2/2024	9:45:53 PM	Approaching, Near Lane	27.6	352	234
2/2/2024	9:51:04 PM	Approaching, Near Lane	27.5	312	239
2/2/2024	9:51:56 PM	Receding, Far Lane	30.1	3983	440
2/2/2024	9:55:20 PM	Receding, Far Lane	25.1	203	250
2/2/2024	10:05:03 PM	Approaching, Near Lane	21.5	839	268
2/2/2024	11:16:21 PM	Approaching, Near Lane	19.2	4278	239
2/2/2024	11:51:13 PM	Approaching, Near Lane	28.6	2092	184
2/3/2024	12:05:14 AM	Approaching, Near Lane	26.3	841	305
2/3/2024	1:49:10 AM	Approaching, Near Lane	9.7	6236	140
2/3/2024	2:05:33 AM	Approaching, Near Lane	16.8	984	195
2/3/2024	2:53:28 AM	Approaching, Near Lane	28.8	2875	232
2/3/2024	2:59:22 AM	Approaching, Near Lane	9.8	354	22
2/3/2024	3:21:45 AM	Receding, Far Lane	26.7	19585	302
2/3/2024	5:07:31 AM	Approaching, Near Lane	14.6	7689	224
2/3/2024	6:12:02 AM	Receding, Far Lane	10.1	10218	90
2/3/2024	6:37:43 AM	Receding, Far Lane	25.1	1541	312
2/3/2024	6:58:45 AM	Receding, Far Lane	20.8	1262	228
2/3/2024	7:01:03 AM	Approaching, Near Lane	22	6812	257
2/3/2024	7:04:31 AM	Receding, Far Lane	24.4	346	248
2/3/2024	7:05:02 AM	Approaching, Near Lane	27.7	240	293
2/3/2024	7:07:08 AM	Receding, Far Lane	17.6	157	178
2/3/2024	7:09:23 AM	Approaching, Near Lane	20.5	260	229
2/3/2024	7:16:03 AM	Receding, Far Lane	33.5	535	204
2/3/2024	7:23:22 AM	Approaching, Near Lane	11.3	840	159
2/3/2024	7:29:21 AM	Receding, Far Lane	24.4	797	264
2/3/2024	7:38:40 AM	Receding, Far Lane	30.5	559	264
2/3/2024	7:44:52 AM	Receding, Far Lane	18.4	373	297
2/3/2024	7:49:59 AM	Receding, Far Lane	19.8	307	184

2/3/2024	7:53:39 AM	Receding, Far Lane	19.1	220	196
2/3/2024	8:02:07 AM	Receding, Far Lane	23.6	509	242
2/3/2024	8:02:58 AM	Receding, Far Lane	9.5	50	61
2/3/2024	8:05:03 AM	Receding, Far Lane	29.5	125	467
2/3/2024	8:06:39 AM	Receding, Far Lane	23.4	96	192
2/3/2024	8:07:19 AM	Receding, Far Lane	30.1	40	501
2/3/2024	8:07:45 AM	Receding, Far Lane	26.6	26	258
2/3/2024	8:14:34 AM	Approaching, Near Lane	21.4	3072	323
2/3/2024	8:14:38 AM	Approaching, Near Lane	25	4	191
2/3/2024	8:22:40 AM	Approaching, Near Lane	23.4	482	232
2/3/2024	8:25:34 AM	Approaching, Near Lane	21	175	124
2/3/2024	8:31:46 AM	Approaching, Near Lane	23.1	371	175
2/3/2024	8:33:05 AM	Approaching, Near Lane	39	79	197
2/3/2024	8:34:22 AM	Receding, Far Lane	26	1597	259
2/3/2024	8:41:27 AM	Receding, Far Lane	18.6	425	229
2/3/2024	8:41:57 AM	Receding, Far Lane	30.5	30	305
2/3/2024	8:46:13 AM	Receding, Far Lane	31.2	256	802
2/3/2024	8:50:32 AM	Receding, Far Lane	33.8	259	215
2/3/2024	8:53:04 AM	Receding, Far Lane	18.2	152	272
2/3/2024	9:04:25 AM	Approaching, Near Lane	14.6	1880	284
2/3/2024	9:04:36 AM	Receding, Far Lane	13.3	693	386
2/3/2024	9:06:37 AM	Approaching, Near Lane	21.2	133	248
2/3/2024	9:12:17 AM	Approaching, Near Lane	28.9	340	208
2/3/2024	9:12:35 AM	Receding, Far Lane	31.6	479	224
2/3/2024	9:13:11 AM	Approaching, Near Lane	18.6	54	227
2/3/2024	9:13:40 AM	Approaching, Near Lane	12.7	29	3
2/3/2024	9:17:19 AM	Approaching, Near Lane	19.1	219	245
2/3/2024	9:21:18 AM	Receding, Far Lane	9.5	523	215
2/3/2024	9:23:16 AM	Receding, Far Lane	26.3	118	205
2/3/2024	9:23:55 AM	Approaching, Near Lane	20.4	397	199
2/3/2024	9:24:58 AM	Approaching, Near Lane	24.4	63	238
2/3/2024	9:25:02 AM	Receding, Far Lane	9.5	106	5
2/3/2024	9:25:48 AM	Approaching, Near Lane	13.4	50	194
2/3/2024	9:26:01 AM	Receding, Far Lane	25.9	59	321
2/3/2024	9:26:46 AM	Approaching, Near Lane	23.8	59	229
2/3/2024	9:28:26 AM	Approaching, Near Lane	9.7	99	44
2/3/2024	9:28:37 AM	Receding, Far Lane	29.5	156	301
2/3/2024	9:28:38 AM	Receding, Far Lane	29	2	333
2/3/2024	9:34:59 AM	Receding, Far Lane	24.6	381	383
2/3/2024	9:37:37 AM	Receding, Far Lane	22	158	257
2/3/2024	9:37:58 AM	Approaching, Near Lane	25.7	573	364
2/3/2024	9:38:19 AM	Approaching, Near Lane	24.6	21	152
2/3/2024	9:45:28 AM	Receding, Far Lane	25.9	470	315
2/3/2024	9:45:58 AM	Receding, Far Lane	14.2	30	246
2/3/2024	9:46:53 AM	Receding, Far Lane	25.9	55	251
2/3/2024	9:47:56 AM	Receding, Far Lane	24	63	245
2/3/2024	9:49:17 AM	Receding, Far Lane	28.6	81	318
2/3/2024	9:50:06 AM	Approaching, Near Lane	16.6	707	364
2/3/2024	9:53:50 AM	Receding, Far Lane	17.9	273	226
2/3/2024	9:53:50 AM	Approaching, Near Lane	36	224	307
2/3/2024	9:53:51 AM	Receding, Far Lane	21.4	1	226
2/3/2024	9:54:30 AM	Approaching, Near Lane	23.8	40	476
2/3/2024	9:55:50 AM	Approaching, Near Lane	24.3	80	219
2/3/2024	9:56:14 AM	Receding, Far Lane	18.1	143	69
2/3/2024	9:58:52 AM	Approaching, Near Lane	16.8	182	176
2/3/2024	9:59:36 AM	Approaching, Near Lane	27.7	44	143
2/3/2024	10:01:59 AM	Approaching, Near Lane	23.7	143	248
2/3/2024	10:02:03 AM	Approaching, Near Lane	22	4	198
2/3/2024	10:03:01 AM	Receding, Far Lane	29.5	407	195
2/3/2024	10:04:36 AM	Approaching, Near Lane	25.3	152	252
2/3/2024	10:04:46 AM	Approaching, Near Lane	24.9	11	200
2/3/2024	10:04:52 AM	Receding, Far Lane	19.8	111	171
2/3/2024	10:06:14 AM	Receding, Far Lane	12.9	83	89
2/3/2024	10:08:08 AM	Approaching, Near Lane	23.3	202	230
2/3/2024	10:13:01 AM	Receding, Far Lane	21.8	407	288
2/3/2024	10:14:19 AM	Approaching, Near Lane	11.1	371	4
2/3/2024	10:18:10 AM	Approaching, Near Lane	18.9	231	263
2/3/2024	10:20:21 AM	Approaching, Near Lane	22.8	131	274
2/3/2024	10:21:10 AM	Receding, Far Lane	20.1	488	258
2/3/2024	10:25:12 AM	Approaching, Near Lane	12.6	291	290
2/3/2024	10:26:12 AM	Receding, Far Lane	13.7	302	109
2/3/2024	10:27:08 AM	Receding, Far Lane	24.1	57	280
2/3/2024	10:28:28 AM	Receding, Far Lane	24.7	80	225
2/3/2024	10:31:09 AM	Receding, Far Lane	28	161	270
2/3/2024	10:31:58 AM	Receding, Far Lane	12.1	48	250
2/3/2024	10:32:03 AM	Approaching, Near Lane	22.4	411	190
2/3/2024	10:32:21 AM	Receding, Far Lane	24.6	23	278
2/3/2024	10:32:59 AM	Approaching, Near Lane	26	56	165
2/3/2024	10:37:28 AM	Approaching, Near Lane	20.5	269	234
2/3/2024	10:39:40 AM	Approaching, Near Lane	28.8	132	219
2/3/2024	10:43:07 AM	Approaching, Near Lane	25.7	207	178
2/3/2024	10:44:01 AM	Receding, Far Lane	16	701	111
2/3/2024	10:44:26 AM	Receding, Far Lane	27.9	25	299
2/3/2024	10:44:34 AM	Receding, Far Lane	27	7	308
2/3/2024	10:45:21 AM	Approaching, Near Lane	23.1	134	191
2/3/2024	10:47:47 AM	Approaching, Near Lane	23.3	146	607
2/3/2024	10:50:23 AM	Approaching, Near Lane	27.3	156	175
2/3/2024	10:51:13 AM	Receding, Far Lane	29.6	399	411
2/3/2024	10:51:15 AM	Receding, Far Lane	29	2	163
2/3/2024	10:52:22 AM	Receding, Far Lane	22	67	286
2/3/2024	10:52:24 AM	Approaching, Near Lane	8.4	120	1
2/3/2024	10:53:14 AM	Receding, Far Lane	25.1	52	295
2/3/2024	10:57:58 AM	Receding, Far Lane	25.7	284	550
2/3/2024	11:00:10 AM	Approaching, Near Lane	25.9	467	110
2/3/2024	11:01:06 AM	Receding, Far Lane	30.1	188	358
2/3/2024	11:01:09 AM	Approaching, Near Lane	26.6	58	166
2/3/2024	11:01:22 AM	Receding, Far Lane	25.4	16	283
2/3/2024	11:02:47 AM	Approaching, Near Lane	24	99	344
2/3/2024	11:03:24 AM	Receding, Far Lane	13.1	122	140
2/3/2024	11:03:51 AM	Approaching, Near Lane	22.1	64	230
2/3/2024	11:03:53 AM	Approaching, Near Lane	23.4	2	285
2/3/2024	11:04:37 AM	Receding, Far Lane	15	73	111
2/3/2024	11:05:24 AM	Approaching, Near Lane	25.3	91	264
2/3/2024	11:05:44 AM	Approaching, Near Lane	25.7	19	190
2/3/2024	11:07:04 AM	Receding, Far Lane	15.3	147	200
2/3/2024	11:10:24 AM	Approaching, Near Lane	19.1	280	253
2/3/2024	11:13:20 AM	Receding, Far Lane	11	376	155
2/3/2024	11:13:22 AM	Receding, Far Lane	16.2	3	270
2/3/2024	11:13:29 AM	Receding, Far Lane	30.2	7	259
2/3/2024	11:14:19 AM	Receding, Far Lane	16.3	50	495
2/3/2024	11:14:53 AM	Receding, Far Lane	18.2	34	211
2/3/2024	11:17:05 AM	Approaching, Near Lane	13.9	401	8
2/3/2024	11:17:09 AM	Receding, Far Lane	17.8	136	101
2/3/2024	11:17:27 AM	Approaching, Near Lane	14.6	22	231
2/3/2024	11:19:06 AM	Receding, Far Lane	12.9	118	124
2/3/2024	11:19:53 AM	Approaching, Near Lane	21.8	146	195
2/3/2024	11:23:37 AM	Receding, Far Lane	23.4	271	197
2/3/2024	11:23:45 AM	Receding, Far Lane	21.4	9	331
2/3/2024	11:27:29 AM	Approaching, Near Lane	25.9	456	198
2/3/2024	11:28:04 AM	Receding, Far Lane	17.2	259	234
2/3/2024	11:28:07 AM	Receding, Far Lane	15.5	3	23
2/3/2024	11:32:00 AM	Approaching, Near Lane	14.3	272	259
2/3/2024	11:34:04 AM	Approaching, Near Lane	21.5	123	215
2/3/2024	11:35:02 AM	Receding, Far Lane	29	416	307
2/3/2024	11:37:31 AM	Receding, Far Lane	20.7	149	285
2/3/2024	11:37:34 AM	Receding, Far Lane	22.1	3	210
2/3/2024	11:38:53 AM	Receding, Far Lane	32.9	79	509
2/3/2024	11:39:50 AM	Approaching, Near Lane	17.5	346	116
2/3/2024	11:42:49 AM	Receding, Far Lane	26.9	236	360
2/3/2024	11:45:16 AM	Approaching, Near Lane	23.7	326	167
2/3/2024	11:45:34 AM	Receding, Far Lane	16.9	165	288
2/3/2024	11:46:55 AM	Approaching, Near Lane	29.5	99	169
2/3/2024	11:50:59 AM	Receding, Far Lane	11.3	325	43

2/3/2024	11:51:05 AM	Receding, Far Lane	23.8	6	215
2/3/2024	11:53:12 AM	Receding, Far Lane	20.2	128	330
2/3/2024	11:54:15 AM	Approaching, Near Lane	31.6	440	136
2/3/2024	11:57:38 AM	Receding, Far Lane	15	266	138
2/3/2024	11:58:04 AM	Receding, Far Lane	33.8	26	261
2/3/2024	12:02:16 PM	Receding, Far Lane	29.2	252	230
2/3/2024	12:03:32 PM	Approaching, Near Lane	28.3	557	238
2/3/2024	12:03:50 PM	Approaching, Near Lane	27.2	18	185
2/3/2024	12:04:23 PM	Receding, Far Lane	28.3	127	192
2/3/2024	12:05:18 PM	Receding, Far Lane	33.4	55	293
2/3/2024	12:05:34 PM	Approaching, Near Lane	22.7	104	516
2/3/2024	12:05:53 PM	Receding, Far Lane	12.6	35	46
2/3/2024	12:06:06 PM	Approaching, Near Lane	7.9	32	143
2/3/2024	12:06:08 PM	Receding, Far Lane	11.4	15	23
2/3/2024	12:06:25 PM	Receding, Far Lane	22.7	16	195
2/3/2024	12:06:34 PM	Receding, Far Lane	22.7	9	231
2/3/2024	12:07:44 PM	Receding, Far Lane	23.6	70	306
2/3/2024	12:08:41 PM	Receding, Far Lane	24.1	57	221
2/3/2024	12:09:00 PM	Receding, Far Lane	26.9	19	257
2/3/2024	12:09:13 PM	Receding, Far Lane	24	14	321
2/3/2024	12:09:41 PM	Approaching, Near Lane	31.8	214	159
2/3/2024	12:10:51 PM	Receding, Far Lane	19.7	98	208
2/3/2024	12:11:06 PM	Receding, Far Lane	29.3	15	299
2/3/2024	12:12:05 PM	Approaching, Near Lane	21.8	144	421
2/3/2024	12:15:43 PM	Receding, Far Lane	16.2	277	121
2/3/2024	12:18:06 PM	Receding, Far Lane	19.4	143	211
2/3/2024	12:20:35 PM	Approaching, Near Lane	16.8	510	157
2/3/2024	12:21:10 PM	Receding, Far Lane	25.6	184	257
2/3/2024	12:21:14 PM	Approaching, Near Lane	23.6	39	144
2/3/2024	12:22:25 PM	Receding, Far Lane	25	75	202
2/3/2024	12:22:36 PM	Approaching, Near Lane	27	82	165
2/3/2024	12:22:41 PM	Receding, Far Lane	17.3	16	207
2/3/2024	12:23:40 PM	Approaching, Near Lane	21.7	64	227
2/3/2024	12:25:52 PM	Approaching, Near Lane	22.4	131	175
2/3/2024	12:26:21 PM	Receding, Far Lane	13.4	221	135
2/3/2024	12:29:47 PM	Approaching, Near Lane	25.3	235	321
2/3/2024	12:31:37 PM	Approaching, Near Lane	29.6	110	150
2/3/2024	12:32:50 PM	Approaching, Near Lane	17.9	73	135
2/3/2024	12:33:12 PM	Approaching, Near Lane	23	22	214
2/3/2024	12:34:44 PM	Receding, Far Lane	28.6	503	241
2/3/2024	12:35:45 PM	Receding, Far Lane	28.3	61	192
2/3/2024	12:35:47 PM	Approaching, Near Lane	18.8	155	192
2/3/2024	12:35:59 PM	Receding, Far Lane	29.6	14	217
2/3/2024	12:36:59 PM	Receding, Far Lane	17.3	59	168
2/3/2024	12:37:50 PM	Approaching, Near Lane	21.2	122	52
2/3/2024	12:37:53 PM	Approaching, Near Lane	27	3	196
2/3/2024	12:38:00 PM	Receding, Far Lane	17	61	219
2/3/2024	12:38:21 PM	Receding, Far Lane	31.8	21	248
2/3/2024	12:40:14 PM	Approaching, Near Lane	11.7	141	24
2/3/2024	12:48:47 PM	Approaching, Near Lane	30.8	513	183
2/3/2024	12:50:46 PM	Approaching, Near Lane	17.5	119	222
2/3/2024	12:51:24 PM	Approaching, Near Lane	21.1	38	188
2/3/2024	12:53:31 PM	Approaching, Near Lane	27.2	127	210
2/3/2024	12:53:37 PM	Receding, Far Lane	25.9	916	309
2/3/2024	12:55:50 PM	Receding, Far Lane	24.7	133	570
2/3/2024	12:56:00 PM	Receding, Far Lane	30.1	10	237
2/3/2024	12:59:35 PM	Receding, Far Lane	23.8	216	436
2/3/2024	1:00:43 PM	Approaching, Near Lane	14.2	432	226
2/3/2024	1:03:43 PM	Receding, Far Lane	23.8	247	264
2/3/2024	1:04:26 PM	Approaching, Near Lane	9.8	223	62
2/3/2024	1:06:37 PM	Approaching, Near Lane	15.5	131	220
2/3/2024	1:07:39 PM	Receding, Far Lane	12	236	242
2/3/2024	1:08:05 PM	Approaching, Near Lane	21.8	88	244
2/3/2024	1:09:14 PM	Receding, Far Lane	31.1	95	272
2/3/2024	1:09:57 PM	Receding, Far Lane	33.2	43	298
2/3/2024	1:11:26 PM	Approaching, Near Lane	15	201	29
2/3/2024	1:11:51 PM	Receding, Far Lane	21.1	113	286
2/3/2024	1:13:39 PM	Approaching, Near Lane	28.8	133	147
2/3/2024	1:13:53 PM	Receding, Far Lane	42.2	122	281
2/3/2024	1:14:54 PM	Approaching, Near Lane	21.2	75	281
2/3/2024	1:15:06 PM	Receding, Far Lane	19.4	74	84
2/3/2024	1:16:25 PM	Receding, Far Lane	23.6	79	253
2/3/2024	1:16:35 PM	Receding, Far Lane	26	10	289
2/3/2024	1:16:59 PM	Receding, Far Lane	19.9	24	205
2/3/2024	1:19:45 PM	Receding, Far Lane	22.8	166	239
2/3/2024	1:22:28 PM	Receding, Far Lane	33.5	163	340
2/3/2024	1:23:01 PM	Approaching, Near Lane	20.7	488	139
2/3/2024	1:23:27 PM	Receding, Far Lane	25.6	59	298
2/3/2024	1:23:30 PM	Receding, Far Lane	25.6	3	252
2/3/2024	1:23:45 PM	Approaching, Near Lane	25.3	44	167
2/3/2024	1:23:48 PM	Approaching, Near Lane	28.2	2	173
2/3/2024	1:23:59 PM	Approaching, Near Lane	34.7	11	149
2/3/2024	1:24:57 PM	Approaching, Near Lane	30.9	58	199
2/3/2024	1:25:26 PM	Approaching, Near Lane	11.8	29	34
2/3/2024	1:26:09 PM	Receding, Far Lane	11.1	159	110
2/3/2024	1:26:14 PM	Approaching, Near Lane	28.9	48	175
2/3/2024	1:26:59 PM	Approaching, Near Lane	32.5	45	159
2/3/2024	1:28:35 PM	Receding, Far Lane	31.6	146	181
2/3/2024	1:30:54 PM	Receding, Far Lane	25.1	139	340
2/3/2024	1:31:24 PM	Approaching, Near Lane	28.9	264	227
2/3/2024	1:31:56 PM	Approaching, Near Lane	20.2	33	187
2/3/2024	1:32:19 PM	Approaching, Near Lane	19.7	23	151
2/3/2024	1:33:13 PM	Receding, Far Lane	25.9	139	263
2/3/2024	1:33:16 PM	Approaching, Near Lane	20.4	57	167
2/3/2024	1:33:59 PM	Receding, Far Lane	36.9	46	328
2/3/2024	1:35:49 PM	Receding, Far Lane	17.5	109	155
2/3/2024	1:37:52 PM	Receding, Far Lane	28.6	123	202
2/3/2024	1:40:08 PM	Approaching, Near Lane	19.4	412	194
2/3/2024	1:40:11 PM	Receding, Far Lane	19.8	139	184
2/3/2024	1:43:47 PM	Receding, Far Lane	21.8	215	224
2/3/2024	1:45:42 PM	Receding, Far Lane	35.8	116	249
2/3/2024	1:47:17 PM	Receding, Far Lane	15.9	95	187
2/3/2024	1:47:24 PM	Approaching, Near Lane	30.9	436	213
2/3/2024	1:47:29 PM	Receding, Far Lane	34.7	12	257
2/3/2024	1:47:55 PM	Approaching, Near Lane	23.4	31	216
2/3/2024	1:48:18 PM	Approaching, Near Lane	14	22	165
2/3/2024	1:48:39 PM	Approaching, Near Lane	27.9	22	584
2/3/2024	1:48:55 PM	Approaching, Near Lane	26.4	15	206
2/3/2024	1:50:03 PM	Approaching, Near Lane	15.3	68	126
2/3/2024	1:51:39 PM	Receding, Far Lane	13	250	78
2/3/2024	1:51:57 PM	Approaching, Near Lane	31.8	113	173
2/3/2024	1:52:13 PM	Approaching, Near Lane	18.8	16	48
2/3/2024	1:53:10 PM	Receding, Far Lane	17	91	150
2/3/2024	1:53:31 PM	Receding, Far Lane	14.5	22	194
2/3/2024	1:54:18 PM	Approaching, Near Lane	8.4	125	118
2/3/2024	1:54:40 PM	Receding, Far Lane	26.2	69	232
2/3/2024	1:55:44 PM	Receding, Far Lane	26.3	64	63
2/3/2024	1:58:59 PM	Approaching, Near Lane	30.4	281	281
2/3/2024	2:03:14 PM	Receding, Far Lane	31.1	449	209
2/3/2024	2:03:50 PM	Approaching, Near Lane	30.1	291	189
2/3/2024	2:04:43 PM	Approaching, Near Lane	15.3	53	78
2/3/2024	2:05:23 PM	Receding, Far Lane	33.1	130	341
2/3/2024	2:08:16 PM	Receding, Far Lane	25.4	173	152
2/3/2024	2:08:43 PM	Receding, Far Lane	27.5	26	199
2/3/2024	2:09:19 PM	Receding, Far Lane	25.3	36	252
2/3/2024	2:09:46 PM	Approaching, Near Lane	18.5	303	182
2/3/2024	2:09:52 PM	Approaching, Near Lane	19.8	6	198
2/3/2024	2:10:32 PM	Receding, Far Lane	33.5	73	189
2/3/2024	2:11:10 PM	Approaching, Near Lane	22	78	79
2/3/2024	2:11:39 PM	Receding, Far Lane	14	67	90
2/3/2024	2:12:30 PM	Receding, Far Lane	20.8	51	157
2/3/2024	2:13:37 PM	Receding, Far Lane	24	67	213
2/3/2024	2:13:54 PM	Receding, Far Lane	27.3	16	221

2/3/2024	2:14:49 PM	Approaching, Near Lane	21.7	219	154
2/3/2024	2:14:50 PM	Receding, Far Lane	25.7	56	208
2/3/2024	2:15:07 PM	Receding, Far Lane	14.9	17	172
2/3/2024	2:15:29 PM	Approaching, Near Lane	25.7	40	271
2/3/2024	2:15:52 PM	Receding, Far Lane	29.8	45	232
2/3/2024	2:16:08 PM	Receding, Far Lane	34	16	240
2/3/2024	2:19:09 PM	Receding, Far Lane	19.5	181	267
2/3/2024	2:20:43 PM	Approaching, Near Lane	23.3	314	245
2/3/2024	2:21:46 PM	Approaching, Near Lane	17.6	62	226
2/3/2024	2:21:59 PM	Receding, Far Lane	28.8	170	127
2/3/2024	2:22:33 PM	Receding, Far Lane	26.7	34	200
2/3/2024	2:23:43 PM	Approaching, Near Lane	19.4	117	203
2/3/2024	2:23:57 PM	Receding, Far Lane	20.2	84	334
2/3/2024	2:24:03 PM	Approaching, Near Lane	14.6	20	188
2/3/2024	2:24:22 PM	Approaching, Near Lane	16.2	20	259
2/3/2024	2:26:05 PM	Receding, Far Lane	30.6	128	190
2/3/2024	2:26:39 PM	Approaching, Near Lane	13.7	137	192
2/3/2024	2:26:54 PM	Receding, Far Lane	24.1	50	52
2/3/2024	2:27:23 PM	Approaching, Near Lane	23.6	44	171
2/3/2024	2:27:42 PM	Approaching, Near Lane	22.5	19	243
2/3/2024	2:28:09 PM	Approaching, Near Lane	9.7	28	33
2/3/2024	2:29:57 PM	Receding, Far Lane	21.1	182	229
2/3/2024	2:30:14 PM	Receding, Far Lane	20.7	17	183
2/3/2024	2:30:17 PM	Approaching, Near Lane	22.3	128	172
2/3/2024	2:30:44 PM	Approaching, Near Lane	32.2	27	185
2/3/2024	2:31:30 PM	Receding, Far Lane	21.2	76	237
2/3/2024	2:32:39 PM	Approaching, Near Lane	30.5	115	159
2/3/2024	2:32:45 PM	Receding, Far Lane	26.4	75	327
2/3/2024	2:33:28 PM	Receding, Far Lane	21.2	43	208
2/3/2024	2:35:00 PM	Receding, Far Lane	21	92	47
2/3/2024	2:35:04 PM	Receding, Far Lane	16.2	4	132
2/3/2024	2:35:49 PM	Approaching, Near Lane	33.5	189	335
2/3/2024	2:35:59 PM	Approaching, Near Lane	30.6	10	175
2/3/2024	2:40:19 PM	Approaching, Near Lane	31.4	260	211
2/3/2024	2:41:11 PM	Approaching, Near Lane	28.8	51	141
2/3/2024	2:43:13 PM	Approaching, Near Lane	29.2	123	192
2/3/2024	2:43:58 PM	Approaching, Near Lane	23	44	173
2/3/2024	2:44:37 PM	Receding, Far Lane	27.6	573	232
2/3/2024	2:47:50 PM	Approaching, Near Lane	19.2	232	139
2/3/2024	2:47:53 PM	Approaching, Near Lane	20.5	4	183
2/3/2024	2:49:05 PM	Approaching, Near Lane	24.6	71	213
2/3/2024	2:49:24 PM	Approaching, Near Lane	22.5	19	273
2/3/2024	2:49:46 PM	Approaching, Near Lane	27.3	22	261
2/3/2024	2:50:25 PM	Receding, Far Lane	25.1	348	369
2/3/2024	2:51:16 PM	Receding, Far Lane	14.6	51	198
2/3/2024	2:51:46 PM	Approaching, Near Lane	21.8	120	166
2/3/2024	2:53:13 PM	Receding, Far Lane	19.8	117	247
2/3/2024	2:54:36 PM	Approaching, Near Lane	29.8	170	225
2/3/2024	2:55:00 PM	Approaching, Near Lane	22.5	25	238
2/3/2024	2:55:03 PM	Approaching, Near Lane	22.5	2	248
2/3/2024	2:55:22 PM	Receding, Far Lane	19.2	129	268
2/3/2024	2:55:28 PM	Receding, Far Lane	19.2	6	221
2/3/2024	2:56:05 PM	Approaching, Near Lane	19.7	62	142
2/3/2024	2:57:27 PM	Approaching, Near Lane	19.5	82	346
2/3/2024	2:57:38 PM	Approaching, Near Lane	26.9	12	254
2/3/2024	2:57:54 PM	Receding, Far Lane	21.2	146	194
2/3/2024	2:58:40 PM	Approaching, Near Lane	23.6	61	208
2/3/2024	2:59:17 PM	Receding, Far Lane	18.5	83	205
2/3/2024	2:59:20 PM	Receding, Far Lane	17.8	3	161
2/3/2024	2:59:28 PM	Receding, Far Lane	23.8	8	291
2/3/2024	2:59:46 PM	Approaching, Near Lane	18.5	66	199
2/3/2024	2:59:55 PM	Receding, Far Lane	36.1	27	277
2/3/2024	3:00:27 PM	Receding, Far Lane	28.3	33	179
2/3/2024	3:00:44 PM	Receding, Far Lane	22.5	17	325
2/3/2024	3:01:25 PM	Approaching, Near Lane	25	99	163
2/3/2024	3:01:31 PM	Receding, Far Lane	13.7	47	118
2/3/2024	3:04:16 PM	Receding, Far Lane	28.5	164	277
2/3/2024	3:04:34 PM	Approaching, Near Lane	25.6	189	153
2/3/2024	3:04:58 PM	Approaching, Near Lane	32.9	24	215
2/3/2024	3:05:24 PM	Approaching, Near Lane	9.2	25	107
2/3/2024	3:07:27 PM	Approaching, Near Lane	22.3	123	162
2/3/2024	3:07:29 PM	Approaching, Near Lane	24	2	139
2/3/2024	3:08:13 PM	Receding, Far Lane	32.7	237	253
2/3/2024	3:09:21 PM	Receding, Far Lane	22.5	69	157
2/3/2024	3:09:26 PM	Receding, Far Lane	24.3	5	207
2/3/2024	3:11:49 PM	Approaching, Near Lane	28.5	260	119
2/3/2024	3:12:00 PM	Approaching, Near Lane	10	11	50
2/3/2024	3:17:24 PM	Approaching, Near Lane	28.3	324	194
2/3/2024	3:19:18 PM	Receding, Far Lane	23.7	591	240
2/3/2024	3:19:21 PM	Receding, Far Lane	26.9	3	178
2/3/2024	3:20:58 PM	Receding, Far Lane	27.7	97	178
2/3/2024	3:21:24 PM	Approaching, Near Lane	28.3	240	258
2/3/2024	3:22:30 PM	Approaching, Near Lane	30.4	66	254
2/3/2024	3:23:43 PM	Approaching, Near Lane	32.8	73	206
2/3/2024	3:24:07 PM	Approaching, Near Lane	30.6	25	168
2/3/2024	3:26:37 PM	Approaching, Near Lane	23.7	150	183
2/3/2024	3:26:56 PM	Approaching, Near Lane	26	19	182
2/3/2024	3:27:05 PM	Receding, Far Lane	24.6	367	184
2/3/2024	3:27:47 PM	Receding, Far Lane	26.4	42	213
2/3/2024	3:28:40 PM	Approaching, Near Lane	23.1	104	206
2/3/2024	3:29:11 PM	Receding, Far Lane	25.3	84	195
2/3/2024	3:30:10 PM	Receding, Far Lane	12.3	59	4
2/3/2024	3:30:13 PM	Approaching, Near Lane	10.5	93	131
2/3/2024	3:30:31 PM	Receding, Far Lane	10.7	22	131
2/3/2024	3:32:35 PM	Approaching, Near Lane	14.6	143	14
2/3/2024	3:34:58 PM	Receding, Far Lane	25.9	267	333
2/3/2024	3:36:00 PM	Receding, Far Lane	12.3	62	46
2/3/2024	3:37:10 PM	Approaching, Near Lane	26.3	274	145
2/3/2024	3:37:12 PM	Approaching, Near Lane	23.7	2	167
2/3/2024	3:38:37 PM	Receding, Far Lane	19.5	157	381
2/3/2024	3:39:02 PM	Approaching, Near Lane	20.2	110	151
2/3/2024	3:39:18 PM	Approaching, Near Lane	31.1	16	172
2/3/2024	3:39:46 PM	Receding, Far Lane	24.1	69	199
2/3/2024	3:41:20 PM	Receding, Far Lane	20.7	94	262
2/3/2024	3:41:24 PM	Receding, Far Lane	14.5	4	203
2/3/2024	3:42:10 PM	Receding, Far Lane	12.4	46	118
2/3/2024	3:43:06 PM	Receding, Far Lane	32.1	56	216
2/3/2024	3:45:07 PM	Approaching, Near Lane	27	349	275
2/3/2024	3:45:17 PM	Approaching, Near Lane	26.4	10	176
2/3/2024	3:46:41 PM	Receding, Far Lane	35.8	215	240
2/3/2024	3:47:44 PM	Receding, Far Lane	9	63	188
2/3/2024	3:52:22 PM	Approaching, Near Lane	27.9	424	188
2/3/2024	3:53:00 PM	Approaching, Near Lane	24.3	38	258
2/3/2024	3:53:26 PM	Receding, Far Lane	17.9	342	188
2/3/2024	3:55:04 PM	Receding, Far Lane	11.6	98	109
2/3/2024	3:58:26 PM	Receding, Far Lane	27	203	162
2/3/2024	3:59:56 PM	Approaching, Near Lane	10.5	416	102
2/3/2024	4:00:03 PM	Approaching, Near Lane	11.4	8	163
2/3/2024	4:00:34 PM	Receding, Far Lane	22.5	127	218
2/3/2024	4:04:43 PM	Approaching, Near Lane	23.8	280	170
2/3/2024	4:04:54 PM	Approaching, Near Lane	26.9	11	224
2/3/2024	4:06:10 PM	Receding, Far Lane	19.9	337	237
2/3/2024	4:07:19 PM	Receding, Far Lane	25	68	320
2/3/2024	4:08:04 PM	Receding, Far Lane	16.5	45	268
2/3/2024	4:09:07 PM	Approaching, Near Lane	28.3	253	238
2/3/2024	4:09:38 PM	Approaching, Near Lane	27.5	31	177
2/3/2024	4:09:54 PM	Approaching, Near Lane	22.8	15	222
2/3/2024	4:10:16 PM	Approaching, Near Lane	26	23	258
2/3/2024	4:10:48 PM	Receding, Far Lane	28.3	164	301
2/3/2024	4:11:02 PM	Receding, Far Lane	24.3	14	223
2/3/2024	4:12:17 PM	Receding, Far Lane	15.5	75	274
2/3/2024	4:12:24 PM	Receding, Far Lane	18.5	8	350
2/3/2024	4:17:58 PM	Approaching, Near Lane	18.9	462	207

2/3/2024	4:19:43 PM	Approaching, Near Lane	18.1	105	272
2/3/2024	4:22:35 PM	Receding, Far Lane	25.6	610	304
2/3/2024	4:24:31 PM	Approaching, Near Lane	24	288	247
2/3/2024	4:25:20 PM	Receding, Far Lane	27	165	283
2/3/2024	4:30:01 PM	Receding, Far Lane	27	281	344
2/3/2024	4:30:34 PM	Receding, Far Lane	28.8	33	477
2/3/2024	4:30:35 PM	Approaching, Near Lane	10	365	9
2/3/2024	4:34:16 PM	Approaching, Near Lane	25.3	220	173
2/3/2024	4:34:23 PM	Approaching, Near Lane	29.8	7	252
2/3/2024	4:36:53 PM	Approaching, Near Lane	31.8	150	159
2/3/2024	4:37:02 PM	Approaching, Near Lane	29.8	9	279
2/3/2024	4:38:45 PM	Approaching, Near Lane	13.3	103	109
2/3/2024	4:39:01 PM	Approaching, Near Lane	16	16	140
2/3/2024	4:39:55 PM	Approaching, Near Lane	12.9	54	144
2/3/2024	4:40:57 PM	Receding, Far Lane	27.6	623	207
2/3/2024	4:41:50 PM	Receding, Far Lane	21.2	53	208
2/3/2024	4:42:21 PM	Receding, Far Lane	20.5	31	263
2/3/2024	4:42:45 PM	Receding, Far Lane	23.8	24	264
2/3/2024	4:45:09 PM	Receding, Far Lane	13.1	144	75
2/3/2024	4:45:18 PM	Approaching, Near Lane	16.9	324	118
2/3/2024	4:45:22 PM	Approaching, Near Lane	20.7	3	172
2/3/2024	4:45:41 PM	Approaching, Near Lane	25.3	19	178
2/3/2024	4:46:23 PM	Approaching, Near Lane	22.5	42	177
2/3/2024	4:46:47 PM	Approaching, Near Lane	24.7	24	159
2/3/2024	4:47:51 PM	Receding, Far Lane	23.7	162	197
2/3/2024	4:48:34 PM	Receding, Far Lane	16.3	43	13
2/3/2024	4:50:24 PM	Receding, Far Lane	28.2	110	304
2/3/2024	4:50:27 PM	Receding, Far Lane	28.3	3	147
2/3/2024	4:56:55 PM	Receding, Far Lane	14	388	163
2/3/2024	5:00:29 PM	Receding, Far Lane	24.3	214	223
2/3/2024	5:06:10 PM	Approaching, Near Lane	17.5	1163	120
2/3/2024	5:10:19 PM	Approaching, Near Lane	17.6	249	110
2/3/2024	5:11:15 PM	Approaching, Near Lane	24.4	55	249
2/3/2024	5:12:59 PM	Approaching, Near Lane	18.5	104	207
2/3/2024	5:13:23 PM	Approaching, Near Lane	20.4	24	116
2/3/2024	5:14:05 PM	Receding, Far Lane	26.2	816	344
2/3/2024	5:14:49 PM	Receding, Far Lane	38	44	439
2/3/2024	5:15:26 PM	Receding, Far Lane	29	37	254
2/3/2024	5:17:46 PM	Receding, Far Lane	21.4	140	259
2/3/2024	5:18:20 PM	Approaching, Near Lane	25.9	296	169
2/3/2024	5:18:22 PM	Receding, Far Lane	28.9	36	272
2/3/2024	5:18:31 PM	Approaching, Near Lane	28	11	215
2/3/2024	5:20:31 PM	Approaching, Near Lane	22.3	120	187
2/3/2024	5:22:42 PM	Receding, Far Lane	12.6	260	9
2/3/2024	5:23:31 PM	Receding, Far Lane	29.5	48	268
2/3/2024	5:27:24 PM	Approaching, Near Lane	28.8	413	212
2/3/2024	5:28:21 PM	Approaching, Near Lane	20.8	57	122
2/3/2024	5:29:03 PM	Approaching, Near Lane	43.2	42	60
2/3/2024	5:31:35 PM	Approaching, Near Lane	32.9	152	252
2/3/2024	5:32:24 PM	Receding, Far Lane	23	533	231
2/3/2024	5:35:06 PM	Approaching, Near Lane	28	211	209
2/3/2024	5:37:12 PM	Receding, Far Lane	11	288	96
2/3/2024	5:37:21 PM	Approaching, Near Lane	25.9	135	174
2/3/2024	5:39:04 PM	Receding, Far Lane	30.4	112	323
2/3/2024	5:39:15 PM	Approaching, Near Lane	21.7	114	266
2/3/2024	5:40:30 PM	Approaching, Near Lane	22.4	75	210
2/3/2024	5:42:22 PM	Approaching, Near Lane	30.5	112	283
2/3/2024	5:45:25 PM	Receding, Far Lane	23.3	381	200
2/3/2024	5:50:45 PM	Receding, Far Lane	21.1	320	243
2/3/2024	5:52:32 PM	Approaching, Near Lane	15.8	611	202
2/3/2024	5:54:01 PM	Receding, Far Lane	27.3	196	270
2/3/2024	5:54:04 PM	Approaching, Near Lane	24.9	92	172
2/3/2024	5:54:52 PM	Approaching, Near Lane	25	49	202
2/3/2024	5:55:30 PM	Receding, Far Lane	9	89	135
2/3/2024	5:57:40 PM	Approaching, Near Lane	27.7	168	80
2/3/2024	5:58:23 PM	Receding, Far Lane	26.7	173	284
2/3/2024	5:59:03 PM	Receding, Far Lane	17.3	40	164
2/3/2024	6:01:32 PM	Approaching, Near Lane	24	232	204
2/3/2024	6:01:39 PM	Approaching, Near Lane	24.3	7	290
2/3/2024	6:04:12 PM	Receding, Far Lane	28.8	308	153
2/3/2024	6:05:21 PM	Approaching, Near Lane	21.5	222	200
2/3/2024	6:06:05 PM	Approaching, Near Lane	14.9	44	138
2/3/2024	6:07:15 PM	Approaching, Near Lane	20.2	70	233
2/3/2024	6:08:29 PM	Receding, Far Lane	26.4	257	213
2/3/2024	6:14:44 PM	Receding, Far Lane	19.8	375	332
2/3/2024	6:17:14 PM	Receding, Far Lane	20.8	150	195
2/3/2024	6:17:57 PM	Approaching, Near Lane	28	642	266
2/3/2024	6:19:39 PM	Approaching, Near Lane	29.8	102	232
2/3/2024	6:19:54 PM	Approaching, Near Lane	28.5	15	234
2/3/2024	6:20:29 PM	Approaching, Near Lane	21.2	35	301
2/3/2024	6:21:26 PM	Approaching, Near Lane	10.4	56	244
2/3/2024	6:22:54 PM	Approaching, Near Lane	10.4	88	174
2/3/2024	6:25:25 PM	Receding, Far Lane	16.5	491	227
2/3/2024	6:27:12 PM	Approaching, Near Lane	20.2	258	260
2/3/2024	6:28:46 PM	Approaching, Near Lane	25	94	202
2/3/2024	6:33:49 PM	Approaching, Near Lane	29	303	223
2/3/2024	6:43:46 PM	Approaching, Near Lane	28.3	596	213
2/3/2024	6:48:34 PM	Approaching, Near Lane	25.3	288	195
2/3/2024	6:48:47 PM	Approaching, Near Lane	26.3	13	263
2/3/2024	6:53:11 PM	Receding, Far Lane	23.7	1666	298
2/3/2024	6:53:56 PM	Receding, Far Lane	37	45	263
2/3/2024	6:54:03 PM	Approaching, Near Lane	13.1	316	189
2/3/2024	6:55:42 PM	Approaching, Near Lane	13.1	98	334
2/3/2024	7:00:28 PM	Approaching, Near Lane	8.8	287	194
2/3/2024	7:00:36 PM	Approaching, Near Lane	18.4	8	175
2/3/2024	7:21:44 PM	Approaching, Near Lane	13.7	1268	137
2/3/2024	7:22:10 PM	Receding, Far Lane	13	1694	174
2/3/2024	7:23:49 PM	Receding, Far Lane	16.8	99	291
2/3/2024	7:24:08 PM	Approaching, Near Lane	15.9	144	134
2/3/2024	7:25:00 PM	Receding, Far Lane	27.6	71	288
2/3/2024	7:25:18 PM	Receding, Far Lane	21.1	18	338
2/3/2024	7:27:52 PM	Approaching, Near Lane	10.5	224	7
2/3/2024	7:29:23 PM	Approaching, Near Lane	15.5	91	136
2/3/2024	7:32:48 PM	Receding, Far Lane	17.8	450	57
2/3/2024	7:34:17 PM	Receding, Far Lane	35.1	89	232
2/3/2024	7:35:36 PM	Approaching, Near Lane	11.7	373	190
2/3/2024	7:37:47 PM	Receding, Far Lane	25.3	211	241
2/3/2024	7:41:22 PM	Approaching, Near Lane	30.9	346	227
2/3/2024	7:42:59 PM	Approaching, Near Lane	21.8	98	225
2/3/2024	7:47:23 PM	Approaching, Near Lane	8.8	264	7
2/3/2024	7:50:06 PM	Approaching, Near Lane	8.7	163	6
2/3/2024	7:52:00 PM	Approaching, Near Lane	27	114	214
2/3/2024	7:52:41 PM	Receding, Far Lane	28.9	894	298
2/3/2024	7:56:17 PM	Approaching, Near Lane	24.4	257	189
2/3/2024	7:59:58 PM	Receding, Far Lane	32.7	437	275
2/3/2024	8:00:21 PM	Approaching, Near Lane	13	244	39
2/3/2024	8:01:42 PM	Approaching, Near Lane	28.5	81	247
2/3/2024	8:06:56 PM	Approaching, Near Lane	28.8	314	238
2/3/2024	8:09:39 PM	Approaching, Near Lane	24.1	163	250
2/3/2024	8:11:00 PM	Approaching, Near Lane	21	82	162
2/3/2024	8:19:07 PM	Approaching, Near Lane	22.7	487	296
2/3/2024	8:43:55 PM	Approaching, Near Lane	21	1487	162
2/3/2024	8:44:56 PM	Receding, Far Lane	29.9	2698	302
2/3/2024	9:21:08 PM	Receding, Far Lane	17	2172	330
2/3/2024	9:21:12 PM	Receding, Far Lane	15.3	4	345
2/3/2024	9:21:22 PM	Approaching, Near Lane	19.4	2247	172
2/3/2024	9:24:17 PM	Approaching, Near Lane	22.4	176	225
2/3/2024	9:30:54 PM	Approaching, Near Lane	25.1	397	205
2/3/2024	9:31:26 PM	Approaching, Near Lane	29.2	32	192
2/3/2024	9:47:21 PM	Receding, Far Lane	35.7	1569	400
2/3/2024	9:53:12 PM	Approaching, Near Lane	9.7	1306	164
2/3/2024	9:54:51 PM	Receding, Far Lane	17.9	450	305
2/3/2024	10:01:03 PM	Receding, Far Lane	19.1	372	200



2/3/2024	10:18:59 PM	Approaching, Near Lane	12.6	1547	318
2/3/2024	10:35:52 PM	Receding, Far Lane	13.1	2089	217
2/3/2024	11:23:45 PM	Approaching, Near Lane	12.6	3887	355
2/3/2024	11:31:07 PM	Receding, Far Lane	12.3	3315	209
2/3/2024	11:59:19 PM	Receding, Far Lane	28	1692	125
2/3/2024	11:59:23 PM	Receding, Far Lane	27.3	5	393
2/4/2024	1:17:36 AM	Approaching, Near Lane	70.1	6831	137
2/4/2024	3:03:51 AM	Approaching, Near Lane	25.1	6375	188
2/4/2024	5:36:31 AM	Receding, Far Lane	17	20228	407
2/4/2024	6:14:22 AM	Receding, Far Lane	10.8	2271	111
2/4/2024	6:16:13 AM	Receding, Far Lane	29.9	110	336
2/4/2024	7:16:05 AM	Approaching, Near Lane	29.2	15134	290
2/4/2024	7:29:46 AM	Approaching, Near Lane	23.6	822	197
2/4/2024	7:30:56 AM	Approaching, Near Lane	12	70	12
2/4/2024	7:46:46 AM	Approaching, Near Lane	22.3	950	258
2/4/2024	7:51:16 AM	Approaching, Near Lane	19.1	270	258
2/4/2024	8:00:11 AM	Receding, Far Lane	21.4	6239	211
2/4/2024	8:01:34 AM	Receding, Far Lane	11.8	83	159
2/4/2024	8:06:58 AM	Receding, Far Lane	14.3	324	296
2/4/2024	8:10:25 AM	Receding, Far Lane	28.9	207	311
2/4/2024	8:15:46 AM	Approaching, Near Lane	12.7	1470	243
2/4/2024	8:20:08 AM	Receding, Far Lane	9.2	583	38
2/4/2024	8:20:40 AM	Receding, Far Lane	28	32	264
2/4/2024	8:21:03 AM	Receding, Far Lane	23.6	23	253
2/4/2024	8:27:07 AM	Receding, Far Lane	31.6	364	459
2/4/2024	8:35:48 AM	Receding, Far Lane	33.4	521	285
2/4/2024	8:36:08 AM	Receding, Far Lane	29.3	20	338
2/4/2024	8:42:38 AM	Approaching, Near Lane	20.4	1612	222
2/4/2024	8:49:22 AM	Receding, Far Lane	10.1	793	161
2/4/2024	8:50:41 AM	Receding, Far Lane	20.7	79	322
2/4/2024	8:57:16 AM	Receding, Far Lane	10.3	394	136
2/4/2024	9:06:08 AM	Receding, Far Lane	24.4	532	292
2/4/2024	9:10:46 AM	Receding, Far Lane	27.7	278	290
2/4/2024	9:13:11 AM	Approaching, Near Lane	33.2	1833	188
2/4/2024	9:14:24 AM	Receding, Far Lane	32.7	218	297
2/4/2024	9:15:18 AM	Approaching, Near Lane	25.3	127	258
2/4/2024	9:15:53 AM	Receding, Far Lane	24.7	89	314
2/4/2024	9:17:27 AM	Approaching, Near Lane	22.8	129	145
2/4/2024	9:19:30 AM	Approaching, Near Lane	18.8	124	217
2/4/2024	9:25:43 AM	Receding, Far Lane	35.1	590	421
2/4/2024	9:32:28 AM	Receding, Far Lane	22.5	405	360
2/4/2024	9:36:09 AM	Receding, Far Lane	22.1	221	270
2/4/2024	9:41:44 AM	Receding, Far Lane	13	335	172
2/4/2024	9:46:20 AM	Approaching, Near Lane	16.6	1610	95
2/4/2024	9:51:12 AM	Receding, Far Lane	25	569	264
2/4/2024	9:54:15 AM	Approaching, Near Lane	15.3	475	261
2/4/2024	9:57:24 AM	Receding, Far Lane	17.3	371	234
2/4/2024	9:58:10 AM	Receding, Far Lane	25.6	46	304
2/4/2024	10:02:04 AM	Receding, Far Lane	10	234	311
2/4/2024	10:03:04 AM	Receding, Far Lane	22.3	59	283
2/4/2024	10:09:14 AM	Receding, Far Lane	12.6	371	165
2/4/2024	10:09:28 AM	Receding, Far Lane	13	14	174
2/4/2024	10:14:09 AM	Receding, Far Lane	26.6	280	336
2/4/2024	10:17:11 AM	Receding, Far Lane	32.5	182	236
2/4/2024	10:20:44 AM	Receding, Far Lane	16	213	234
2/4/2024	10:20:46 AM	Receding, Far Lane	18.2	3	223
2/4/2024	10:22:35 AM	Receding, Far Lane	23.6	108	263
2/4/2024	10:27:25 AM	Receding, Far Lane	24.1	290	188
2/4/2024	10:27:59 AM	Receding, Far Lane	26	35	231
2/4/2024	10:28:02 AM	Receding, Far Lane	25	3	231
2/4/2024	10:33:22 AM	Receding, Far Lane	27	320	229
2/4/2024	10:34:27 AM	Receding, Far Lane	37.4	65	260
2/4/2024	10:35:15 AM	Receding, Far Lane	31.5	48	244
2/4/2024	10:35:45 AM	Receding, Far Lane	30.5	30	264
2/4/2024	10:37:07 AM	Receding, Far Lane	11.8	82	230
2/4/2024	10:39:11 AM	Receding, Far Lane	31.2	124	338
2/4/2024	10:39:32 AM	Approaching, Near Lane	10.4	2716	340
2/4/2024	10:43:39 AM	Approaching, Near Lane	32.1	248	5981
2/4/2024	10:43:47 AM	Receding, Far Lane	38.3	276	236
2/4/2024	10:48:34 AM	Receding, Far Lane	7.8	287	230
2/4/2024	10:48:43 AM	Approaching, Near Lane	7.8	304	834
2/4/2024	10:49:02 AM	Receding, Far Lane	10	28	230
2/4/2024	10:49:04 AM	Receding, Far Lane	11.3	2	230
2/4/2024	10:49:58 AM	Approaching, Near Lane	23.1	75	6332
2/4/2024	10:50:42 AM	Approaching, Near Lane	7.7	44	1414
2/4/2024	10:52:19 AM	Receding, Far Lane	18.9	195	300
2/4/2024	10:54:57 AM	Receding, Far Lane	28.8	158	295
2/4/2024	10:55:46 AM	Approaching, Near Lane	10.1	304	4078
2/4/2024	10:56:22 AM	Approaching, Near Lane	34.5	36	1226
2/4/2024	10:58:29 AM	Approaching, Near Lane	35.4	127	195
2/4/2024	11:05:52 AM	Receding, Far Lane	23.3	655	153
2/4/2024	11:08:49 AM	Approaching, Near Lane	24	620	231
2/4/2024	11:11:52 AM	Receding, Far Lane	13.3	361	156
2/4/2024	11:14:52 AM	Receding, Far Lane	18.1	180	175
2/4/2024	11:15:27 AM	Approaching, Near Lane	20.2	398	274
2/4/2024	11:32:58 AM	Approaching, Near Lane	27.9	1051	245
2/4/2024	11:36:09 AM	Approaching, Near Lane	12.7	190	134
2/4/2024	11:38:05 AM	Approaching, Near Lane	29.9	117	234
2/4/2024	11:43:04 AM	Receding, Far Lane	31.1	1692	216
2/4/2024	11:43:33 AM	Approaching, Near Lane	28.6	328	217
2/4/2024	11:46:08 AM	Receding, Far Lane	31.5	184	222
2/4/2024	11:50:13 AM	Approaching, Near Lane	25.1	400	210
2/4/2024	11:53:56 AM	Approaching, Near Lane	33.1	223	202
2/4/2024	11:56:27 AM	Approaching, Near Lane	22.8	151	212
2/4/2024	11:57:03 AM	Approaching, Near Lane	16.5	36	326
2/4/2024	11:57:45 AM	Receding, Far Lane	34.1	697	334
2/4/2024	12:00:00 PM	Receding, Far Lane	28.8	135	282
2/4/2024	12:01:36 PM	Receding, Far Lane	26.6	96	210
2/4/2024	12:06:17 PM	Approaching, Near Lane	19.9	554	236
2/4/2024	12:06:18 PM	Receding, Far Lane	21.1	283	276
2/4/2024	12:06:36 PM	Approaching, Near Lane	22.7	19	235
2/4/2024	12:07:36 PM	Receding, Far Lane	25.3	77	355
2/4/2024	12:07:49 PM	Approaching, Near Lane	23.3	73	209
2/4/2024	12:07:58 PM	Approaching, Near Lane	30.5	9	221
2/4/2024	12:08:24 PM	Approaching, Near Lane	23.6	26	229
2/4/2024	12:16:56 PM	Receding, Far Lane	26.3	560	217
2/4/2024	12:17:12 PM	Receding, Far Lane	22.4	16	236
2/4/2024	12:20:06 PM	Approaching, Near Lane	26.7	701	150
2/4/2024	12:27:30 PM	Approaching, Near Lane	16.9	445	278
2/4/2024	12:30:43 PM	Approaching, Near Lane	21.7	193	247
2/4/2024	12:35:49 PM	Receding, Far Lane	20.4	1117	196
2/4/2024	12:37:53 PM	Receding, Far Lane	17.8	124	337
2/4/2024	12:39:16 PM	Approaching, Near Lane	17.3	512	157
2/4/2024	12:39:33 PM	Approaching, Near Lane	31.2	18	223
2/4/2024	12:41:45 PM	Receding, Far Lane	29.9	232	194
2/4/2024	12:42:25 PM	Receding, Far Lane	24.3	40	207
2/4/2024	12:43:29 PM	Approaching, Near Lane	22.4	236	200
2/4/2024	12:44:50 PM	Approaching, Near Lane	18.2	81	173
2/4/2024	12:50:04 PM	Approaching, Near Lane	17.6	313	285
2/4/2024	12:51:42 PM	Approaching, Near Lane	21	98	261
2/4/2024	12:52:27 PM	Receding, Far Lane	23.8	601	264
2/4/2024	12:52:36 PM	Receding, Far Lane	16.2	9	478
2/4/2024	12:54:42 PM	Approaching, Near Lane	38	180	282
2/4/2024	12:56:17 PM	Receding, Far Lane	35	221	230
2/4/2024	12:57:31 PM	Receding, Far Lane	19.9	74	403
2/4/2024	12:58:56 PM	Receding, Far Lane	33.8	85	170
2/4/2024	1:00:05 PM	Receding, Far Lane	11.6	69	117
2/4/2024	1:03:26 PM	Receding, Far Lane	18.2	201	276
2/4/2024	1:03:45 PM	Approaching, Near Lane	20.5	543	197
2/4/2024	1:06:21 PM	Approaching, Near Lane	9.5	156	26
2/4/2024	1:10:08 PM	Receding, Far Lane	35.1	403	208
2/4/2024	1:22:35 PM	Receding, Far Lane	14.9	746	360
2/4/2024	1:23:07 PM	Receding, Far Lane	26.6	33	413

2/4/2024	1:25:07 PM	Receding, Far Lane	27.5	120	236
2/4/2024	1:29:09 PM	Approaching, Near Lane	18.4	1368	246
2/4/2024	1:33:14 PM	Receding, Far Lane	19.2	487	216
2/4/2024	1:38:14 PM	Receding, Far Lane	17.3	300	207
2/4/2024	1:41:56 PM	Approaching, Near Lane	25.1	768	210
2/4/2024	1:42:58 PM	Receding, Far Lane	20.5	284	171
2/4/2024	1:43:53 PM	Receding, Far Lane	16.8	55	246
2/4/2024	1:49:30 PM	Receding, Far Lane	22.4	337	220
2/4/2024	1:53:15 PM	Approaching, Near Lane	31.4	679	225
2/4/2024	1:54:23 PM	Receding, Far Lane	9.5	293	112
2/4/2024	1:57:03 PM	Receding, Far Lane	28.6	160	260
2/4/2024	1:57:21 PM	Receding, Far Lane	37.7	18	187
2/4/2024	1:58:21 PM	Receding, Far Lane	22.4	61	185
2/4/2024	1:59:43 PM	Approaching, Near Lane	27.2	388	259
2/4/2024	2:02:57 PM	Receding, Far Lane	33.1	275	274
2/4/2024	2:03:45 PM	Approaching, Near Lane	18.1	242	154
2/4/2024	2:04:41 PM	Approaching, Near Lane	22.3	56	253
2/4/2024	2:05:54 PM	Approaching, Near Lane	24.3	73	214
2/4/2024	2:11:26 PM	Receding, Far Lane	21.2	510	45
2/4/2024	2:12:09 PM	Approaching, Near Lane	22.5	375	202
2/4/2024	2:12:12 PM	Approaching, Near Lane	24	3	215
2/4/2024	2:13:54 PM	Approaching, Near Lane	8.2	101	161
2/4/2024	2:15:15 PM	Approaching, Near Lane	30.6	82	237
2/4/2024	2:16:34 PM	Approaching, Near Lane	18.5	78	186
2/4/2024	2:16:54 PM	Approaching, Near Lane	32.7	20	234
2/4/2024	2:24:44 PM	Receding, Far Lane	16.3	798	300
2/4/2024	2:27:23 PM	Approaching, Near Lane	26.7	629	246
2/4/2024	2:30:13 PM	Receding, Far Lane	19.4	329	307
2/4/2024	2:32:21 PM	Approaching, Near Lane	8.8	298	222
2/4/2024	2:32:33 PM	Approaching, Near Lane	7.8	12	30
2/4/2024	2:33:33 PM	Receding, Far Lane	18.8	200	334
2/4/2024	2:33:40 PM	Receding, Far Lane	22	7	341
2/4/2024	2:36:03 PM	Receding, Far Lane	30.4	143	384
2/4/2024	2:37:58 PM	Approaching, Near Lane	17.2	325	336
2/4/2024	2:39:38 PM	Receding, Far Lane	18.8	215	271
2/4/2024	2:40:05 PM	Receding, Far Lane	12.6	27	190
2/4/2024	2:40:36 PM	Approaching, Near Lane	16.8	158	150
2/4/2024	2:40:45 PM	Receding, Far Lane	20.7	40	592
2/4/2024	2:42:16 PM	Approaching, Near Lane	12	100	279
2/4/2024	2:42:55 PM	Receding, Far Lane	22	130	281
2/4/2024	2:44:18 PM	Receding, Far Lane	28.5	83	361
2/4/2024	2:45:44 PM	Approaching, Near Lane	20.5	209	229
2/4/2024	2:48:08 PM	Receding, Far Lane	18.4	230	251
2/4/2024	2:55:57 PM	Receding, Far Lane	9.7	469	161
2/4/2024	2:56:24 PM	Approaching, Near Lane	13.4	640	221
2/4/2024	2:59:01 PM	Approaching, Near Lane	15.2	156	329
2/4/2024	3:03:37 PM	Receding, Far Lane	10.4	460	218
2/4/2024	3:05:44 PM	Approaching, Near Lane	16.8	403	237
2/4/2024	3:05:49 PM	Approaching, Near Lane	23.4	5	253
2/4/2024	3:16:16 PM	Approaching, Near Lane	24.3	628	186
2/4/2024	3:20:44 PM	Approaching, Near Lane	26	268	276
2/4/2024	3:24:43 PM	Receding, Far Lane	24.4	1266	402
2/4/2024	3:25:00 PM	Approaching, Near Lane	10.5	256	7
2/4/2024	3:25:03 PM	Receding, Far Lane	19.8	20	416
2/4/2024	3:25:52 PM	Receding, Far Lane	21.2	49	246
2/4/2024	3:26:18 PM	Receding, Far Lane	9.4	26	213
2/4/2024	3:27:58 PM	Receding, Far Lane	26.7	99	302
2/4/2024	3:29:49 PM	Approaching, Near Lane	25.6	288	211
2/4/2024	3:31:34 PM	Receding, Far Lane	11	216	121
2/4/2024	3:33:17 PM	Approaching, Near Lane	18.4	208	242
2/4/2024	3:40:13 PM	Approaching, Near Lane	16.5	416	226
2/4/2024	3:41:56 PM	Receding, Far Lane	26.2	622	374
2/4/2024	3:43:23 PM	Approaching, Near Lane	26.6	190	262
2/4/2024	3:46:05 PM	Approaching, Near Lane	32.7	162	182
2/4/2024	3:46:22 PM	Approaching, Near Lane	25	17	259
2/4/2024	3:59:40 PM	Approaching, Near Lane	27.9	798	239
2/4/2024	4:02:18 PM	Receding, Far Lane	10.4	1223	183
2/4/2024	4:03:37 PM	Approaching, Near Lane	7.9	236	57
2/4/2024	4:03:53 PM	Receding, Far Lane	25	95	236
2/4/2024	4:04:48 PM	Approaching, Near Lane	25.1	72	210
2/4/2024	4:09:41 PM	Approaching, Near Lane	23.3	293	182
2/4/2024	4:18:19 PM	Receding, Far Lane	24.6	866	228
2/4/2024	4:23:54 PM	Receding, Far Lane	26.7	335	236
2/4/2024	4:24:31 PM	Receding, Far Lane	21	37	240
2/4/2024	4:30:54 PM	Receding, Far Lane	21.1	382	276
2/4/2024	4:32:23 PM	Receding, Far Lane	12.1	89	209
2/4/2024	4:34:37 PM	Approaching, Near Lane	30.2	1496	211
2/4/2024	4:41:29 PM	Receding, Far Lane	18.1	546	175
2/4/2024	4:43:34 PM	Receding, Far Lane	16.6	125	283
2/4/2024	4:47:41 PM	Receding, Far Lane	20.5	246	245
2/4/2024	4:48:34 PM	Receding, Far Lane	28.8	53	243
2/4/2024	4:49:16 PM	Approaching, Near Lane	19.7	878	434
2/4/2024	4:49:53 PM	Approaching, Near Lane	24	38	242
2/4/2024	4:50:06 PM	Approaching, Near Lane	13.4	13	242
2/4/2024	4:52:55 PM	Approaching, Near Lane	11.6	169	14
2/4/2024	4:59:34 PM	Receding, Far Lane	24.4	660	242
2/4/2024	5:06:17 PM	Receding, Far Lane	20.4	403	251
2/4/2024	5:08:07 PM	Receding, Far Lane	26.3	109	235
2/4/2024	5:09:51 PM	Receding, Far Lane	32.5	105	236
2/4/2024	5:11:05 PM	Approaching, Near Lane	13.3	1090	25
2/4/2024	5:11:09 PM	Approaching, Near Lane	12.3	4	58
2/4/2024	5:12:16 PM	Approaching, Near Lane	15.2	67	226
2/4/2024	5:13:31 PM	Receding, Far Lane	14.5	219	265
2/4/2024	5:14:09 PM	Receding, Far Lane	8.2	38	84
2/4/2024	5:15:13 PM	Receding, Far Lane	22.5	65	213
2/4/2024	5:19:57 PM	Approaching, Near Lane	13.1	462	88
2/4/2024	5:20:07 PM	Approaching, Near Lane	18.9	10	165
2/4/2024	5:21:49 PM	Approaching, Near Lane	17.5	102	175
2/4/2024	5:25:27 PM	Receding, Far Lane	12.4	614	71
2/4/2024	5:25:51 PM	Approaching, Near Lane	32.1	241	176
2/4/2024	5:25:58 PM	Approaching, Near Lane	14.2	8	235
2/4/2024	5:26:26 PM	Approaching, Near Lane	10.1	28	128
2/4/2024	5:31:04 PM	Receding, Far Lane	14	337	194
2/4/2024	5:32:48 PM	Receding, Far Lane	18.8	104	122
2/4/2024	5:32:59 PM	Receding, Far Lane	13.4	11	45
2/4/2024	5:33:18 PM	Receding, Far Lane	20.7	19	257
2/4/2024	5:35:41 PM	Receding, Far Lane	29.2	143	283
2/4/2024	5:37:50 PM	Approaching, Near Lane	27.2	684	320
2/4/2024	5:37:54 PM	Receding, Far Lane	12.4	132	191
2/4/2024	5:38:38 PM	Receding, Far Lane	27.2	44	188
2/4/2024	5:38:59 PM	Receding, Far Lane	31.9	21	135
2/4/2024	5:41:41 PM	Receding, Far Lane	9.5	162	67
2/4/2024	5:42:03 PM	Approaching, Near Lane	30.9	253	185
2/4/2024	5:43:24 PM	Approaching, Near Lane	27.2	81	253
2/4/2024	5:44:10 PM	Approaching, Near Lane	23.8	47	218
2/4/2024	5:46:09 PM	Approaching, Near Lane	21.2	119	200
2/4/2024	5:47:06 PM	Receding, Far Lane	29	326	294
2/4/2024	5:50:23 PM	Approaching, Near Lane	17.5	253	49
2/4/2024	5:54:16 PM	Approaching, Near Lane	17.6	233	226
2/4/2024	5:55:07 PM	Receding, Far Lane	29.9	480	275
2/4/2024	5:57:01 PM	Approaching, Near Lane	17.3	165	153
2/4/2024	5:58:04 PM	Receding, Far Lane	25.9	177	298
2/4/2024	6:01:20 PM	Approaching, Near Lane	14.5	259	234
2/4/2024	6:04:27 PM	Receding, Far Lane	32.8	383	410
2/4/2024	6:05:23 PM	Approaching, Near Lane	27.9	244	257
2/4/2024	6:10:56 PM	Approaching, Near Lane	22.3	333	142
2/4/2024	6:12:12 PM	Receding, Far Lane	22.4	465	170
2/4/2024	6:16:36 PM	Approaching, Near Lane	28	340	209
2/4/2024	6:17:30 PM	Receding, Far Lane	36.3	318	368
2/4/2024	6:21:21 PM	Approaching, Near Lane	18.9	284	84
2/4/2024	6:22:33 PM	Receding, Far Lane	29.5	303	221
2/4/2024	6:29:33 PM	Approaching, Near Lane	13.6	492	167
2/4/2024	6:33:47 PM	Approaching, Near Lane	26.9	254	151

2/4/2024	6:35:28 PM	Approaching, Near Lane	24.1	101	266
2/4/2024	6:38:53 PM	Approaching, Near Lane	20.4	204	135
2/4/2024	6:48:45 PM	Approaching, Near Lane	9	593	1206
2/4/2024	6:49:11 PM	Approaching, Near Lane	5.6	25	166
2/4/2024	6:49:30 PM	Receding, Far Lane	10.3	1616	228
2/4/2024	6:49:43 PM	Approaching, Near Lane	32.5	33	47
2/4/2024	6:50:01 PM	Receding, Far Lane	9	32	228
2/4/2024	6:50:04 PM	Approaching, Near Lane	9.7	21	440
2/4/2024	6:50:22 PM	Receding, Far Lane	28.3	20	230
2/4/2024	6:51:15 PM	Receding, Far Lane	11.3	53	228
2/4/2024	6:51:39 PM	Approaching, Near Lane	10.4	95	3602
2/4/2024	6:51:59 PM	Receding, Far Lane	9.2	44	228
2/4/2024	6:52:23 PM	Approaching, Near Lane	14.2	44	4942
2/4/2024	6:52:44 PM	Approaching, Near Lane	8.5	21	580
2/4/2024	6:57:20 PM	Approaching, Near Lane	23.4	276	258
2/4/2024	7:04:00 PM	Receding, Far Lane	19.9	721	295
2/4/2024	7:04:19 PM	Receding, Far Lane	27.3	20	227
2/4/2024	7:06:41 PM	Approaching, Near Lane	14.7	561	99
2/4/2024	7:12:40 PM	Approaching, Near Lane	14.3	359	259
2/4/2024	7:13:01 PM	Receding, Far Lane	16.3	521	300
2/4/2024	7:13:44 PM	Receding, Far Lane	21	43	240
2/4/2024	7:23:37 PM	Receding, Far Lane	14.5	593	122
2/4/2024	7:41:27 PM	Receding, Far Lane	32.2	1071	297
2/4/2024	7:43:58 PM	Approaching, Near Lane	12.6	1878	205
2/4/2024	7:55:38 PM	Receding, Far Lane	25.7	851	370
2/4/2024	8:02:56 PM	Receding, Far Lane	11.3	437	190
2/4/2024	8:20:43 PM	Receding, Far Lane	14.9	1067	256
2/4/2024	8:45:04 PM	Approaching, Near Lane	15.6	3666	191
2/4/2024	8:49:11 PM	Approaching, Near Lane	24.1	247	353
2/4/2024	9:18:32 PM	Receding, Far Lane	31.9	3470	243
2/4/2024	9:39:49 PM	Approaching, Near Lane	26.4	3038	247
2/4/2024	10:00:13 PM	Approaching, Near Lane	22.4	1224	301
2/4/2024	10:32:48 PM	Approaching, Near Lane	21.4	1955	294
2/4/2024	11:26:00 PM	Approaching, Near Lane	28.5	3192	234
2/5/2024	12:30:21 AM	Approaching, Near Lane	19.9	3861	286
2/5/2024	12:31:04 AM	Receding, Far Lane	18.5	11552	230
2/5/2024	12:59:13 AM	Receding, Far Lane	22.4	1689	316
2/5/2024	1:14:01 AM	Approaching, Near Lane	16.8	2620	165
2/5/2024	1:57:35 AM	Approaching, Near Lane	36.6	2614	224
2/5/2024	2:51:11 AM	Receding, Far Lane	22	6719	262
2/5/2024	3:40:30 AM	Approaching, Near Lane	27.5	6174	177
2/5/2024	4:04:34 AM	Approaching, Near Lane	18.8	1444	226
2/5/2024	5:22:59 AM	Receding, Far Lane	19.9	9108	367
2/5/2024	5:48:26 AM	Receding, Far Lane	26.9	1527	717
2/5/2024	5:49:55 AM	Approaching, Near Lane	18.2	6321	226
2/5/2024	5:57:01 AM	Receding, Far Lane	16.9	515	299
2/5/2024	6:13:45 AM	Receding, Far Lane	11.8	1003	127
2/5/2024	6:42:33 AM	Receding, Far Lane	26.9	1728	305
2/5/2024	6:46:49 AM	Receding, Far Lane	19.2	255	190
2/5/2024	6:48:02 AM	Receding, Far Lane	30.2	73	239
2/5/2024	6:53:56 AM	Receding, Far Lane	33.2	354	313
2/5/2024	6:55:40 AM	Receding, Far Lane	17.5	104	612
2/5/2024	7:01:10 AM	Receding, Far Lane	26.4	330	243
2/5/2024	7:11:51 AM	Approaching, Near Lane	28.5	4916	285
2/5/2024	7:26:05 AM	Receding, Far Lane	14.6	1495	438
2/5/2024	7:30:54 AM	Approaching, Near Lane	23.4	1143	237
2/5/2024	7:33:37 AM	Approaching, Near Lane	21	162	360
2/5/2024	7:36:38 AM	Receding, Far Lane	22	633	197
2/5/2024	7:37:35 AM	Receding, Far Lane	15.3	57	190
2/5/2024	7:51:44 AM	Approaching, Near Lane	22.7	1087	225
2/5/2024	7:52:36 AM	Approaching, Near Lane	10.1	53	94
2/5/2024	7:52:43 AM	Receding, Far Lane	36.3	908	303
2/5/2024	7:53:31 AM	Receding, Far Lane	21.1	47	229
2/5/2024	7:54:03 AM	Receding, Far Lane	14.7	33	138
2/5/2024	7:54:41 AM	Receding, Far Lane	24.3	38	239
2/5/2024	7:56:39 AM	Approaching, Near Lane	22.8	242	207
2/5/2024	7:59:19 AM	Receding, Far Lane	31.5	278	648
2/5/2024	8:01:05 AM	Approaching, Near Lane	27	267	165
2/5/2024	8:01:32 AM	Receding, Far Lane	11.8	133	85
2/5/2024	8:03:03 AM	Receding, Far Lane	14.6	91	405
2/5/2024	8:06:35 AM	Receding, Far Lane	19.9	212	228
2/5/2024	8:07:07 AM	Receding, Far Lane	13.6	32	14
2/5/2024	8:12:53 AM	Receding, Far Lane	28.5	346	265
2/5/2024	8:20:04 AM	Receding, Far Lane	24.3	431	179
2/5/2024	8:21:37 AM	Approaching, Near Lane	16.3	1232	326
2/5/2024	8:23:38 AM	Approaching, Near Lane	32.1	121	263
2/5/2024	8:24:37 AM	Approaching, Near Lane	29.8	59	232
2/5/2024	8:24:49 AM	Receding, Far Lane	22.8	285	558
2/5/2024	8:24:51 AM	Receding, Far Lane	25.4	2	312
2/5/2024	8:27:31 AM	Approaching, Near Lane	18.5	175	178
2/5/2024	8:28:38 AM	Approaching, Near Lane	22.7	67	118
2/5/2024	8:39:06 AM	Receding, Far Lane	12.4	855	141
2/5/2024	8:42:05 AM	Receding, Far Lane	27.7	179	265
2/5/2024	8:42:14 AM	Receding, Far Lane	26	9	172
2/5/2024	8:44:15 AM	Receding, Far Lane	30.8	120	275
2/5/2024	8:45:47 AM	Receding, Far Lane	30.2	92	402
2/5/2024	8:46:31 AM	Approaching, Near Lane	14.5	1073	204
2/5/2024	8:47:10 AM	Receding, Far Lane	30.5	82	353
2/5/2024	8:47:41 AM	Receding, Far Lane	35.1	31	390
2/5/2024	8:49:22 AM	Receding, Far Lane	29.9	101	383
2/5/2024	8:52:51 AM	Approaching, Near Lane	29.6	379	210
2/5/2024	8:54:11 AM	Receding, Far Lane	30.2	289	273
2/5/2024	8:54:19 AM	Receding, Far Lane	17.9	8	71
2/5/2024	8:59:28 AM	Approaching, Near Lane	32.4	398	252
2/5/2024	9:02:04 AM	Receding, Far Lane	20.8	465	270
2/5/2024	9:03:26 AM	Approaching, Near Lane	21	238	266
2/5/2024	9:04:06 AM	Receding, Far Lane	27.6	122	368
2/5/2024	9:04:23 AM	Receding, Far Lane	28	17	276
2/5/2024	9:05:46 AM	Receding, Far Lane	20.7	83	304
2/5/2024	9:05:55 AM	Approaching, Near Lane	26.2	149	190
2/5/2024	9:07:24 AM	Receding, Far Lane	17.6	98	523
2/5/2024	9:08:36 AM	Receding, Far Lane	26.7	72	471
2/5/2024	9:08:50 AM	Approaching, Near Lane	24.7	175	193
2/5/2024	9:09:08 AM	Receding, Far Lane	27.7	32	265
2/5/2024	9:09:39 AM	Approaching, Near Lane	29.9	49	288
2/5/2024	9:10:20 AM	Approaching, Near Lane	22.1	40	280
2/5/2024	9:11:28 AM	Receding, Far Lane	26.4	140	446
2/5/2024	9:12:19 AM	Approaching, Near Lane	13.6	119	534
2/5/2024	9:12:31 AM	Approaching, Near Lane	11.6	12	443
2/5/2024	9:15:48 AM	Receding, Far Lane	26.9	259	226
2/5/2024	9:19:32 AM	Receding, Far Lane	26.9	224	245
2/5/2024	9:22:09 AM	Receding, Far Lane	36.3	157	221
2/5/2024	9:26:01 AM	Approaching, Near Lane	17.6	810	206
2/5/2024	9:27:43 AM	Receding, Far Lane	18.5	334	205
2/5/2024	9:31:36 AM	Receding, Far Lane	24.7	233	203
2/5/2024	9:32:41 AM	Approaching, Near Lane	11.7	400	264
2/5/2024	9:36:57 AM	Receding, Far Lane	28.2	321	450
2/5/2024	9:38:01 AM	Receding, Far Lane	28.3	64	320
2/5/2024	9:43:25 AM	Approaching, Near Lane	26.9	644	200
2/5/2024	9:47:01 AM	Approaching, Near Lane	27	216	196
2/5/2024	9:47:30 AM	Approaching, Near Lane	14.7	29	228
2/5/2024	9:53:50 AM	Receding, Far Lane	13	949	169
2/5/2024	9:55:58 AM	Approaching, Near Lane	26	507	258
2/5/2024	9:58:48 AM	Approaching, Near Lane	24.6	171	279
2/5/2024	10:01:02 AM	Approaching, Near Lane	21.7	134	300
2/5/2024	10:01:32 AM	Receding, Far Lane	25.1	462	261
2/5/2024	10:04:04 AM	Receding, Far Lane	13.1	152	170
2/5/2024	10:06:27 AM	Receding, Far Lane	22.5	143	299
2/5/2024	10:09:41 AM	Approaching, Near Lane	24.9	518	178
2/5/2024	10:18:06 AM	Receding, Far Lane	15.9	699	165
2/5/2024	10:18:27 AM	Approaching, Near Lane	25.1	527	284
2/5/2024	10:19:00 AM	Approaching, Near Lane	23.8	33	180
2/5/2024	10:22:36 AM	Approaching, Near Lane	18.2	215	361

2/5/2024	10:23:10 AM	Receding, Far Lane	13.1	304	297
2/5/2024	10:25:43 AM	Receding, Far Lane	12.9	153	219
2/5/2024	10:25:49 AM	Receding, Far Lane	28.6	6	267
2/5/2024	10:32:38 AM	Approaching, Near Lane	23.8	603	261
2/5/2024	10:33:10 AM	Receding, Far Lane	9.5	441	16
2/5/2024	10:36:07 AM	Receding, Far Lane	23.6	176	465
2/5/2024	10:39:00 AM	Approaching, Near Lane	25.7	382	294
2/5/2024	10:39:15 AM	Receding, Far Lane	21.7	189	309
2/5/2024	10:39:23 AM	Approaching, Near Lane	24.7	23	282
2/5/2024	10:43:52 AM	Approaching, Near Lane	22	269	237
2/5/2024	10:44:40 AM	Approaching, Near Lane	22.3	48	197
2/5/2024	10:47:42 AM	Receding, Far Lane	28	507	257
2/5/2024	10:47:57 AM	Receding, Far Lane	32.7	15	179
2/5/2024	10:50:35 AM	Approaching, Near Lane	29.9	355	295
2/5/2024	10:51:07 AM	Approaching, Near Lane	28.6	32	159
2/5/2024	10:52:49 AM	Approaching, Near Lane	29.9	102	180
2/5/2024	10:53:42 AM	Receding, Far Lane	12.6	345	145
2/5/2024	10:56:42 AM	Receding, Far Lane	29.3	180	385
2/5/2024	10:57:24 AM	Approaching, Near Lane	16	275	191
2/5/2024	10:57:28 AM	Receding, Far Lane	23.7	46	362
2/5/2024	10:57:43 AM	Approaching, Near Lane	9.4	19	249
2/5/2024	10:59:06 AM	Approaching, Near Lane	26.4	83	277
2/5/2024	11:01:21 AM	Approaching, Near Lane	24.1	135	521
2/5/2024	11:02:07 AM	Receding, Far Lane	23.3	278	284
2/5/2024	11:08:56 AM	Receding, Far Lane	15.8	409	275
2/5/2024	11:11:06 AM	Approaching, Near Lane	28	584	222
2/5/2024	11:11:47 AM	Receding, Far Lane	24.3	172	234
2/5/2024	11:12:01 AM	Receding, Far Lane	12.3	14	178
2/5/2024	11:13:32 AM	Receding, Far Lane	25	91	219
2/5/2024	11:17:08 AM	Approaching, Near Lane	29.9	362	214
2/5/2024	11:19:08 AM	Receding, Far Lane	23.3	336	226
2/5/2024	11:20:18 AM	Receding, Far Lane	19.8	70	229
2/5/2024	11:23:06 AM	Receding, Far Lane	23	169	190
2/5/2024	11:23:39 AM	Receding, Far Lane	12	32	280
2/5/2024	11:27:40 AM	Receding, Far Lane	20.4	241	251
2/5/2024	11:28:05 AM	Approaching, Near Lane	31.8	658	66
2/5/2024	11:28:13 AM	Approaching, Near Lane	26.7	8	300
2/5/2024	11:29:01 AM	Receding, Far Lane	11.1	81	160
2/5/2024	11:30:46 AM	Approaching, Near Lane	25.4	153	260
2/5/2024	11:31:16 AM	Receding, Far Lane	21.1	135	234
2/5/2024	11:32:06 AM	Approaching, Near Lane	17	79	282
2/5/2024	11:35:14 AM	Approaching, Near Lane	22.4	189	235
2/5/2024	11:35:23 AM	Receding, Far Lane	14	248	172
2/5/2024	11:37:34 AM	Receding, Far Lane	26.3	131	205
2/5/2024	11:38:47 AM	Approaching, Near Lane	27	213	330
2/5/2024	11:39:48 AM	Approaching, Near Lane	27.5	61	325
2/5/2024	11:42:52 AM	Receding, Far Lane	25.4	318	255
2/5/2024	11:44:58 AM	Receding, Far Lane	23	126	231
2/5/2024	11:46:45 AM	Receding, Far Lane	27.3	107	246
2/5/2024	11:47:03 AM	Receding, Far Lane	26	17	406
2/5/2024	11:49:05 AM	Receding, Far Lane	9.7	122	104
2/5/2024	11:49:42 AM	Receding, Far Lane	20.1	37	267
2/5/2024	11:51:25 AM	Approaching, Near Lane	19.2	696	269
2/5/2024	11:52:16 AM	Receding, Far Lane	15.6	154	246
2/5/2024	11:56:13 AM	Approaching, Near Lane	19.9	289	191
2/5/2024	11:56:34 AM	Approaching, Near Lane	32.1	21	306
2/5/2024	11:56:42 AM	Approaching, Near Lane	10.4	8	218
2/5/2024	12:00:17 PM	Approaching, Near Lane	23	215	209
2/5/2024	12:01:21 PM	Receding, Far Lane	17.3	544	43
2/5/2024	12:03:48 PM	Receding, Far Lane	21.4	147	249
2/5/2024	12:04:24 PM	Approaching, Near Lane	24.1	247	505
2/5/2024	12:04:36 PM	Approaching, Near Lane	12.9	11	42
2/5/2024	12:07:38 PM	Receding, Far Lane	24.4	231	308
2/5/2024	12:10:33 PM	Approaching, Near Lane	27.6	357	321
2/5/2024	12:13:18 PM	Receding, Far Lane	16.5	340	231
2/5/2024	12:13:35 PM	Receding, Far Lane	20.1	17	235
2/5/2024	12:14:17 PM	Receding, Far Lane	22.1	42	334
2/5/2024	12:14:57 PM	Approaching, Near Lane	12.4	264	365
2/5/2024	12:16:01 PM	Receding, Far Lane	17.9	104	281
2/5/2024	12:17:05 PM	Receding, Far Lane	23.8	64	291
2/5/2024	12:19:34 PM	Receding, Far Lane	24.7	149	331
2/5/2024	12:22:55 PM	Receding, Far Lane	15.6	201	285
2/5/2024	12:23:00 PM	Approaching, Near Lane	21.4	483	222
2/5/2024	12:23:28 PM	Approaching, Near Lane	25.9	29	244
2/5/2024	12:24:40 PM	Approaching, Near Lane	19.8	72	229
2/5/2024	12:26:09 PM	Approaching, Near Lane	20.7	89	181
2/5/2024	12:27:33 PM	Receding, Far Lane	19.8	277	323
2/5/2024	12:29:59 PM	Receding, Far Lane	27	146	332
2/5/2024	12:32:23 PM	Approaching, Near Lane	26.4	375	313
2/5/2024	12:33:18 PM	Approaching, Near Lane	22.7	54	250
2/5/2024	12:34:05 PM	Approaching, Near Lane	19.4	47	185
2/5/2024	12:35:12 PM	Receding, Far Lane	22.3	313	263
2/5/2024	12:35:54 PM	Approaching, Near Lane	7.8	109	75
2/5/2024	12:37:30 PM	Approaching, Near Lane	28.3	96	245
2/5/2024	12:37:58 PM	Approaching, Near Lane	12.9	28	146
2/5/2024	12:39:14 PM	Approaching, Near Lane	24.9	76	206
2/5/2024	12:40:18 PM	Receding, Far Lane	11.6	306	252
2/5/2024	12:42:26 PM	Receding, Far Lane	14	129	321
2/5/2024	12:45:25 PM	Approaching, Near Lane	16.3	371	2
2/5/2024	12:46:42 PM	Approaching, Near Lane	16.9	78	602
2/5/2024	12:46:49 PM	Approaching, Near Lane	18.4	7	473
2/5/2024	12:47:34 PM	Receding, Far Lane	28.8	308	276
2/5/2024	12:48:05 PM	Approaching, Near Lane	27.9	76	75
2/5/2024	12:50:50 PM	Receding, Far Lane	31.9	196	228
2/5/2024	12:53:24 PM	Receding, Far Lane	23.4	154	150
2/5/2024	12:54:55 PM	Receding, Far Lane	31.9	91	293
2/5/2024	12:56:58 PM	Approaching, Near Lane	23.4	532	179
2/5/2024	12:57:28 PM	Receding, Far Lane	23.6	153	205
2/5/2024	12:58:57 PM	Approaching, Near Lane	24	120	209
2/5/2024	1:00:00 PM	Receding, Far Lane	30.4	152	343
2/5/2024	1:01:12 PM	Approaching, Near Lane	12.7	134	214
2/5/2024	1:02:00 PM	Approaching, Near Lane	17.3	49	172
2/5/2024	1:02:21 PM	Receding, Far Lane	31.2	141	148
2/5/2024	1:03:38 PM	Receding, Far Lane	22.8	77	182
2/5/2024	1:10:57 PM	Receding, Far Lane	13.7	439	186
2/5/2024	1:14:48 PM	Receding, Far Lane	12.1	231	357
2/5/2024	1:17:17 PM	Approaching, Near Lane	27.2	917	204
2/5/2024	1:20:53 PM	Receding, Far Lane	25.9	366	187
2/5/2024	1:24:03 PM	Approaching, Near Lane	12.9	405	225
2/5/2024	1:25:13 PM	Approaching, Near Lane	17.9	70	171
2/5/2024	1:25:24 PM	Receding, Far Lane	12.4	270	158
2/5/2024	1:25:55 PM	Receding, Far Lane	24.7	31	309
2/5/2024	1:25:59 PM	Receding, Far Lane	22.5	4	304
2/5/2024	1:26:43 PM	Approaching, Near Lane	22.1	90	160
2/5/2024	1:28:36 PM	Receding, Far Lane	24.9	156	261
2/5/2024	1:34:11 PM	Approaching, Near Lane	24.1	448	282
2/5/2024	1:34:55 PM	Approaching, Near Lane	16.8	43	229
2/5/2024	1:35:39 PM	Receding, Far Lane	22	423	192
2/5/2024	1:37:53 PM	Approaching, Near Lane	13.4	179	151
2/5/2024	1:38:21 PM	Approaching, Near Lane	18.5	27	320
2/5/2024	1:38:24 PM	Receding, Far Lane	24	166	294
2/5/2024	1:39:02 PM	Approaching, Near Lane	22.8	42	181
2/5/2024	1:41:02 PM	Receding, Far Lane	17.8	157	209
2/5/2024	1:42:31 PM	Receding, Far Lane	18.6	89	263
2/5/2024	1:42:37 PM	Receding, Far Lane	10.5	6	79
2/5/2024	1:45:08 PM	Approaching, Near Lane	25.6	366	136
2/5/2024	1:50:00 PM	Receding, Far Lane	13.1	443	75
2/5/2024	1:53:01 PM	Approaching, Near Lane	28.3	473	226
2/5/2024	1:53:02 PM	Receding, Far Lane	31.6	182	238
2/5/2024	1:54:13 PM	Receding, Far Lane	9.7	71	154
2/5/2024	1:54:18 PM	Approaching, Near Lane	25.9	77	163
2/5/2024	1:57:08 PM	Approaching, Near Lane	27.2	171	179
2/5/2024	1:58:37 PM	Receding, Far Lane	12.3	264	134

2/5/2024	1:58:41 PM	Receding, Far Lane	11.1	4	127
2/5/2024	2:00:37 PM	Receding, Far Lane	23.6	116	237
2/5/2024	2:00:41 PM	Approaching, Near Lane	16.6	213	136
2/5/2024	2:02:21 PM	Approaching, Near Lane	28.3	99	213
2/5/2024	2:06:34 PM	Receding, Far Lane	26.6	357	234
2/5/2024	2:07:13 PM	Receding, Far Lane	26	39	330
2/5/2024	2:07:39 PM	Approaching, Near Lane	20.2	318	165
2/5/2024	2:08:51 PM	Approaching, Near Lane	26.7	72	180
2/5/2024	2:10:48 PM	Receding, Far Lane	17.6	215	301
2/5/2024	2:13:25 PM	Receding, Far Lane	18.1	156	187
2/5/2024	2:18:11 PM	Receding, Far Lane	28	287	226
2/5/2024	2:18:54 PM	Receding, Far Lane	9.4	43	188
2/5/2024	2:20:06 PM	Receding, Far Lane	35	71	269
2/5/2024	2:22:25 PM	Approaching, Near Lane	23.6	813	144
2/5/2024	2:22:30 PM	Approaching, Near Lane	22.8	5	155
2/5/2024	2:24:09 PM	Approaching, Near Lane	30.5	100	249
2/5/2024	2:24:42 PM	Approaching, Near Lane	12	33	217
2/5/2024	2:26:35 PM	Receding, Far Lane	34.8	330	267
2/5/2024	2:26:11 PM	Approaching, Near Lane	28.8	89	154
2/5/2024	2:28:40 PM	Receding, Far Lane	26.4	185	184
2/5/2024	2:31:23 PM	Approaching, Near Lane	32.4	311	63
2/5/2024	2:33:16 PM	Receding, Far Lane	24.7	276	297
2/5/2024	2:34:37 PM	Approaching, Near Lane	19.9	194	254
2/5/2024	2:36:08 PM	Receding, Far Lane	12.9	171	251
2/5/2024	2:38:45 PM	Approaching, Near Lane	11.8	248	125
2/5/2024	2:39:29 PM	Approaching, Near Lane	29.5	44	215
2/5/2024	2:39:52 PM	Receding, Far Lane	25.1	225	136
2/5/2024	2:40:23 PM	Approaching, Near Lane	20.4	54	172
2/5/2024	2:44:47 PM	Approaching, Near Lane	15	263	233
2/5/2024	2:44:51 PM	Approaching, Near Lane	12.1	4	121
2/5/2024	2:45:11 PM	Receding, Far Lane	10.3	319	129
2/5/2024	2:46:24 PM	Approaching, Near Lane	25	93	276
2/5/2024	2:48:54 PM	Receding, Far Lane	32.1	223	216
2/5/2024	2:50:21 PM	Approaching, Near Lane	24.1	237	228
2/5/2024	2:50:58 PM	Receding, Far Lane	19.9	124	237
2/5/2024	2:55:27 PM	Approaching, Near Lane	16	306	201
2/5/2024	2:56:42 PM	Receding, Far Lane	14.7	344	265
2/5/2024	2:56:50 PM	Receding, Far Lane	30.5	8	243
2/5/2024	2:58:27 PM	Approaching, Near Lane	21.2	180	200
2/5/2024	3:02:48 PM	Approaching, Near Lane	36	261	217
2/5/2024	3:11:21 PM	Approaching, Near Lane	15.8	513	145
2/5/2024	3:12:56 PM	Receding, Far Lane	22.3	966	193
2/5/2024	3:13:14 PM	Approaching, Near Lane	24.6	113	185
2/5/2024	3:13:21 PM	Receding, Far Lane	16.2	25	216
2/5/2024	3:14:36 PM	Approaching, Near Lane	19.4	82	155
2/5/2024	3:14:38 PM	Approaching, Near Lane	19.9	2	223
2/5/2024	3:15:13 PM	Approaching, Near Lane	25.4	35	255
2/5/2024	3:16:15 PM	Approaching, Near Lane	23.1	62	248
2/5/2024	3:18:12 PM	Approaching, Near Lane	23.3	117	209
2/5/2024	3:19:12 PM	Receding, Far Lane	25.7	351	237
2/5/2024	3:19:47 PM	Approaching, Near Lane	27.9	95	597
2/5/2024	3:22:19 PM	Approaching, Near Lane	34	152	227
2/5/2024	3:24:09 PM	Approaching, Near Lane	25.4	110	163
2/5/2024	3:25:29 PM	Receding, Far Lane	39.3	377	337
2/5/2024	3:26:36 PM	Approaching, Near Lane	29.9	147	207
2/5/2024	3:31:54 PM	Approaching, Near Lane	28.3	319	200
2/5/2024	3:32:56 PM	Receding, Far Lane	26.6	447	276
2/5/2024	3:34:03 PM	Receding, Far Lane	28.9	67	337
2/5/2024	3:38:02 PM	Receding, Far Lane	19.8	239	269
2/5/2024	3:38:28 PM	Approaching, Near Lane	31.6	393	214
2/5/2024	3:42:09 PM	Approaching, Near Lane	11.8	222	202
2/5/2024	3:50:38 PM	Approaching, Near Lane	31.8	508	180
2/5/2024	3:51:47 PM	Approaching, Near Lane	30.8	70	197
2/5/2024	3:51:58 PM	Approaching, Near Lane	29.8	11	138
2/5/2024	4:00:40 PM	Receding, Far Lane	23	1359	247
2/5/2024	4:08:08 PM	Approaching, Near Lane	15.8	970	205
2/5/2024	4:09:08 PM	Approaching, Near Lane	27.6	59	216
2/5/2024	4:10:27 PM	Receding, Far Lane	20.8	587	265
2/5/2024	4:11:14 PM	Receding, Far Lane	23.4	47	276
2/5/2024	4:15:09 PM	Approaching, Near Lane	13.6	361	14
2/5/2024	4:15:12 PM	Approaching, Near Lane	14.5	3	22
2/5/2024	4:15:20 PM	Approaching, Near Lane	14.7	8	142
2/5/2024	4:16:43 PM	Approaching, Near Lane	29	84	236
2/5/2024	4:17:34 PM	Receding, Far Lane	32.5	380	229
2/5/2024	4:18:22 PM	Approaching, Near Lane	26.6	99	202
2/5/2024	4:19:17 PM	Receding, Far Lane	23.4	103	176
2/5/2024	4:19:59 PM	Approaching, Near Lane	31.6	97	200
2/5/2024	4:21:37 PM	Approaching, Near Lane	13.3	98	226
2/5/2024	4:23:54 PM	Approaching, Near Lane	28.5	137	574
2/5/2024	4:28:05 PM	Approaching, Near Lane	30.9	252	185
2/5/2024	4:28:53 PM	Receding, Far Lane	22	576	464
2/5/2024	4:29:02 PM	Receding, Far Lane	29.6	9	364
2/5/2024	4:29:09 PM	Receding, Far Lane	25.7	8	248
2/5/2024	4:30:42 PM	Approaching, Near Lane	33.8	157	202
2/5/2024	4:31:27 PM	Receding, Far Lane	23.6	138	200
2/5/2024	4:34:02 PM	Receding, Far Lane	29.8	155	232
2/5/2024	4:36:01 PM	Approaching, Near Lane	23.3	319	193
2/5/2024	4:40:00 PM	Approaching, Near Lane	27.2	239	253
2/5/2024	4:43:40 PM	Receding, Far Lane	26.2	578	238
2/5/2024	4:43:52 PM	Receding, Far Lane	28.5	12	329
2/5/2024	4:44:17 PM	Approaching, Near Lane	23.3	257	193
2/5/2024	4:45:34 PM	Approaching, Near Lane	32.2	77	228
2/5/2024	4:47:02 PM	Receding, Far Lane	25.6	190	240
2/5/2024	4:53:38 PM	Receding, Far Lane	16.3	396	149
2/5/2024	4:55:03 PM	Receding, Far Lane	20.4	85	549
2/5/2024	4:57:23 PM	Approaching, Near Lane	28.5	710	202
2/5/2024	4:57:45 PM	Receding, Far Lane	11.1	162	125
2/5/2024	4:59:28 PM	Approaching, Near Lane	34	125	219
2/5/2024	5:03:41 PM	Receding, Far Lane	32.2	356	268
2/5/2024	5:04:20 PM	Approaching, Near Lane	25.7	291	236
2/5/2024	5:07:53 PM	Approaching, Near Lane	27.5	213	251
2/5/2024	5:14:45 PM	Approaching, Near Lane	31.1	412	200
2/5/2024	5:17:03 PM	Approaching, Near Lane	22	138	227
2/5/2024	5:18:25 PM	Receding, Far Lane	29.8	884	286
2/5/2024	5:19:30 PM	Receding, Far Lane	11.6	65	62
2/5/2024	5:21:15 PM	Approaching, Near Lane	33.2	253	266
2/5/2024	5:23:56 PM	Receding, Far Lane	24.4	266	270
2/5/2024	5:25:26 PM	Approaching, Near Lane	25.4	251	197
2/5/2024	5:29:02 PM	Receding, Far Lane	19.7	307	252
2/5/2024	5:30:09 PM	Approaching, Near Lane	12.7	283	194
2/5/2024	5:31:12 PM	Receding, Far Lane	24.4	130	308
2/5/2024	5:32:24 PM	Approaching, Near Lane	31.6	135	214
2/5/2024	5:36:23 PM	Approaching, Near Lane	25.3	239	264
2/5/2024	5:37:03 PM	Approaching, Near Lane	15.2	39	236
2/5/2024	5:37:28 PM	Approaching, Near Lane	19.7	25	257
2/5/2024	5:38:14 PM	Approaching, Near Lane	28.9	46	260
2/5/2024	5:44:16 PM	Approaching, Near Lane	10.4	362	303
2/5/2024	5:47:26 PM	Receding, Far Lane	20.8	974	228
2/5/2024	5:50:15 PM	Receding, Far Lane	13.4	168	223
2/5/2024	5:58:01 PM	Approaching, Near Lane	21	825	290
2/5/2024	5:59:17 PM	Approaching, Near Lane	8.5	76	146
2/5/2024	6:09:04 PM	Approaching, Near Lane	14.3	587	181
2/5/2024	6:09:58 PM	Receding, Far Lane	26	1183	277
2/5/2024	6:13:12 PM	Approaching, Near Lane	22.1	248	265
2/5/2024	6:14:09 PM	Approaching, Near Lane	16.2	57	205
2/5/2024	6:19:30 PM	Receding, Far Lane	21.7	572	236
2/5/2024	6:21:36 PM	Receding, Far Lane	20.4	126	182
2/5/2024	6:21:59 PM	Approaching, Near Lane	29	470	196
2/5/2024	6:23:39 PM	Receding, Far Lane	13.9	123	237
2/5/2024	6:31:19 PM	Approaching, Near Lane	30.2	560	245
2/5/2024	6:32:13 PM	Approaching, Near Lane	11.1	54	127
2/5/2024	6:34:47 PM	Receding, Far Lane	11.7	668	155
2/5/2024	6:39:04 PM	Receding, Far Lane	18.1	257	191

2/5/2024	6:39:14 PM	Approaching, Near Lane	21.5	421	215
2/5/2024	6:42:07 PM	Approaching, Near Lane	25.4	173	644
2/5/2024	6:45:03 PM	Receding, Far Lane	14	359	261
2/5/2024	6:46:45 PM	Approaching, Near Lane	37.6	278	209
2/5/2024	6:59:38 PM	Approaching, Near Lane	23.7	773	162
2/5/2024	6:59:53 PM	Approaching, Near Lane	13.7	15	183
2/5/2024	7:03:59 PM	Receding, Far Lane	32.4	1135	227
2/5/2024	7:17:55 PM	Approaching, Near Lane	26.7	1082	228
2/5/2024	7:20:10 PM	Receding, Far Lane	26.4	972	273
2/5/2024	7:20:23 PM	Receding, Far Lane	34.1	13	357
2/5/2024	7:28:17 PM	Approaching, Near Lane	21.8	623	185
2/5/2024	7:29:55 PM	Receding, Far Lane	26.4	572	273
2/5/2024	7:31:45 PM	Approaching, Near Lane	19.9	207	236
2/5/2024	7:35:29 PM	Approaching, Near Lane	31.5	225	191
2/5/2024	8:14:53 PM	Receding, Far Lane	21.5	2698	238
2/5/2024	8:18:00 PM	Approaching, Near Lane	36.3	2551	196
2/5/2024	8:37:14 PM	Approaching, Near Lane	32.7	1154	190
2/5/2024	8:39:34 PM	Approaching, Near Lane	11.8	140	189
2/5/2024	8:46:51 PM	Approaching, Near Lane	15.6	437	174
2/5/2024	9:31:57 PM	Approaching, Near Lane	26.2	2706	308
2/5/2024	9:38:20 PM	Approaching, Near Lane	18.1	383	239
2/5/2024	9:52:12 PM	Approaching, Near Lane	21.8	832	235
2/5/2024	9:56:21 PM	Approaching, Near Lane	29.5	249	195
2/5/2024	10:01:52 PM	Approaching, Near Lane	13.4	331	166
2/5/2024	10:55:32 PM	Receding, Far Lane	30.5	9639	229
2/6/2024	12:02:07 AM	Approaching, Near Lane	13.7	7215	402
2/6/2024	2:42:16 AM	Approaching, Near Lane	30.1	9609	249
2/6/2024	5:32:31 AM	Receding, Far Lane	20.2	23819	312
2/6/2024	5:49:40 AM	Receding, Far Lane	25.6	1029	655
2/6/2024	6:17:44 AM	Receding, Far Lane	11.1	1684	87
2/6/2024	6:27:14 AM	Receding, Far Lane	24.4	571	264
2/6/2024	6:28:12 AM	Approaching, Near Lane	17	13556	240
2/6/2024	6:46:53 AM	Receding, Far Lane	30.5	1178	257
2/6/2024	6:47:27 AM	Receding, Far Lane	22.8	34	239
2/6/2024	6:53:56 AM	Receding, Far Lane	17.2	390	622
2/6/2024	6:55:07 AM	Receding, Far Lane	22.7	70	190
2/6/2024	6:56:32 AM	Receding, Far Lane	30.2	85	252
2/6/2024	7:09:38 AM	Receding, Far Lane	22.1	786	294
2/6/2024	7:10:08 AM	Receding, Far Lane	15.6	30	60
2/6/2024	7:22:36 AM	Approaching, Near Lane	14.9	3265	252
2/6/2024	7:24:08 AM	Approaching, Near Lane	37.1	91	263
2/6/2024	7:26:26 AM	Approaching, Near Lane	26.3	139	500
2/6/2024	7:27:17 AM	Approaching, Near Lane	27.5	51	245
2/6/2024	7:34:57 AM	Receding, Far Lane	33.5	1490	227
2/6/2024	7:42:12 AM	Approaching, Near Lane	8.2	895	78
2/6/2024	7:42:19 AM	Approaching, Near Lane	7.8	8	133
2/6/2024	7:48:49 AM	Approaching, Near Lane	17.9	390	184
2/6/2024	7:51:03 AM	Receding, Far Lane	26	965	664
2/6/2024	7:51:09 AM	Receding, Far Lane	22.7	6	287
2/6/2024	7:53:22 AM	Approaching, Near Lane	20.1	273	131
2/6/2024	7:56:04 AM	Receding, Far Lane	37.4	295	269
2/6/2024	8:00:14 AM	Approaching, Near Lane	18.5	412	232
2/6/2024	8:00:47 AM	Receding, Far Lane	12.9	283	399
2/6/2024	8:00:57 AM	Receding, Far Lane	21.8	9	293
2/6/2024	8:01:51 AM	Approaching, Near Lane	15.3	97	347
2/6/2024	8:04:30 AM	Approaching, Near Lane	15.6	159	170
2/6/2024	8:06:33 AM	Receding, Far Lane	22.4	336	251
2/6/2024	8:10:08 AM	Approaching, Near Lane	17.2	338	356
2/6/2024	8:13:08 AM	Approaching, Near Lane	27.2	179	314
2/6/2024	8:16:17 AM	Receding, Far Lane	17.3	584	39
2/6/2024	8:19:03 AM	Approaching, Near Lane	31.8	356	302
2/6/2024	8:32:42 AM	Receding, Far Lane	14.7	986	79
2/6/2024	8:38:10 AM	Receding, Far Lane	17.8	328	213
2/6/2024	8:40:22 AM	Receding, Far Lane	14.5	132	265
2/6/2024	8:41:54 AM	Approaching, Near Lane	24.4	1371	178
2/6/2024	8:42:06 AM	Approaching, Near Lane	17.5	12	171
2/6/2024	8:45:14 AM	Approaching, Near Lane	14.5	187	162
2/6/2024	8:46:59 AM	Approaching, Near Lane	24.9	105	195
2/6/2024	8:49:21 AM	Approaching, Near Lane	26.9	142	285
2/6/2024	8:55:31 AM	Receding, Far Lane	28.2	909	520
2/6/2024	8:55:45 AM	Approaching, Near Lane	12.3	383	205
2/6/2024	8:55:46 AM	Receding, Far Lane	27.3	15	504
2/6/2024	8:56:14 AM	Receding, Far Lane	34.3	28	290
2/6/2024	8:57:22 AM	Receding, Far Lane	11.7	68	195
2/6/2024	8:58:05 AM	Receding, Far Lane	38.2	43	355
2/6/2024	9:06:43 AM	Receding, Far Lane	32.1	518	389
2/6/2024	9:07:48 AM	Receding, Far Lane	11.6	65	78
2/6/2024	9:08:34 AM	Receding, Far Lane	26.6	46	282
2/6/2024	9:11:15 AM	Approaching, Near Lane	27.9	930	264
2/6/2024	9:13:27 AM	Approaching, Near Lane	26	133	241
2/6/2024	9:14:35 AM	Approaching, Near Lane	29	67	249
2/6/2024	9:19:11 AM	Approaching, Near Lane	26	276	182
2/6/2024	9:20:12 AM	Approaching, Near Lane	21	62	224
2/6/2024	9:20:30 AM	Approaching, Near Lane	22.3	17	273
2/6/2024	9:22:04 AM	Receding, Far Lane	24.4	810	380
2/6/2024	9:22:33 AM	Receding, Far Lane	12.3	29	300
2/6/2024	9:23:21 AM	Approaching, Near Lane	26.2	171	166
2/6/2024	9:24:20 AM	Receding, Far Lane	26	107	312
2/6/2024	9:26:29 AM	Receding, Far Lane	25.3	129	127
2/6/2024	9:27:02 AM	Approaching, Near Lane	13.6	221	228
2/6/2024	9:28:27 AM	Receding, Far Lane	30.4	118	535
2/6/2024	9:29:41 AM	Approaching, Near Lane	27.7	160	586
2/6/2024	9:34:12 AM	Receding, Far Lane	12.7	345	149
2/6/2024	9:34:56 AM	Approaching, Near Lane	15	315	185
2/6/2024	9:35:56 AM	Receding, Far Lane	15.6	104	306
2/6/2024	9:43:12 AM	Receding, Far Lane	31.5	435	265
2/6/2024	9:47:31 AM	Approaching, Near Lane	14.6	756	293
2/6/2024	9:47:46 AM	Receding, Far Lane	28.9	274	239
2/6/2024	9:50:36 AM	Receding, Far Lane	20.2	170	202
2/6/2024	9:53:15 AM	Approaching, Near Lane	35.1	344	200
2/6/2024	9:55:32 AM	Approaching, Near Lane	28.3	137	296
2/6/2024	9:58:09 AM	Approaching, Near Lane	39.2	157	225
2/6/2024	9:58:18 AM	Approaching, Near Lane	25.4	8	192
2/6/2024	9:59:09 AM	Approaching, Near Lane	27.7	52	268
2/6/2024	10:01:42 AM	Approaching, Near Lane	19.4	152	212
2/6/2024	10:03:33 AM	Receding, Far Lane	36	777	283
2/6/2024	10:03:35 AM	Approaching, Near Lane	29	113	170
2/6/2024	10:04:24 AM	Approaching, Near Lane	10.7	49	142
2/6/2024	10:05:42 AM	Receding, Far Lane	28.2	129	222
2/6/2024	10:07:29 AM	Receding, Far Lane	19.5	107	157
2/6/2024	10:12:25 AM	Receding, Far Lane	20.1	296	674
2/6/2024	10:13:14 AM	Receding, Far Lane	32.9	49	205
2/6/2024	10:16:05 AM	Approaching, Near Lane	18.4	701	151
2/6/2024	10:19:16 AM	Approaching, Near Lane	30.2	192	177
2/6/2024	10:19:45 AM	Receding, Far Lane	27.5	391	328
2/6/2024	10:19:49 AM	Receding, Far Lane	25.9	5	280
2/6/2024	10:19:52 AM	Receding, Far Lane	25.9	3	292
2/6/2024	10:34:33 AM	Receding, Far Lane	14.3	881	209
2/6/2024	10:34:47 AM	Approaching, Near Lane	22.5	931	202
2/6/2024	10:35:31 AM	Receding, Far Lane	20.2	58	220
2/6/2024	10:37:09 AM	Approaching, Near Lane	24.9	142	312
2/6/2024	10:37:14 AM	Approaching, Near Lane	11.3	5	202
2/6/2024	10:38:04 AM	Receding, Far Lane	10.7	153	20
2/6/2024	10:39:49 AM	Receding, Far Lane	33.7	105	274
2/6/2024	10:42:01 AM	Approaching, Near Lane	28.8	287	225
2/6/2024	10:44:15 AM	Approaching, Near Lane	25.3	134	235
2/6/2024	10:45:18 AM	Receding, Far Lane	23	329	299
2/6/2024	10:46:11 AM	Approaching, Near Lane	14.3	116	14
2/6/2024	10:46:24 AM	Receding, Far Lane	19.9	66	358
2/6/2024	10:48:40 AM	Approaching, Near Lane	9.2	149	136
2/6/2024	10:49:45 AM	Approaching, Near Lane	26.6	65	256
2/6/2024	10:50:09 AM	Receding, Far Lane	23.1	225	203
2/6/2024	10:51:46 AM	Receding, Far Lane	12.6	97	332

2/6/2024	10:52:07 AM	Receding, Far Lane	19.7	21	221
2/6/2024	10:54:34 AM	Approaching, Near Lane	27.9	288	264
2/6/2024	10:57:07 AM	Receding, Far Lane	24.9	299	284
2/6/2024	10:57:23 AM	Receding, Far Lane	14.7	16	185
2/6/2024	11:09:11 AM	Receding, Far Lane	25.1	708	199
2/6/2024	11:09:52 AM	Approaching, Near Lane	29.3	918	220
2/6/2024	11:12:13 AM	Receding, Far Lane	27.6	182	219
2/6/2024	11:12:47 AM	Approaching, Near Lane	11.6	175	185
2/6/2024	11:14:04 AM	Receding, Far Lane	23.3	112	289
2/6/2024	11:15:56 AM	Receding, Far Lane	15.5	112	211
2/6/2024	11:16:18 AM	Receding, Far Lane	15.8	21	283
2/6/2024	11:17:00 AM	Receding, Far Lane	29.6	43	230
2/6/2024	11:17:35 AM	Receding, Far Lane	21.1	34	400
2/6/2024	11:18:21 AM	Approaching, Near Lane	22.7	334	215
2/6/2024	11:20:30 AM	Approaching, Near Lane	11.6	129	154
2/6/2024	11:21:04 AM	Receding, Far Lane	18.6	209	195
2/6/2024	11:21:08 AM	Approaching, Near Lane	31.1	39	151
2/6/2024	11:22:04 AM	Receding, Far Lane	25.7	60	202
2/6/2024	11:24:28 AM	Receding, Far Lane	26.9	144	184
2/6/2024	11:26:37 AM	Approaching, Near Lane	23.1	329	133
2/6/2024	11:31:02 AM	Approaching, Near Lane	15.2	264	178
2/6/2024	11:32:37 AM	Receding, Far Lane	30.2	489	232
2/6/2024	11:37:41 AM	Receding, Far Lane	10.3	304	219
2/6/2024	11:37:43 AM	Approaching, Near Lane	17.6	401	194
2/6/2024	11:37:46 AM	Approaching, Near Lane	19.9	3	205
2/6/2024	11:39:38 AM	Approaching, Near Lane	36.7	113	134
2/6/2024	11:40:48 AM	Approaching, Near Lane	11.6	69	196
2/6/2024	11:42:44 AM	Approaching, Near Lane	21.7	116	203
2/6/2024	11:42:48 AM	Approaching, Near Lane	14.7	4	185
2/6/2024	11:44:49 AM	Approaching, Near Lane	20.2	121	228
2/6/2024	11:45:16 AM	Approaching, Near Lane	13	28	250
2/6/2024	11:45:35 AM	Approaching, Near Lane	22	19	277
2/6/2024	11:46:12 AM	Receding, Far Lane	20.1	511	276
2/6/2024	11:47:58 AM	Receding, Far Lane	11	106	158
2/6/2024	11:50:47 AM	Approaching, Near Lane	13.6	312	136
2/6/2024	11:51:51 AM	Receding, Far Lane	13.9	233	574
2/6/2024	11:52:47 AM	Receding, Far Lane	16	56	179
2/6/2024	11:53:44 AM	Receding, Far Lane	31.2	56	218
2/6/2024	11:55:50 AM	Receding, Far Lane	31.9	126	264
2/6/2024	11:56:09 AM	Receding, Far Lane	29.3	19	193
2/6/2024	12:02:04 PM	Approaching, Near Lane	21.2	677	181
2/6/2024	12:02:58 PM	Approaching, Near Lane	16	54	158
2/6/2024	12:04:52 PM	Approaching, Near Lane	30.4	114	178
2/6/2024	12:05:43 PM	Receding, Far Lane	24.4	574	242
2/6/2024	12:06:15 PM	Receding, Far Lane	10.3	32	60
2/6/2024	12:10:41 PM	Receding, Far Lane	26.2	266	545
2/6/2024	12:10:59 PM	Receding, Far Lane	18.9	18	244
2/6/2024	12:13:05 PM	Receding, Far Lane	24.1	126	242
2/6/2024	12:15:16 PM	Receding, Far Lane	24.9	131	278
2/6/2024	12:17:52 PM	Receding, Far Lane	27.6	156	194
2/6/2024	12:22:59 PM	Receding, Far Lane	30.1	307	257
2/6/2024	12:23:17 PM	Approaching, Near Lane	19.7	1105	332
2/6/2024	12:25:12 PM	Approaching, Near Lane	34.3	115	191
2/6/2024	12:27:05 PM	Receding, Far Lane	13.4	246	154
2/6/2024	12:28:22 PM	Approaching, Near Lane	25.7	190	271
2/6/2024	12:29:03 PM	Approaching, Near Lane	19.8	42	537
2/6/2024	12:30:29 PM	Receding, Far Lane	11.8	204	31
2/6/2024	12:30:47 PM	Receding, Far Lane	33.5	18	204
2/6/2024	12:32:07 PM	Receding, Far Lane	9.7	79	169
2/6/2024	12:34:32 PM	Approaching, Near Lane	28.5	329	202
2/6/2024	12:34:42 PM	Receding, Far Lane	19.7	155	146
2/6/2024	12:36:18 PM	Receding, Far Lane	22	97	435
2/6/2024	12:37:05 PM	Approaching, Near Lane	26.4	153	182
2/6/2024	12:38:02 PM	Receding, Far Lane	11.4	104	154
2/6/2024	12:39:24 PM	Approaching, Near Lane	16.2	140	197
2/6/2024	12:41:13 PM	Approaching, Near Lane	23.4	109	348
2/6/2024	12:41:53 PM	Approaching, Near Lane	26.2	40	178
2/6/2024	12:42:50 PM	Receding, Far Lane	11.3	288	116
2/6/2024	12:43:10 PM	Receding, Far Lane	11	20	54
2/6/2024	12:45:19 PM	Approaching, Near Lane	13	206	185
2/6/2024	12:46:19 PM	Receding, Far Lane	10.5	189	100
2/6/2024	12:49:12 PM	Receding, Far Lane	24	173	288
2/6/2024	12:49:45 PM	Receding, Far Lane	28.3	33	218
2/6/2024	12:49:54 PM	Receding, Far Lane	29.9	9	248
2/6/2024	12:49:57 PM	Receding, Far Lane	30.2	3	211
2/6/2024	12:54:13 PM	Approaching, Near Lane	16.5	534	185
2/6/2024	12:57:16 PM	Approaching, Near Lane	13.9	183	149
2/6/2024	12:59:24 PM	Receding, Far Lane	21.8	567	357
2/6/2024	12:59:36 PM	Approaching, Near Lane	26.9	139	230
2/6/2024	12:59:40 PM	Approaching, Near Lane	25.9	5	256
2/6/2024	1:00:14 PM	Approaching, Near Lane	26.3	34	192
2/6/2024	1:01:26 PM	Receding, Far Lane	12	122	15
2/6/2024	1:02:31 PM	Approaching, Near Lane	32.1	138	248
2/6/2024	1:02:43 PM	Approaching, Near Lane	29.2	12	126
2/6/2024	1:06:34 PM	Receding, Far Lane	11.3	308	175
2/6/2024	1:09:12 PM	Receding, Far Lane	25.3	158	258
2/6/2024	1:09:42 PM	Receding, Far Lane	23.6	30	279
2/6/2024	1:10:31 PM	Approaching, Near Lane	17.9	468	167
2/6/2024	1:11:03 PM	Approaching, Near Lane	22.7	32	210
2/6/2024	1:11:52 PM	Approaching, Near Lane	20.8	50	183
2/6/2024	1:14:36 PM	Receding, Far Lane	19.8	294	198
2/6/2024	1:14:53 PM	Receding, Far Lane	17.9	17	442
2/6/2024	1:16:11 PM	Approaching, Near Lane	12.4	259	276
2/6/2024	1:17:04 PM	Approaching, Near Lane	28.8	53	290
2/6/2024	1:18:29 PM	Approaching, Near Lane	24.9	85	200
2/6/2024	1:26:08 PM	Receding, Far Lane	15.6	675	144
2/6/2024	1:26:45 PM	Receding, Far Lane	18.5	37	167
2/6/2024	1:29:18 PM	Approaching, Near Lane	17.2	649	119
2/6/2024	1:30:55 PM	Receding, Far Lane	25	250	219
2/6/2024	1:32:44 PM	Receding, Far Lane	30.1	109	223
2/6/2024	1:37:22 PM	Approaching, Near Lane	18.6	484	160
2/6/2024	1:43:42 PM	Approaching, Near Lane	33.5	380	252
2/6/2024	1:43:46 PM	Approaching, Near Lane	15.5	4	251
2/6/2024	1:44:41 PM	Approaching, Near Lane	17	55	240
2/6/2024	1:45:33 PM	Approaching, Near Lane	21.1	52	207
2/6/2024	1:46:15 PM	Approaching, Near Lane	29.3	42	213
2/6/2024	1:47:34 PM	Approaching, Near Lane	23.4	78	169
2/6/2024	1:51:27 PM	Approaching, Near Lane	25.9	233	565
2/6/2024	1:52:34 PM	Receding, Far Lane	26	1190	207
2/6/2024	1:53:23 PM	Receding, Far Lane	31.8	49	255
2/6/2024	1:54:53 PM	Approaching, Near Lane	29.5	206	248
2/6/2024	1:58:29 PM	Receding, Far Lane	24.4	306	215
2/6/2024	1:59:03 PM	Receding, Far Lane	29.6	34	464
2/6/2024	2:01:44 PM	Receding, Far Lane	12.7	161	100
2/6/2024	2:06:14 PM	Approaching, Near Lane	22.8	681	181
2/6/2024	2:09:29 PM	Receding, Far Lane	18.8	466	397
2/6/2024	2:10:22 PM	Approaching, Near Lane	8.7	248	171
2/6/2024	2:16:04 PM	Receding, Far Lane	15.9	395	11
2/6/2024	2:16:25 PM	Receding, Far Lane	15	21	149
2/6/2024	2:19:29 PM	Approaching, Near Lane	38.7	547	229
2/6/2024	2:23:02 PM	Receding, Far Lane	23.8	398	269
2/6/2024	2:25:56 PM	Approaching, Near Lane	11.1	387	232
2/6/2024	2:27:18 PM	Receding, Far Lane	26.6	256	270
2/6/2024	2:27:56 PM	Receding, Far Lane	29	38	248
2/6/2024	2:30:47 PM	Approaching, Near Lane	24.9	291	228
2/6/2024	2:31:07 PM	Approaching, Near Lane	28.9	19	227
2/6/2024	2:34:26 PM	Approaching, Near Lane	26.6	199	226
2/6/2024	2:34:30 PM	Approaching, Near Lane	28.5	4	208
2/6/2024	2:37:42 PM	Receding, Far Lane	27.6	586	313
2/6/2024	2:39:16 PM	Receding, Far Lane	20.4	94	219
2/6/2024	2:39:44 PM	Approaching, Near Lane	17.9	314	188
2/6/2024	2:39:45 PM	Receding, Far Lane	18.2	30	225
2/6/2024	2:39:59 PM	Approaching, Near Lane	10.7	15	195

2/6/2024	2:42:01 PM	Approaching, Near Lane	39.6	121	247
2/6/2024	2:44:14 PM	Receding, Far Lane	30.8	268	199
2/6/2024	2:46:02 PM	Receding, Far Lane	20.4	108	191
2/6/2024	2:48:29 PM	Receding, Far Lane	29.2	147	250
2/6/2024	2:49:55 PM	Receding, Far Lane	20.4	86	315
2/6/2024	2:51:21 PM	Receding, Far Lane	14.7	86	221
2/6/2024	2:51:23 PM	Receding, Far Lane	15	3	240
2/6/2024	2:52:06 PM	Approaching, Near Lane	23.4	606	227
2/6/2024	2:53:04 PM	Receding, Far Lane	23.4	101	255
2/6/2024	2:56:42 PM	Approaching, Near Lane	33.7	276	193
2/6/2024	2:58:00 PM	Approaching, Near Lane	25.3	78	195
2/6/2024	3:00:04 PM	Approaching, Near Lane	21.1	124	212
2/6/2024	3:00:34 PM	Approaching, Near Lane	17.5	30	226
2/6/2024	3:03:16 PM	Receding, Far Lane	13.1	612	128
2/6/2024	3:05:01 PM	Approaching, Near Lane	25.1	266	250
2/6/2024	3:06:51 PM	Approaching, Near Lane	33.5	110	237
2/6/2024	3:07:19 PM	Approaching, Near Lane	19.4	29	124
2/6/2024	3:07:28 PM	Receding, Far Lane	26	253	224
2/6/2024	3:07:38 PM	Approaching, Near Lane	24	18	226
2/6/2024	3:08:02 PM	Receding, Far Lane	11.3	34	225
2/6/2024	3:08:31 PM	Receding, Far Lane	32.8	29	240
2/6/2024	3:09:03 PM	Approaching, Near Lane	24.7	86	165
2/6/2024	3:11:39 PM	Receding, Far Lane	36.4	188	248
2/6/2024	3:14:48 PM	Approaching, Near Lane	31.9	344	167
2/6/2024	3:16:51 PM	Approaching, Near Lane	8.1	124	236
2/6/2024	3:17:41 PM	Approaching, Near Lane	24	50	220
2/6/2024	3:18:59 PM	Receding, Far Lane	32.9	440	249
2/6/2024	3:19:32 PM	Approaching, Near Lane	33.4	111	190
2/6/2024	3:22:20 PM	Approaching, Near Lane	25	167	287
2/6/2024	3:23:27 PM	Receding, Far Lane	31.8	268	298
2/6/2024	3:25:30 PM	Receding, Far Lane	30.4	123	337
2/6/2024	3:30:29 PM	Approaching, Near Lane	29.2	489	211
2/6/2024	3:30:47 PM	Receding, Far Lane	27	317	241
2/6/2024	3:31:20 PM	Receding, Far Lane	18.2	33	182
2/6/2024	3:33:40 PM	Receding, Far Lane	23	140	195
2/6/2024	3:35:09 PM	Receding, Far Lane	37.1	88	223
2/6/2024	3:38:32 PM	Receding, Far Lane	28.3	203	198
2/6/2024	3:42:42 PM	Receding, Far Lane	40.5	250	271
2/6/2024	3:43:20 PM	Approaching, Near Lane	33.4	771	228
2/6/2024	3:43:50 PM	Approaching, Near Lane	25.6	29	194
2/6/2024	3:44:42 PM	Approaching, Near Lane	26.2	52	172
2/6/2024	3:44:44 PM	Approaching, Near Lane	26.4	2	152
2/6/2024	3:47:22 PM	Approaching, Near Lane	23.4	158	221
2/6/2024	3:49:15 PM	Receding, Far Lane	12	394	99
2/6/2024	3:49:37 PM	Receding, Far Lane	18.1	22	171
2/6/2024	3:49:58 PM	Approaching, Near Lane	25.4	155	186
2/6/2024	3:51:30 PM	Receding, Far Lane	27.3	113	258
2/6/2024	3:51:36 PM	Receding, Far Lane	27.9	6	255
2/6/2024	3:54:00 PM	Approaching, Near Lane	19.8	243	256
2/6/2024	3:54:04 PM	Approaching, Near Lane	21.4	4	236
2/6/2024	3:54:23 PM	Approaching, Near Lane	21.5	18	258
2/6/2024	3:54:48 PM	Receding, Far Lane	27.9	192	249
2/6/2024	3:55:01 PM	Approaching, Near Lane	23.1	38	206
2/6/2024	3:55:08 PM	Receding, Far Lane	22.1	21	319
2/6/2024	3:56:56 PM	Approaching, Near Lane	24.6	115	169
2/6/2024	4:00:47 PM	Receding, Far Lane	28.9	339	233
2/6/2024	4:04:14 PM	Approaching, Near Lane	16.3	438	127
2/6/2024	4:06:34 PM	Approaching, Near Lane	26.9	141	278
2/6/2024	4:08:31 PM	Approaching, Near Lane	34.4	117	255
2/6/2024	4:09:03 PM	Receding, Far Lane	25.3	495	264
2/6/2024	4:10:25 PM	Approaching, Near Lane	7.5	113	256
2/6/2024	4:14:40 PM	Approaching, Near Lane	21.5	255	215
2/6/2024	4:15:08 PM	Receding, Far Lane	23.7	366	266
2/6/2024	4:16:39 PM	Approaching, Near Lane	21	119	299
2/6/2024	4:17:10 PM	Approaching, Near Lane	12.6	31	233
2/6/2024	4:17:28 PM	Approaching, Near Lane	14.5	18	185
2/6/2024	4:19:04 PM	Receding, Far Lane	21.8	235	200
2/6/2024	4:20:12 PM	Receding, Far Lane	23	69	273
2/6/2024	4:21:10 PM	Approaching, Near Lane	21.2	223	200
2/6/2024	4:21:37 PM	Receding, Far Lane	21.2	85	275
2/6/2024	4:22:05 PM	Receding, Far Lane	31.6	28	374
2/6/2024	4:22:36 PM	Receding, Far Lane	17.2	31	161
2/6/2024	4:23:11 PM	Receding, Far Lane	19.5	35	280
2/6/2024	4:23:47 PM	Approaching, Near Lane	26.9	157	539
2/6/2024	4:23:53 PM	Approaching, Near Lane	25.3	6	235
2/6/2024	4:25:32 PM	Approaching, Near Lane	28.2	98	160
2/6/2024	4:26:56 PM	Approaching, Near Lane	30.2	84	211
2/6/2024	4:26:58 PM	Approaching, Near Lane	29.5	2	248
2/6/2024	4:28:12 PM	Receding, Far Lane	34.1	301	327
2/6/2024	4:28:36 PM	Approaching, Near Lane	32.2	98	178
2/6/2024	4:29:56 PM	Approaching, Near Lane	35	81	341
2/6/2024	4:31:23 PM	Receding, Far Lane	27.3	190	356
2/6/2024	4:32:02 PM	Approaching, Near Lane	17.8	126	217
2/6/2024	4:33:06 PM	Approaching, Near Lane	25.7	64	398
2/6/2024	4:34:32 PM	Approaching, Near Lane	31.8	85	223
2/6/2024	4:35:21 PM	Approaching, Near Lane	22.3	49	182
2/6/2024	4:36:27 PM	Receding, Far Lane	34.5	304	232
2/6/2024	4:37:38 PM	Approaching, Near Lane	41.3	137	172
2/6/2024	4:37:53 PM	Receding, Far Lane	35.8	86	313
2/6/2024	4:38:21 PM	Approaching, Near Lane	35.6	43	373
2/6/2024	4:41:02 PM	Approaching, Near Lane	19.4	161	281
2/6/2024	4:41:29 PM	Receding, Far Lane	36.7	216	293
2/6/2024	4:43:00 PM	Receding, Far Lane	33.7	92	229
2/6/2024	4:43:52 PM	Approaching, Near Lane	20.8	170	376
2/6/2024	4:45:15 PM	Approaching, Near Lane	31.8	84	209
2/6/2024	4:48:13 PM	Receding, Far Lane	18.6	312	233
2/6/2024	4:51:16 PM	Approaching, Near Lane	30.6	361	188
2/6/2024	4:52:34 PM	Approaching, Near Lane	40.6	78	221
2/6/2024	4:52:52 PM	Approaching, Near Lane	35.1	19	240
2/6/2024	4:56:07 PM	Receding, Far Lane	23.1	475	203
2/6/2024	4:56:56 PM	Approaching, Near Lane	21.2	244	133
2/6/2024	4:58:52 PM	Receding, Far Lane	22.3	164	157
2/6/2024	5:00:13 PM	Approaching, Near Lane	30.9	197	220
2/6/2024	5:01:56 PM	Receding, Far Lane	28.6	184	164
2/6/2024	5:03:11 PM	Approaching, Near Lane	23.1	178	295
2/6/2024	5:04:53 PM	Approaching, Near Lane	20.8	102	211
2/6/2024	5:05:19 PM	Receding, Far Lane	17.2	203	180
2/6/2024	5:05:42 PM	Approaching, Near Lane	25.4	49	255
2/6/2024	5:07:07 PM	Receding, Far Lane	26.3	108	193
2/6/2024	5:07:12 PM	Receding, Far Lane	32.5	4	221
2/6/2024	5:07:41 PM	Receding, Far Lane	25.3	29	229
2/6/2024	5:07:42 PM	Approaching, Near Lane	24	120	226
2/6/2024	5:09:27 PM	Receding, Far Lane	18.4	106	293
2/6/2024	5:11:53 PM	Receding, Far Lane	25.7	146	196
2/6/2024	5:12:50 PM	Approaching, Near Lane	23.6	308	112
2/6/2024	5:21:47 PM	Approaching, Near Lane	26.2	537	219
2/6/2024	5:21:55 PM	Approaching, Near Lane	24.4	8	271
2/6/2024	5:27:16 PM	Approaching, Near Lane	13.9	321	174
2/6/2024	5:28:18 PM	Approaching, Near Lane	15.6	62	202
2/6/2024	5:29:41 PM	Approaching, Near Lane	22.7	83	230
2/6/2024	5:31:31 PM	Receding, Far Lane	26.6	1178	222
2/6/2024	5:35:00 PM	Approaching, Near Lane	40	319	179
2/6/2024	5:47:06 PM	Approaching, Near Lane	20.2	726	297
2/6/2024	5:47:16 PM	Approaching, Near Lane	35.6	10	245
2/6/2024	5:47:54 PM	Approaching, Near Lane	24.9	38	284
2/6/2024	5:53:29 PM	Receding, Far Lane	29	1318	379
2/6/2024	5:53:47 PM	Approaching, Near Lane	18.5	353	345
2/6/2024	5:57:01 PM	Approaching, Near Lane	20.2	194	228
2/6/2024	5:57:56 PM	Receding, Far Lane	30.6	268	314
2/6/2024	6:04:42 PM	Approaching, Near Lane	39.6	461	372
2/6/2024	6:05:00 PM	Receding, Far Lane	24.4	423	314
2/6/2024	6:10:03 PM	Approaching, Near Lane	23.3	321	261
2/6/2024	6:12:47 PM	Approaching, Near Lane	19.7	164	217



2/6/2024	6:13:49 PM	Receding, Far Lane	22.3	529	293
2/6/2024	6:13:53 PM	Approaching, Near Lane	32.8	66	258
2/6/2024	6:16:18 PM	Receding, Far Lane	32.1	150	281
2/6/2024	6:22:39 PM	Approaching, Near Lane	19.1	526	210
2/6/2024	6:23:26 PM	Approaching, Near Lane	35.1	47	208
2/6/2024	6:24:05 PM	Approaching, Near Lane	10.4	39	33
2/6/2024	6:26:44 PM	Receding, Far Lane	27.6	626	250
2/6/2024	6:30:11 PM	Receding, Far Lane	25.9	207	513
2/6/2024	6:30:27 PM	Approaching, Near Lane	25.9	383	262
2/6/2024	6:32:17 PM	Receding, Far Lane	26.6	125	312
2/6/2024	6:33:40 PM	Receding, Far Lane	30.1	84	270
2/6/2024	6:33:54 PM	Receding, Far Lane	37	13	463
2/6/2024	6:34:11 PM	Approaching, Near Lane	28.3	223	200
2/6/2024	6:36:24 PM	Approaching, Near Lane	12	133	223
2/6/2024	6:38:11 PM	Approaching, Near Lane	18.8	107	171
2/6/2024	6:41:03 PM	Approaching, Near Lane	13	172	267
2/6/2024	6:44:09 PM	Receding, Far Lane	34.5	616	302
2/6/2024	6:45:12 PM	Approaching, Near Lane	8.4	248	167
2/6/2024	6:46:13 PM	Approaching, Near Lane	30.5	61	242
2/6/2024	6:47:43 PM	Receding, Far Lane	22.8	213	306
2/6/2024	6:49:52 PM	Receding, Far Lane	20.2	129	343
2/6/2024	6:55:21 PM	Approaching, Near Lane	14.3	548	181
2/6/2024	7:07:31 PM	Receding, Far Lane	11.6	1060	67
2/6/2024	7:07:32 PM	Approaching, Near Lane	28	732	178
2/6/2024	7:07:49 PM	Approaching, Near Lane	19.2	17	200
2/6/2024	7:08:14 PM	Approaching, Near Lane	19.9	25	209
2/6/2024	7:08:28 PM	Approaching, Near Lane	30.8	14	211
2/6/2024	7:09:43 PM	Receding, Far Lane	16.9	132	238
2/6/2024	7:14:44 PM	Approaching, Near Lane	32.8	375	243
2/6/2024	7:20:44 PM	Approaching, Near Lane	37.1	360	263
2/6/2024	7:33:46 PM	Approaching, Near Lane	27.2	783	198
2/6/2024	7:42:07 PM	Approaching, Near Lane	25	501	202
2/6/2024	7:44:02 PM	Approaching, Near Lane	27.3	115	249
2/6/2024	7:45:55 PM	Approaching, Near Lane	15.5	112	268
2/6/2024	8:36:40 PM	Receding, Far Lane	14.6	5217	175
2/6/2024	10:10:16 PM	Approaching, Near Lane	27.2	8662	271
2/6/2024	11:01:40 PM	Approaching, Near Lane	29.8	3084	212
2/7/2024	4:18:34 AM	Approaching, Near Lane	30.4	19014	226
2/7/2024	5:25:40 AM	Receding, Far Lane	19.5	31739	315
2/7/2024	5:35:53 AM	Receding, Far Lane	25.3	613	321
2/7/2024	5:51:15 AM	Receding, Far Lane	26.7	923	706
2/7/2024	5:55:44 AM	Receding, Far Lane	10.1	269	154
2/7/2024	6:22:59 AM	Receding, Far Lane	19.4	1635	233
2/7/2024	6:35:23 AM	Receding, Far Lane	18.9	744	334
2/7/2024	6:48:38 AM	Receding, Far Lane	29.6	795	237
2/7/2024	6:51:37 AM	Approaching, Near Lane	18.8	9182	209
2/7/2024	6:52:01 AM	Receding, Far Lane	31.9	203	235
2/7/2024	6:54:06 AM	Receding, Far Lane	15	124	683
2/7/2024	6:55:05 AM	Approaching, Near Lane	33.5	209	290
2/7/2024	7:00:49 AM	Approaching, Near Lane	29.6	343	290
2/7/2024	7:01:47 AM	Receding, Far Lane	23	461	195
2/7/2024	7:03:09 AM	Receding, Far Lane	28	83	321
2/7/2024	7:15:50 AM	Approaching, Near Lane	20.2	901	639
2/7/2024	7:16:09 AM	Approaching, Near Lane	18.8	19	590
2/7/2024	7:21:15 AM	Approaching, Near Lane	16.2	306	183
2/7/2024	7:27:49 AM	Approaching, Near Lane	33.4	394	205
2/7/2024	7:32:38 AM	Receding, Far Lane	23.4	1769	255
2/7/2024	7:33:01 AM	Approaching, Near Lane	30.9	312	296
2/7/2024	7:40:05 AM	Receding, Far Lane	13	446	60
2/7/2024	7:40:52 AM	Receding, Far Lane	24.3	47	289
2/7/2024	7:47:11 AM	Receding, Far Lane	27.7	380	296
2/7/2024	7:49:44 AM	Approaching, Near Lane	28.5	1004	228
2/7/2024	7:54:43 AM	Receding, Far Lane	24.4	452	699
2/7/2024	7:56:06 AM	Receding, Far Lane	12.4	83	544
2/7/2024	8:00:12 AM	Receding, Far Lane	38.3	246	280
2/7/2024	8:06:14 AM	Approaching, Near Lane	15.6	989	125
2/7/2024	8:10:50 AM	Approaching, Near Lane	11	276	217
2/7/2024	8:10:51 AM	Receding, Far Lane	26.4	639	249
2/7/2024	8:13:40 AM	Receding, Far Lane	23.8	169	215
2/7/2024	8:14:05 AM	Receding, Far Lane	21.4	25	346
2/7/2024	8:18:34 AM	Approaching, Near Lane	20.4	464	332
2/7/2024	8:22:03 AM	Approaching, Near Lane	17	210	94
2/7/2024	8:24:55 AM	Receding, Far Lane	26.9	650	626
2/7/2024	8:25:09 AM	Approaching, Near Lane	18.8	185	357
2/7/2024	8:25:28 AM	Approaching, Near Lane	14	19	174
2/7/2024	8:36:01 AM	Approaching, Near Lane	43.9	633	252
2/7/2024	8:38:43 AM	Receding, Far Lane	31.4	829	291
2/7/2024	8:38:57 AM	Approaching, Near Lane	17.2	176	332
2/7/2024	8:43:07 AM	Receding, Far Lane	22.1	264	279
2/7/2024	8:44:27 AM	Receding, Far Lane	21.2	80	246
2/7/2024	8:46:13 AM	Receding, Far Lane	24.1	105	297
2/7/2024	8:49:39 AM	Approaching, Near Lane	20.4	642	360
2/7/2024	8:58:25 AM	Receding, Far Lane	23.6	732	348
2/7/2024	9:02:31 AM	Approaching, Near Lane	24	772	193
2/7/2024	9:09:57 AM	Receding, Far Lane	26	692	236
2/7/2024	9:14:58 AM	Approaching, Near Lane	26	747	200
2/7/2024	9:19:50 AM	Approaching, Near Lane	38.9	293	222
2/7/2024	9:24:53 AM	Approaching, Near Lane	13.4	303	181
2/7/2024	9:25:26 AM	Receding, Far Lane	18.5	929	230
2/7/2024	9:27:36 AM	Receding, Far Lane	24.7	130	197
2/7/2024	9:28:41 AM	Approaching, Near Lane	24.9	227	335
2/7/2024	9:33:56 AM	Receding, Far Lane	18.9	380	189
2/7/2024	9:35:09 AM	Approaching, Near Lane	26.7	388	83
2/7/2024	9:35:30 AM	Approaching, Near Lane	29.5	21	315
2/7/2024	9:37:37 AM	Approaching, Near Lane	11.1	127	182
2/7/2024	9:38:40 AM	Receding, Far Lane	27.3	284	283
2/7/2024	9:41:43 AM	Approaching, Near Lane	21.7	247	208
2/7/2024	9:44:48 AM	Approaching, Near Lane	26.3	185	216
2/7/2024	9:47:50 AM	Receding, Far Lane	28.3	550	301
2/7/2024	9:51:50 AM	Receding, Far Lane	21	240	283
2/7/2024	9:51:51 AM	Approaching, Near Lane	32.9	423	252
2/7/2024	9:51:52 AM	Receding, Far Lane	20.1	2	236
2/7/2024	9:53:26 AM	Receding, Far Lane	16.9	94	44
2/7/2024	9:54:32 AM	Receding, Far Lane	17.6	66	225
2/7/2024	9:55:07 AM	Approaching, Near Lane	13.3	195	184
2/7/2024	9:55:42 AM	Receding, Far Lane	19.4	70	285
2/7/2024	9:56:27 AM	Approaching, Near Lane	31.9	80	254
2/7/2024	10:00:26 AM	Receding, Far Lane	23.6	284	242
2/7/2024	10:02:43 AM	Approaching, Near Lane	34.4	376	232
2/7/2024	10:04:11 AM	Approaching, Near Lane	23.8	89	202
2/7/2024	10:06:20 AM	Receding, Far Lane	14.3	354	103
2/7/2024	10:06:28 AM	Approaching, Near Lane	25.1	137	205
2/7/2024	10:09:39 AM	Receding, Far Lane	27.6	199	393
2/7/2024	10:11:28 AM	Receding, Far Lane	17.2	108	257
2/7/2024	10:11:45 AM	Receding, Far Lane	18.9	17	342
2/7/2024	10:12:08 AM	Approaching, Near Lane	9	339	157
2/7/2024	10:12:14 AM	Receding, Far Lane	16.9	29	295
2/7/2024	10:20:46 AM	Receding, Far Lane	11.7	512	129
2/7/2024	10:21:43 AM	Approaching, Near Lane	17.9	575	212
2/7/2024	10:22:12 AM	Receding, Far Lane	21.4	86	423
2/7/2024	10:23:43 AM	Approaching, Near Lane	22.8	121	171
2/7/2024	10:23:49 AM	Receding, Far Lane	22.4	97	271
2/7/2024	10:25:56 AM	Approaching, Near Lane	19.5	132	214
2/7/2024	10:27:13 AM	Receding, Far Lane	20.7	203	313
2/7/2024	10:27:14 AM	Approaching, Near Lane	24.3	79	197
2/7/2024	10:27:22 AM	Receding, Far Lane	22.8	9	244
2/7/2024	10:27:39 AM	Approaching, Near Lane	24.4	25	200
2/7/2024	10:28:26 AM	Receding, Far Lane	17	64	31
2/7/2024	10:30:31 AM	Receding, Far Lane	15.3	125	28
2/7/2024	10:31:31 AM	Receding, Far Lane	22.7	61	348
2/7/2024	10:32:16 AM	Receding, Far Lane	19.7	44	217
2/7/2024	10:32:18 AM	Receding, Far Lane	22.4	3	296
2/7/2024	10:33:10 AM	Approaching, Near Lane	11.8	331	226

2/7/2024	10:33:24 AM	Approaching, Near Lane	24.6	14	207
2/7/2024	10:34:19 AM	Receding, Far Lane	15.5	121	134
2/7/2024	10:38:49 AM	Approaching, Near Lane	17.8	325	409
2/7/2024	10:40:16 AM	Receding, Far Lane	7.8	356	76
2/7/2024	10:41:18 AM	Receding, Far Lane	14	63	163
2/7/2024	10:41:28 AM	Receding, Far Lane	22.4	10	281
2/7/2024	10:41:56 AM	Approaching, Near Lane	21.8	187	220
2/7/2024	10:43:55 AM	Approaching, Near Lane	18.6	119	214
2/7/2024	10:44:55 AM	Receding, Far Lane	9.4	207	180
2/7/2024	10:46:17 AM	Receding, Far Lane	19.9	82	448
2/7/2024	10:47:01 AM	Receding, Far Lane	16	44	458
2/7/2024	10:47:22 AM	Receding, Far Lane	28.8	20	256
2/7/2024	10:50:34 AM	Receding, Far Lane	27.3	192	264
2/7/2024	10:52:25 AM	Receding, Far Lane	26.9	111	214
2/7/2024	10:54:48 AM	Receding, Far Lane	12.1	143	302
2/7/2024	10:54:59 AM	Receding, Far Lane	14.2	11	125
2/7/2024	10:55:40 AM	Approaching, Near Lane	25.6	705	545
2/7/2024	10:55:47 AM	Receding, Far Lane	19.9	48	246
2/7/2024	10:55:51 AM	Approaching, Near Lane	30.4	11	267
2/7/2024	10:56:53 AM	Approaching, Near Lane	25.9	62	209
2/7/2024	10:58:08 AM	Approaching, Near Lane	20.7	75	339
2/7/2024	11:00:59 AM	Receding, Far Lane	19.5	312	157
2/7/2024	11:02:17 AM	Approaching, Near Lane	28	249	196
2/7/2024	11:02:54 AM	Receding, Far Lane	25	114	247
2/7/2024	11:04:24 AM	Receding, Far Lane	16	91	158
2/7/2024	11:06:37 AM	Approaching, Near Lane	16.2	260	183
2/7/2024	11:06:45 AM	Approaching, Near Lane	30.4	8	226
2/7/2024	11:07:24 AM	Receding, Far Lane	10.3	180	30
2/7/2024	11:11:15 AM	Receding, Far Lane	29.2	231	178
2/7/2024	11:11:25 AM	Approaching, Near Lane	10.1	280	144
2/7/2024	11:11:37 AM	Approaching, Near Lane	8.1	13	99
2/7/2024	11:15:43 AM	Receding, Far Lane	26.6	268	216
2/7/2024	11:16:54 AM	Approaching, Near Lane	25.4	317	243
2/7/2024	11:18:06 AM	Receding, Far Lane	20.8	143	284
2/7/2024	11:19:31 AM	Receding, Far Lane	25.7	85	161
2/7/2024	11:20:20 AM	Receding, Far Lane	17.2	49	242
2/7/2024	11:24:22 AM	Receding, Far Lane	22.8	242	228
2/7/2024	11:27:37 AM	Receding, Far Lane	15.6	196	194
2/7/2024	11:27:47 AM	Receding, Far Lane	25.7	9	219
2/7/2024	11:28:08 AM	Receding, Far Lane	19.8	21	260
2/7/2024	11:29:44 AM	Receding, Far Lane	12.1	96	354
2/7/2024	11:32:20 AM	Approaching, Near Lane	24.4	926	200
2/7/2024	11:32:52 AM	Approaching, Near Lane	18.9	32	280
2/7/2024	11:33:26 AM	Approaching, Near Lane	25.1	35	227
2/7/2024	11:34:23 AM	Approaching, Near Lane	26.2	57	202
2/7/2024	11:35:40 AM	Receding, Far Lane	7.8	356	32
2/7/2024	11:35:44 AM	Receding, Far Lane	9.2	4	105
2/7/2024	11:35:56 AM	Approaching, Near Lane	24.3	93	258
2/7/2024	11:36:01 AM	Approaching, Near Lane	27.2	5	216
2/7/2024	11:38:35 AM	Approaching, Near Lane	19.2	154	88
2/7/2024	11:38:49 AM	Approaching, Near Lane	32.7	14	197
2/7/2024	11:39:43 AM	Approaching, Near Lane	29.5	54	202
2/7/2024	11:40:33 AM	Approaching, Near Lane	28.9	50	208
2/7/2024	11:42:50 AM	Receding, Far Lane	36.3	426	270
2/7/2024	11:43:56 AM	Approaching, Near Lane	29.8	204	158
2/7/2024	11:44:00 AM	Receding, Far Lane	24.6	70	272
2/7/2024	11:45:06 AM	Approaching, Near Lane	36	70	250
2/7/2024	11:56:27 AM	Receding, Far Lane	11.4	746	79
2/7/2024	11:59:28 AM	Approaching, Near Lane	28.3	862	194
2/7/2024	12:01:20 PM	Approaching, Near Lane	12.1	112	249
2/7/2024	12:02:09 PM	Receding, Far Lane	24	343	186
2/7/2024	12:02:31 PM	Receding, Far Lane	25.7	22	185
2/7/2024	12:02:36 PM	Receding, Far Lane	25.3	5	241
2/7/2024	12:05:36 PM	Approaching, Near Lane	24.3	256	154
2/7/2024	12:07:49 PM	Receding, Far Lane	17	313	161
2/7/2024	12:08:22 PM	Approaching, Near Lane	28.3	165	168
2/7/2024	12:08:38 PM	Approaching, Near Lane	35.6	16	173
2/7/2024	12:09:17 PM	Receding, Far Lane	17.8	87	253
2/7/2024	12:09:18 PM	Approaching, Near Lane	19.2	40	200
2/7/2024	12:09:19 PM	Receding, Far Lane	16.3	3	172
2/7/2024	12:09:57 PM	Receding, Far Lane	37.9	37	172
2/7/2024	12:11:05 PM	Receding, Far Lane	23.3	68	200
2/7/2024	12:14:24 PM	Receding, Far Lane	27.9	199	224
2/7/2024	12:14:40 PM	Approaching, Near Lane	30.6	323	195
2/7/2024	12:16:10 PM	Receding, Far Lane	19.7	105	168
2/7/2024	12:19:59 PM	Receding, Far Lane	29.3	230	312
2/7/2024	12:20:34 PM	Receding, Far Lane	20.5	35	342
2/7/2024	12:20:58 PM	Receding, Far Lane	18.9	24	308
2/7/2024	12:21:27 PM	Approaching, Near Lane	20.8	406	174
2/7/2024	12:29:14 PM	Approaching, Near Lane	32.1	467	357
2/7/2024	12:29:45 PM	Approaching, Near Lane	28.8	31	264
2/7/2024	12:31:28 PM	Receding, Far Lane	31.8	630	276
2/7/2024	12:33:01 PM	Receding, Far Lane	28	93	289
2/7/2024	12:33:19 PM	Approaching, Near Lane	26.6	215	244
2/7/2024	12:35:26 PM	Approaching, Near Lane	24.7	126	182
2/7/2024	12:36:48 PM	Receding, Far Lane	14.7	227	314
2/7/2024	12:37:08 PM	Receding, Far Lane	22.4	20	246
2/7/2024	12:38:34 PM	Approaching, Near Lane	25.1	188	307
2/7/2024	12:38:44 PM	Receding, Far Lane	22.7	96	200
2/7/2024	12:39:47 PM	Approaching, Near Lane	21.1	73	354
2/7/2024	12:40:03 PM	Approaching, Near Lane	22.3	16	298
2/7/2024	12:42:04 PM	Receding, Far Lane	12.3	200	165
2/7/2024	12:43:17 PM	Approaching, Near Lane	24.6	194	169
2/7/2024	12:44:58 PM	Receding, Far Lane	21.1	174	257
2/7/2024	12:45:12 PM	Approaching, Near Lane	18.4	116	175
2/7/2024	12:47:46 PM	Approaching, Near Lane	25.1	154	273
2/7/2024	12:47:49 PM	Approaching, Near Lane	28.6	3	191
2/7/2024	12:49:06 PM	Receding, Far Lane	17.9	248	244
2/7/2024	12:50:51 PM	Approaching, Near Lane	14.5	182	198
2/7/2024	12:50:59 PM	Approaching, Near Lane	17.3	8	196
2/7/2024	12:53:15 PM	Receding, Far Lane	14.6	250	228
2/7/2024	12:53:16 PM	Approaching, Near Lane	27.9	137	264
2/7/2024	12:53:42 PM	Approaching, Near Lane	25.1	26	239
2/7/2024	1:02:32 PM	Approaching, Near Lane	31.8	530	187
2/7/2024	1:06:57 PM	Approaching, Near Lane	20.7	265	218
2/7/2024	1:09:00 PM	Approaching, Near Lane	27.5	123	251
2/7/2024	1:11:59 PM	Receding, Far Lane	27.6	1124	213
2/7/2024	1:14:34 PM	Receding, Far Lane	27	155	302
2/7/2024	1:15:04 PM	Receding, Far Lane	27.6	30	337
2/7/2024	1:16:27 PM	Approaching, Near Lane	39.3	447	235
2/7/2024	1:19:23 PM	Receding, Far Lane	18.9	259	189
2/7/2024	1:19:27 PM	Receding, Far Lane	22.7	4	262
2/7/2024	1:19:51 PM	Receding, Far Lane	31.8	24	183
2/7/2024	1:22:58 PM	Receding, Far Lane	20.1	187	249
2/7/2024	1:23:00 PM	Receding, Far Lane	23.7	2	357
2/7/2024	1:23:04 PM	Approaching, Near Lane	24.1	397	125
2/7/2024	1:23:26 PM	Receding, Far Lane	25.1	26	187
2/7/2024	1:25:21 PM	Receding, Far Lane	26.2	115	280
2/7/2024	1:26:12 PM	Receding, Far Lane	35.8	51	257
2/7/2024	1:27:55 PM	Receding, Far Lane	31.9	103	192
2/7/2024	1:27:59 PM	Receding, Far Lane	33.4	4	263
2/7/2024	1:28:59 PM	Approaching, Near Lane	29.5	355	102
2/7/2024	1:29:37 PM	Approaching, Near Lane	26.2	38	272
2/7/2024	1:32:21 PM	Receding, Far Lane	30.8	261	108
2/7/2024	1:33:14 PM	Receding, Far Lane	28	53	251
2/7/2024	1:34:50 PM	Approaching, Near Lane	27	313	208
2/7/2024	1:35:00 PM	Approaching, Near Lane	22	10	188
2/7/2024	1:35:19 PM	Receding, Far Lane	23.4	126	224
2/7/2024	1:35:22 PM	Receding, Far Lane	23.6	2	242
2/7/2024	1:35:25 PM	Receding, Far Lane	27.5	3	242
2/7/2024	1:37:18 PM	Receding, Far Lane	31.6	113	238
2/7/2024	1:40:21 PM	Approaching, Near Lane	26.6	321	298
2/7/2024	1:40:43 PM	Approaching, Near Lane	12.6	23	213

2/7/2024	1:43:02 PM	Approaching, Near Lane	23	138	173
2/7/2024	1:43:03 PM	Receding, Far Lane	29.6	345	217
2/7/2024	1:43:16 PM	Approaching, Near Lane	33.1	14	232
2/7/2024	1:47:00 PM	Approaching, Near Lane	22.3	224	227
2/7/2024	1:48:16 PM	Approaching, Near Lane	26	76	194
2/7/2024	1:48:32 PM	Approaching, Near Lane	23.3	16	224
2/7/2024	1:49:56 PM	Receding, Far Lane	12.7	413	114
2/7/2024	1:50:15 PM	Receding, Far Lane	20.8	19	289
2/7/2024	1:54:48 PM	Approaching, Near Lane	18.9	375	246
2/7/2024	1:55:21 PM	Approaching, Near Lane	28.3	33	207
2/7/2024	1:57:22 PM	Approaching, Near Lane	23.6	121	303
2/7/2024	1:59:35 PM	Receding, Far Lane	29.5	560	361
2/7/2024	1:59:46 PM	Receding, Far Lane	25.9	10	333
2/7/2024	2:02:44 PM	Receding, Far Lane	26.3	179	205
2/7/2024	2:04:40 PM	Approaching, Near Lane	14	438	203
2/7/2024	2:06:11 PM	Receding, Far Lane	18.5	207	205
2/7/2024	2:07:26 PM	Approaching, Near Lane	22	167	198
2/7/2024	2:08:55 PM	Approaching, Near Lane	29.9	88	248
2/7/2024	2:10:29 PM	Receding, Far Lane	27.9	258	274
2/7/2024	2:13:30 PM	Receding, Far Lane	27.9	181	286
2/7/2024	2:14:29 PM	Receding, Far Lane	23.7	60	224
2/7/2024	2:14:46 PM	Approaching, Near Lane	29.5	351	202
2/7/2024	2:15:54 PM	Receding, Far Lane	25	85	343
2/7/2024	2:16:04 PM	Receding, Far Lane	22.4	9	311
2/7/2024	2:16:20 PM	Receding, Far Lane	31.4	17	242
2/7/2024	2:18:17 PM	Receding, Far Lane	17.2	117	234
2/7/2024	2:18:22 PM	Approaching, Near Lane	18.8	216	167
2/7/2024	2:19:58 PM	Approaching, Near Lane	26	96	241
2/7/2024	2:21:27 PM	Approaching, Near Lane	36.7	89	134
2/7/2024	2:21:59 PM	Receding, Far Lane	24.9	222	272
2/7/2024	2:23:48 PM	Receding, Far Lane	23.3	108	200
2/7/2024	2:30:25 PM	Receding, Far Lane	33.1	397	221
2/7/2024	2:31:40 PM	Approaching, Near Lane	35.4	613	179
2/7/2024	2:32:30 PM	Receding, Far Lane	18.2	125	6
2/7/2024	2:32:52 PM	Approaching, Near Lane	11.1	72	220
2/7/2024	2:33:03 PM	Receding, Far Lane	28.3	33	186
2/7/2024	2:34:39 PM	Receding, Far Lane	27.9	96	286
2/7/2024	2:37:42 PM	Approaching, Near Lane	20.7	290	186
2/7/2024	2:40:57 PM	Receding, Far Lane	12.9	378	63
2/7/2024	2:41:23 PM	Approaching, Near Lane	22.8	222	232
2/7/2024	2:42:33 PM	Approaching, Near Lane	25.1	70	267
2/7/2024	2:44:40 PM	Receding, Far Lane	32.1	223	505
2/7/2024	2:45:37 PM	Approaching, Near Lane	23.8	184	223
2/7/2024	2:47:46 PM	Receding, Far Lane	33.4	187	285
2/7/2024	2:51:23 PM	Receding, Far Lane	26.3	217	407
2/7/2024	2:53:25 PM	Approaching, Near Lane	34.7	468	501
2/7/2024	2:54:38 PM	Receding, Far Lane	20.8	195	382
2/7/2024	2:55:37 PM	Receding, Far Lane	26.6	58	425
2/7/2024	2:59:13 PM	Approaching, Near Lane	12.6	349	261

## **APPENDIX C**

### **Flagler Beach Police Department Crash Data**

DRAFT

Case Number	Date	Time	Location	Circumstances	Injuries	Damage or Towing
2021-1488	1/29/2021	10:25:00	520 S Daytona Ave. Lot 69	Driver was attempting to park at the Post Office, accelarated striking the mobile home at lot 69	minor	\$500.00 to mobile home
2021-1207	1/23/2021	14:30	SR 100/S Central Ave.	V1 made a left turn from S Central Ave heading westbound and struck V2	no	minor
2021-1028	1/20/2021	3:10 AM	SR 100/N Central Ave.	V1 traveling westbound, left roadway crossed medium striking/dragging two DOT signs. Hit/Run Crash	ukn	\$1, 500.00 to signs
2021-813	1/15/2021	5:50 PM	101 N Oceanshore Blvd/SR100	V1 struck a DOT Ped. Crossing Sign while backing up. Hit/Run Crash	ukn	DOT Sign \$500.00
2021-2712	2/22/2021	8:35 PM	SR A1A/N 22nd Street	V1 was stopped waiting to make a left turn onto N 22nd St. when hit behind. Three (3) vehicle crash	minor	2 vehicles towed
2021-2070	2/10/2021	11:30 AM	725 N SR A1A	2 bicyclists were struck while riding on the sidewalk by a truck entering the road via his driveway.	minor	
2021-1681	2/2/2021	7:35 AM	2852 S SR A1a	Driver was traveling N when crossed the S bound lanes and struck a porch/pool structure . not speed related	transported to Hospital	\$21, 000 damage to house
2021-2611	2/20/2021	5:35 PM	101 N SR A1A Parking lot	Hit/Run V1 backed into V2 that was legally parked and left the area.	no	Est. \$1,000.00
2021-2254	2/13/2021	21:40	109 N SR A1A Parking lot	Hit/Run V1 backed into V2 that was legally parked and left the area.	no	Est. \$2, 000.00
2021-4181	2/18/2021	3:20 PM	1640 S SR A1A	V1 was traveling southbound, slowed for a vehicle exiting roadway and was rear ended by V2 speed appeared to be a factor	no	v2 towed
2021-3959	3/15/2021	12:45 AM	S SRA1A/S 21st St.	V1 was traveling northbound, jumped median striking two (2) DOT No U Turn Signs DUI	none	\$600.00 DOT No U turn Signs
2021-3300	3/5/2021	1:50 AM	S SRA1A/SS 17th St.	V1 was traveling southbound collided with curbed median continued through median hitting a sign.	no	\$350.00 DOT Sign
2021-4802	3/31/2021	UKN	2200 Moody Blvd. (park)	V1 damaged fence due to negotiating a left turn at high speed. Hit/Run Crash	ukn	\$500.00 damage to the park fence
2021-4260	3/20/2021	12:45 AM	200 BLK S 2nd Street	V1 traveled down the wrong way on a one way street and struck V2 which was legally parked. Hit/Run Crash	no	Est. \$4, 000 damage to veh.
2021-4192	3/18/2021	6:43 PM	Beach Village Dr/Roberts Rd.	V1-backed into V-2 in the parking lot, left the scene.	none	Est. \$2, 000 damage to veh.
2021-4068	3/16/2021	3:23 PM	520 S Daytona Ave. Lot 69	V1- was legally parked in driveway when it was hit by V2. Hit/Run	none	Est. 1, 000 damage to veh.
2021-3151	3/1/2021	8:25 PM	2136 S Daytona Ave.	V1 was backing into the driveway, hit a FPL light pole and left the scene. Hit/Run	none	\$4, 000.00 damage to FPL Pole
2021-4824	3/31/2021	7:35 PM	SR 100/John Anderson	V1 was accelerating as the light turned green, V2 crashed into the rear. Speed was involved	minor	both vehicles towed
2021-6291	4/27/2021	10:19 AM	S Central/S 2nd Street	V1 ran stop sign, striking V2 traveling NB spun and hit V3 traveling SB on Central	none	V2 towed
2021-4935	4/2/2021	7:30 PM	200 BLK S SR A1A	V1 was traveling sounthbound, slowed for Ped. Crossing in crosswalk. V2 failed to slow rear ended V1	none	Hit/Run Crash
2021-4863	4/1/2021	11:36 AM	1300 S SRA1A	D1 failed to maintain lane and struck concrete divider on the left side.	none	Veh towed
2021-8578	5/31/2021	10:59 AM	S SR A1A/S 11 St.	V1 stopped at the stop sign proceeded to turn left onto A1A and stuck V2 traveling S on A1A	none	V2 towed
2021-8321	5/29/2021	5:05 PM	414 Beach Village Dr	V2 ran a 4 way stop striking V1 while they were both turning into the Publix Parking Lot	none	Stop Sign \$500.00
2021-8218	5/27/2021	9:59 AM	S SR A1A/S 6th St	V1 was backing out onto A1A to travel south when V2 struck her and ended up striking V3 that was parked	none	Est.\$3, 500, 1, 500 and 1, 500 respectfully
2021-7993	5/24/2021	4:56 PM	N 9th St/N Central Ave.	V1 was traveling EB on N 9th St and sideswiped V2 that was parked 2 ft in the roadway.	none	V2 towed
2021-6880	5/7/2021	10:15 AM	S SR A1A/S 18th St	V1 was making a left hand turn (NB) onto A1A at a high rate of speed, traveled over the curb and became entrapped	none	V towed
2021-7060	5/10/2021	12:00 PM	101 N SR A1A Parking lot	V1 was parked on the E side of A1A, V2 sideswiped V1 and continued NB. Stopped for DUI	none	
2021-8518	5/30/2021	3:32 PM	N SR A1A/Marina Bay Dr.	V1 traveling E on Ocean Marina Drive, turned N onto A1A, Motorcycle dropped bike to avoid hitting V1	minor	Est. \$1, 000.00 to MC
2021-7249	5/13/2021	5:12 PM	John Anderson/Joyce	V1 and V2 were traveling S on John Anderson, V2 turned suddenly onto Joyce St. causing V1 to rear end V1	V2 was transported due to being pregnant	
2021-6958	5/18/2021	10:05 PM	N SR A1A/N 23rd St.	V1 was traveling NB on A1A at 45 mph (posted speed limit) could not stop in time to avoid hitting a bicye rider in the middle of the street.	BR transported to Halifax	
2021-9130	6/7/2021	12:00 PM	SR 100/John Anderson HWY	V1 was traveling E on SR 100, V2 was traveling W on SR100, turned left onto John Anderson hitting V1 back tire.	no	both Veh. Towed
2021-10587	6/24/2021	7:04 PM	SR 100/N Flagler Ave.	V1 was traveling E on SR 100, V2 was crossing 100 at the light when the vehicles struck each other in the intersection	no	both Veh. Towed
2021-13717	7/31/2021	2:38 PM	S SR A1A/S 21st St	V1- traveling N stopped on A1A stopped for a ped crossing St, V2 Stopped, V3 did not slow down or stop rear ending V2.	no	Vehs. Towed
2021-12239	7/13/2021	5:05 PM	100 N 2nd St.	V-1 was parked, V-2 rear ended V1. DUI	No injuries	Est. 1, 000.00
2021-13478	7/28/2021	11:30 PM	1224 S SR A1A	V-1 was parked in the parking lot at 1224 S A1A his vehicle was hit by an unknown veh. Hit/Run Crash	No injuries	Est. 1, 000.00
2021-13184	7/4/2021	3:57 PM	500 Blk N SR A1A	V1- traveling N on A1A stopped for Ped. Crossing. V-2 Struck V-1 and continued going. Hit/Run Crash	No	Est. 1, 000.00
2021-11183	7/1/2021	11:35 AM	100 Blk S 7th St	V1- Tow truck was picking up a two when V-2 backed out of a parking lot and struck V-1. Hit/Run Crash	No Injuries	
2021-13414	7/27/2021	12:22 PM	St Rd. 100/John Anderson Hwy	V1- traveling S on John Anderson, V2- Traveling W on 100 through the intersection and was struck by V1	injuries D V2 was transported to Advent	both veh. Towed
2021-12396	7/15/2021	9:12 AM	St Rd. 100/John Anderson Hwy	V1 traveling E on 100 failed to stop at the Red Light and Struck V-2 in the intersection. V-1 was distracted	minor	Both Veh. Towed
2021-11967	7/10/2021	10:40 AM	100 Blk Roberts R.	V1 was traveling W on the access Rd. approaching Roberts Rd. when it struck a bicyclist riding on the sidewalk.	Bicyclist transported to Advent.	
2021-15884	8/29/2021	6:52 PM	N 5th Street	V1-hit V-2 that was legally parked	no	
2021-14983	8/17/2021	1:51 PM	SR 100/John Anderson HWY	V-1 backed into V-2 while waiting for the traffic light to turn green	no	Vehicle towed
2021-14851	8/15/2021	6:31 PM	N SR A1A/N 4th St.	V-1 backed into V-2 that was legally parked	no	
2021-14661	8/31/2021	3:25 PM	S Flagler Ave./S 19th St	V-1 backed into V-2 while traveling SB on S Flagler Ave.	no	
2021-14369	8/9/2021	5:00 PM	S SR A1A/SR 100	V-1 was attempting to pass V-2 while making a slow turn onto SR 100.	no	
2021-14198	8/7/2021	2:24 AM	1924 S SR A1A	V-1 swerved to miss a dog, stuck concrete medium	no	Vehicle towed
2021-15191	8/20/2021	4:00 PM	S SR A1A/S 19th St	V-1 hit two parked cars. Hit/Run	no	
2021-13933	8/3/2021	1:45 PM	312 SR 100	V-1 was legally parked when hit by Unknown Driver Hit/Run Crash	no	
2021-14227	8/7/2021	12:25 PM	S SR A1A/S Central Ave	V-1 stopped to make a left hand turn onto S Central and was rear ended by V-2	no	Vehicles towed
2021-17330	9/16/2021	1:20 PM	300 S SR A1A	V1- backed inot V-2 who was legally parked	no	
2021-17270	9/15/2021	3:25 PM	St Rd 100/S Central Ave.	V-1/V-2 were stopped at the stop sign, V-1 started/stopped suddenly causing V-2 to rear end V-1	no	
2021-16873	9/10/2021	1:15 PM	N 8th St/N Central Ave.	V-1 ran the stop sign and struck V-2	no	
2021-16247	9/31/2021	1:30 AM	SR A1A/S 27th Street	V-1 MC traveling NB hit standing water and dropped the bike.	Yes transported to Halifax	
2021-20502	10/28/2021	4:00 PM	N Daytona Ave/N 3rd St	V-1 was traveling WB on N 3rd St, ran stop sign and stuck V-2	no	
2021-20320	10/26/2021	10:20 AM	SR100/John Anderson Hwy	V-1 traveling WB on SR100 made a Left-hand turn in front of V-2 traveling EB , struck V-2, then V-3	no	Veh. 1/2 towed
2021-20113	10/22/2021	9:50 AM	John Anderson/Leslie Street	V-1 Semi-truck struck the no outlet sign while making a turn	no	Sign-\$500.00
2021-20147	10/21/2021	7:19 PM	S SRA1A/S 2nd St	V-1 attempted to make a left turn from 2nd St onto A11, hit the concrete medium and became stuck	no	Vehicle towed
2021-9249	10/10/2021	2:47 PM	N SR100/N Flagler Ave.	V-1 made a wide turn coming out of a parking lot and struck V-2 that was traveling WB on 100	no	
2021-20464	10/27/2021	9:42 PM	312 SR 100 parking lot	V-1 was attempting to park, struck V-2 and left the scene. Hit/Run	no	
2021-20444	10/27/2021	8:25 AM	414 Beach Village Dr. Parking lot	V-1 hit V-2 who was backing out of a parking spot/left scene Hit/Run	no	
2021-20242	10/24/2021	1:15 PM	105 SR 100 Parking lot	V-1 struck V-2's mirror and left the scene Hit/Run	no	
2021-19963	10/20/2021	6:01 PM	St Rd 100/SR A1A	V-1 was stopped at the traffic light when V-2 hit the tow hitch then fled the scene Hit/Run	no	
2021-19745	10/17/2021	10:35 AM	416 Beach Village Dr. Parking Lot	V-1 was parked and struck by V-2 who left the scene Hit/Run	no	
2021-20584	10/29/2021	8:35 PM	608 S SR A1A	V-SB on A1A hit two pedestrians crossing A1A when he reversed his car knocking them down to the ground	minor	
2021-20039	10/21/2021	5:07 PM	N SRA1A/N 21st St	V-1 traveling NB, V-2 traveling SB veered into V-1's lane sideswiping the vehicle. V-2 stated was tired	minor	
2021-19542	10/14/2021	5:05 P.M	SR 100/Roberts Rd.	V-1 was traveling WB on 100, stopped in the turning lane to clean glasses, V-2 applied brakes, slid into V-1 and was ejected	D of V-2 was transported to Halifax	
2021-19067	10/7/2021	10:05 PM	SR 100/John Anderson Hwy	v-1 (MC) was stopped at the light, V-2 struck V-1 from behind pushing both vehicles into the intersection	Driver of MC was transported to Advent	
2021-18980	10/7/2021	1:44 AM	S SR A1A/S 13th Street	V-1 was driving NB on A1A swerved and crashed into the medium. DUI	no	Vehicle towed
2021-22603	11/27/2021	7:15 PM	SR100/S Flagler Ave.	Both V1/V2 were traveling EB on 100. V1 stopped at the traffic light, V2 had mechanical issues that caused it to crash into V1. V-2 towed.	no	V-2 towed.
2021-21304	11/9/2021	12:45 PM	108 S 5th Street	Both V1/V2 were parked with V-1 rolled back and struck V-2. Both cars were unoccupied at the time	no	
2021-21104	11/7/2021	2:00 AM	S SRA1A/S 19th St	V-1 attempted to make a right hand turn, stuck the concrete medium/pole.	no	DOT No U-Turn Sign \$350
2021-22101	11/21/2021	3:00 AM	S SRA1A/S 2nd St.	V-1 attempted to make a left hand turn onto A1A, struck the concrete medium, sewerved, causing the vehicle to roll over on it's side.	injuries refused transport/vehicle towed	
2021-24270	12/23/2021	1:47 AM	S SRA1A/S 12th St.	V-1 attempted to make a left hand turn onto A1A, struck the concrete medium, becoming stuck in the ditch/mediu.	no	vehicle towed
2021-22874	12/1/2021	10:46 AM	S 2nd St/S Central Ave.	V-1 was backing our of a parking spot onto 2nd Ave. and struck a FBFD SUV that was parked facing the wrong way, on the sidewalk w the door open.	no	
2022-321	1/8/2022	10:00 AM	3100 S SR A1A	V-1 was NB on A1A and was stopped to make a left hand turn. V-2 was distracted and rear-ended V-1.	no	yes
2022-1878	1/30/2022	5:50 PM	SR100/N Daytona Ave.	V-1 was traveling WB on 100 when rear ended by V-2	no	yes
2022-1108	1/21/2022	4:50 PM	SR100/S Flagler Ave.	V-1 was stopped at the traffic light, when V-2 rear-ended V-1	no	yes
2022-482	1/9/2022	9:56 PM	319 SR100	V-1 was legally parked when her vehicle was hit by an UNK vehicle. Crash Hit/Run	no	yes
2022-281	1/9/2022	5:11 PM	101 N SRA1A	V-1 was parked in the parking lot when V-2 backed into it	no	yes
2022-843	1/14/2022	3:04 PM	SR100/Roberts Rd.	V-1 was stopped in traffic on 100. V-2 was distracted and rear-ended V-1 causing V-2 to hit V-3	yes	yes
2022-842	1/14/2022	3:00 PM	N Daytona Ave/N 2nd St	V-1/V-2 collided in the intersection.	yes One person transported to Advent	yes
2022-535	1/12/2022	8:15 PM	2400 S SR A1A	V-1 was stopped behind a MC waiting to turn, V-2 rear ended V-1 who struck the MC	yes MC rider transported to Advent	yes
2022-95	1/2/2022	6:45 PM	S SRA1A/S 28th St	V-1 MC lost control while making the curve, ran off the road and was ejected from the MC	yes MC rider transported to Halifax (trama)	yes
2022-3462	2/23/2022	9:20 AM	S SRA1A/S Central	V-1 was making a left turn onto S A1A when struck by V-2 that was NB on S A1A	no	yes
2022-2877	2/14/2022	6:40 PM	SR 100/Roberts R.	v-1 was stopped at the traffic light, V-2 was distracted by her cell phone and rear ended V-1	no	yes
2022-2209	2/4/2022	5:35 PM	S Flagler/S 2nd St.	V-1 was driving WB on 2nd St. failed to stop and the stop sign and struck V-2 in the intersection	no	yes
2022-2062	2/2/2022	1:40 PM	SR 100/Roberts R.	V-1 was stopped waiting to turn EB onto 100 when V-2 struck V-1 from behind	no	yes
2022-2769	2/12/2022	8:25 PM	501 N SR A1A	V-1 was legally parked when V-2 struck the car and left the area. Hit/Run Crash	no	yes
2022-3358	2/21/2022	1:02 PM	S SR A1A/S 6th St	V-1 was stopped in traffic when distracted, V-2 struck V-1 from behind	no	yes
2022-4265	3/6/2022	4:42 PM	S SR A1A/S28th St	V-1 was traveling NB slowed down to make a u turn and struck V-2 (MC)	yes	yes

2022-5690	3/28/2022	8:30 PM	414 Beach Village Dr.	V-1 was parked in the parking lot when it was struck by an unknown veh. Crash Hit/Run	no	yes
2022-5089	3/19/2022	3:50 PM	504 S SR A1A	V-1 was parked in the public parking lot when struck by UKN vehicle Crash Hit/Run	no	yes
2022-4898	3/16/2022	5:30 PM	252 Ocean Palm Dr.	V-1 (later identified) struck 2 mail boxes without report/leaving with property damage	no	Yes 2 mailboxes valued at \$250 each
2022-6677	4/11/2022	7:55 PM	S 13th St/S SRA1A	Crash hit/run involving a gas-powered golf car driving recklessly hitting a fence/garbage can	no	Garbage can-\$50.00/Fence-\$150.00
2022-8057	4/28/2022	3:54 PM	S 26th St/Lakeshore Dr.	V-1 was traveling at a high rate of speed, ran a stop sign, crashed into a tree and V-2 parked in DW	yes	Transported to Advent
2022-6393	4/7/2022	12:27 AM	1211 S Flagler Ave.	V- driving NB, looked down at his GPS, struck V-2 head on which was parked in the roadway facing the wrong direction. No injuries, vehicle towed		yes
2022-8540	5/4/2022	6:20 PM	S Daytona Ave/S 5th St.	V-1 proceeded NB after stopping at stop sign and was struck by V-2 in the intersection	no	yes
2022-13263	6/27/2022	9:07AM	S Daytona Ave/S 7th St.	V-1 struck V-2 while proceeding through the intersection hitting side door/rear quarter panel	yes	Took self for medical exam
2022-13028	6/25/2022	4:17 PM	S 2nd St/S Central Ave.	V-1 ran the stop sign and struck V-2.	no	yes
202-12252	6/17/2022	3:35 PM	N SRA1A/N 14th St.	V-1 attempted to pull into traffic going NB and struck V-2 who was traveling NB on A1A,	no	yes
2022-12005	6/14/2022	6:15 PM	105 S 2nd St.	V-1 was backing out of a parking space and hit the COFB Utility Collection Box	no	Collection Box \$200
2022-12068	6/15/2022	12:13 PM	3600 S SR A1A	V-1 was stopped to let peds cross the road when he was struck from behind by V-2 (MC)	yes	MC Driver/passenger transported to Advent
2022-11260	6/5/2022	1:30 PM	501 N SR A1A	V-1 was attempting to park at the Golden Lion Resturant when he hit the gas instead of the brake.	no	Wooden Fence/Picknic table 10, 000.00
2022-16179	7/24/2022	7:00 PM	S SRA1A/S 2nd St	V-1 was driving SB on A1A when he was struck 2 times in the rear by V-2 V-2 Arrested for DUI	no	yes
2022-15861	7/21/2022	8:25 PM	S Central/S 3rd St	V-1 failed to yield at intersection/struck V-1	no	yes
2022-14582	7/8/2022	5:45 PM	SR 100/Roberts R.	V-1 was stopped at the red light facing W on 100. V-2 failed to stop crashing into the rear of V-1	no	yes
2022-14160	7/4/2022	10:50 AM	S 2nd St/S Flagler Ave	V-1 (Firetruck) backed up at the stop sign hitting V-2 (Golf Cart) that was behind V-1	no	minor damage to Golf Cart
2022-13714	7/1/2022	12:42 PM	S Daytona Ave/S 12th St	V-1 ran the stop sign striking V-2	no	
2022-13680	7/1/2022	7:05 AM	2000 St Rd 100.	V-1 fell asleep, swerved hit the guardrail, then the concrete barrier coming to rest in the middle of the intersection no injuries, veh.towed		
2022-16062	7/22/2022	8:30 PM	N SR A1A/N 21st St	V-1 was stopped for traffic, V-2 distracted/speeding hit V-1 passenger side brake light when he attempted to swerve to miss making impact. No injuries		minor damage
2022-19144	8/27/2022	11:02 AM	SR 100/Roberts R.	V1- lost the tire/rim due to mechanidl failure which struck V-2 as it was crossing 100.	no	yes
2022-18426	8/18/2022	3:00 AM	1544 S Daytona Ave.	V-1 hit V-2 that was parked in the swale that was in front of residence trying to make a U-Turn	no	minor damage
2022-18895	8/24/2022	12:11 PM	120 Avalon Ave.	V-1 was legally parked in front of residence when hit by ukn veh. Crash Hit/Run	no	yes
2022-18657	8/21/2022	10:54 AM	S Flagler Ave./S 3rd St	V-1 was legally parked and was struck by an ukn veh. Crash Hit/Run	no	yes
2022-17321	8/5/2022	11:02 AM	700 S SRA1A	V-1 was legally parked when an unk veh.backed into V-1 Crash Hit/Run	no	yes
2022-19145	8/27/2022	11:11AM	S Flagler Ave/SR 100	V-1 ran the red light and stuck V-2 crossing SR 100 and caused it to overturn on it's side	minor	yes
2022-17637	8/9/2022	10:44 AM	SR A1A/N 17th Ave.	V-1 stuck a bicycle traveling NB on the sidewalk due to V-1 not coming to a complete stop	minor	minor damage
2022-17611	8/9/2022	1:55 AM	SR A1A/S 22nd St	V-1 struck two concrete mediums before rolling over onto it's roof. DUI	yes	Driver transported to Advent
2022-17466	8/7/2022	10:21 AM	SR A1A/S 16th St	V-1 (MC) slowed to make a turn, brakes locked up causing the MC to fall/hit the pavement	yes	Driver transported to Advent.
2022-20838	9/16/2022	6:01 PM	SR 100/N Flagler Ave	V-1/V-2 were both traveling on SR 100 and sideswipped each other.	no	yes
2022-19901	9/5/2022	12:03 PM	John Anderson HWY/Joyce St.	V-1 was NB on John Anderson, slowed to make a turn onto Joyce St. V2-ran into the back of V-1 no		
2022-20923	9/17/2022	5:30 PM	S SR A1A/S 20th St	Both V-1/V-2 were stopped at the stop sign, V-1 backed into V-2 then left the scene Crash Hit/Run	no	yes
2022-21546	9/25/2022	7:11 PM	SR 100/N Flagler Ave	V-1 was WB on SR100 when V-2 failed to stop, made a left hand turn and struck V-1	no	yes
2022-21449	9/24/2022	11:30 AM	SR 100/S Flagler Ave.	V-1 Golf Cart was traveling N on S. Flagler Ave when V-2 struck V-1 while making a turn onto S. Flagler	yes	2 people transported from the Golf Cart to Advent
2022-21001	9/18/2022	3:23 PM	S Central Ave/2 26th St	V-1 stopped at the stop sign but didn't wait for V-2 to pass. The impact caused V-2 to overturn	no	yes
2022-20763	9/15/2022	5:22 PM	S SRA1A/SR 100	V-1 MC ran the red light and stuck V-2 as it was turning onto SR 100.	yes	treated at the scene
2022-23317	10/23/2022	5:05 PM	SR A1A/S 6th St	V-1 was legally parked on A1A when V-2 (MC) reversed across A1A striking V-1	no	yes
2022-22353	10/8/2022	12:20 PM	S SR A1A/S 22nd St	V-1 was turning left onto S 22nd Street V-2/V3 attempted to pass on shoulder striking each other.	no	yes
2022-23227	10/22/2022	3:46 AM	N SR A1A/N 18th St.	V-1 was illegally parked on the dunes, partially in the road with no exterior lights on, V-2 did not see V-1 and stuck	P-1 of V-1	transported to Halifax Trama Unit
2022-22947	10/17/2022	2:01 PM	N SR A1A/N 20th St	V-1 was NB on A1A waiting for a veh to make a left turn when V-2 failed to stop, striking V-1 from Behind yes	1 person	transported to Advent
2022-21960	10/2/2022	2:26 PM	SR100/Roberts Rd.	V-1 was stopped at the light, V-2 failed to stop striking V-1 from behind	yes	1 person transported to Advent
2022-22525	11/23/2022	12:13PM	312 SR A1A	V-1 was parked in a space, V-2 hit the trailer hitch, ped struck by V-2 when crossing between V-1/V-2	yes	1 person treated at the scene
2022-25223	11/19/2022	11:35AM	S SRA1A/S 3rd St	V-1 was coming to a Ped Cross walk, when V-2 crashed into the driver's side rear of V-1. V-2 appeared to be having a medical episode at time of crash.	1 person	transported to Advent
2022-24884	11/14/2022	1:48 PM	S 3rd St/S Daytona Ave.	V-1 ran the stop sign and struck V-2 going approximately 25 mph	no	yes
2022-25525	12/23/2022	1:33 AM		V-1 traveling at a high rate of speed tried to make a right hand turn onto 100, lost control, hit a traffic pole, wooden box, water line, rolled over and came to rest in Veteran's Park	no	\$3, 000.00 property damage, vehicle towed
2022-27884	12/24/2022	3:14 PM	2301 SR 100	V-1/V-2 were both backed into parking spaces. V-1 struck V-2 while exiting the parking space. No no	yes	minor
2022-26537	12/6/2022	10:16 AM	204 Lambert Ave./Palm Drive	V-1 was backing out of a driveway and backed into a mail box	no	damage to the mailbox \$200.00 no damage to the vehicle
2023-27559	12/30/2023	5:00 AM	S 5th St. 7-11	V-1 hit the gas pedal instead of the brakes causing it to hit the ICE Machine causing \$5, 000.00 in damage. No injuries, veh. Towed by owner		Veh removed by owner
2023-27509	12/29/2023	3:46 PM	105 N A1A	DUI- Driver hit the side of the Hershey's Ice Cream shop causing \$5, 700.00 damage to the building. No injuries, veh.towed		
2023-27111	12/23/2023	8:27 PM	A1A/Clubhouse Dr.	DUI- V-1 stopped to turn onto Clubhouse Dr. when V-2 hit V-1, drove off roadway hiting the beach walkover, no injuries, veh. Towed		
2023-26780	12/18/2023	1:04 PM	SR 100/N Central Ave.	DUI- V-1 traveled on curb and hit Finn's building. no injuries, veh. Towed		
2023-26499	12/13/2023	4:03 PM	100/A1A	V-1 was stopped at the light V-2 rear ended V-1, no injuries both vehicles removed by owners		
2023-26452	12/13/2023	11:53 AM	A1A/S 19th St.	D-1 had a medical episode which caused him to hit the center concrete medium/crashing into DOT sign. Transported to Advent, veh towed		
2023-26192	12/9/2023	4:55 PM	100/Conn. Ave.	V-1 WB on 100 crossed oncoming traffic causing V-2 (MC) to brake and slide into V-1. Passenger transported to Halifax, Driver transported to Advent		
2023-24827	11/18/2023	7:43 AM		V-1 turning right onto S. Flagler, V-2 reached for phone, failed to make the turn hitting V-1 head on. No injuries, both vehicles removed by owner (Distracted Driver)		
2023-24483	11/11/2023		1558 St 100. (Wadsworth Park)	Unknown vehicle crashed into the fence causing \$2, 000.00. Crash Hit/Run		
2023-24403	11/10/2023		400 Beach Village Dr.	V-1 was parked legally in a parking space when an Unknown Driver struck the vehicle. No injuries vehicle removed by owner. Crash Hit/Run		
2023-24017	11/3/2023		SR 100/S Daytona Ave.	V-1 was stopped in traffic when V-2 (MC) failed to stop and stuck V-1 from behind. Minor injuries treated on the scene both vehicles removed by owners.		
2023-23568	10/27/2023		100/Roberts Rd. 3 Car Crash	V-1 was stopped, V-2 was behind V-1, V-3 failed to stop crashing into V-2 which in turn crashed into V-1. Minor damage, no injuries all vehicles removed by owners.		
2023-23298	10/22/2023		414 Beach Village Drive	V-1 was exiting the parking lot and didn't make a wide enough turn striking V-2. Minor damage, no injuries and vehicles removed by owners.		
2023-23067	10/18/2023		S 4th St/S Central Ave.	V-1 was parked halfway on the sidewalk and halfway in the road. V-2 didn't see V-1 and struck V-1 causing minor damage. No injuries, vehicles removed by owners.		
2023-22363	10/6/2023		100/Roberts R.	V-1 stopped at red light, V-1 failed to stop rear ending V-1. Minor injuries, Vehicle 1 towed.		
2023-22253	10/4/2023		N Central Ave./N 14th St.	V-1 was stopped in the roadway making a delivery. V-2 struck V1- while backing up out of a driveway. No injuries, both vehicles removed by owners.		
2023-22144	10/2/2023	11:42 AM	S A1A/s 27th Ave.	D-1 fell asleep while traveling SB, hitting V-2 head on. Both vehicles towed, both drivers transported to Advent		
2023-21855	9/27/2023	9:00 AM	100/N Flagler Ave.	V-1 Golf Cart crashed into V-2 that was legally parked. No injuries. Minor damage		
2023-21055	9/15/2023	2:20 PM	S A1A/S 12th St.	V-1 was stopped to let a Ped. Cross. V-2 failed to stop, swerved striking V-1 causing it to jump the concrete curb. No injuries, Veh. 2 towed.		
2023-20676	9/10/2023	11:30 AM	2 3rd St/S Flagler Ave.	V-1 was legally parked when his by an Unknown Driver. No injuries, minor damage. Crash Hit/Run		
2023-20672	9/10/2023	10:05 AM	N 5th St/N Daytona Ave.	V-1 struck V-2 in the intersection. Unable to determine who ran the stop sign. No injuries, both vehicles towed by owners.		
2023-20623	9/9/2023	6:25 AM	500 S Flagler Ave.	Driver flipped the golf cart and fled the scene of the accident. Unknown driver, unknown injuries vehicle towed by rotation.		
2023-20049	9/2/2023	6:22 PM	100/S Daytona Ve.	V-1 traveling EB stuck V-2 while making a right hand turn. No injuries, V-1 towed.		
2023-19221	8/25/2023	9:07 AM	S A1A/S 17th St.	DUI-V-1 traveling SB unable to maintain lane struck concrete curb went into medium and lodged on top of DOT sign. No injuries, vehicle towed by rotation.		
2023-18516	8/16/2023	5:40 PM	100/Beach Village Dr.	V-1 hit the brakes, lost traction due to poor weather conditions spun around coming to rest in the woodline. No injuries, vehicle towed by rotation.		
2023-18192	8/12/2023	1:40 PM	N A1A/N 4th St.	V-1 Fire Marshall was stopped to do an inspection and was parked in the roadway. V-2 backed into V-1. No injuries both vehicles removed by owners.		
2023-18010	8/10/2023	11:55 AM	100/A1A	V-1 took a wide turn, exited the roadway, drove onto the shoulder striking a DOT crosswalk sign. Driver transported to Advent due to unrelated medical episode that contributed to the crash.		Veh. Towed by rotation.
2023-17731	8/7/2023	5:55 AM	100/Roberts Rd.	V-1 attempted to turn left onto Roberts Rd. not yielding and stuck V-2. Minor injury treated on scene, both vehicles towed.		
2023-16800	7/26/2023	5:55 PM	N A1A/N 2nd St.	DUI D-1 made an illegal turn into the SB lane striking V-2. that was legally parked. No injuries, vehicle towed due to DUI arrest.		
2023-16169	7/19/2023	7:55 PM	N A1A /N 9th St	V-1 attempted to make a U-Turn striking V-2 that was legally parked. No injuries, vehicle towed by rotation.		
2023-15543	7/13/2023	8:55 AM	100/S Flagler Ave.	V-1 stopped in traffic, V-2 rear ended V-1 No injuries both vehicles removed by owners.		
2023-14769	7/5/2023	3:03 PM	100/Roberts Rd.	V-1 attempted to turn left onto Roberts Rd. not yielding and stuck V-2. Minor injury treated on scene, both vehicles towed.		
2023-14708	7/4/2023	10:10 PM	SR 100/Roberts Rd.	V-1 stopped for traffic, V-2 failed to stop rear ending V-1. Minor injuries both vehicles removed by owners.		
2023-14418	7/2/2023	3:38 PM	A1A/100	V-1 was turning left onto N A1A and struck a ped. Crossing in a marked crosswalk. Ped. Transported to Advent, vehicle removed by owner.		
2023-11122	5/28/2023	2:32 PM	N Daytona Ave/N 3rd St.	V-1 traveling EB on N 3rd Street struck V-2 that did not have a stop sign. Pregnant driver transported to Advent Health to be checked out. Vehicles removed by other family members.		
2023-9858	5/13/2023	1:35 PM	N A1A/N 6th St.	V-1 slowed to pull off of the road to park, Unknown driver struck V-1. No injuries, vehicle towed by owner.		
2023-9101	5/4/2023	8:52 PM	2000 S A1A	DUI V-1 was parked at 2000 S A1A. V-2 made a U-Turn striking V-1. No injuries, V-2 towed by rotation due to being arrested for a DUI.		
2023-8955	5/2/2023	9:19 PM	100/ Conn. Ave.	V-1 slowed to make a right turn onto Connecticut Ave. V-2 failed to stop and rear ended V-1. No injuries, both vehicles removed by owners.		
2023-8790	4/30/2023	5:40 PM	100/JohnAnderson	V-1 was stopped at the red light, V-2 failed to stop rear ending V-1. V-1 towed by rotation, no injuries.		
2023-8558	4/27/2023	10:10 AM	S Flagler Ave/S 3rd St	V-1 was stopped at the stop sign, V-2 was backing up and struck V-1. Minimum damage, no injuries both vehicles removed by owner.		
2023-8150	4/22/2023	11:30 AM	S Daytona Ave/S 22nd St.	Delayed Hit/Run Ped. Walking S on S Daytona toward oncoming traffic distracted by his phone didn't see V-1, who struck him, knocking him to the ground and fled the scene. Injured right arm/leg		
2023-7927	4/19/2023	3:00 PM	S A1A/Clubhouse Dr. DUI	V-1 was traveling SB on A1A (MC) and fell over for no apparent reason. Arrested for DUI MC towed by rotation.		
2023-7748	4/17/2023	12:30 AM	500 Ocean Marina Dr.	V-1 was parked legally outside residence when an Unknown Vehicle struck his car. Crash Hit/Run		
2023-7437	4/17/2023	8:28 PM	100/Beach Village Dr.	V-1 was stopped at a stop sign pulling out from the parking lot. V-2 was traveling EB on SR 100 when V-1 pulled out into traffic in front of V-2. No injuries both vehicles towed by rotation.		

2023-7296	4/11/2023	11:34 PM	S A1A/S16th St.	DUI V-1 passed V-2 at a high rate of speed, crashed into the curbed medium drain, flipp onto it's side slid damaging 15 ft of wood sand dune fencing. Minor injuries, vehicle towed.		
2023-6935	4/7/2023	9:50 AM	319 SR 100	DUI V-1 backed out of parking space into V-2. No injuries, minor damage V-1 towed due to being arrested for DUI.		
2023-6451	4/2/2023	2:20 AM	SR 100/N Central Ave.	V-1 traveling N B on S Central Ave. crossed four lanes of traffic hitting V-2 that was traveling WB on 100. Driver of V-1 was transported to Advent.		
2023-5181	3/1/2023	8:20 AM	SR 100/Conn Ave.	V-1 traveling WB on 100 passing the intersection of Conn. Ave. V-2 failed to yield to traffic and hit V-1. No injuries, minor damage to both vehicles, both vehicles removed by owners.		
2023-5205	3/17/2023	6:49 PM	S A1A/S 20th St.	DUI V1- heading NB on A1A made a left hand turn onto S 20th street. V-2 was stopped at the stop sign when he was struck by V-1. No injuries, minor damage. V-1 towed due to DUI arrest.		
2023-5214	3/17/2023	8:30 PM	S A1A/S 15th St	V-1 was parked in a parking lot when struck by unknown vehicle. Minor damage. Crash Hit/Run		
2023-4595	3/9/2023	11:10 AM	S A1A/S 15th St.	V-1 was traveling NB on S A1A struck the raised concrete medium, lost control, toppled, skidded 50 ft until it hit a DOT sign. Transported to Advent vehicle towed by rotation.		
2023-4445	3/7/2023	11:12 AM	SR 100/S Flagler Ave	V-1 stopped at the light, made a sudden turn in front of V-2 who was also stopped at the light turning onto S Flagler Ave. V-1 towed, no injuries.		
2023-4283	3/5/2023	11:13 AM	Wadsworth Park	V-1 was traveling at a high rate of speed making a left hand turn inside of the park, lost control and went into the wood line. No injuries. Veh. Removed by owner.		
2023-4136	3/4/2023	12:00 AM	100/S Daytona Ave.	V-1 driving EB on SR 100 struck a ped. Crossing 100, not in a crosswalk, striking her ankle. Transported to Advent.		
2023-3581	2/24/2023	1:00 PM	2000 S A1A	V-1 was parked at the parking lot at 2000 S A1A when an unknown vehicle struck his car. Crash Hit/Run		
2023-3505	2/23/2023	8:17 PM	S 3rd St/S Daytona Ave.	V-1 was traveling E on 3rd St approaching the intersection, proceeded through the intersection hitting V-2. V-2 towed by rotation, minor injuries treated on scene.		
2023-3445	2/22/2023	8:05 PM	SR 100/John Anderson	V1/V2 collided in the intersection. Both vehicles towed by rotation, minor injuries.		
2023-3364	2/21/2023	1:40 PM	Beach Village Dr. Roberts Rd.	V-1 (M) attempted to pass vehicles in a no passing zone, drove off road to avoid hitting V-2 causing Passenger to be thrown off MC. P-1 transported to Advent.		
2023-3046	2/17/2023	5:45 AM	SR 100/Beach Village Dr.	V-1 (MC) attempted to pass a slow vehicle by passing on the shoulder. V-1 lost control of the MC and crashed into the shoulder. D-1 was transported to Advent. MC removed by father.		
2023-2378	2/16/2023	7:24 AM	S Central/S2nd St.	Bicycle rider was hit by an unknown vehicle while riding SB on S. Central Ave. Driver ran stop sign, hit bicycle causing the rider to hit the ground. Transported to Advent. Crash Hit/Run		
2023-2243	2/4/2023	9:45 AM	CVS parking Lot	V-1 backed into V-2 then left the scene. Unknown driver of V-1. Crash Hit/Run		
2023-795	1/11/2023	11:49 PM	Wickline Park	V-1 ran over the ped. Legs fled the scene causing serious injury to the ped. Crash Hit/Run Driver later arrested.		
2023-1062	1/16/2023	4:15 PM	St. 100/N Central Ave.	V-1 stopped at a stop sign, then entered 100 crossing 4 lanes of traffic. V-2 hit V-1 in the intersection. Both vehicles towed. No injuries reported.		
2023-989	1/15/2023	1:32 PM	N Daytona Ave/N 5th St.	V-1 failed to stop and struck V-2 in the right front door. V-2 was towed. V-1 was removed by owner. No injuries reported.		
2023-291	1/4/2023	4:45 PM	SR 100/Roberts Rd.	V-1 stopped at the traffic light and was rear ended by V-2. Treated for injuries at the scene. Both vehicles removed by owners.		
2023-26253	12/10/2023	1:45 PM	S 7th St/S Daytona Ave.	V-1 EB on S Daytona Ave. V-2 NB on S Daytona. The collision occurred as V-2 was turning left and struck the front of V-1. no injuries and both vehicles removed by owners.		
2023-7511	4/14/2023	5:20 PM	S Daytona Ave/S 17th St.	V-1 ran the stop sign hitting V-2's rear passenger tire. No injuries and both vehicles removed by owners.		
2023-3229	2/19/2023	5:08 PM	S A1A/S 23rd St.	V-1 and V-2 were NB on A1A. V-1 slowed for traffic when V-2 rear ended V-1. minor damage, no injuries and both vehicles removed by owners.		
2023-2242	2/4/2023	2:45 AM	Wickline Park	V-1 was driving into Wickline Park, dropped his phone, reached to get it and struck a palm tree. No injuries and vehicle removed by the owner.		
2023-551	1/8/2023	12:10 PM	S A1A/S 4th St.	V-1 was pulling out the parking lot of Wham Burger to turn left onto A1A didn't see V-2 and was struck by V-2. No injuries and both vehicles removed by owners.		
2024-2895	2/17/2024	7:15 PM	N A1A/N4th St.	V-1 was legally parked when an unknown vehicle struck v-1. No injuries, V-1 removed by owner.		
2024-1469	1/26/2024	7:18 PM	CVS Pharmacy	V-1 hit the side of the building when he stepped on the gas. No injuries. Vehicle towed by rotation.		
2024-1386-	1/25/2024	2:57 PM	SR 100/Roberts R.	V-1 ran the light and struck V-2. Both vehicles towed by rotation, no injuries.		
2024-1282	1/23/2024	3:16 AM		DUI- V-1 crashed into a retention wall at a construction site.		
2024-449	1/8/2024	11:41 AM	1860 S A1A.	V-1 backed into V-2 and left the scene. They were both parked at Oceanside Resturant.		
2024-970	1/17/2024	10:42 AM	S Daytona/S 3rd Street.	V-1 was pulling out of the Post Office and hit V-2. No injuries and both vehicles removed by owner.		
2024-558	1/10/2024	10:30 AM	SR 100/S Flagler Ave.	V-1 was sitting in traffic, V-2 was behind V-1, saw the light turn green ahead and rear-ended V-1. V-2 stated that he didn't see the smaller vehicle in front of him.	No	both vehicles removed by owners.



# STAFF REPORT

Regular City Commission Meeting

May 09, 2024

**To:** Elected Officials

**From:** Dale L. Martin, City Manager

**Date:** May 09, 2024

**Item Name:** Resolution 2024-24 a resolution by the City of Flagler Beach, Florida, approving Easement Agreements between the City of Flagler Beach and DCB to construct infrastructure within the City of Flagler Beach and utilize the associated property for the purposes of leasing the infrastructure, providing for conflict and effective date.

**Background:** City officials were approached by representatives of DCB Orchid to support the development of a state-of-the-art communication system. City Commissioners desired additional information (such as consideration of alternative sites and clarification of financial remuneration for the proposed easements). Mr. Chris Gatch, Executive Vice President of DCB, will return to address the previous comments and concerns. The changes offered by Mr. Gatch include:

- Relocated the infrastructure from the City’s S. 6<sup>th</sup> Street parking facility to Veterans Park.
- Limited the proposed easement footprint in Veterans Park.
- Reduced the work area requirement leaving more area open around the memorial.
- Added seven parking spaces to the work area where the construction entrance will be located.
- Reduced the number of Ocean Ground Beds from four to two.
- Change the approach to install the two OGBs during the initial construction period, so no future closings of the park are anticipated to install new OGBs.
- Removed the cap on the per cable landing fee.

**Fiscal Impact:** Undetermined.

**Staff Recommendation:** Staff recommends no action on the proposed Resolution. Instead, based upon the technical and financial considerations presented to the City, staff recommends seeking additional professional assistance to review the project implications for the City of Flagler Beach (comparative analysis of similar projects in other communities).

**Attachments:**



RESOLUTION 2024-24

A RESOLUTION BY THE CITY OF FLAGLER BEACH, FLORIDA, APPROVING EASEMENT AGREEMENTS BETWEEN THE CITY OF FLAGLER BEACH AND DCB ORCHID TO CONSTRUCT INFRASTRUCTURE WITHIN THE CITY OF FLAGLER BEACH AND UTILIZE THE ASSOCIATED PROPERTY FOR THE PURPOSES OF LEASING THE INFRASTRUCTURE, PROVIDING FOR CONFLICT AND EFFECTIVE DATE.

WHEREAS, the City Commission wishes to engage with DCB Orchid to construct state of the art communications infrastructure; and

WHEREAS, the easements are necessary to construct the infrastructure within our municipal limits.

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH:

SECTION 1. The Flagler Beach City Commission authorizes the Mayor to endorse the easements after review and approval by the City Attorney, which will be attached to the resolution as Exhibit “A”, and will reflect the locations in the material supplied to the Commission while reviewing and approving this resolution.

SECTION 2. All resolutions or parts of resolutions in conflict herewith be and the same are hereby repealed.

SECTION 3. This Resolution shall become effective immediately as provided by law.

PASSED AND ADOPTED THIS \_\_\_\_\_ DAY OF MAY, 2024.

CITY OF FLAGLER BEACH, FLORIDA  
CITY COMMISSION

ATTEST:

\_\_\_\_\_  
Patti King, Mayor

\_\_\_\_\_  
Penny Overstreet, City Clerk

**THIS INSTRUMENT PREPARED BY  
AND SHOULD BE RETURNED TO:**

Jo O. Thacker, Esq.  
Nelson Mullins Riley & Scarborough LLP  
390 North Orange Avenue, Suite 1400  
Orlando, FL 32801

**EASEMENT AGREEMENT**

**THIS EASEMENT AGREEMENT** (this “**Agreement**”) is made and entered into as of the \_\_\_\_ day of \_\_\_\_\_, 2024, by and between the CITY OF FLAGLER BEACH, FLORIDA, a municipal corporation of the State of Florida (the “**Grantor**”), and DCB Orchid, LLC, a Delaware limited liability company (the “**Grantee**”) (Grantor and Grantee are sometimes together referred to herein as the “**parties**”, and separately as the “**party**”).

**WITNESSETH:**

**WHEREAS**, the Grantor is the owner of that certain real property located in Flagler County, Florida, Parcel ID #01-12-31-1100-00150-0060, as more particularly described in Exhibit “A” attached hereto and incorporated herein by this reference (“Grantor Property”); and

**WHEREAS**, Grantee is the developer of that certain project to be a multi-tenant and multi-cable subsea cable landing station (“CLS”) located within the City of Palm Coast and intends to construct a subsea cable landing infrastructure (“Outfall”), consisting of ocean ground beds, bored underground conduits and infrastructure within the City of Flagler Beach (the “Project”), utilizing the Property for the purposes of leasing its conduits and associated infrastructure, either by a Commercial Lease or Indefeasible Right of Use (“IRU”), as Grantee in its sole judgment, may deem necessary or appropriate for the provision of services; and

**WHEREAS**, Grantor desires to grant Grantee, and Grantee desires to obtain from Grantor, certain temporary and exclusive permanent easements on and over the Property, subject to the terms and conditions of this Agreement, for purposes of surveying, developing, constructing, installing, placing, reconstructing, replacing, altering, monitoring, maintaining, repairing, and operating a subsea cable landing site required for the Project.

**NOW, THEREFORE**, for and in consideration of Ten and 00/100 Dollars (\$10.00) in hand paid by the parties, the mutual covenants, promises, terms and conditions set forth herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. **Recitals.** The above recitals are true and correct, form a material part of this Agreement and are incorporated herein by reference.

2. **Grant of Easements.** Subject to the terms, conditions, and limitations set forth herein, the Grantor hereby grants and conveys to Grantee, its successors and assigns, the following easements:

a. **Permanent Easement.** An exclusive, perpetual, transferable and assignable easement (the “Easement”) upon, over, under, within, through and across, and right to use, those certain portions of Grantor’s Property being more particularly shown in Exhibit “B” (the “Easement Area”), for the purposes of (i) providing pipes, lines, systems, facilities and related equipment, and upgrades for the delivery of the fiber optic infrastructure and service to Grantee’s CLS to be a landing station for optical communication cables as part of the Project and (ii) providing power to the cables to regenerate the optical signal including without limitation: the right of Grantee, its successors, assigns, contractors, subcontractors, agents and permittees to lay, construct, locate, install, use, operate, maintain, inspect, repair, tie into, connect to, relocate and replace such fiber optic service cables, lines, systems, metering and regulating stations and facilities with necessary valves, meters, fittings, service lines, controls, devices, equipment and other usual appurtenances and improvements (collectively, “Improvements”) upon, over, under, within, through and across the Easement Area as are customary and reasonably necessary for the purpose of delivering such Improvements to Grantee’s CLS which might now or hereafter be installed within the Easement Area by Grantee, those using the Easement Area or any other Persons. Nothing herein shall be construed to limit Grantor or the public’s use of the surface area of the Property. The Parties acknowledge and agree that, as of the Effective Date, the surface area of the Property is currently used for public parking. The Easement and use thereof shall not impede or impair the public’s use or Grantor’s normal use of the Property. Grantee shall have the on-going right to construct Improvements which may impact Grantor’s temporary use of the Property. The Easement shall remain in full force and effect until six (6) months after the Project ceases operations by written notice from Grantee to Grantor.

3. **Payment for Easement.** As compensation for the Easements and interests granted in this Agreement, Grantee shall pay Grantor, within ninety (90) days after a customer receives an FCC landing license for a cable terminating in the Easement, \$100,000 per cable (the “Cable Payment”) that is permitted to run through the Improvements located on the Property and to be installed during the term of the Agreement.

4. **Construction Easement Specific Terms and Conditions.**

a. **Permits.** Before commencing any construction or installation, Grantee shall obtain all required permits for the construction, installation, use, and operation of the Improvements. Grantee shall furnish detailed plans of the work and other information required by Grantor, and shall pay all required fees prior to issuance of said permits in accordance with the rates in effect at the time of the payment. Grantee shall comply with all terms and conditions of said permits. Nothing herein shall be construed as a waiver or agreement to alter Grantor’s municipal approval processes undertaken in Grantor’s capacity as a municipality.

b. Requirements. No construction or installation of the Improvements may commence until all required bonds, letters of credit, certificates of insurance, and other instruments required by this Agreement have been filed with, accepted, and approved by Grantor, which acceptance and approval shall not be unreasonably delayed, conditioned, or withheld.

c. Barricades and Signs. During the course of construction on the Property, Grantee shall cause suitable barricades, warning signs, signals, and other measures to be erected, placed, and used to safeguard members of the general public, to adequately give notice, protection and warning of the existence of the actual conditions present so as to prevent injury or damage to any Person, vehicle, or property by reason of the construction work being conducted on the Property, and shall comply with all federal, state, and local laws and regulations.

d. Restoration.

i. Grantee shall not open, disturb, or obstruct any more of the Property than is reasonably necessary and shall not allow any portion of the Property so disturbed or obstructed by it to remain open, disturbed, or obstructed for a longer period of time than shall be reasonably necessary. After the construction and installation of any portion the Improvements is completed, Grantee shall, at its cost, repair and return the Property to a condition to a minimum of the same or similar condition existing before the start of the construction and installation. Grantee shall be responsible for any damage to street pavements, existing utilities, curbs, gutters, sand dunes, vegetation, landscaping, grounds, walkways, sidewalks and any other structures or improvements on the Property due to Grantee's construction and installation of the Improvements (the "Damaged Property"), and shall repair, replace, and restore in-kind, the said Damaged Property at its sole expense within thirty (30) days after the construction and installation is completed, subject to extension as provided in the Agreement . If Grantee fails to repair, replace, and restore said Damaged Property to the reasonable satisfaction of Grantor, after thirty (30) days' written notice given by Grantor to Grantee, Grantor may cause such necessary repairs to be made. All out-of-pocket costs incurred by Grantor, as well as reasonable, direct charges for Grantor's employee labor and use of Grantor's equipment, shall be charged against Grantee and payable within ten (10) business days or may be collected by exercising the right to draw on letters of credit. Grantor may collect such costs, and any expenses and reasonable attorney fees incurred in collecting such costs, as debts owed to Grantor, by bringing action in any court of competent jurisdiction or in any manner allowed by law.

ii. If weather or other conditions do not permit the complete restoration required by this Agreement, Grantee shall temporarily restore the Damaged Property to the reasonable satisfaction of Grantor. Such temporary restoration shall be at Grantee's sole expense and Grantee shall promptly undertake and complete the required permanent restoration when the weather or other conditions no longer prevent such permanent restoration.

## 5. **Easement Locations.**

a. **As-Built Plans.** Grantee shall maintain and regularly update an accurate map of Grantee's Improvements. Within one-hundred eighty (180) days after completion of the construction and installation of the Improvements, Grantee shall provide Grantor with "as-built" drawings and an accurate map or maps showing the location of the Improvements, and any other facilities requested by Grantor to be included on the maps. Such as-built drawings and maps shall be drawn to scale, and shall include a digitized map(s) in both printed and electronic form readable by the current version of Auto CAD. Grantee shall supply and specify the location of all of its underground facilities by depth, line, grade and proximity to other facilities. Grantee shall, upon request, provide updated maps annually, or when any change in the location of any of the Improvements has occurred. If no changes have occurred since the last update provided by Grantee, an update shall not be required.

### b. **Repair, Maintenance and Additional Installations.**

i. Grantee shall construct, install, and maintain the Improvements in a good and safe manner, and in a manner that complies with all applicable federal, state, and local requirements, laws, ordinances, and regulations. Grantee shall at all times employ a standard of care consistent with good commercial practices and shall use industry standard methods and devices for preventing failure or accidents which are likely to cause damages, injuries, or nuisances to the public. Grantee acknowledges and agrees it is responsible for the work of all its subcontractors or others performing work on Grantee's behalf.

ii. In the event of an unexpected repair or emergency, Grantee may commence such repair and emergency response work as required under the circumstances, provided Grantee shall notify Grantor before commencing such repair or emergency work. Grantee shall perform the unexpected or emergency repair in the manner that causes the least interference with the use of the surface of the Property by Grantor or the public. Such unexpected or emergency repairs shall be completed and the site returned to its former condition in accordance with the Agreement, in a commercially reasonable manner.

iii. Grantee shall have the right to post signs at the Property to safeguard members of the general public, and prevent injury or damage to any Person, vehicle or other property by reason of the presence of the Improvements under the surface of the Property, including, but not limited to, signs specifying a maximum capacity or weight. Such signage must comply with the requirements of the City of Flagler Beach Code, including the requirements for approval of the same.

iv. If Subsea cables are not installed in some of the conduits during the term of the Construction Easement, Grantee may install Subsea cables in the empty conduits during the term of this Agreement.

1. Grantee shall provide Grantor with a schedule of its proposed installation activities before commencing any such activities.

2. Grantee shall communicate with Grantor to coordinate such installation, repair, or maintenance.

3. All installation, maintenance, and repair locations, activities, and schedules shall be coordinated with Grantor's designee to minimize public inconvenience, disruption, or damages. Grantee shall submit a written installation, repair, or maintenance schedule at least thirty (30) working days before commencing any such activities. Said schedule shall identify the portions of the surface of the Property that will be disturbed or that will need to be used in connection with the installation. Grantee shall further notify Grantor not less than five (5) working days in advance of such installation, maintenance, or repair. Grantee shall comply with all applicable provisions set forth in in the Agreement regarding barricades and signage, regarding repair and restoration of the Property after construction, installation, maintenance, or repair work.

v. Grantor and its agents, assigns, and successors agree that the Grantee shall not be liable for any maintenance work whatsoever to the surface of the Easement Areas except for any manhole covers installed, any damage or changes to the surface caused by the existence of Grantee's Improvements, or if the Grantee performs excavation within the Easement Areas in order to effectuate maintenance or repair of the Improvements or in order to install additional Subsea cables within the Conduits. All other maintenance of the surface of the Easement Areas shall be done by the Grantor or its designee, and the Grantee shall have no duty or liability to perform any routine maintenance work to the surface of the Easement Areas other than that work which arises out of maintaining, repairing, or installing the Improvements.

c. Improvements Before and After Termination.

i. Any and all Improvements installed on the Property by Grantee at any time during the term of any of the Easements granted in this Agreement shall, until the termination or expiration of the Easement, , be and remain the property solely of Grantee or its successors or assigns. Grantor may not, and may not permit any other Person to, access, and use or damage any of the Improvements or Easement. Notwithstanding the foregoing, it shall be the responsibility of Grantee to ensure any manhole covers are securely locked at all times.

ii. Upon the termination or expiration of the Easement, at the option of Grantor, Grantee shall remove the Improvements as directed by Grantor. Any Improvements left in place shall become the property of Grantor. If Grantor directs Grantee to remove all or part of the Improvements and Grantee fails to do so within one hundred eighty (180) days after the date of written notice by Grantor, then Grantor may cause such Improvements to be removed, without further notice.

6. **Maintenance and Repair of Easement Areas.** Grantee agrees, at Grantee's sole cost and expense, to utilize and control the Easement Area and all improvements constructed or installed by or on behalf of Grantee and located on or in the Easement Area for the purposes set forth herein during the construction period. Grantor shall bear the cost of any maintenance or repair that is necessitated by the acts or omissions of Grantor and its respective partners, members, officers, managers, directors, agents, or employees during the construction period. Grantee shall return Grantor Property to a similar state as the Grantor Property was in prior to the construction. Grantor agrees to maintain Grantor's property thereafter in such a manner as to not disturb or interfere with Grantee's easement rights and Grantor shall be responsible for the repairs and maintenance of any structures or improvements within the Easement area. This shall include not placing permanent structures within the Easement area or planting trees/shrubs with extensive root systems.

7. **Insurance.** Grantee shall procure and at all times maintain comprehensive public liability and property damage insurance, with companies authorized to do business in the State of Florida, against claims for personal injury, death, or property damage occurring upon the Grantor Property, including the Easement Areas, arising directly or indirectly out of the use by Grantee of the Grantor Property, and/or the exercise by Grantee, of any rights under this Agreement, with minimum coverage of \$2,000,000.00 in the aggregate and \$1,000,000.00 per occurrence and worker's compensation insurance as required by applicable law (and employer's liability insurance). All such insurance policies shall (i) name the Grantor (or the then owner of all or a portion of the Grantor Property) as an additional insured, (ii) provide that it cannot be cancelled without at least thirty (30) days prior written notice being given to the Grantor, and (iii) be primary, and not contributory, as to any insurance coverage maintained by the Grantor. Grantee shall upon request provide evidence of such insurance to the Grantor.

8. **Indemnification.** Grantee agrees to indemnify, defend, and hold the Grantor and its respective partners, members, officers, managers, directors, agents, and employees (collectively, the "**Indemnified Parties**") harmless from and against any and all actions, causes of action, suits, proceeding, claims, demands, damages, surcharges, liabilities, fines, penalties, judgments, costs, and expenses whatsoever (including, without limitation, reasonable paralegal and attorneys' fees at trial and appellate levels) to the extent arising directly or indirectly out of the use by Grantee of the Grantor Property, and/or the exercise by Grantee of any rights under this Agreement; provided, however, no such indemnification of the Indemnified Parties shall be given to the extent the foregoing arises from or is attributable to the sole negligence or willful misconduct of any of the Indemnified Parties and no such indemnification shall include indemnification of indirect, special, consequential, or punitive damages.

9. **Reservation of Rights.** Grantor reserves for itself and its successors, assigns, employees, agent, contractors, tenants, invitees, and licensees, the non-exclusive right to use, pass and repass over and upon the Conduit Easement Area. Grantor and its respective successors and assigns, further reserves the right to grant other non-exclusive easements with respect to all or a portion of the Grantor Property, which are not in conflict with the rights granted hereunder. The

Grantee shall exercise its rights under this Agreement with due regard to the rights reserved by the Grantor.

10. **Enforcement.** In the event Grantor fails to maintain and repair the Easement Areas after thirty (30) days prior notice from the Grantee, then the Grantee shall have the right, but not the obligation, to maintain and repair the Easement Areas. If the Grantee takes such action, then the Grantee shall be entitled to reimbursement from the Grantor for the maintenance and repair costs incurred by the Grantee.

11. **Further Assurances.** The parties hereto shall execute and deliver, or cause to be executed and delivered, such additional or further agreements, or other instruments, as may be required to evidence the agreement of the parties herein contained and the transactions contemplated hereunder.

12. **Covenants Running with the Land.** This Agreement shall be binding upon and inure to the benefit of each party and each party's respective successors and assigns. This Agreement and the easements, rights, benefits, and obligations of the parties under this Agreement shall run with, benefit and bind, as applicable, the titles to the Grantor Property.

13. **No Third Party Beneficiaries.** Except as otherwise expressly stated herein, this Agreement shall not be deemed to confer in favor of any third parties any rights whatsoever as third-party beneficiaries, the parties hereto intending by the provisions hereof to confer no such benefits or status unless otherwise expressly stated in this Agreement.

14. **No Public Dedication.** Nothing contained in this Agreement shall create or shall be deemed to create any easements or use rights in the general public or constitute a public dedication for any reason whatsoever.

15. **Entire Agreement.** This Agreement contains the entire understanding of the parties with respect to the matters set forth herein and no other agreement, oral or written, not set forth herein, nor any course of dealings of the parties, shall be deemed to alter or affect the terms and conditions set forth herein.

16. **Amendments.** This Agreement may be amended or modified only by a writing signed by all the parties hereto or their express assigns, which must be duly recorded in the Public Records of Flagler.

17. **Singular and Plural Usages.** Whenever used, the singular number shall include the plural, the plural the singular, and the use of any gender shall include all genders.

18. **Headings.** Descriptive headings are for convenience only and shall not control or affect the meaning or construction of any provision of this Agreement.

19. **Severability.** In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision hereto, and this Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.



20. **Execution in Counterparts.** This Agreement may be executed by the parties in multiple counterparts, which when taken together shall have the full force and effect of a fully executed agreement between the parties.

21. **Attorneys’ Fees.** In the event that a party finds it necessary to commence an action against another party to enforce any provision of this Agreement or because of a breach by another party of any terms hereof, the prevailing party shall be entitled to recover from the non-prevailing party its reasonable attorneys' fees, paralegal fees and costs incurred in connection therewith, at both administrative, trial and appellate levels, including bankruptcy and collection proceedings, without regard to whether any legal proceedings are prosecuted to judgment.

22. **Notices.** Any notices which may be permitted or required hereunder shall be in writing and shall be deemed to have been duly given: (i) three (3) days after depositing with the United States Postal Service, postage prepaid, registered or certified mail; (ii) one day after depositing with a nationally recognized overnight courier service; or (iii) on the day of hand delivery (provided such delivery occurs prior to 5:00 pm, E.S.T. or E.D.T., as applicable), to the address listed below or to such other address as a party may from time to time designate by written notice in accordance with this paragraph.

To Grantor	To Grantee
City Manager City of Flagler Beach 105 S 2nd Street P.O. Box 70 Flagler Beach, FL 32136	DCB Orchid, LLC 1040 Crown Pointe Parkway, Suite 560 Atlanta, GA 30338 Attention: Chief Financial Officer Email: <a href="mailto:kevin.odonnell@dcblox.com">kevin.odonnell@dcblox.com</a>
With a copy to:	With a copy to:
City Attorney City of Flagler Beach 105 S 2nd Street P.O. Box 70 Flagler Beach, FL 32136	Nelson Mullins Riley & Scarborough LLP 390 N. Orange Avenue, Suite 1400 Orlando, FL 32801 Attention: Jo O. Thacker Email: <a href="mailto:jo.thacker@nelsonmullins.com">jo.thacker@nelsonmullins.com</a>

23. **Applicable Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Venue of any litigation or administrative proceeding shall be exclusively in Flagler County, Florida.

24. **Conflicts of Law.** If there is a conflict between the provisions of this Agreement and any law, whether federal, state, or City, including all future laws and ordinances, the law and conflicting Agreement provision will, to the extent reasonably possible, be construed so as to be consistent with each other and if such construction is not reasonably possible, the conflicting provision of this Agreement shall be deemed superseded by such law and have no effect, notwithstanding the contract clause of the United States Constitution.

25. **Waiver of Jury Trial.** EACH PARTY HEREBY WAIVES ANY RIGHT TO A JURY TRIAL IN CONNECTION WITH ANY DISPUTE BETWEEN THE PARTIES ARISING FROM THIS AGREEMENT, FROM ANY CLAIM ARISING HEREUNDER, OR IN ANY COURSE OF CONDUCT RELATED HERETO.

26. **Recording.** This Agreement shall be recorded in the official records of Flagler County, Florida.

*[Signatures are on the following pages]*

**IN WITNESS WHEREOF**, the parties have caused this Agreement to be executed as of the day and year first written above.

Signed, sealed and delivered  
in the presence of:

**GRANTOR:**

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me by means of [ ] physical presence or [ ] online notarization, this \_\_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, He [ ] is personally known to me, or [ ] has produced \_\_\_\_\_ (type of identification) as identification.

(NOTARY SEAL)

Notary Signature: \_\_\_\_\_  
Print Name: \_\_\_\_\_

**IN WITNESS WHEREOF**, the parties have caused this Agreement to be executed as of the day and year first written above.

Signed, sealed and delivered  
in the presence of:

**GRANTEE:**

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

By: \_\_\_\_\_  
\_\_\_\_\_  
Manager

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me by means of [ ] physical presence or [ ] online notarization, this \_\_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, as \_\_\_\_\_ of DCB Orchid, LLC, a Delaware limited liability company, on behalf of the company. He [ ] is personally known to me, or [ ] has produced \_\_\_\_\_ (type of identification) as identification.

(NOTARY SEAL)

Notary Signature: \_\_\_\_\_  
Print Name: \_\_\_\_\_

EXHIBIT "A"  
LEGAL DESCRIPTION

COCHRAN PLACE SUB EAST OF A1A OPP 11TH ST N BLK 3 W OF MHW LINE

# EXHIBIT B EASEMENT AREA



**THIS INSTRUMENT PREPARED BY  
AND SHOULD BE RETURNED TO:**

Jo O. Thacker, Esq.  
Nelson Mullins Riley & Scarborough LLP  
390 North Orange Avenue, Suite 1400  
Orlando, FL 32801

**EASEMENT AGREEMENT**

**THIS EASEMENT AGREEMENT** (this “**Agreement**”) is made and entered into as of the \_\_\_\_ day of \_\_\_\_\_, 2024, by and between the CITY OF FLAGLER BEACH, FLORIDA, a municipal corporation of the State of Florida (the “**Grantor**”), and DCB Orchid, LLC, a Delaware limited liability company (the “**Grantee**”) (Grantor and Grantee are sometimes together referred to herein as the “**parties**”, and separately as the “**party**”).

**WITNESSETH:**

**WHEREAS**, the Grantor is the owner of that certain real property located in Flagler County, Florida, Parcel ID #s 12-12-31-4500-00080-0000 and 12-12-31-4500-00680-0200, as more particularly described in **Exhibit “A”** attached hereto and incorporated herein by this reference (“Grantor Property”); and

**WHEREAS**, Grantee is the developer of that certain project to be a multi-tenant and multi-cable subsea cable landing station (“CLS”) located within the City of Palm Coast and intends to construct a subsea cable landing infrastructure (“Outfall”), consisting of ocean ground beds, bored underground conduits and infrastructure within the City of Flagler Beach (the “Project”), utilizing the Property for the purposes of leasing its conduits and associated infrastructure, either by a Commercial Lease or Indefeasible Right of Use (“IRU”), as Grantee in its sole judgment, may deem necessary or appropriate for the provision of services; and

**WHEREAS**, Grantor desires to grant Grantee, and Grantee desires to obtain from Grantor, certain temporary and exclusive permanent easements on and over the Property, subject to the terms and conditions of this Agreement, for purposes of surveying, developing, constructing, installing, placing, reconstructing, replacing, altering, monitoring, maintaining, repairing, and operating a subsea cable landing site required for the Project.

**NOW, THEREFORE**, for and in consideration of Ten and 00/100 Dollars (\$10.00) in hand paid by the parties, the mutual covenants, promises, terms and conditions set forth herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. **Recitals**. The above recitals are true and correct, form a material part of this Agreement and are incorporated herein by reference.

2. **Grant of Easements.** Subject to the terms, conditions, and limitations set forth herein, the Grantor hereby grants and conveys to Grantee, its successors and assigns, the following easements:

**Permanent Easement.** An exclusive, perpetual, transferable and assignable easement (the “Easement”) upon, over, under, within, through and across, and right to use, those certain portions of Grantor’s Property being more particularly shown in **Exhibit “B”** (the “Easement Area”), for the purposes of (i) providing pipes, lines, systems, facilities and related equipment, and upgrades for the delivery of the fiber optic infrastructure and service to Grantee’s CLS to be a landing station for optical communication cables as part of the Project and (ii) providing power to the cables to regenerate the optical signal including without limitation: the right of Grantee, its successors, assigns, contractors, subcontractors, agents and permittees to lay, construct, locate, install, use, operate, maintain, inspect, repair, tie into, connect to, relocate and replace such fiber optic service cables, lines, systems, metering and regulating stations and facilities with necessary valves, meters, fittings, service lines, controls, devices, equipment and other usual appurtenances and improvements (collectively, “Improvements”) upon, over, under, within, through and across the Easement Area as are customary and reasonably necessary for the purpose of delivering such Improvements to Grantee’s CLS which might now or hereafter be installed within the Easement Area by Grantee, those using the Easement Area or any other Persons. Nothing herein shall be construed to limit Grantor or the public’s use of the surface area of the Property. The Parties acknowledge and agree that, as of the Effective Date, the surface area of the Property is currently used as a public park. The Easement and use thereof shall not impede or impair the public’s use or Grantor’s normal use of the Property. Grantee shall have the on-going right to construct Improvements which may impact Grantor’s temporary use of the Property. The Easement shall remain in full force and effect until six (6) months after the Project ceases operations by written notice from Grantee to Grantor. Grantee shall have the right to perform the initial improvements within the Temporary Construction Easement attached as **Exhibit “C”** (the “Temporary Construction Easement”).

3. **Payment for Easement.** As compensation for the Easements and interests granted in this Agreement, Grantee shall pay Grantor, within ninety (90) days after a customer receives an FCC landing license for a cable terminating in the Easement, \$100,000 per cable (the “Cable Payment”) that is permitted to run through the Improvements located on the Property and to be installed during the term of the Agreement.



#### 4. **Construction Easement Specific Terms and Conditions.**

a. **Permits.** Before commencing any construction or installation, Grantee shall obtain all required permits for the construction, installation, use, and operation of the Improvements. Grantee shall furnish detailed plans of the work and other information required by Grantor, and shall pay all required fees prior to issuance of said permits in accordance with the rates in effect at the time of the payment. Grantee shall comply with all terms and conditions of said permits. Nothing herein shall be construed as a waiver or agreement to alter Grantor's municipal approval processes undertaken in Grantor's capacity as a municipality.

b. **Requirements.** No construction or installation of the Improvements may commence until all required bonds, letters of credit, certificates of insurance, and other instruments required by this Agreement have been filed with, accepted, and approved by Grantor, which acceptance and approval shall not be unreasonably delayed, conditioned, or withheld.

c. **Barricades and Signs.** During the course of construction on the Property, Grantee shall cause suitable barricades, warning signs, signals, and other measures to be erected, placed, and used to safeguard members of the general public, to adequately give notice, protection and warning of the existence of the actual conditions present so as to prevent injury or damage to any Person, vehicle, or property by reason of the construction work being conducted on the Property, and shall comply with all federal, state, and local laws and regulations.

#### d. **Restoration.**

i. Grantee shall not open, disturb, or obstruct any more of the Property than is reasonably necessary and shall not allow any portion of the Property so disturbed or obstructed by it to remain open, disturbed, or obstructed for a longer period of time than shall be reasonably necessary. After the construction and installation of any portion the Improvements is completed, Grantee shall, at its cost, repair and return the Property to a condition to a minimum of the same or similar condition existing before the start of the construction and installation. Grantee shall be responsible for any damage to street pavements, existing utilities, curbs, gutters, sand dunes, vegetation, landscaping, grounds, walkways, sidewalks and any other structures or improvements on the Property due to Grantee's construction and installation of the Improvements (the "Damaged Property"), and shall repair, replace, and restore in-kind, the said Damaged Property at its sole expense within thirty (30) days after the construction and installation is completed, subject to extension as provided in the Agreement . If Grantee fails to repair, replace, and restore said Damaged Property to the reasonable satisfaction of Grantor, after thirty (30) days' written notice given by Grantor to Grantee, Grantor may cause such necessary repairs to be made. All out-of-pocket costs incurred by Grantor, as well as reasonable, direct charges for Grantor's employee labor and use of Grantor's equipment, shall be charged against Grantee and payable within ten (10) business days or may be collected by exercising the right to draw on letters of credit. Grantor may collect such costs, and any expenses and reasonable attorney fees incurred

in collecting such costs, as debts owed to Grantor, by bringing action in any court of competent jurisdiction or in any manner allowed by law.

ii. If weather or other conditions do not permit the complete restoration required by this Agreement, Grantee shall temporarily restore the Damaged Property to the reasonable satisfaction of Grantor. Such temporary restoration shall be at Grantee's sole expense and Grantee shall promptly undertake and complete the required permanent restoration when the weather or other conditions no longer prevent such permanent restoration.

## 5. **Easement Locations.**

a. **As-Built Plans.** Grantee shall maintain and regularly update an accurate map of Grantee's Improvements. Within one-hundred eighty (180) days after completion of the construction and installation of the Improvements, Grantee shall provide Grantor with "as-built" drawings and an accurate map or maps showing the location of the Improvements, and any other facilities requested by Grantor to be included on the maps. Such as-built drawings and maps shall be drawn to scale, and shall include a digitized map(s) in both printed and electronic form readable by the current version of Auto CAD. Grantee shall supply and specify the location of all of its underground facilities by depth, line, grade and proximity to other facilities. Grantee shall, upon request, provide updated maps annually, or when any change in the location of any of the Improvements has occurred. If no changes have occurred since the last update provided by Grantee, an update shall not be required.

### b. **Repair, Maintenance and Additional Installations.**

i. Grantee shall construct, install, and maintain the Improvements in a good and safe manner, and in a manner that complies with all applicable federal, state, and local requirements, laws, ordinances, and regulations. Grantee shall at all times employ a standard of care consistent with good commercial practices and shall use industry standard methods and devices for preventing failure or accidents which are likely to cause damages, injuries, or nuisances to the public. Grantee acknowledges and agrees it is responsible for the work of all its subcontractors or others performing work on Grantee's behalf.

ii. In the event of an unexpected repair or emergency, Grantee may commence such repair and emergency response work as required under the circumstances, provided Grantee shall notify Grantor before commencing such repair or emergency work. Grantee shall perform the unexpected or emergency repair in the manner that causes the least interference with the use of the surface of the Property by Grantor or the public. Such unexpected or emergency repairs shall be completed and the site returned to its former condition in accordance with the Agreement, in a commercially reasonable manner.

iii. Grantee shall have the right to post signs at the Property to safeguard members of the general public, and prevent injury or damage to any Person, vehicle or other property by reason of the presence of the Improvements under the surface of the Property,

including, but not limited to, signs specifying a maximum capacity or weight. Such signage must comply with the requirements of the City of Flagler Beach Code, including the requirements for approval of the same.

iv. If Subsea cables are not installed in some of the conduits during the term of the Construction Easement, Grantee may install Subsea cables in the empty conduits during the term of this Agreement.

1. Grantee shall provide Grantor with a schedule of its proposed installation activities before commencing any such activities.

2. Grantee shall communicate with Grantor to coordinate such installation, repair, or maintenance.

v. All installation, maintenance, and repair locations, activities, and schedules shall be coordinated with Grantor's designee to minimize public inconvenience, disruption, or damages. Grantee shall submit a written installation, repair, or maintenance schedule at least thirty (30) working days before commencing any such activities. Said schedule shall identify the portions of the surface of the Property that will be disturbed or that will need to be used in connection with the installation. Grantee shall further notify Grantor not less than five (5) working days in advance of such installation, maintenance, or repair. Grantee shall comply with all applicable provisions set forth in in the Agreement regarding barricades and signage, regarding repair and restoration of the Property after construction, installation, maintenance, or repair work.

vi. Grantor and its agents, assigns, and successors agree that the Grantee shall not be liable for any maintenance work whatsoever to the surface of the Easement Areas except for any manhole covers installed, any damage or changes to the surface caused by the existence of Grantee's Improvements, or if the Grantee performs excavation within the Easement Areas in order to effectuate maintenance or repair of the Improvements or in order to install additional Subsea cables within the Conduits. All other maintenance of the surface of the Easement Areas shall be done by the Grantor or its designee, and the Grantee shall have no duty or liability to perform any routine maintenance work to the surface of the Easement Areas other than that work which arises out of maintaining, repairing, or installing the Improvements.

c. Improvements Before and After Termination.

i. Any and all Improvements installed on the Property by Grantee at any time during the term of any of the Easements granted in this Agreement shall, until the termination or expiration of the Easement, , be and remain the property solely of Grantee or its successors or assigns. Grantor may not, and may not permit any other Person to, access, and use or damage any of the Improvements or Easement. Notwithstanding the foregoing, it shall be the responsibility of Grantee to ensure any manhole covers are securely locked at all times.

ii. Upon the termination or expiration of the Easement, at the option of Grantor, Grantee shall remove the Improvements as directed by Grantor. Any Improvements left in place shall become the property of Grantor. If Grantor directs Grantee to remove all or part of the Improvements and Grantee fails to do so within one hundred eighty (180) days after the date of written notice by Grantor, then Grantor may cause such Improvements to be removed, without further notice.

6. **Maintenance and Repair of Easement Areas.** Grantee agrees, at Grantee's sole cost and expense, to utilize and control the Easement Area and all improvements constructed or installed by or on behalf of Grantee and located on or in the Easement Area for the purposes set forth herein during the construction period. Grantor shall bear the cost of any maintenance or repair that is necessitated by the acts or omissions of Grantor and its respective partners, members, officers, managers, directors, agents, or employees during the construction period. Grantee shall return Grantor Property to a similar state as the Grantor Property was in prior to the construction. Grantor agrees to maintain Grantor's property thereafter in such a manner as to not disturb or interfere with Grantee's easement rights and Grantor shall be responsible for the repairs and maintenance of any structures or improvements within the Easement area. This shall include not placing permanent structures within the Easement area or planting trees/shrubs with extensive root systems.

7. **Insurance.** Grantee shall procure and at all times maintain comprehensive public liability and property damage insurance, with companies authorized to do business in the State of Florida, against claims for personal injury, death, or property damage occurring upon the Grantor Property, including the Easement Areas, arising directly or indirectly out of the use by Grantee of the Grantor Property, and/or the exercise by Grantee, of any rights under this Agreement, with minimum coverage of \$2,000,000.00 in the aggregate and \$1,000,000.00 per occurrence and worker's compensation insurance as required by applicable law (and employer's liability insurance). All such insurance policies shall (i) name the Grantor (or the then owner of all or a portion of the Grantor Property) as an additional insured, (ii) provide that it cannot be cancelled without at least thirty (30) days prior written notice being given to the Grantor, and (iii) be primary, and not contributory, as to any insurance coverage maintained by the Grantor. Grantee shall upon request provide evidence of such insurance to the Grantor.

8. **Indemnification.** Grantee agrees to indemnify, defend, and hold the Grantor and its respective partners, members, officers, managers, directors, agents, and employees (collectively, the "**Indemnified Parties**") harmless from and against any and all actions, causes of action, suits, proceeding, claims, demands, damages, surcharges, liabilities, fines, penalties, judgments, costs, and expenses whatsoever (including, without limitation, reasonable paralegal and attorneys' fees at trial and appellate levels) to the extent arising directly or indirectly out of the use by Grantee of the Grantor Property, and/or the exercise by Grantee of any rights under this Agreement; provided, however, no such indemnification of the Indemnified Parties shall be given to the extent the foregoing arises from or is attributable to the sole negligence or willful misconduct of any of the Indemnified Parties and no such indemnification shall include indemnification of indirect, special, consequential, or punitive damages.

9. **Reservation of Rights.** Grantor reserves for itself and its successors, assigns, employees, agent, contractors, tenants, invitees, and licensees, the non-exclusive right to use, pass and repass over and upon the Conduit Easement Area. Grantor and its respective successors and assigns, further reserves the right to grant other non-exclusive easements with respect to all or a portion of the Grantor Property, which are not in conflict with the rights granted hereunder. The Grantee shall exercise its rights under this Agreement with due regard to the rights reserved by the Grantor.

10. **Enforcement.** In the event Grantor fails to maintain and repair the Easement Areas after thirty (30) days prior notice from the Grantee, then the Grantee shall have the right, but not the obligation, to maintain and repair the Easement Areas. If the Grantee takes such action, then the Grantee shall be entitled to reimbursement from the Grantor for the maintenance and repair costs incurred by the Grantee.

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13. **No Third Party Beneficiaries.** Except as otherwise expressly stated herein, this Agreement shall not be deemed to confer in favor of any third parties any rights whatsoever as third-party beneficiaries, the parties hereto intending by the provisions hereof to confer no such benefits or status unless otherwise expressly stated in this Agreement.

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22. **Notices.** Any notices which may be permitted or required hereunder shall be in writing and shall be deemed to have been duly given: (i) three (3) days after depositing with the United States Postal Service, postage prepaid, registered or certified mail; (ii) one day after depositing with a nationally recognized overnight courier service; or (iii) on the day of hand delivery (provided such delivery occurs prior to 5:00 pm, E.S.T. or E.D.T., as applicable), to the address listed below or to such other address as a party may from time to time designate by written notice in accordance with this paragraph.

To Grantor	To Grantee
City Manager City of Flagler Beach 105 S 2nd Street P.O. Box 70 Flagler Beach, FL 32136	DCB Orchid, LLC 1040 Crown Pointe Parkway, Suite 560 Atlanta, GA 30338 Attention: Chief Financial Officer Email: <a href="mailto:kevin.odonnell@dcblox.com">kevin.odonnell@dcblox.com</a>
With a copy to:	With a copy to:
City Attorney City of Flagler Beach 105 S 2nd Street P.O. Box 70 Flagler Beach, FL 32136	Nelson Mullins Riley & Scarborough LLP 390 N. Orange Avenue, Suite 1400 Orlando, FL 32801 Attention: Jo O. Thacker Email: <a href="mailto:jo.thacker@nelsonmullins.com">jo.thacker@nelsonmullins.com</a>

23. **Applicable Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Venue of any litigation or administrative proceeding shall be exclusively in Flagler County, Florida.

24. **Conflicts of Law.** If there is a conflict between the provisions of this Agreement and any law, whether federal, state, or City, including all future laws and ordinances, the law and conflicting Agreement provision will, to the extent reasonably possible, be construed so as to be consistent with each other and if such construction is not reasonably possible, the conflicting provision of this Agreement shall be deemed superseded by such law and have no effect, notwithstanding the contract clause of the United States Constitution.

25. **Waiver of Jury Trial.** **EACH PARTY HEREBY WAIVES ANY RIGHT TO A JURY TRIAL IN CONNECTION WITH ANY DISPUTE BETWEEN THE PARTIES ARISING FROM THIS AGREEMENT, FROM ANY CLAIM ARISING HEREUNDER, OR IN ANY COURSE OF CONDUCT RELATED HERETO.**

26. **Recording.** This Agreement shall be recorded in the official records of Flagler County, Florida.

*[Signatures are on the following pages]*

**IN WITNESS WHEREOF**, the parties have caused this Agreement to be executed as of the day and year first written above.

Signed, sealed and delivered  
in the presence of:

**GRANTOR:**

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me by means of [ ] physical presence or [ ] online notarization, this \_\_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, He [ ] is personally known to me, or [ ] has produced \_\_\_\_\_ (type of identification) as identification.

(NOTARY SEAL)

Notary Signature: \_\_\_\_\_  
Print Name: \_\_\_\_\_



**IN WITNESS WHEREOF**, the parties have caused this Agreement to be executed as of the day and year first written above.

Signed, sealed and delivered  
in the presence of:

**GRANTEE:**

\_\_\_\_\_  
\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

By: \_\_\_\_\_  
\_\_\_\_\_  
Manager

\_\_\_\_\_  
\_\_\_\_\_  
Print Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me by means of [ ] physical presence or [ ] online notarization, this \_\_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, as \_\_\_\_\_ of DCB Orchid, LLC, a Delaware limited liability company, on behalf of the company. He [ ] is personally known to me, or [ ] has produced \_\_\_\_\_ (type of identification) as identification.

(NOTARY SEAL)

Notary Signature: \_\_\_\_\_  
Print Name: \_\_\_\_\_

EXHIBIT "A"  
GRANTOR PROERTY

Easement No. 1 – Veterans Park, Parcel No. 12-12-31-4500-00080-0000

Part of Parcel 12-12-31-4500-00080-0000, City of Flagler Beach, FL. (Veterans Park). Beginning at the northwest corner of said parcel N 66° 43' 52.98" E, a distance of 225.94 feet to the northeast corner of said parcel, thence S 24° 40' 11.70" E, a distance of 23.54 feet to a point, thence S 66° 35' 15.20" W, a distance of 181.96 feet, thence S 22° 50' 42.54" E, a distance of 62.84 feet, thence S 67° 53' 45.05" W, a distance of 45.85 feet, thence N 22° 06' 14.95" W, a distance of 85.92 feet to the northwest corner of said parcel also being the place of beginning. Containing 0.18 acres (8,228 square feet) more or less.

Easement No. 2 – City of Flagler Beach, Parcel No. 12-12-31-4500-00680-0200

Part of Parcel No. 12-12-31-4500-00680-0200, City of Flagler Beach, FL. Beginning at the southwest corner of said parcel N 67° 28' 21.35" E, a distance of 54.44 feet, thence N 23° 40' 53.20" W, a distance of 48.89 feet, thence S 67° 34' 24.73" W, a distance of 55.08 feet, thence S 24° 25' 38.34" E, a distance of 49.00 feet to the southwest corner of said parcel also being the place of beginning. Containing 0.06 acres (2,646 square feet) more or less.

# EXHIBIT B EASEMENT AREA









## STAFF REPORT

Regular Commission Meeting

May 09, 2024

---

**To:** Elected Officials

**From:** Dale L. Martin, City Manager

**Date:** May 09, 2024

**Item Name:** Resolution 2024- 27, a resolution by the City of Flagler Beach, Florida approving a proposal from Gravity Services, Inc. to stabilize a watermain and prepare an easement for continued operation of said watermain; providing for conflict and an effective date.

**Background:** Staff was presented with a survey that illustrated that the City's sixteen-inch watermain on the south side of Moody Boulevard (vicinity of S. Central Avenue) encroaches onto private property. The attached proposal has been provided to the City to shore the watermain in place to allow for the construction of other utilities in close proximity to the encroaching watermain (likely significantly less expensive and disruptive than re-locating the watermain). An easement recognizing the encroachment and providing for the continuing use of the watermain in its current location will be prepared and provided to the City as part of the proposed project.

Based upon a review of the proposed project by Mr. Charles Hill, McKim & Creed, he believes that the proposed shoring will adequately protect the existing City watermain during construction and subsequent operation of other new utilities close to the watermain.

**Fiscal Impact:** The cost of the proposal is \$117,458. If accepted, the project costs would be allocated to the Utilities Fund, Water Transmission & Distribution Department, Improvements (Line 401.5332.606300). The current balance of funds available on that line are \$125,000 (originally budgeted for capping/abandoning ineffective watermain in the vicinity of S. 13<sup>th</sup>/14<sup>th</sup>/15<sup>th</sup> Streets).

**Staff Recommendation:** Staff recommends approving the proposed Resolution due to the expediency and cost savings associated with protection of the watermain and acquisition of an appropriate easement.

**Attachments:** Proposed Resolution with Exhibits

**RESOLUTION 2024-27****A RESOLUTION BY THE CITY OF FLAGLER BEACH, FLORIDA  
APPROVING A PROPOSAL FROM GRAVITY SERVICES, INC. TO  
STABILIZE A WATERMAIN AND PREPARE AN EASEMENT FOR  
CONTINUED OPERATION OF SAID WATERMAIN; PROVIDING FOR  
CONFLICT AND AN EFFECTIVE DATE.**

WHEREAS, the City of Flagler Beach owns and operates a municipal water system, providing potable water through a system of transmission and distribution mains and service connections to area residents and businesses; and,

WHEREAS, the system's mains are typically constructed underground within appropriate rights-of-way or dedicated easements; and,

WHEREAS, due to the age of the system, the specific and exact location of mains is sometimes uncertain; and

WHEREAS, construction activities and new surveys occasionally reveal heretofore prior system construction outside of appropriate rights-of-way or easements; and

WHEREAS, such discoveries require either the relocation of that portion of the system or the acquisition of an appropriate easement; and

WHEREAS, due to construction activities, it has been determined that a system main encroaches onto private property in the vicinity of Moody Boulevard and S. Central Avenue (see Exhibit A).

**NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH,  
AS FOLLOWS:**

SECTION 1. The City Commission authorizes the City Manager to accept the proposal from Gravity Services, Inc. in the amount of \$117,458 (see Exhibit B), with funding drawn from the Utility Fund, Transmission & Distribution Department, Improvements (Line 401.5332.606300).

SECTION 2. The City Commission authorizes the City Attorney to negotiate and prepare an appropriate easement with the property owner in conjunction with the efforts of Gravity Services, Inc.

SECTION 3. This Resolution shall become effective immediately upon passage as provided by law.

PASSED AND ADOPTED THIS \_\_\_\_\_ DAY OF MAY, 2024.

CITY OF FLAGLER BEACH, FLORIDA  
CITY COMMISSION

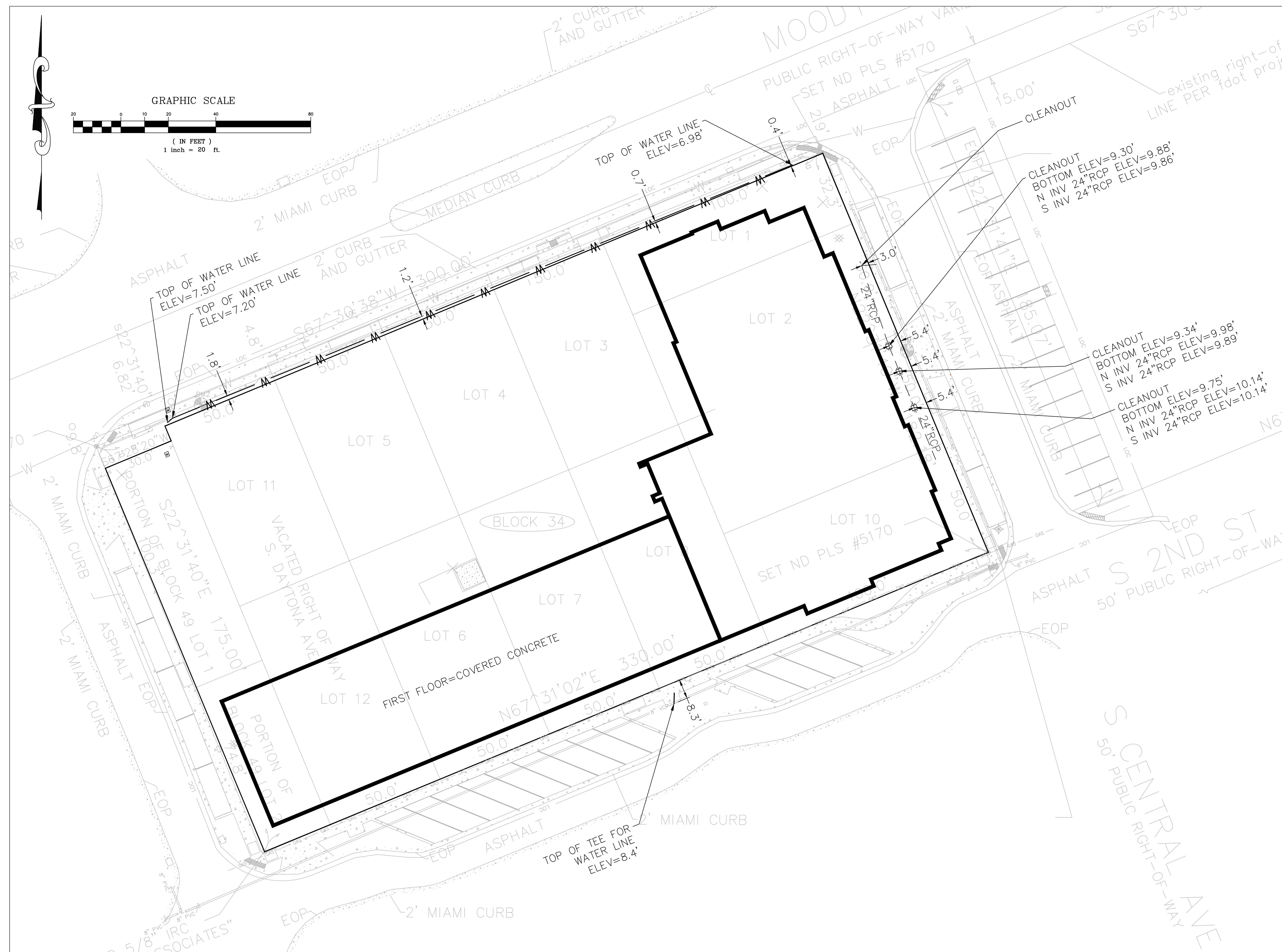
ATTEST:

\_\_\_\_\_  
Patti King, Mayor

\_\_\_\_\_  
Penny Overstreet, City Clerk

Attachment:  
Exhibit A- Survey  
Exhibit B- Proposal

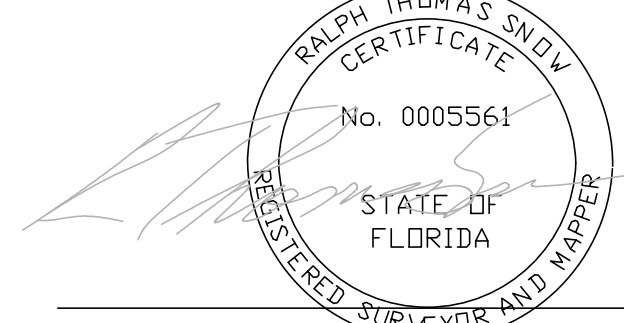




GENERAL NOTES:

1. THIS IS AN AS-BUILT SURVEY OF A LIMITED CONSTRUCTION PROJECT. AS SHOWN HEREON, THIS IS NOT A BOUNDARY SURVEY.
2. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD(88). A NATIONAL GEODETIC SURVEY (NGS) BENCHMARK DESIGNATED F 447, PID #DE6756 STAMPED "F 447 1999", HAVING A PUBLISHED ELEVATION OF 24.55'.
3. HORIZONTAL DATUM IS REFERENCED TO NAD(83)-(2011) THROUGH GPS REAL TIME KINEMATIC OBSERVATIONS (RTK) USING THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FLORIDA PERMANENT REFERENCE NETWORK (FPRN).
4. FIELD DATA OBTAINED BY JOHN B. WEBB AND ASSOCIATES, INC. IS ANNOTATED ON THE PLANS AT THE SAME SCALE TO INSURE CLARITY AND CONSISTENCY WITH THE PROJECT'S CONFORMED CONSTRUCTION PLANS AND FIELD DATA OBTAINED FROM DIRECT FIELD MEASUREMENTS UNLESS OTHERWISE NOTED.
5. BACKGROUND INFORMATION WAS PROVIDED BY CLIENT AND IS SHOWN FOR REFERENCE ONLY, NO ATTEMPT HAS BEEN MADE TO VERIFY OR CONFIRM THAT IT'S ACCURACY.
6. THE PROFESSIONAL SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS, RECORDED OR UN-RECORDED, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
7. FEATURES SHOWN BY SYMBOL AS INDICATED IN THE LEGEND ARE NOT TO SCALE.
8. THESE DOCUMENTS AND THEIR CONTENT ARE CERTIFIED ONLY FOR THE SPECIFIC PURPOSE NOTED, ANY REPRODUCTION OR MODIFICATION OF THESE DOCUMENTS WITHOUT THE EXPRESSED WRITTEN CONSENT FROM THIS SURVEYOR IS PROHIBITED BY LAW.

THIS SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE  
FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAP.  
5J-17.052(1), FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SEC.  
472.027 FLORIDA STATUTES.



RALPH THOMAS SNOW P.S.M. FL. LICENSE # 5561, STATE OF FLORIDA.  
NOT VALID WITHOUT THE SIGNATURE AND SEAL OF A FLORIDA LICENSED  
SURVEYOR AND MAPPER OR AN ELECTRONIC SIGNATURE IN COMPLIANCE  
WITH FLORIDA ADMINISTRATIVE CODE 5J-17.062(3).

R E V I S I O N S				
FB/PG	DATE	DRAWN	REVISION	CKD

**John B. Webb & Associates, Inc.**  
CIVIL ENGINEERS & LAND SURVEYORS  
925 S. DENNING DRIVE  
WINTER PARK, FLORIDA 32789  
PH: (407) 622-9322  
EMAIL: WEBBENG@WEBBENG.COM  
LICENSED BUSINESS CERTIFICATE LB 3763

**FLAGLER BEACH HOTEL**  
LOCATED IN SECTION 12, TOWNSHIP 12 SOUTH,  
RANGE 31 EAST  
FLAGLER COUNTY, FLORIDA

# AS-BUILT SURVEY

PREPARED FOR:  
WELBRO BUILDING CORP

FB/PG		FIELD DATE		PROJECT NO. W15-06	
33/330		#/#/2024			
DRAWING DATE	BY	APPROVED		SCALE 1" = 20'	
04/22/2024	BP	RTS			





**GRAVITY SERVICES INC.**

**P.O. 317**

**DELAND, FL 32724**

**386-507-1818**

**Email: [wiese@gravityservicesinc.com](mailto:wiese@gravityservicesinc.com)**

## **REQUEST FOR CHANGE ORDER CO-1**

**Date: 03/27/2024**

**Presented to:**

**Jeremy Bain | Senior Project Manager**

**WELBRO Building Corporation**

**2301 Maitland Center Parkway, Suite 250, Maitland**

**P 407-475-0800 C 407.912.4185**

**Email | [jbain@welbro.com](mailto:jbain@welbro.com)**

**PROJECT:** Compass by Margaritaville Flagler Beach

**ADDRESS:** 111 South Daytona Ave., Flagler Beach, FL 32136

**PROJECT:** BRPH project # C08732.001.00 Dated 12/16/2022 Civil, structural, and Arch.

Scope of Work

- 1. Provide and install 5-Multi-bay Slide rail Shoring System.
- 2. The slide rail system is to provide shoring for excavation 8 feet below grade and to support the 16" live water main during install of storm structures B4, B3 and 96' of pipe.
- 3. Water main will be supported by strapping the main to cross supports of the slide rail system.
- 4. Excavate and relocate communication lines around the excavation area.
- 5. Remove and store City light poles.
- 6. Remove and replace Street lighting power conduits. (To be disconnected by others).
- 7. Provide and install flowable fill around water main and footers to insure complete compaction.

Equipment w/operator and material breakdown

- 1. 2- Excavator – 80 hrs. - 200 per hour
- 2. 1- loaders - 80 hrs. -115 per hour
- 3. 1- Support - 80 hrs. -50 per hour
- 4. 4- labor -80 hrs -50 per hour
- 5. Slide rail - 4 bays - 9500 per bay.
- 6. Flow Fill 3 lds - 2000 per load.

Work to not include:

- 1. As built drawings
- 2. Fees and permits
- 3. Compaction testing

Subtotal before profit:	\$112,400.00
4.5 % Profit:	\$ 5,058.00
Total:	\$117,458.00

All material is guaranteed as specified. All work to be completed in workmanlike manor according to standard practices. Any alteration or deviation from above specifications involving extra costs, will be executed only upon written orders, and will become extra charge over and above the estimate. All Agreements contingent upon delays beyond our control. This proposal subject to acceptance within Thirty (30) days of below date and is void thereafter at the option of the undersigned.

ACCEPTANCE OF PROPOSAL

The above prices, specifications, and conditions are hereby accepted. You are authorized to do the work as specified. Payments will be made as outlined above.

Date: \_\_\_\_\_ Signature: \_\_\_\_\_ Title: \_\_\_\_\_

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**ORDINANCE NO. 2024-07**

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA EXTENDING THE TEMPORARY MORATORIUM WITHIN THE JURISDICTIONAL LIMITS OF THE CITY OF FLAGLER BEACH ON ACCEPTANCE, REVIEW, PROCESSING, OR APPROVAL OF APPLICATIONS FOR DEVELOPMENT, SITE PLANS, ZONING APPROVALS, SPECIAL EXCEPTIONS, AND DEVELOPMENT ORDERS THAT WOULD ALLOW NEW DEVELOPMENT TO USE EXCEPTIONS TO THE THIRTY-FIVE FOOT HEIGHT LIMITATION FOR MECHANICAL AND ARCHITECTURAL ELEMENTS; DIRECTING STAFF TO STUDY AND DEVELOP LAND DEVELOPMENT CODE PROVISIONS AND OTHER RECOMMENDATIONS RELATED TO EXCEPTIONS TO THE THIRTY-FIVE FOOT HEIGHT LIMITATION FOR MECHANICAL AND ARCHITECTURAL ELEMENTS; PROVIDING FOR EXPIRATION AND EXTENSION OF THE MORATORIUM; PROVIDING STANDARDS FOR RELIEF FROM THE APPLICATION OF THE MORATORIUM; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

**WHEREAS**, the City is granted the authority, under Section 2(b), Art. VIII of the State Constitution, and Section 166.021, Florida Statutes, to exercise any power for municipal purposes, except when expressly prohibited by law; and

**WHEREAS**, the City has imposed a temporary moratorium on accepting, review, processing or approval of applications for development activities, including site plans, zoning approvals, special exceptions and development orders that would allow new development to use exceptions contained in the Land Development Code for mechanical and architectural elements of buildings to exceed thirty-five feet in height; and

**WHEREAS**, the City has determined it appropriate and necessary to extend this temporary moratorium; and

**WHEREAS**, the City continues to analyze the issue; and

**WHEREAS**, the Planning and Architectural Review Board has received recommendations from the City’s planning consultant; and

**WHEREAS**, the Planning and Architectural Review Board has made recommendations to the City Commission; and

**WHEREAS**, among the recommendations made by the Planning and Architectural Review Board is the request for a joint workshop for the City Commission and the Planning and Architectural Review Board to jointly discuss the issue and consider the possible solutions; and

**WHEREAS**, in order to provide time for the recommended joint workshop and to continue

engaging the community in the discussion, the City Commission finds an extension to the moratorium to be the best course of action; and

**WHEREAS**, it is the City's intent that this moratorium be applicable only to new development that has not already received site plan approval and processing and issuance of building permits for development that has already received site plan approval is expressly exempted from this moratorium; and

**WHEREAS**, the City is not aware of any pending applications for new development that would make use of any exemption to the thirty-five-foot height limitation; and

**WHEREAS**, this Ordinance is adopted in good faith, is not discriminatory against any property owner, is of limited duration, and is appropriate to the development of the amendments of the City's Zoning Code; and

**WHEREAS**, the City Commission finds this ordinance to be in the best interests of the public health, safety, and welfare of the citizens of Flagler Beach.

**NOW THEREFORE, IT IS HEREBY ORDAINED BY THE CITY OF FLAGLER BEACH, FLORIDA:**

**SECTION 1. RECITALS.** The foregoing recitals are hereby ratified and fully incorporated herein by reference as legislative findings of the City Commission of the City of Flagler Beach.

**SECTION 2. TEMPORARY MORATORIUM.** Beginning on the effective date of this ordinance, the moratorium related to the accepting, review, processing or approval of applications for development activities, including site plans, zoning approvals, special exceptions and development orders that would allow new development to use exceptions contained in the Land Development Code for mechanical and architectural elements of buildings to exceed thirty-five feet in height is extended for a period which will expire as set forth in Section 4, herein.

**SECTION 3. APPLICABILITY AND EXCEPTION RELATED TO EXISTING USES.** Nothing herein shall be interpreted to cause a suspension or termination of a use identified in Section 2 which is lawfully existing as of the effective date of this Ordinance. Building permits shall be processed for properties upon which a site plan or other approval relying upon the exemptions from the height limitation for mechanical and architectural elements has already been granted by the City.

**SECTION 4. EXPIRATION OF THE TEMPORARY MORATORIUM.** The temporary moratorium imposed by Section 2 of this Ordinance shall expire 180 days from the effective date of this ordinance, upon the adoption of an amendment to the Land Development Code implementing changes to the exemptions for mechanical and architectural elements, or upon the majority vote of the City Commission, whichever occurs earliest. If the City requires additional time to complete the enactment of amending zoning regulations applicable to the property subject to this moratorium, the City Commission may consider extending the moratorium through a

subsequent ordinance providing the justification for the extension.

**SECTION 5. RECOMMENDATIONS FOR LAND DEVELOPMENT CODE.** City staff is hereby directed to examine the current land use regulations and make recommendations to the City Commission and the Planning and Architectural Review Board related to updating the land use regulations applicable to exceptions from the height limitation for mechanical and architectural elements.

**SECTION 6. ADMINISTRATIVE RELIEF PROCEDURE.**

(a) The City Commission may authorize exceptions to the moratorium imposed by this Ordinance when it finds, based upon substantial competent evidence presented to it, that deferral of action on an application for permit, development order, or other official action of the City for the duration of the moratorium would impose an extraordinary hardship on a landowner or petitioner.

(b) A request for an exception based upon extraordinary hardship shall be filed with the City Clerk, including a non-refundable fee of \$350.00 by the owner/petitioner, or the petitioner with the consent of the owner/petitioner, to cover processing and advertising costs, and shall include a recitation of the specific facts that are alleged to support the claim of extraordinary hardship.

(c) A public hearing on any request for an exception for extraordinary hardship shall be held by the City Commission at the first regular meeting of the City Commission that occurs after the expiration of the period for publication of notice of the request for an exception.

(d) Notice of filing of a request for an exception, and the date, time, and place of the hearing thereon shall be published once at least 7 days prior to the hearing in a newspaper of general circulation within the city limits of the City of Flagler Beach, Florida.

(e) In reviewing an application for an exception based upon a claim of extraordinary hardship, the City Commission shall consider, at a minimum, the following criteria:

- (1) The extent to which the applicant has, prior to the effective date of this Ordinance, received a permit or approval to conduct a use subject to this moratorium.
- (2) The extent to which the applicant has, prior to the effective date of this Ordinance, made a substantial expenditure of money or resources in reliance upon a permits or approvals of the City of Flagler Beach directly associated with a use subject to this moratorium.
- (3) Whether the moratorium will expose the applicant to substantial monetary liability to third persons; or would leave the applicant completely unable, after a thorough review of alternative solutions, to earn a reasonable

investment backed expectation on the real property that is affected by this Ordinance.

(f) At a minimum, the City Commission shall consider the following non-exclusive factors under the criteria set forth in subsection (e) above:

- (1) The history of the property;
- (2) The history of the commercial, business or any use on the property; and
- (3) The location of the property.

(g) At the conclusion of the Public Hearing and after reviewing the evidence and testimony placed before it, the City Commission shall act upon the request either to approve, deny, or approve in part and deny in part the request made by the applicant.

**SECTION 7. SEVERABILITY.** It is hereby declared to be the intention of the City Commission that the sections, paragraphs, sentences, clauses and phrases of this Code are severable, and if any phrase, clause, sentence, paragraph or section of this Code shall be declared unconstitutional by the valid judgment or decree of a court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Code.

**SECTION 8. CONFLICTS.** All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed.

**SECTION 9. EFFECTIVE DATE.** This Ordinance shall become effective immediately upon its passage and adoption.

PASSED ON FIRST READING THIS 25<sup>th</sup> DAY OF APRIL, 2024.  
PASSED AND ADOPTED THIS \_\_\_\_\_ DAY OF MAY, 2024.

CITY OF FLAGLER BEACH, FLORIDA  
CITY COMMISSION

\_\_\_\_\_  
Patti King, Mayor

ATTEST:  
\_\_\_\_\_  
Penny Overstreet, City Clerk

Ad Preview

ORDINANCE NO. 2024-07  
AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA EXTENDING THE TEMPORARY MORATORIUM WITHIN THE JURISDICTIONAL LIMITS OF THE CITY OF FLAGLER BEACH ON ACCEPTANCE, REVIEW, PROCESSING, OR APPROVAL OF APPLICATIONS FOR DEVELOPMENT, SITE PLANS, ZONING APPROVALS, SPECIAL EXCEPTIONS, AND DEVELOPMENT ORDERS THAT WOULD ALLOW NEW DEVELOPMENT TO USE EXCEPTIONS TO THE THIRTY-FIVE FOOT HEIGHT LIMITATION FOR MECHANICAL AND ARCHITECTURAL ELEMENTS; DIRECTING STAFF TO STUDY AND DEVELOP LAND DEVELOPMENT CODE PROVISIONS AND OTHER RECOMMENDATIONS RELATED TO EXCEPTIONS TO THE THIRTY-FIVE FOOT HEIGHT LIMITATION FOR MECHANICAL AND ARCHITECTURAL ELEMENTS; PROVIDING FOR EXPIRATION AND EXTENSION OF THE MORATORIUM; PROVIDING STANDARDS FOR RELIEF FROM THE APPLICATION OF THE MORATORIUM; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

Public Hearings will be conducted to consider the amendments as follows:  
City Commission: Thursday, May 09, 2024 @ 6:00 p.m. or soon thereafter

The public hearings may be continued to a future date or dates. The times and dates of any continuances of a public hearing shall be announced during the public hearing without any further published notice. The request will be heard at 6:00 PM, or as soon thereafter as possible, in the City Commission Chambers located at 105 South Second Street, Flagler Beach, Florida. If a person decides to appeal any decision made with respect to any matter considered at the above referenced hearings, he/she will need a record of the proceedings. For such purposes, it may be necessary to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 386-517-2000 Ext. 233 at least 48 hours prior to the meeting.

L#10148798

## Beach/Parks/Recreation

### Weekly Highlights April 24, 2024

- Ocean Rescue began beach training with a new recruit class this past weekend. The training will continue through the next four weekends. Lifeguards will also be providing lifeguard protection on the beach only on weekends until Memorial Day weekend at which time they will provide lifeguard protection seven days per week through Labor Day. During the times where there are no lifeguard services on the beach, Flagler Beach Fire Department will be the primary responders to all beach emergencies.
- On April 24, Flagler Beach Ocean Rescue presented beach safety education program at Old Kings Elementary School. They talked about CPR and ocean safety with all grade levels from kindergarten through fifth grade. On April 26, they will be presenting at Rymfire Elementary School.
- People have already begun to register for the 2024 summer Junior Lifeguard summer camp. Application packet and information handbook are available on the City website.
- This weekend Ocean Rescue staff also continued beach training for returning summer lifeguards. All United States Lifeguard Association and City of Flagler Beach Lifeguard Training will be completed by Memorial Day Weekend.
- ATVs and Jet skis are still being operated on a regular basis in order to keep all summer rescue vehicles and vessels properly maintained.
- On Saturday, April 27, Flagler Beach Ocean Rescue will be participating in the annual Watersafe event at the Belle Terre Swim and Racquet Club in Palm Coast. The event runs from 9:00am to 12:00.



## Beach/Parks/Recreation

### Weekly Highlights May 1, 2024

- Flagler Beach Ocean Rescue continued beach training with new recruit class this past weekend. Topics included extensive First Aid and CPR training along with active drowning surf rescues. The training will continue through the next two weekends. Ocean Rescue will also be providing lifeguard protection on the beach only on weekends until Memorial Day weekend at which time will provide lifeguard protection seven days per week through Labor Day. During the times where there are no lifeguard services on the beach, Flagler Beach Fire Department will be the primary responders to all beach emergencies.
- On April 27, ocean rescue lifeguards participated at the annual WaterSafe event at the Belle Terre Swim and Racquet Club pool in Palm Coast from 9:00am to 12:00pm. The event was free to everyone and provided information about water safety at pools and the beach environment.
- On April 26, Flagler Beach Ocean Rescue visited Rymfire Elementary School to do a water safety presentation to all students grades K-5.
- May 3 (from 6 to 9pm) will be the next scheduled First Friday. Entertainment will be provided by “Soul Fire”.
- ATVs and Jet skis are still being operated on a regular basis in order to keep all of our summer rescue vehicles and vessels properly maintained.

Penny Overstreet

**From:** Robert Pace  
**Sent:** Thursday, April 25, 2024 9:57 AM  
**To:** Dale Martin  
**Cc:** Penny Overstreet; Katherine Monroy  
**Subject:** Weekly Highlights

Mr. Martin,

The following are the weekly highlights;

- Station Tour

The department hosted a station tour for 120 kids, their parents and teachers. The children were from Wadsworth Elementary and this was bigger group than typically receive tours. All the visitors were given a station tour, an equipment demonstration and able to view/explore Ladder 11. The equipment demonstration involved the jaws of life and actually cutting pieces of metal. The children were also given the opportunity to ask questions of the firefighters. Katherine Monroy took some great photos of the event. Before moving on to the beach, each child received a plastic fire helmet and a jr. firefighter badge.

- Volunteer Notifications

There have been issues for some time on emergency alerts being received by volunteer members. There have been several methods utilized over the years to transmit notifications to support members. This includes pager alerts, run & rip notifications and text messages from dispatchers. Issues were identified for each method. Through Flagler County IT and input from Flagler County dispatchers, a new system is in place. The system incorporates CAD (Computer Aided Dispatch) and it automatically generates a text message to volunteers’ personal cell phone. The system has been utilized for the last few weeks without any major discrepancies noted. The department will continue to gauge the success of the new approach.

- Cyber Security Training

Fraudulent emails and scams are unfortunately a regular occurrence in the world we now live in. I give much credit to the city clerks for advising city employees of when phishing emails have been identified. The fire department is always on the lookout for these types of transmissions and understood the importance of the Cyber Security Training. I’m proud to announce that all FBFD staff have completed the training and the certifications were submitted to Michael Winslow. Volunteer Administrative Assistant (Larry Wolfe) also completed the training, as he spends much time on the computer.

- Trench Rescue Training

Lieutenant Greg Evans is working towards State certification in Urban Search and Rescue (USAR). Lt. Evans recently completed Confined Space Training as one of the core classes. The next in the series is Trench Rescue and Recovery. I’m proud to announce that Lt. Evans was successful in completing Trench Rescue Training. The ultimate goal and being a member of the Florida Urban Search and Rescue Team will be to conduct operations at technical rescue incidents safely and efficiently based on hazard analysis, risk assessment, training level of personnel, and availability of internal and external resources.

- Continual Education Unit

Staff was assigned a continual education unit called Retention and Recruitment in the Fire Service and EMS. The members of the FBFD believe it is all of our responsibility to recruit and retain quality staff members. After successful completion the course, the firefighters were expected to obtain several objectives. Explain the different components and considerations surrounding employee retention. Identify where the profession and agency fall short of key retention metrics. Recognize the importance of human capital. Implement practices that seek out capable public servants. Finally, to review the current recruitment scheme and compare it with ideas in the course for potential inclusion and implementation.

- Follow-up on Response to Bombing Incidents Training

As mentioned in last week's report, Deputy Chief Cox and Lieutenant Rainey attended the Response to Bombing Incidents Training in Socorro New Mexico. I received nothing but positive feedback from Deputy Chief Cox and Lieutenant Rainey. Upon his return, Deputy Chief Cox reported "The training covered explosives and the effects they can have on infrastructure and the population surrounding them. Live demonstrations were conducted utilizing live ordinance to show the effects. The training also demonstrated practices in the event a bomb threat was received. I highly recommend this training for FBFD staff."

- Impact Issues

There are no scheduled events within the city this weekend.

I look forward to talking to you soon.

Thanks,

***Robert Pace***

***Fire Chief***

*Flagler Beach Fire Rescue*

*320 S. Flagler Ave*

*Flagler Beach, Florida 32136*

*Office-386-517-2010*

*Cell-386-276-0405*





# FBFD Operational Response Report

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This weekly report conducted by the Flagler Beach Fire Department contains the following data:

- Number of incidents responded to over the dates listed below.
- Incident types.
- Total number of incidents for 2024.

Report Conducted: April 18 - April 24

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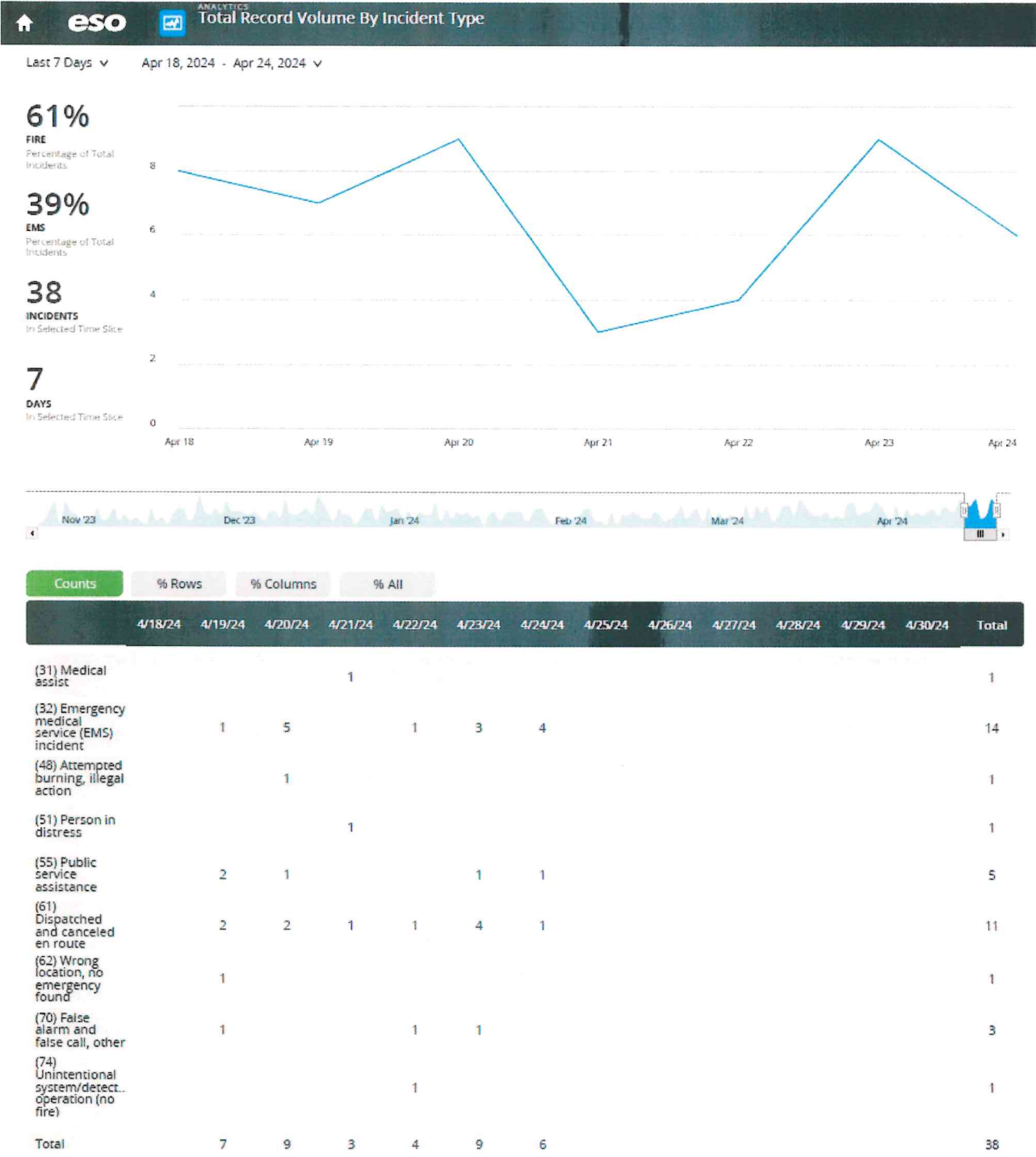
**Flagler Beach Fire Department**

Deputy Chief Stephen Cox

[Scox@Fbfire.org](mailto:Scox@Fbfire.org)



# Weekly Incident Response Data



## Total Number of Incident for 2024

575

## Penny Overstreet

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**From:** Robert Pace  
**Sent:** Thursday, May 2, 2024 11:11 AM  
**To:** Dale Martin  
**Cc:** Penny Overstreet; Katherine Monroy  
**Subject:** Weekly Highlights

Mr. Martin,

The following are the weekly highlights;

- Quarterly Safety Meeting

A Quarterly Safety Meeting was held at the fire station and there were approximately 20 city employees in attendance. April is Distracter Drivers Awareness Month and this was the designated topic for the meeting. FF/EMT Adams was assigned to speak at the meeting and he prepared a PowerPoint presentation. There are several factors that can contribute to detracted drivers. Some of these include being distracted by passengers, cell phone usage, eating/drinking, grooming, music and searching for something while driving. Cell phone usage was a leading cause of accidents, specifically texting. FF Adams went through several slides on safe driving practices. There were also 3 videos incorporated in the presentation. The information was well received by all in attendance.

- Live Fire Training

Three department members (Lt. Oberst, D/E Mullen & FF/EMT Adams) attended Live Fire training at the Flagler County training grounds. For this a training a large Conex box outfitted with an exhaust vent was utilized. The box contains bales of hay and wooden pallets, that are ignited. Firefighters enter the box to observe flashover fire patterns and practice extinguishing and ventilation techniques. Each firefighter rotates from the rear of the box to the front until coming in contact with the fire pile. A penciling technique with the fire hose is used at this point. I received nothing but positive feedback from the three department members that participated.

- MS4 Training

Joyce Rebar has explained the importance of annual MS4 Training in staying in-line with permitting. Ms. Rebar also regularly visits the fire station ensuring the department is within state compliance. Several department members attended the in-person annual trainings as they were offered. A few department members, who were otherwise committed were not able to attend. An alternative option was given to those members to complete the training and quiz electronic. The four members in question have completed that version of training and the quizzes were submitted to Ms. Rebar.

- Ocean Rescue Headquarters

The Ocean Rescue building stores much equipment and supplies for lifeguards. The building does have limited space and the required inventory can begin to accumulate at points. This coupled with the fact that the majority of FBOR staff is seasonal, periodic organization is a must. Kyle and Christian Carre (both FBOR officers) took it upon themselves to prepare the building prior to the season starting. The brothers did excellent job and asked me tour the facility. Headquarters looked fantastic and it certainly ready for the beginning of the season.



- Trails Program Station Tour

As I reported a couple weeks ago, the department on occasion conducts station tours for visiting groups. The latest request has come from an agency under the name of the Trails Program. The Trails Program is an organization that assists young adults with special needs. The agency's director reached out to me inquiring if the department could provide a tour. Of course, the department has obliged and there is a station tour scheduled for May 9<sup>th</sup>. The tour will include a station walk-thru, equipment demonstration and observation of apparatus. Each visitor will also receive a department souvenir before exiting.

- Drone Operator Recertification

As mentioned in the past, the department has 3 certified drone operators within its ranks. This would include Deputy Chief Cox, Lieutenant Rainey and Driver/Engineer Poeira. Every 2 years recertification is required by the operators. The training is offered by FAA Aviation Safety. The specific course is Part 107 Small UAS Recurrent (ALC-677). The afford mentioned department members al have completed the training and received certification.

- Impact Issues

There are no scheduled events within the city this weekend.

I look forward to talking to you soon.

Thanks,

***Robert Pace***

*Fire Chief*

*Flagler Beach Fire Rescue*

*320 S. Flagler Ave*

*Flagler Beach, Florida 32136*

*Office-386-517-2010*

*Cell-386-276-0405*



# FBFD Operational Response Report

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This weekly report conducted by the Flagler Beach Fire Department contains the following data:

- Number of incidents responded to over the dates listed below.
- Incident types.
- Total number of incidents for 2024.

Report Conducted: April 25 - May 1

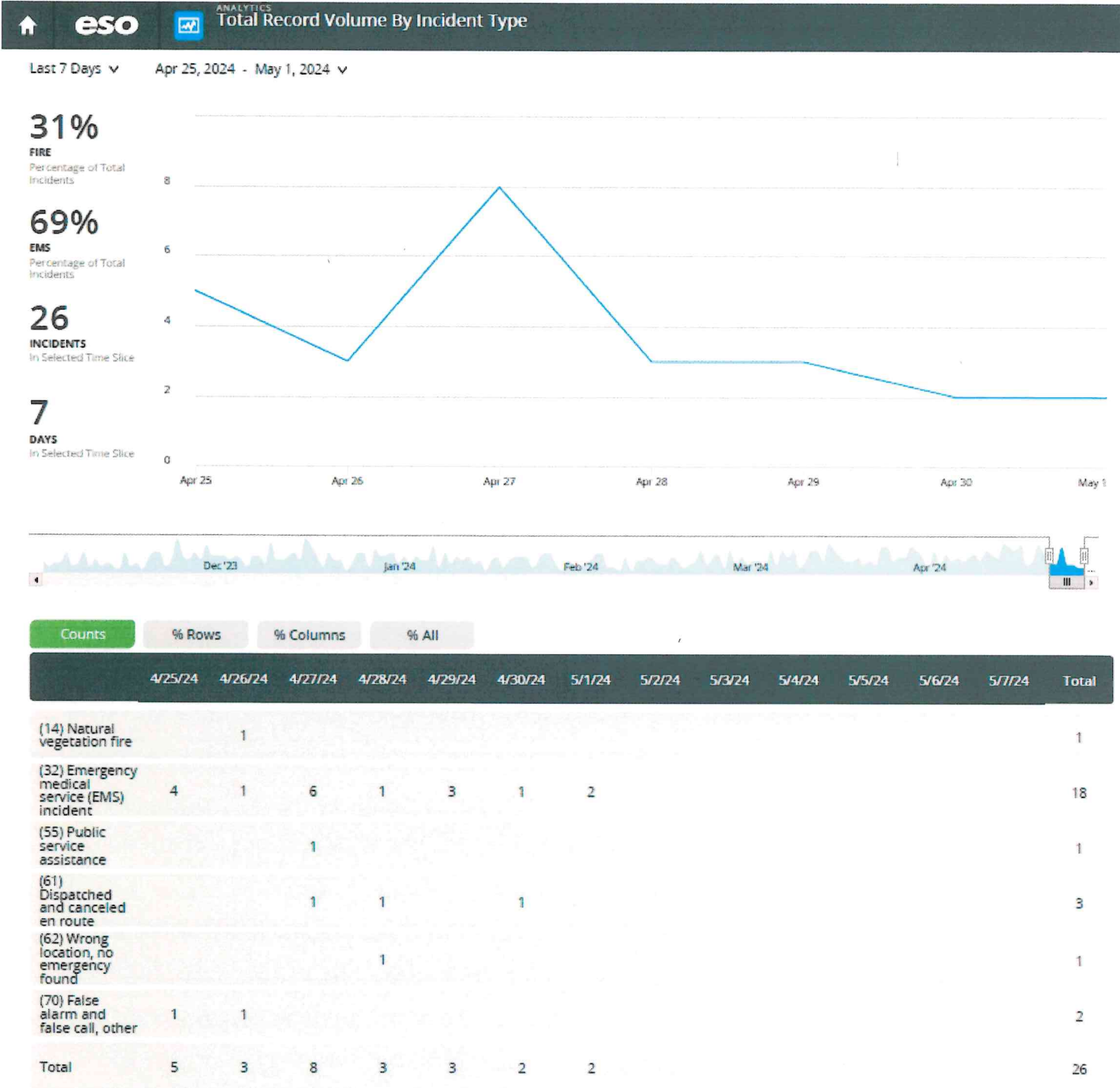
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**Flagler Beach Fire Department**  
Deputy Chief Stephen Cox  
Scox@Fbfire.org





# Weekly Incident Response Data



## Total Number of Incident for 2024

541



**FLAGLER BEACH POLICE DEPARTMENT**  
Matthew P. Doughney, Chief of Police  
204 South Flagler Avenue  
Flagler Beach, FL 32136  
386.517.2023

## Chief's Weekly Report

From: Friday	4/19/2024		To: Thursday		4/25/2024
Calls For Service	71	Felony Arrest	2	Reports Written	12
Self-Initiated	52	Misd. Arrest	0	Comm. Policing	16
Traffic Stops	30	City Ordinance	6	Security Checks	274
				Citations Issued	18
				Warnings (Written/Verbal)	43

## Chief's Weekly Summary

**Friday:** Chief Doughney assisted Dayshift Patrol with parking enforcement in the afternoon, issuing three (3) City parking citations; all for vehicles parked the wrong direction.

**Friday:** 4/19/24 @ 12:49 p.m. / Property Found / 204 South Flagler Avenue (Police Department): A Patrol Officer was provided with a wallet from our Records Clerk that was located in the Police Departments mailbox at City Hall. An attempt was made to locate the owner of the wallet, with negative results. The wallet was submitted into Property and Evidence as "Found Property". A Police report was completed.

**Friday:** Dayshift Officers conducted proactive traffic enforcement at the following locations and times;  
1800 block of South Oceanshore Boulevard, from 8:15 a.m. to 9:10 a.m. One (1) traffic stop, with a written warning issued.  
300 block of John Anderson Highway, from 9:45 a.m. to 10:30 a.m. One (1) traffic stop, with a written warning issued.  
3400 block of South Oceanshore Boulevard, from 9:50 a.m. to 11:35 a.m. One (1) traffic stop, with a written warning issued.

**Friday:** 4/19/24 @ 11:20 p.m. / Intoxicated Person / 400 Block of North Oceanshore Boulevard: While on patrol, Officers observed a female lying on the sidewalk, with two (2) other females trying to pick her up. The females were all intoxicated and they had someone coming to pick them up. Our Officers stayed with the females until their ride arrived and took them home without incident.

**Friday:** 4/19/24 @ 11:53 p.m. / Verbal Disturbance / 200 Block of 4<sup>th</sup> Street North: Patrol Officers were dispatched to a residence in reference to a "911" hang-up investigation. Upon our Officers arrival, it was determined that two (2) friends had been arguing over a comment that was said between them. There were no threats, nor were there any physical actions taken by either party. One (1) of the subjects left the residence without incident after speaking with Law Enforcement.

**Friday:** Nightshift Officers conducted proactive traffic enforcement at the following locations and times;

200 block of Roberts Road, from 7:15 p.m. to 7:45 p.m. No violations.

2200 block of Moody Boulevard, from 12:30 a.m. to 1:00 a.m. No violations.

**Saturday:** 4/20/24 @ 10:25 a.m. / Unattended Death / 1200 Block of South Daytona Avenue: Officers responded in reference to a female found unresponsive in her bedroom. EMS personnel arrived on scene and pronounced the female was deceased. The female had numerous medical issues and personnel from the Medical Examiners Office responded and took possession of the deceased. A Police report was completed.

**Saturday:** 4/20/24 @ 4:06 p.m. / Assist Other Agency - FCSO / Moody Boulevard at Colbert Lane: A Patrol Officer responded in reference to a motor vehicle crash, with injuries, at the above location. The crash involved a black Ford F-150 and a white Tesla SUV. The crash occurred when the F-150 impacted the rear of the Tesla; and there were no injuries reported from anyone involved. Our Officer stood by for traffic control while a Deputy from the Flagler County Sheriff's Office conducted the crash investigation.

**Saturday:** Dayshift Officers conducted proactive traffic enforcement at the following location and times;

400 block of Roberts Road, from 8:05 a.m. to 8:35 a.m. No violations.

**Saturday:** 4/20/24 @ 7:26 p.m. / Trespassing / 215 South Oceanshore Boulevard (Funky Pelican): Patrol Officers were dispatched to the business in reference to an unknown female, who did not pay her \$16.00 bill before leaving the business. Officers made contact with Management, who stated they did not wish to pursue charges and wanted the female to be trespassing if she returns. Management was advised to contact Law Enforcement if the subject does return, so a formal Notice of Trespass can be issued.

**Saturday:** 4/20/24 @ 9:29 p.m. / Narcotics / 2200 Block of Moody Boulevard: A traffic stop was conducted for an equipment violation. The Driver of the vehicle was found to be in possession of a small amount of marijuana. The marijuana was seized for destruction and the Driver was released. A Police report was completed.

**Saturday:** 4/20/24 @ 10:05 p.m. / Verbal Disturbance / 1224 South Oceanshore Boulevard (Topaz): Patrol Officers were dispatched to the business in reference to two (2) guests who were intoxicated and refusing to leave after checking out of their room. There were no threats made, nor were any physical actions taken. After speaking with Law Enforcement, the two (2) guests left without incident.

**Sunday:** 4/21/24 @ 1:28 a.m. / Narcotics / 2200 Block of Moody Boulevard: A traffic stop was conducted for an equipment violation. The Driver of the vehicle was found to be in possession of a small amount of marijuana. The marijuana was seized for destruction and the Driver released. A Police report was completed.

**Sunday: 4/21/24 @ 2:24 a.m. / Trespassing / 408 South Oceanshore Boulevard (7-11):** Patrol Officers were flagged down by Staff from the business who advised that she had just caught some juveniles attempting to steal items from the business. The juveniles had left the business prior to our Officers being flagged down. The juveniles in question were located shortly thereafter, and they were trespassing from the business. The juvenile parents were contacted in order to pick up their children.

**Sunday: 4/21/24 @ 3:38 a.m. / Driving Under the Influence - Arrest / 101 North Oceanshore Boulevard (Finn's):** While a Patrol Officer was on a security check of the business, an intoxicated male subject was found in actual physical control of his running vehicle. The subject was found to be highly intoxicated and the ensuing investigation led to his arrest from Driving Under the Influence (DUI). The subject was taken into custody without incident, and he was transported to the Flagler County Inmate Facility. This is the subjects 3<sup>rd</sup> arrest for Driving Under the Influence in the last ten (10) years; making this arrest for DUI a felony. A Police report was completed. **Good Job!**

**Sunday:** Dayshift Officers conducted briefing training by completing a lesson in the online "Briefing Room", titled; "Tactical Approach to Crimes in Progress". Some of the primary takeaways were; parking out of sight, quietly approaching the scene, waiting for back up, putting suspects in a position of disadvantage, maintaining contact and cover, triangulation and thorough pat-downs.

**Sunday: 4/21/24 @ 12:20 p.m. / Civil / 1224 South Oceanshore Boulevard (Topaz Motel):** Officers responded in reference to occupants refusing to leave after Management advised them that they could no longer stay there. The couple advised Officers that they would leave if they got their money back that they paid for the night. Management agreed and the occupants packed their belongings and left without incident.

**Sunday:** Dayshift Officers conducted proactive traffic enforcement at the following locations and times; North Flagler Avenue at 8<sup>th</sup> Street North, from 10:30 a.m. to 11:10 a.m. No violations. 1900 block of South Oceanshore Boulevard, 7:20 a.m. to 7:40 a.m. No violations.

**Sunday: 4/21/24 @ 5:18 p.m. / Crash - Hit & Run / 2300 Block of Moody Boulevard:** Patrol Officers were dispatched to a crash involving two (2) vehicles, with no injuries and one (1) of the vehicles leaving the scene. Officers were able to utilize our License Plate Reader (LPR) system to identify the vehicle that has fled the scene and the Driver. A State Crash report was successfully completed, thanks to the LPR system and the Officers due diligence.

**Sunday:** Officers directed traffic at South Oceanshore Boulevard at South 23<sup>rd</sup> Street from 6:15 p.m. to 7:00 p.m. to assist pedestrians that attended a Celebration of Life event on the Beach, for a local resident that recently passed away.

**Monday: 4/22/24 @ 12:06 a.m. / Traffic Stop – Arrest (LPR) / 100 Block of 2<sup>nd</sup> Street South:** Patrol Officers received an alert from a License Plate Readers (LPR's) and a traffic stop was conducted on a Ford truck. The Driver, a Habitual Traffic Offender, was found to be operating the vehicle without a valid Driver's License and was taken into custody without incident. **Continued...**



**Cont.** The subject was transported to Advent-Health South in Palm Coast for medical clearance, and upon being medically cleared, the subject was transported to the Flagler County Inmate Facility. A Police report was completed. **Good Job!**

**Monday:** Chief Doughney, Deputy Chief Blanchette and our Administrative Assistant Dee, attended "Budget Training" at City Hall from 10:00 a.m. to 11:00 a.m.

**Monday:** A Dayshift Officer issued a City parking citation (\$150) to a motor vehicle unlawfully parked on the Sea Dunes in the 900 block of North Oceanshore Boulevard.

**Monday:** 4/22/24 @ 2:06 p.m. / Hit & Run / North Ocean Palm Villas: A subject was behind his work vehicle, when another vehicle backed up and struck his vehicle. The suspect vehicle left the scene prior to our Officers arrival, but the vehicle tag was able to be obtained by the reporting party. There were no injuries. A State Crash report was completed. **Follow Up:** The suspect was identified and he was cited.

**Monday:** 4/22/24 @ 3:48 p.m. / 911 Investigation / 3700 Block of South Oceanshore Boulevard: Officers responded to a "911 investigation" after Dispatch had received multiple 911 calls from the same phone number. The call taker could hear an engine in the background and phone sounded like it was moving along A1A. Negative contact could be made with the unknown vehicle.

**Monday:** 4/22/24 @ 5:24 p.m. / Welfare Check / 3600 Block of South Oceanshore Boulevard: Officers responded to a residence after family members could not get a hold of an elderly family member who had fallen and hit his head the day before. Our Officers made contact with elderly male subject and verified that he was just fine. The concerned family member that requested the welfare check was re-contacted and they advised that the subject is very stubborn and likes to be independent even with the possible help of family members. No further action required.

**Monday:** Nightshift Officers conducted one (1) License Plater Reader (LPR) related traffic stop, which resulted in the issuance of four (4) State Traffic citations.

**Tuesday:** 4/23/24 @ 1:07 a.m. / Abandoned Vehicle (Follow Up) / 700 Block of South-Central Avenue: A Patrol Officer followed up on an abandoned vehicle which had been issued an "Order to Remove" (Red Tag) on April 18<sup>th</sup>. A tow sheet was completed, the vehicle was removed and a Police report was completed. **Good follow up!**

**Tuesday:** Chief Doughney attended the Ribbon Cutting Ceremony for the "Grand Opening" of the Preserve at Flagler Beach. Shortly after 12:00 p.m., Mayor King "Cut the Ribbon" to commemorate the opening of our City's new housing development. The event hours were 12:00 p.m. to 3:00 p.m. and there was food, local vendors and music for those that attended.

**Tuesday: 4/23/24 @ 6:13 a.m. / 911 Investigation / 422 Beach Village Drive (Margarita Island):** Patrol Officers responded to the business in reference to a "911 investigation", and upon arrival they found employees of a pressure washing company performing kitchen cleaning. No further Law Enforcement action required.

**Tuesday: 4/23/24 @ 8:46 a.m. / 911 Investigation / 101 North Oceanshore Boulevard (Funky Pelican):** Patrol Officers were dispatched in reference to a "911 investigation". A beer delivery to the business was in progress, and there were no problems or issues. No further Law Enforcement action required.

**Tuesday: 4/23/24 @ 12:15 p.m. / Suspicious Incident / 1000 Block of South Daytona Avenue:** Patrol Officers were dispatched to a private residence in reference to the homeowner finding a door ajar when they returned home. There was nothing missing from inside the residence and there were no signs of forced entry.

**Tuesday: 4/23/24 @ 5:40 p.m. / Crash - No Injury / South Daytona Avenue at South 7<sup>th</sup> Street:** Patrol Officers were dispatched to a motor vehicle crash, involving two (2) vehicles; with no injuries and minimal cosmetic damage to both vehicles. A Drivers' Exchange of Information form was completed and provided to the involved parties.

**Tuesday: 4/23/24 @ 7:43 p.m. / Reckless Driver / 2<sup>nd</sup> Street North at North Oceanshore Boulevard:** Patrol Officers responded in reference to reports of a silver Lexus with North Carolina plates that was allegedly driving in the wrong lane of travel. The incident was called in by the Florida Highway Patrol, with an unknown time delay. Officers canvassed the area, but they were unable to locate the vehicle in question.

**Tuesday: 4/23/24 @ 8:34 p.m. / 911 Investigation / 300 Block of 2<sup>nd</sup> Street South:** Patrol Officers were dispatched to a "911 investigation" for a phone geolocating somewhere in an apartment complex. Officers systematically checked the apartments until the caller was located. The caller had dialed 911 inadvertently on his tablet, and was unaware that the call had gone through. It was confirmed that there was no emergency; case closed.

**Tuesday: 4/23/24 @ 10:00 p.m. / Assist Other Agency / 150 Henry Circle (Preserve at Flagler Beach):** Officers were dispatched to this area in reference to a subject claiming to have third-degree burns from a skin cleanser. The subject was found to be a homeless young male, with schizophrenia and autism. Emergency Medical Services (EMS) responded and helped the subject rinse the cleanser off his legs. The subject denied additional medical treatment. The subject did not meet Baker Act criteria and did not want to voluntarily seek mental health services. Officers coordinated with the Staff from the Flagler County Sheriff's Office Behavioral Response Unit to facilitate an Uber ride for the subject from our north County limits to the St. Francis House in St. Augustine.

**Wednesday: 4/24/24 @ 12:41 a.m. / Suspicious Vehicle / 414 Beach Village Drive (Publix Parking Lot):** Patrol Officers located an occupied rental vehicle that was parked against the curb in front of Publix. Officers checked out with the male occupant, and found that he is visiting from Germany. The subject is staying with friends, but did not want to disturb anyone while he caught up with work on his laptop. The Officers alarm was dispelled; case closed.

**Wednesday: 4/24/24 @ 8:02 a.m.** / Alarm Residential / 2500 Block of Osprey Circle: A Patrol Officer responded to an alarm call at a residential address in Beverly Beach to assist the Flagler County Sheriff's Office, as they did not have any available Deputies in the area. Upon our Officers arrival, contact was made with the homeowner, who advised she had forgotten to turn her alarm off before opening the door; causing the alarm to go off. No further Law Enforcement action required.

**Wednesday: 4/24/24 @ 3:37 p.m.** / Assist Other Agency / 2100 Block of South Oceanshore Boulevard: Patrol Officers responded to assist the Fire Department with entry into a home. The reporting party was an elderly female that had fallen on the floor, nine (9) hours prior to calling for help. The house was secured, but Fire Department personnel were able to gain access through an open window and render aid to the resident. No further Law Enforcement action required. **Good job FBFD!**

**Wednesday: Chief Doughney** attended a Special Magistrate hearing at 3:00 p.m. for a City parking citation that he issued to a vehicle parked on the City sidewalk back in February of this year.

**Wednesday: 4/24/24 @ 5:47 p.m.** / Commercial Alarm / 318 Moody Boulevard (Coquina Coast Brewing Company): Patrol Officers were dispatched to the business in reference to an alarm at an entry/exit door. Upon our Officers arrival, the business was open, with no issues, problem or concerns. The alarm was determined to be false, and no further Law Enforcement action was required.

**Wednesday: Nights Officers** conducted one (1) traffic stop and issued one (1) State Traffic citation after receiving an alert from a License Plate Reader (LPR).

**Thursday: 4/25/24 @ 1:49 a.m.** / Suspicious Incident / 414 Beach Village Drive (Publix): Patrol Officers were dispatched to the business in reference to an older male who had "hollered" at an employee as she was parking her car. There were no threats made, nor were there any physical actions taken against the employee. Officers canvassed the surrounding area, but they were unable to locate the male subject or his vehicle.

**Thursday: 4/25/24 @ 11:30 a.m.** / Trespassing / 401 North Oceanshore Boulevard: A Patrol Officer responded in reference to a possible person in an abandon building, located behind Sally's Ice Cream. Upon arrival, contact was made with the property controller who advised when walking his dog, he thought he saw a person in the building. The controller provided a key for the locked door and the building was cleared with no persons found inside. The controller advised that he must have seen his own reflection in the window. The building was re-secured, and no other Law Enforcement actions required.

**Thursday: 4/25/24 @ 4:39 p.m.** / Assist Public / 3100 Block of South Oceanshore Boulevard (Gamble Rogers): A Patrol Officer responded in reference to a Grand Larceny of an iPad from a campsite. Upon the Officers arrival, contact was made with the reporting party who advised that he packed up his items to go out for the day, and upon his return he could not locate his iPad. Officers asked the subject to retrace his steps and the iPad in question was located in his vehicle. Case closed, no crimes committed and no further Law Enforcement actions required.

**Thursday:** Dayshift Officers conducted proactive traffic enforcement at the following locations and times;

3300 block of South Oceanshore Boulevard, from 1:40 p.m. to 2:40 p.m. No violations.

2200 block of South Oceanshore Boulevard, from 3:30 p.m. to 3:40 p.m. No violations.

1800 block of South Oceanshore Boulevard, from 12:40 p.m. to 12:55 p.m. No violations.

**Thursday:** Chief Doughney assisted Dayshift Patrol with parking enforcement, issuing two (2) City parking citations. Chief Doughney also attended the regular meeting of the City Commission meeting, which was held at City Hall from 5:30 p.m. to 7:00 p.m.

**Thursday:** Dayshift Officers conducted briefing training by completing a lesson in the online "Briefing Room", titled; "Using-Force-at-the-Request-of-Emergency-Medical-Services". The primary takeaway of the training was the following caselaw; Cruzan vs. Director of Missouri Department of Health (1990, U.S. Supreme Court). The best course of action in these types of scenarios is to explain to the paramedics that a person has a constitutional right to refuse medical care and that you won't use force to make him/her go to the hospital.

**Thursday:** 4/25/24 @ 5:02 p.m. / Assist Other Agency / 3100 South Oceanshore Boulevard (Gamble Rogers): Patrol Officers were dispatched to the Park to assist an Officer from the Florida Wildlife Commission (FWC) who was trespassing two (2) male subjects who had been causing issues at the Park for several days. Officers stood by with the FWC Officer while their investigation was completed.

**Thursday:** 4/25/24 @ 8:12 p.m. / Baker Act / 100 Block of Sergeant Court: Our Patrol Officers were dispatched to assist Deputies from the Flagler County Sheriff's Office who were actively looking for a male subject that had made statements of wanting to harm himself. The subject in question was eventually located on Seminole Woods Boulevard in Palm Coast, and he was taken into protective custody under the Baker Act by Flagler County Deputies. No further involvement for our Officers.

**Thursday:** 4/25/24 @ 9:38 p.m. / Trespassing / 302 Moody Boulevard (Poor Walt's): Patrol Officers were dispatched to the business in reference to a male subject that was refusing to leave after being asked to do so by Staff. The subject in question had departed the business prior to our Officers arrival, and our Officers were unable to locate him in the surrounding area. No further law Enforcement actions required.

**Thursday:** Dayshift Officers conducted proactive traffic enforcement at the following locations and times;

2200 block of Moody Boulevard, from 7:30 p.m. to 8:00 p.m. Two (2) traffic stops, with two (2) written warnings.

**Monthly Training:** Officers continued to work on their April 2024 online monthly training through Police Law Institute. This month's topic is; **Lineup Composition and Protocols.**

**Radar Training:** Officer Snyder attended a free, week-long Florida Department of Law Enforcement certification class at Daytona State College for speed measurement (radar).





**FLAGLER BEACH POLICE DEPARTMENT**  
Matthew P. Doughney, Chief of Police  
204 South Flagler Avenue  
Flagler Beach, FL 32136  
386.517.2023

## Chief's Weekly Report

From: Friday		4/26/2024	To: Thursday		5/2/2024
Calls For Service	75	Felony Arrest	2	Reports Written	20
Self-Initiated	42	Misd. Arrest	1	Comm. Policing	14
Traffic Stops	33	City Ordinance	4	Security Checks	267
				Citations Issued	30
				Warnings (Written/Verbal)	48

## Chief's Weekly Summary

**Friday:** Chief Doughney and Mr. Martin attended a "Meet and Greet" with Staff from FDOT and the Contracting Team for the SRA1A Seawall project that starts in our City in the 3500 block of South Oceanshore Boulevard, and extends into Ormond by the Sea in Volusia County. The meeting was held at the seawall project office, located in Ormond by the Sea. The meeting started at 10:00 a.m. and concluded at 11:00 a.m. Chief Doughney also assisted Dayshift Patrol with parking enforcement in the afternoon, issuing one (1) written warning and two (2) City parking citations.

**Friday:** 4/26/24 @ 11:44 a.m. / 911 Investigation / 2500 Block of Moody Boulevard: Patrol Officers were dispatched in reference to a "911 investigation". Officers located an individual walking his dog, who advised that he accidentally called 911, and that there was no emergency. No further Law Enforcement action required.

**Friday:** 4/26/24 @ 12:13 p.m. / Suspicious Person / 1600 Block of South Central Avenue: A concerned citizen reported that a blonde female was sitting in a truck that was parked on the road. Our Officers contacted the female in question, who was waiting for her boyfriend to return with gas, but a neighbor had already filled the truck with gas after her boyfriend left. The female was waiting for her boyfriend to return; no other Law Enforcement action required.

**Friday:** 4/26/24 @ 12:53 p.m. / Ordinance Violation / 2100 Block of North Oceanshore Boulevard: A Patrol Officer observed a male subject standing on the sea dune observing the ocean. The subject was an out-of-town vacationer who was unaware of the dune restrictions, and he was promptly instructed about the importance of the dunes; and associated fines assessed for sea dune violations. The newly educated subject gladly departed the sea dunes, with no additional Law Enforcement actions required.

**Friday: 4/26/24 @ 1:01 p.m. / Illegal Parking / 2100 Block of North Oceanshore Boulevard:** A citizen in a golf cart flagged down the Patrol Officers after he addressed the subject standing on the sea dunes. This individual was operating a golf cart on the City sidewalk, and he was educated that golf carts are not allowed on the sidewalk, nor are they allowed on State Roads. The subject lives in Surfside Estates and was not aware of Flagler Beach Ordinance. No further Law Enforcement action required. **Good discretion and positive education of our citizens!**

**Friday: 4/26/24 @ 4:07 p.m. / Disturbance Verbal / 608 South Oceanshore Boulevard (Tortugas):** Patrol Officers responded to the business in reference to management calling to report that a male subject was berating their Staff, and they wanted him trespass. Our Officers located and contacted the male on the beach, and he was informed that he was not welcome at the business.

**Friday: 4/26/24 @ 3:15 p.m. / Trespassing / 215 South Oceanshore Boulevard (Pier):** Patrol Officers responded to the Pier in reference to three (3) college students that decided to jump off the Pier, prior to their departure from our City back to the University of Florida. The subjects were positively identified, and Trespassing charges were completed and forwarded to the State Attorney's Office for their review. A Police report was completed.

**Friday: 4/26/24 @ 4:52 p.m. / Disturbance Verbal / 105 2<sup>nd</sup> Street South (City Hall):** Patrol Officers responded to a report that an irate male subject was in the City Manager's office causing a disturbance. Upon our Officers arrival, they contacted the City Manager, who advised that the subject had already calmed down and left his office. The subject in question was upset over a disposition from a recent hearing with the City's Special Magistrate.

**Friday: 4/26/24 @ 6:30 p.m. / Assist Outside Agency FCSO (Criminal Traffic) / South Flagler Avenue at South 2<sup>nd</sup> Street:** Our Patrol Officers were requested to assist a Flagler County Deputy who was on a traffic stop at this intersection in our City. The Driver of the vehicle was found to be driving without a valid Driver's License, and our Officers assisted the Deputy in placing the Driver under arrest without incident. No further action required by our Officers. **Good teamwork!**

**Friday: 4/26/24 @ 9:41 p.m. / Suspicious Incident / South Oceanshore Boulevard at South 21<sup>st</sup> Street:** Patrol Officers responded to the Beach, after they received a report of a flashing light; which the reporting party believed may be a distress signal. Officers determined that the "flashing light" was from two (2) males subjects, fishing from the shore, with lights on their hats. Case closed; no further actions required.

**Friday: 4/26/24 @ 10:52 p.m. / Baker Act / 101 North Oceanshore Boulevard (Finn's):** Patrol Officers responded to the business in reference to a subject with paranoid-schizophrenia; who was intoxicated, homeless, and refusing to take his prescription medication. The subject was taken into protective custody under the Baker Act, and he was transported to Halifax Hospital in Daytona Beach without incident. A Police report was completed. **Good Job!**

**Friday: 4/26/24 @ 11:53 p.m. / Civil / 200 Block of 2<sup>nd</sup> Street South:** Patrol Officers responded to provide a civil standby for two (2) adult brothers who resided together. One (1) brother wished for the other brother to leave, after a disagreement over that brother's employment status. Officers stood by while the departing brother gathered his belongings and returned his house key to the complainant. Case closed.

**Saturday: 4/27/24 @ 3:28 a.m. /** DUI Crash & Aggravated Assault on a LEO / South Oceanshore Boulevard at South 12<sup>th</sup> Street: Patrol Officers responded in reference to a single vehicle crash, where the Driver had crashed into the rock covered sea dunes; totaling his vehicle and destroying a small section of FDOT sand fencing. A crash investigation was initiated, and after that investigation was concluded, a criminal investigation for Driving under the Influence (DUI) was conducted. The subject was found to be intoxicated, and he was subsequently placed under arrest for DUI with Property Damage. While the subject was in custody, he later claimed that he would disarm the arresting Officer and shoot him with his own firearm. The subject was additionally charged with Aggravated Assault on a Law Enforcement Officer (LEO). The subject was taken to the Flagler County Inmate Facility, where he was turned over to Flagler County Deputies. A State Crash report was completed, as was a Police report.

**Saturday: 4/27/24 @ 12:24 p.m. /** Hit and Run - Crash / 2100 Block of South Daytona Avenue: A Patrol Officer responded to a delayed report of a Hit & Run crash. The reporting party advised that his vehicle was hit late last night and he needed to file a Police report. The assigned Officer collected all the necessary details, and the investigation is currently on-going. A State Crash report will be completed. **Update:** Nightshift Officers followed up on this case, and they contacted the suspect at her listed residence. The suspect was issued a State Criminal Traffic Citation for Crash - Hit & Run, which she signed and was provided with a copy. Case closed, and the State Crash report has been completed. **Great teamwork!**

**Saturday: 4/27/24 @ 12:57 p.m. /** 911 Investigation / 2000 Joyce Street: A Patrol Officer responded to a report of a "911" call from a residence. Upon the Officers arrival, there were no persons on the property, and the home appeared secured.

**Saturday: 4/27/24 @ 1:52 p.m. /** 911 Investigation / 1300 Block of North Oceanshore Boulevard (Beach): A Patrol Officer responded to the Beach in the 1300 block, due to a "911" call that was geo-locating from this area. Upon the Officers arrival, there was nothing in the area that was suspicious, and the Officer was not flagged down by anyone on the Beach.

**Saturday:** The Police Department participated in National Prescription Drug Take Back Day, in conjunction with the Federal Drug Enforcement Administration (DEA). Our Property & Evidence Custodian, Jamie Z., was positioned in the front parking lot of the Department from 10:00 a.m. to 2:00 p.m., in order to afford citizens with the opportunity to drop of unused and/or expired prescription medications; no questions asked. There were close to a dozen citizens that took advantage of the opportunity, and the CVS collection box that's located in the front lobby of the Department is used regularly used by members of our community. Chief Doughney and Deputy Chief Blanchette were both at the Police Department for a few hours while the event was occurring. **Update:** On Monday, April 29<sup>th</sup>, 151 lbs. of prescription medications were turned over to Federal Agents from the DEA for proper disposal.

**Sunday: 4/28/24 @ 8:33 a.m. /** Suspicious Vehicle / 700 South Oceanshore Boulevard (Mobil Station): A Patrol Officer was dispatched to the business in reference to a female walking away from a vehicle. The reporting party was afraid that the female might be intoxicated and wanted someone to checked on her. The area was checked with negative results, and there were no other calls received about this subject.

**Sunday:** 4/28/24 @ 11:29 a.m. / Crash - No Injuries / 312 Moody Boulevard (Dollar General): A Patrol Officer responded to reports of a verbal argument in the parking lot. Upon arrival, it was determined that a minor crash had occurred. A Crash report was completed.

**Sunday:** 4/28/24 @ 3:52 p.m. / Trespassing / 1104 South Oceanshore Boulevard (White Orchid): A Patrol Officer responded to the business in reference to a report of two (2) employees arguing. The investigation resulted in one (1) subject being trespassing from the property; no further other action was taken.

**Sunday:** 4/28/24 @ 6:22 p.m. / Suspicious Incident / 1544 South Oceanshore Boulevard (Beachfront Motel): Patrol Officers were dispatched to the motel in reference to an "Insta-Cart" Driver being concerned about a young girl he saw in a room while making a delivery. Officers made contact with the family in the room at the motel, and they did not observe anything criminal or suspicious. No further action required.

**Sunday:** 4/28/24 @ 8:08 p.m. / DUI Crash - No Injury / 100 Block of South Oceanshore Boulevard: Patrol Officers were dispatched in reference to a minor, motor vehicle crash. At the conclusion of the crash investigation, a criminal investigation ensued, and one (1) of the Drivers was found to be highly intoxicated. The female Driver in question was taken into custody without incident, and she was taken to Advent-Health South for medical clearance. Once the subject was medically cleared, she was transported to the Flagler County Inmate Facility; where she was turned over to Flagler County Deputies. This arrest for DUI is the 3<sup>rd</sup> such arrest in the last ten (10) years, making this DUI arrest a Felony. A State Crash report was completed, as was a Police report.

**Sunday:** 4/28/24 @ 8:30 p.m. / Suspicious Person / 600 Block of Moody Boulevard: Patrol Officers were dispatched to the area of the SR100/Moody Bridge in reference to the reporting party thinking that she saw an intoxicated male subject walking into traffic. Officers did locate a male subject walking on the Bridge, but he was not intoxicated, nor did he need or ask for Law Enforcement assistance. No further action required.

**Monday:** 4/29/24 @ 3:25 p.m. / Found Property / 204 South Flagler Avenue: A concerned citizen stopped by the Police Department to turn in a black series 8, 45mm, Apple watch that was found on the Beach; in the 1400 block of North Oceanshore. The watch would not power up in order to attempt to locate an owner. The watch was submitted into our Property & Evidence Section as "Found Property". A Police report was completed.

**Monday:** 4/29/24 @ 4:16 p.m. / Trespassing / 2500 Block of Palm Avenue: A Patrol Officer responded in reference to a complaint from the Homeowners Association (HOA) President that there were kids fishing in the pond. The HOA President requested that our Officers have the kids leave. Our Officer made contact with the kids, who advised that they had permission from another HOA Board Member; but they understood and left the area without incident.

**Monday:** 4/29/24 @ 8:50 p.m. / Noise Complaint / 100 Block of Lantana Avenue: Patrol Officers were dispatched to a residence in reference to complaints of barking dogs. After the Officers made contact with the owner of the dogs, the owner managed to get the dogs to stop barking. No further actions taken.



**Tuesday: 4/30/2024 @ 12:54 a.m. / Assist Other Agency (FHP) / 100 Block of South 5<sup>th</sup> Street:** Our Patrol Officers backed up a Florida Highway Patrol Trooper on a traffic stop in our City. The Trooper observed a female yelling at a male driver, and then the female got into the passenger seat of the males vehicle. The Trooper conducted a stop on the vehicle to ensure that there was no Domestic Violence occurring. The ensuing investigation by the Trooper determined that the arguments was verbal in nature, with no violence; but the male Driver was arrested for Driving Under the Influence (DUI). No further actions were taken by our Officers.

**Tuesday: 4/30/24 @ 1:35 p.m. / Found Property / 204 South Flagler Avenue:** A concerned citizen came to the Police Department to turn in an iPhone that he found. The phone was locked and the responding Officer could not get any owner information. The phone was submitted into Property and Evidence as "Found Property". A Police report was completed.

**Tuesday: 4/30/24 @ 1:41 p.m. / Found Property / 204 South Flagler Avenue:** A concerned citizen came to the Police Department to turn in a set of keys that he'd found. There were several keys on the ring, but no identifying information. The keys were submitted into Property and Evidence as found property. A Police report was completed.

**Tuesday:** Chief Doughney attended a "Full Scale Exercise Planning Meeting" that was held at the Flagler County Emergency Operations Center (EOC) from 1:30 p.m. to 3:00 p.m. An "Active Shooter" response exercise is being planned at Flagler Palm Coast High School for mid-July 2024. This exercise will be a multi-agency response, and our Department will be an active participant in the exercise. The next planning meeting is scheduled for May 30<sup>th</sup> at 1:00 p.m. at the EOC.

**Tuesday: 4/30/24 @ 6:12 p.m. / Threats / 700 South Daytona Avenue (Wickline Park):** Patrol Officers were dispatched to Wickline Park in reference to a dark-haired teenage female making threats to "burn down the park", and threatening to run over small children with her bicycle. The female had a lighter and the complainant had removed the lighter from her prior to our Officers' arrival. Officers were advised that the female had shouted "I'm running from the cops!", then fled on her bicycle traveling southbound on the alleyway between Daytona and Central Avenues. Our Officers thoroughly canvassed the area for the female, but they were unable to locate her. Our Officers were advised that this is the second time this juvenile has made violent threats toward young children in the Park. It seems likely that the suspect lives near the Park, and our Officers will increase a marked Police presence at the Park in the evening hours.

**Tuesday: 4/30/24 @ 6:32 p.m. / Animal Problem / 204 South Flagler Avenue:** Patrol Officers were flagged down at the Department in reference to a baby armadillo that was attacked by the reporting party's dog. Officers took custody of the injured armadillo, and they contacted a local wildlife rehabilitator, who responded and collected the baby armadillo for further treatment.

**Tuesday: 4/30/24 @ 6:56 p.m. / Found Property / 2600 Block of South Oceanshore Boulevard:** A Patrol Officer responded in reference a set of keys that were found in the area by the reporting party. The assigned Officer located the owner of the keys nearby, and turned the keys over to their rightful owner. **Good Job!**

**Tuesday:** 4/30/24 @ 7:30 p.m. / 911 Investigation / South 16<sup>th</sup> Street at South Oceanshore Boulevard: Patrol Officers were dispatched to the area of the Beachfront Motel in reference to a "911" open line. The responding Officers located the caller and confirmed that he was O.K. The call was accidental, and the subject was not in need of any emergency services. No further actions required.

**Tuesday:** 4/30/24 @ 8:45 p.m. / Commercial Alarm / 2303 Moody Boulevard (Sherwin Williams): Patrol Officers were dispatched to the business in reference to a motion activation alarm. Officers found the business secured, and they determined the alarm to be false. No further actions required.

**Tuesday:** 4/30/24 @ 11:35 p.m. / Suspicious Person - Ordinance Violation / 700 South Oceanshore Boulevard: Patrol Officers located a male and a female sleeping under the dune walkover at this location. The subjects were positively identified, and they were warned about our City Ordinances prohibiting camping. The male advised that he would stay with a family member nearby. The female had nowhere to go, so she was given a courtesy ride to the Circle K off A1A, where a ride was then coordinated to collect and transport her to the St. Francis House in St Augustine.

**Tuesday:** 4/30/24 @ 11:48 p.m. / Commercial Alarm / 501 North Oceanshore Blvd (Golden Lion): Patrol Officers were dispatched to the business in reference to a front door, motion activated alarm. The business was checked and found to be secured, with no suspicious persons on the premises. The alarm was determined to be false. No further actions required.

**Wednesday:** 5/1/24 @ 1:02 a.m. / Abandoned Vehicle (Follow Up) / 400 Block of North Oceanshore Boulevard: A Patrol Officers followed up on an abandoned vehicle which had been issued an "Order to Remove" (red tag), several days earlier. The vehicle had not been removed as required by City Ordinance, therefore it was towed. Additionally, as the vehicle was a "rental", the rental company was contacted and informed where their vehicle could be recovered. A Police report was completed.

**Wednesday:** 5/1/24 @ 10:11 a.m. / Animal Complaint / Moody Boulevard at Colbert Lane: A Patrol Officer was dispatched in reference to a loose dog running in traffic. While the Officer was enroute, he observed a female chasing a dog on John Anderson Highway. After the Officer was unable to locate the dog on SR100, he returned to the area of John Anderson and he was unable to locate either the dog or the female. No additional actions were taken.

**Wednesday:** 5/1/24 @ 11:16 a.m. / Fraud (Attempt) / 2500 Block of Leslie Street: A Patrol Officer was dispatched in reference to a report of a possible fraud attempt. The Officer contacted the reporting party, who received a letter in the mail, along with a check. The letter was on Wells Fargo letterhead, and it requested personal information from the reporting party, in order to cash the aforementioned check. The reporting party was given advise to contact the Bank before doing anything; as this is most likely an active scam. No other action was taken.

**Wednesday:** 5/1/24 @ 1:58 p.m. / Alarm - Business / 400 South Daytona Avenue (Thrift Store): A Patrol Officer responded to Society Of Saint Vincent De Paul's Thrift Store in reference to a business alarm. Upon arrival, the responding Officer made contact with Staff, who did not realize the alarm had gone off. There were no problems, and the alarm was accidental. No further actions required.

**Wednesday:** Chief Doughney assisted dayshift Patrol with parking enforcement, issuing three (3) City parking citations. Chief Doughney also recorded an “on-air” interview with Mr. Jay Scherr at WNZF Radio for his podcast; “Record Business Minds Coffee Chat”. The recording started at 3:45 p.m. and concluded at 4:15 p.m. and will be available on May 11, 2024.

**Wednesday:** Nightshift Officers conducted briefing training by reviewing our Departments updated Death Investigation’s Policy and updated Medical Examiners packet in Power DMS; pertaining to Death Investigations.

**Wednesday:** Nightshift Officers conducted proactive traffic enforcement at the following location and times;  
1300 block of South Oceanshore Boulevard, from 10:15 p.m. to 10:45 p.m. One (1) traffic stop, with one (1) State Traffic citation issued.

**Wednesday:** 5/1/24 @ 9:41 p.m. / Reckless Driver / South Central Avenue at 23<sup>rd</sup> Street South: Patrol Officers were dispatched to the area in reference to a vehicle that was driving aggressively while traveling northbound on South Central Avenue. Officers canvassed the area, but they were unable to locate the vehicle in question. No further actions were taken.

**Wednesday:** 5/1/24 @ 10:53 p.m. / Noise Complaint / 1900 Block of North Central Avenue: Patrol Officers were dispatched to a residence in reference to neighbors that have an ongoing issue with each another about loud music and hollering. Officers made contact with both parties involved and attempted to resolve the issue. There were no noise violations observed while our Officers were on scene.

**Thursday:** 5/2/24 @ 1:41 a.m. / Trespassing / 408 South Oceanshore Boulevard (7-11): Patrol Officers were dispatched to the business in reference to a homeless male subject that was causing issues with Staff. At the direction of the on-duty business Staff, the male subject was issued a Notice of Trespass, and he departed the business without further incident. No additional Law Enforcement actions taken.

**Thursday:** 5/2/24 @ 8:11 a.m. / Found Property / 204 South Flagler Avenue: A Patrol Officer responded to the Police Department in reference to a found cell phone. The Officer was able to locate the owner, who responded and took possession of the phone. No further action taken.

**Thursday:** 5/2/24 @ 10:49 a.m. / 911 Investigation / 1200 Block of South-Central Avenue: Patrol Officers were dispatched in reference to a “911” hang up call. Dispatch was able to contact a male subject, who advised that the call was an inadvertent “pocket dial” while he was working outside. A Patrol Officer made contact with the subject and confirmed that there were no emergencies, and that the call was accidental. No further action was required.

**Thursday:** 5/2/24 @ 2:50 p.m. / Found Property / 204 South Flagler Avenue: A Patrol Officer responded to the Police Department in reference to a North Carolina license plate that was found on the SR100/Moody Bridge; and turned into Records. The assigned Officer was unable to locate the owner of the license plate, which was placed in Property & Evidence for safekeeping as “Found Property”. A Police report was completed, and our Property & Evidence Custodian will attempt to contact the owner of the plate next week.

**Thursday: 5/2/24 @ 5:24 p.m. / Assist Other Agency (FCSO) / 215 South Oceanshore Boulevard:** Patrol Officers were dispatched to the area of the Pier and Boardwalk in reference a "Be On the Lookout" (BOLO) that was issued for an Alzheimer's patient that was traveling northbound on SRA1A in a red Ford Explorer. Due to heavy traffic on SRA1A, our Officers were unable to catch up to the subject; who was eventually located by Deputies from the Flagler County Sheriff's Office. The subject was unarmed and reunited with a family member. **Good teamwork!**

**Thursday: 5/2/24 @ 6:10 p.m. / Assist Other Agency (FCSO) / 2560 Moody Boulevard (Beach Village 7-Eleven):** Our Officers responded as backup for a Flagler County Deputy that was dispatched to a call regarding transients brawling in the 7-Eleven parking lot, just outside of our City limits. Upon arrival, the subjects had separated, and 7-Eleven Staff wished for them to be trespasssed. Our Officers stood by with the Deputy for Officer safety as this was accomplished. No further actions taken by our Officers.

**Thursday: 5/2/24 @ 7:01 p.m. / Crash - No Injury / 312 Moody Boulevard (Dollar General):** Patrol Officers were dispatched to the Dollar General parking lot in reference to a minor, two (2) vehicle crash; resulting in superficial damage to both vehicles and no injuries. Officers completed a Drivers Exchange of Information form, which was provided to the involved parties.

**Thursday: 5/2/24 @ 7:03 p.m. / Noise Complaint / 1112 South Oceanshore Boulevard (Cajun Beach Boil):** Patrol Officers were dispatched to the business in reference to reports of loud music from the restaurant. Officers responded and determined that there was no noise violation.

**Thursday: 5/2/24 @ 7:24 p.m. / Trespassing / 2301 Moody Boulevard (CVS):** Patrol Officers were dispatched to the business in reference to an individual from the previous 7-Eleven call, that was causing a scene inside the CVS. The subject repeatedly refused to leave the business when told to do so by management, and he only left after management called Dispatch. The subject fled the business of foot prior to our Officers arrival, and he could not be immediately located.

**Thursday: 5/2/24 @ 7:45 p.m. / Suspicious Person - Arrest / 2200 Moody Boulevard (Wadsworth Park):** Patrol Officers were dispatched to Wadsworth Park in reference to the subject from the CVS (and 7-11) call, who was in the Park screaming and causing a scene near the children's play area. Our Officers located the irate subject and he placed under arrest for Disorderly Conduct and Trespass After Warning. The subject was additionally charged with Threats Against a Public Official, after making threats toward the arresting Officer. A Police report was completed, and the subject was transported to the Flagler County Inmate Facility without further incident.

**Monthly Training:** Officers began working on their May 2024 online monthly training through Police Law Institute. This month's topic is; **Mobile Home and Motor Home Law.**

**Armorer Training:** Deputy Chief Blanchette and our Property & Evidence Custodian, Jamie Z., attended a free, two (2) day course for Armorer's that was held at the Daytona Beach Police Department.