



Cumberland Gap Tunnel Authority

Annual Report 2022-2023

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GLOSSARY

AED	Automated Exterior Defibrillator
CGTA	Cumberland Gap Tunnel Authority
CMMS	Computerized Maintenance Management System
CO2	Carbon Dioxide
COVID-10	Coronavirus Disease 2019
CPR	Cardio-Pulmonary Resuscitation
DM	Demand Maintenance
DMS	Dynamic Message System
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
EMT-B	Emergency Medical Technician-Basic
EVOC	Emergency Vehicle Operations Course
Haz-Mat	Hazardous Materials
HIV-AIDS	Human Immunodeficiency Virus / Acquired Immunodeficiency Syndrome
JMT	Johnson, Mirmiran, & Thompson
KBEMS	Kentucky Board of Ambulance Reporting System
KV	Kilovolt
KY	Kentucky
LE	Law Enforcement
LED	Light-Emitting Diode
LLE	Limited Licensed Electrician
MVC	Motor Vehicle Collision
NB	Northbound
NFPA	National Fire Protection Association
NPS	National Park Service
OSHA	Occupational Safety and Health Administration
PM	Preventive Maintenance
SB	Southbound
SCADA	Supervisory Control and Data Acquisition
SKCTC	Southeast Kentucky Community and Technical College
TARS	Tennessee Association of Rescue Squads
TDOT	Tennessee Department of Transportation
TSCS	Traffic Surveillance Control System
TN	Tennessee
VA	Virginia



EXECUTIVE SUMMARY

The Cumberland Gap Tunnel Authority is pleased to submit this Summary of Management and Operation of the Cumberland Gap Tunnels for the fiscal year 2022-2023. For the twenty-sixth year, the Cumberland Gap Tunnel Authority has efficiently operated and maintained the tunnels and portal buildings, safely escorted Hazardous Material Vehicles, and provided vital emergency services to the traveling public. CGTA partnered with the Cumberland Gap National Historical Park, the Commonwealth of Kentucky Transportation Cabinet, and the State of Tennessee Department of Transportation to provide safe passage to and from the region.

The administrative staff of CGTA used online seminars and classes to improve tunnel maintenance, safety, and incident management and to keep abreast of the latest issues in Transportation. The administration, in turn, trained employees to apply this information in day-to-day operations.

The cross-trained operators provided traffic management, escorted Haz-Mat vehicles, and immaculately maintained the tunnels, portal buildings and the grounds, while dealing courteously with the traveling public. Operators, employing their extensive EMS training, promptly responded to medical and vehicular emergencies.

The maintenance employees, also cross-trained, played a crucial role in operation by addressing the mounting demands of the aging mechanical and electrical systems. Preventative and Response Maintenance programs coupled with detailed inspections kept the tunnels operating at peak performance.

The Cumberland Gap Tunnels have always generated considerable interest from various groups across the states. This report contains a list of the groups that observed the routine operations of CGTA and toured the Kentucky Portal Building.

Additionally, CGTA had an important economic impact in the region. The authority provided thirty-eight jobs, which generated significant local and regional economic activity. Most significantly, while CGTA maintained the tunnels, only a limited number of motor vehicle collisions occurred. Although promotion and prioritization of safety cannot be monetarily assessed, CGTA's focus on safety has resulted in a reduction in the number of lives lost or altered due to serious crashes and has made "Massacre Mountain" a thing of the past. CGTA respectfully submits the following report for your review.

CUMBERLAND GAP TUNNEL AUTHORITY

MANAGEMENT AND OPERATIONS REPORT JULY 1, 2022 THROUGH JUNE 30, 2023

The Commonwealth of Kentucky and the State of Tennessee are responsible for the Management and Operation of the Cumberland Gap Tunnel. Through the Interstate Agreement, Kentucky is designated as the Lead State. The Interstate Agreement also designates an Advisory Committee to oversee the management and operation of the tunnel. The committee is composed of two representatives from each state and an ex officio from the National Park Service.

The Lead State has contracted the Cumberland Gap Tunnel Authority to provide Management and Operation of the tunnel. The general responsibilities of CGTA are Management, Operation, Response Maintenance, Preventative Maintenance, Predictive Maintenance and Design Modifications. Additionally, CGTA provides Emergency Response, Motorist Assistance, and Traffic and Incident Management.

The primary systems for which CGTA is responsible are:

- Closed circuit television
- Supervisory control and data acquisition (SCADA)
- Dynamic message signs
- Over-height detection
- Security intrusion detection
- Environmental monitoring
- Tunnel fan ventilation
- Fire protection
- Water drainage
- Lighting
- Telephone
- Traffic control
- Power supply
- Traffic Surveillance Control System (TSCS)

MANAGEMENT

Personnel

Administrative Team – There has been one change in the Administrative Team. The Administrative Assistant retired and was replaced by internal promotion. The administrators have maintained all the applicable training, certification and licensing.

Mechanical Maintenance Team – There have been no changes in the Mechanical Maintenance Team. The team has maintained all the applicable training, certifications and licensing.

Electrical/Electronics Team – One electrician resigned and his position was filled by a re-hired licensed electrician. The team has maintained all the applicable training, certifications and licensing.

Operations Teams – One operator retired. Two operator trainees were hired to replace the retiree and to fill the opening left by internal staff promotion. All operators have maintained all the applicable training, certifications and licensing.

Equipment

In this reporting period, there were three changes in the CGTA vehicles and no changes in the state-owned equipment. The CGTA's three 2017 Colorado arrow board trucks were replaced with three 2022 Ram 1500 arrow board trucks.



The state-owned sweeper truck has a badly corroded frame and will require replacement. It has been taken out of service while arrangements are being made for its replacement by the KYTC.

Conferences / Webinars

CGTA personnel participated in webinars and other online training to fulfill their commitment to state of the art education and training that ultimately increases response and management capabilities.

OPERATIONS

Traffic Control

Lane Closures / Bore Closures - All bore closures were scheduled to accommodate tunnel washing and maintenance work. Operators launched and set up 16 bore closures this year. CGTA initiated 1,312 lane closures during the year. Lane closures were launched to accommodate traffic control during vehicle incidents, tunnel maintenance, contractors' work, roadway debris removal, animal control, slow moving vehicles and inclement weather.

In addition, the control room operators monitored twenty-five digital cameras located within the tunnel, on top of the portal buildings, in both parking lots, on US25E south of the US58 interchange, the TN pedestrian tunnel and on the Cumberland Avenue/US25E intersection. These strategically placed cameras were instrumental in expediting the flow of hazardous material carriers while minimizing the disruption of related traffic.

Hazardous Materials Escorts

Operators escorted hazardous material vehicles through the Cumberland Gap Tunnels without an accident for the twenty-sixth year. Operators escorted 23,377 Haz-Mat vehicles through the tunnels and averaged 1.20 vehicles per escort. By utilizing the outboard digital cameras and identifying oncoming Haz-Mat vehicles, the control room operators could efficiently plan escorts. 13,979 escorts involved local Haz-Mat vehicles (within a 50-mile radius), or 59.8% of the total; and 9,398 escorts, or 40.2% of the total, involved non-local vehicles.

Emergency Services

The Cumberland Gap Tunnel Authority operated a Basic Life Support Ambulance service 24 hours per day, seven days per week. This ambulance service is owned by the Kentucky Transportation Cabinet and is currently licensed by the Commonwealth of Kentucky. Dr. James Adams, M.D. now provides medical oversight for the Cumberland Gap Tunnel Authority EMS. The Mutual Aid Agreements with Bell County EMS, Bell County Rescue Squad, Middlesboro Fire Department and EMS, Claiborne County EMS,

Cumberland Gap Volunteer Fire Department, and Harrogate Fire Department remained in effect through this reporting period.

Memorandum of Understanding Agreements pertaining to the radio frequency use remain in effect between the Cumberland Gap Tunnel Authority and the Tennessee Department of Safety, Claiborne County EMS, Kentucky State Police, Bell County EMS, Middlesboro Fire Department and EMS, Bell County Sheriff's Department and Bell County Central Dispatch. These agreements allow the Cumberland Gap Tunnel Authority, along with the participating emergency service agencies, to communicate across state and county boundaries in the event of an emergency.

All Cumberland Gap Tunnel Authority operators and maintenance personnel maintained their Emergency Medical Technician licenses (EMT-B & NREMT). The CGTA EMS continued to operate under National Park jurisdiction per a General Agreement made in December 2003 between the Cumberland Gap National Historical Park and the Kentucky Transportation Cabinet.

Fire / Rescue & Haz-Mat

Firefighting apparatus was inspected, maintained and replaced as needed to allow CGTA operators to respond to fire and/or rescue situations in a safe and appropriate manner. Annual inspections were completed on both on-site Fire / Rescue trucks.

CGTA responded to three fire related incidents. On July 13, 2022, operators responded to and extinguished a tractor-trailer fire emanating from under the cab. The second response was on December 18, 2022. A brake fire was extinguished on another tractor-trailer. The third response was extinguishing a fire underneath a flatbed dually.



Three Hazardous Material Spill / Incidents required response by CGTA. Two were small fuel spills in the inspection lanes and one was assisting law enforcement removing drug residue from the KY NB roadway.

Nine vehicles carrying class 1 explosives were denied passage through the NB-SB tunnels and were turned around in the crossover or apron.

We had 25 SB and 21 NB Haz-Mat vehicles bypass the inspection lanes. The incidents were reported to the NPS LE when available to respond.

Emergency Medical Services

The Kentucky Board of Emergency Services annual ambulance inspections have been scheduled for August 9, 2023. EMS Protocols, were reviewed and updated to the State required level of response (BLS). The Medical Director and the Kentucky Board of Emergency Services approved the updates to the scope of service provided by the CGTA. Annual tuberculosis screening and required annual background checks on all EMT certified personnel was completed. Annual group training was performed in-house and through Southeast Community College.

There were seventeen emergency incidents that required ambulance response. Of those, fifteen were resulting from motor vehicle collisions and two were due to medical problems. There were three patients transported to Middlesboro Appalachian Regional Hospital Emergency Room by the CGTA. A total of forty-two refusal of treatment forms were obtained from individuals that were involved in the incidents.

Quality Assurance Checklists were completed on all emergency responses and are on file along with patient contact run sheets. The run sheet data for each patient was entered and uploaded to Kentucky State Ambulance Reporting System (K-STARS) website, as required by the Kentucky Board of EMS.

CGTA EMTs were on standby twice during the year for NPS personnel while they performed physical testing (PAK-TEST).



Mutual Aid

The CGTA provided assistance on several occasions to local Law Enforcement. During these assists, the Dynamic Message Signs and portable message signs were used to advise motorists of the incidents in the area.

- August 1, 2022 – Provided mutual aid with NPS LE for a wrong way vehicle in TN.
- August 4, 2022 – Reviewed DVR for Middlesboro Police (MPD) of a stolen vehicle passing through the tunnel.
- September 9, 2022 – Assisted NPS LE with cleaning up drug debris thrown from a vehicle during a pursuit.
- January 25, 2023 – Provided traffic control for NPS LE for a multiple vehicle collision (MVC) in the KY median.
- April 22, 2023 – Provided traffic control for NPS LE, Tennessee HP and MPD for an overturned tractor-trailer near the US25E/Cumberland Avenue intersection in Middlesboro, KY.
- June 29, 2023 – Assisted NPS maintenance by cutting and removing a fallen tree across the old Archer-Western access road.

Mutual Aid Training

The CGTA joined in training with the Middlesboro FD, NPS LE and MPD at the Southeast Community College parking area. The group trained on response to chemical spills, mass casualty accidents and disasters that could occur inside the tunnels.

Miscellaneous

The CGTA assisted 79 pedestrians, 117 bicyclists and 8 claustrophobic drivers through the tunnels. Operators assisted 29 motorists that were out of fuel, 79 with mechanical problems and 52 flat tires. Operators completed 75 Fire/Ems/Safety PM's generated through the computerized maintenance management system.

Continuing Education

CGTA participated as a member in the following associations: Tennessee Association of Rescue Squads and the Southeast Kentucky Firefighters Association. Membership in these associations allowed CGTA to enhance mutual aid capabilities through professional networking, participate in educational opportunities at reduced cost, and obtain information concerning legislative changes.

The Emergency Services Director maintained certification as a CPR instructor through the American Heart Association, Fire Instructor through the KY Fire Commission and his certification as a Paramedic in Kentucky and Tennessee. The Director was responsible for EMS training and certification as well as maintaining the training records of operators and maintenance personnel.

The following training programs were provided to shift supervisors, operators, and maintenance personnel, in accordance with KBEMS ambulance service licensing and the Kentucky State Fire Commission requirements. A schedule of programs, examinations and attendance rosters are on file for the courses that are listed. CGTA provided most of the training utilizing its own highly qualified personnel. The following courses were provided to CGTA personnel by in-house instructors under the direction of the Tennessee Association of Rescue Squads, the Kentucky Fire Commission and the KY Community & Technical College System:

- Emergency Vehicle Operations with the Vanessa K. Free Act
- Emergency Medical Technician – Basic Recertification
- National Registry of EMT Recertification
- Blood borne Pathogens – HIV and AIDS Awareness
- CPR & AED Re-certification taught by the CGTA EMS Director
- Vehicle Extrication Re-certification
- Traffic Incident Management – TDOT Curriculum
- Hazardous Communications
- Permit Required Confined Space Entry
- Pediatric Immobilization and Abusive Head Trauma
- Disaster / Mass Casualty Incident

- Exposure Control Plan
- Automated External Defibrillator
- Emergency Response Plan
- EMS Protocol
- EMS Standard Operating Procedure
- Fire / Rescue Operations
- Fall Protection
- Fire Extinguisher Annual Training
- Personal Protective Equipment and Self Contained Breathing Apparatus
- Finger Pulse Oximeter
- Blood Glucose Meter
- Special Tunnel Authority Response Team
- Infection Control -Tuberculosis
- Patient Immobilization and Splinting
- Fuel Tank Emergencies
- Vanguard Software custom controls
- Lockout / Tagout
- Traffic Incident Management – TDOT Curriculum
- Emergency Response Plan



In addition, personnel received the following training:

- Hazardous Response Operations Level (New Hires)
- Active Shooter Training
- Landing Zone Set-up and Safety

All personnel performed on-the-job training in emergency service areas, industrial safety and tunnel operations. Personnel utilized online training as well as attending classes in other cities as warranted, to maintain certification in their field.

Corporate Emergency Response Training is completed annually.

Three CGTA shift supervisors, one operator and the EMS / Safety Director maintained their certifications as instructors for the Emergency Vehicle Operations Course (EVOC). Three Supervisors and two Operators maintained their certifications as Extrication instructors for the Tennessee Association of Rescue Squads (TARS) Extrication class.

Safety

Operations and Maintenance teams were trained throughout the year and they routinely reviewed Workplace Safety, Lockout / Tagout, Confined Space Entry, Material Safety Data Sheets, Fall Protection, Personal Protective Equipment, Personal Safety, Seasonal Weather Safety, Hazard Communication, and Emergency Action Plans. Other training included, but was not limited to: Digital Radio System, Fire Suppression Systems, Traffic Safety, and equipment specific training. The CGTA Safety Committee, which is comprised of members from each operations team, maintenance, and administration, met monthly to discuss safety concerns. The members of the committee are rotated every six months to allow all employees the opportunity for input. In addition, each team held a toolbox safety meeting each week. Records of topics and attendance rosters are on file.

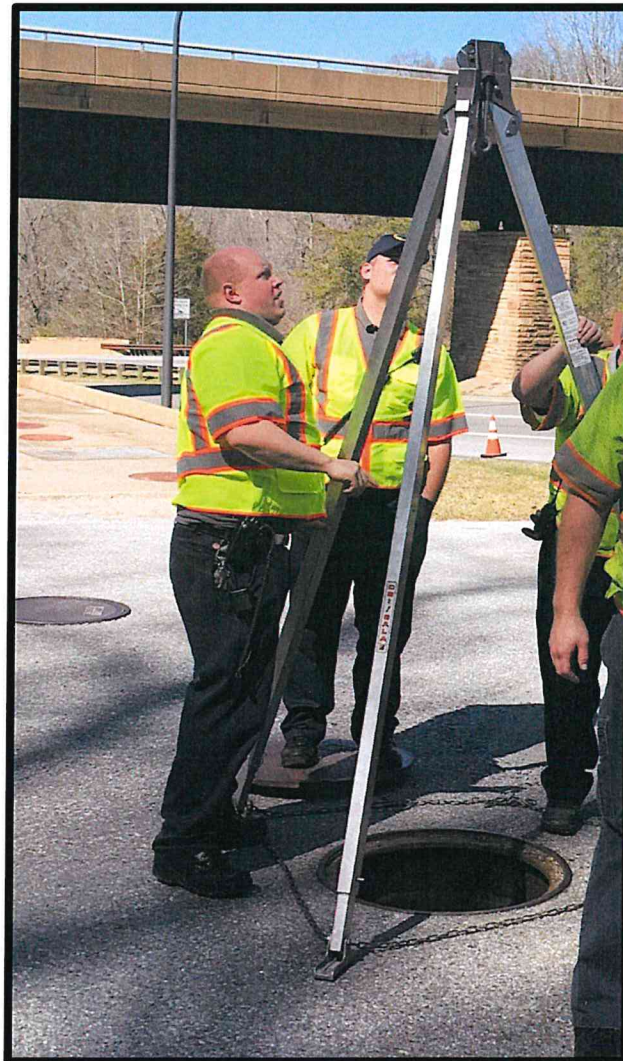
The Safety Manual was revised to meet all current NFPA and OSHA requirements. The requirements for fire brigade personnel, including annual physicals and fit test continue to be adhered to. Other updates in the manual included the Emergency Action Plan, the Electrical Safety Plan, the Compressed Gas Plan, the Hazard Communication Program and the Lockout / Tagout Plan. The Emergency Response Plan was updated along with the Confined Space Entry Plan. These safety plans are scheduled to be reviewed and updated annually.

A program to encourage all personnel to voice their concerns regarding safety in the workplace or inappropriate issues remains in place. This program provides anonymity should the employee be concerned about privacy issues.

The Confined Space Log was updated throughout the year, and the Safety Data Sheet records were also reviewed and updated. The annual fire extinguisher inspection was completed on June 6, 2023 and the CGTA

replaced all aging and worn fire extinguishers. Halotron extinguishers are located in the Control Room and in the Electrical Rooms in KY and TN. A CO2 extinguisher is stationed in the KY Computer Room. The fire extinguishers are on a semi-annual preventative maintenance schedule and the monthly inspections are still in effect.

There were no lost time employee accidents during the year.



RESPONSE MAINTENANCE

Mechanical

The mechanical team performed a total of 595 mechanical maintenance PM/DM's. There were 1840 man-hours documented for the requests. 130 were response maintenance requests that were tracked through the computerized maintenance management system. An increase in labor and parts was necessary to maintain CGTA's twenty-six year-old vehicles. Average mileage on the State vehicles is as follows: Utility Wreckers – 27,485 miles, Fire/Rescue Vehicles – 40,398 miles, and Ambulances – 36,917 miles. The Isuzu sweeper truck chassis has 47,383 miles and the wash truck has 13,170 miles.



The maintenance team repaired various equipment, vehicles and structures within the Cumberland Gap Tunnels ensuring continuous and efficient tunnel operation. Personnel also painted structures within the portal buildings.

The mechanical team also assisted contractors when they came to perform work on the chillers, boilers, repair garage doors and test the main backflow preventers.

Mechanical personnel performed regular daily and weekly equipment checks, mowing, and cleaning. The team maintained the fleet of fourteen (14) state owned vehicles and six (6) CGTA vehicles. Other projects included:

- Troubleshoot and repaired numerous problems with many of the vehicles. This included wiper motors, alternators, batteries, air bags, brushes, brake pads, rotors, power steering pumps, cables, thermostats, water pumps and ignition systems.
- Performed troubleshooting and made repairs on the KY and TN boilers several times.
- Replaced a bad thermostat on variable air volume box 10 in the TN portal building.

- Replaced a bad pump on the rinse trailer RT-1.
- Replaced a faulty actuator on a 6” valve in the KY Roadway Drainage Treatment Plant.

Electrical / Electronics

Essential response maintenance was performed throughout the year. The electricians performed Ground Fault and Megger testing of all feed circuits and ground cables throughout the facility. Response maintenance to the DMS network has increased significantly, as the system is now over 19 years old. Without new parts availability, all DMS pixel boards have repeatedly been “bench repaired” by hand and are no longer repairable due to damage to the substrate. We have worked closely with the manufacturer, Daktronics, to provide an update that will allow continued sustainable service and combine separate device functions to fewer and less expensive parts. The fiber optic and other field communication devices damaged by rodents and other wildlife constitute a majority of the demand maintenance requests within the tunnel facility and approaches. Loss of communication has been the primary cause for unscheduled response to the remote DMS and camera locations in TN.

- Replaced 3 different Mini Power Centers in TN due to corrosion through the bottom of the enclosures.
- Replaced internal VFD to repair MOV A valve in the Roadway Drainage Treatment Plant.
- Removed and replaced 1,400LF of failed supports and 400LF of conduit for the NB & SB Tunnels’ linear heat fire detection system.
- Replaced SB over-height detection pole, cable and detector in KY due to traffic accident.
- Replaced over-height detection circuit cabling and roadway boxes in TN Ramp D, due to rodent damage.



PREVENTATIVE MAINTENANCE

Mechanical

Mechanical maintenance personnel completed 465 preventative maintenance requests as traced through the computerized maintenance management system. These requests included detailed equipment inspections on a monthly, quarterly, semi-annual and annual schedule.

Electrical / Electronics

Preventative maintenance was performed on equipment that included: motor control centers, motor and lighting circuit contactors, station batteries, mini power centers, lighting fixtures, traffic cabinets, remote terminal units, dynamic message sign cabinets, telephone, radio, closed circuit television equipment, and 480v, 15kv, and 25kv switchgear and associated transformers. The intense preventative and predictive maintenance kept the high-tech system functioning on a daily basis and also kept the response maintenance to a minimum.

Semi-annual preventative maintenance was performed on the TN I-81 DMS in Jefferson and Hamblen Counties. The site cellular modems were upgraded to operate on the 4G network after 3G network was discontinued by the service provider.



PREDICTIVE MAINTENANCE

Mechanical

Mechanical maintenance predictive technologies consisted primarily of motor testing, vibration analysis, and ultrasonic, including impact echo testing and tribology. Vibration testing was performed semi-annually on all rotary equipment in the KY and TN portal buildings. Vibration testing has indicated potential problems with some of the system pumps and a couple of the air handlers, primarily with bearings and misalignment. This will require periodic monitoring and repair. Tribology confirmed oil change periods for the new Ram 1500 arrow board trucks.

Electrical / Electronics

Electrical personnel performed predictive maintenance by testing equipment regularly. A total of 148 PM / 188 DM tasks were performed through the CMMS system. These tasks included ohm voltage testing of all main field circuits and branch circuits. Voltage testing was performed on all mini power centers. The tunnel ventilation fan motors were tested on a routine basis as well. Personnel performed extensive semi-annual fire alarm testing and infrared scanning of transformers, power supplies, automatic switchgear, and both low and medium voltage breakers.



DESIGN MODIFICATIONS

Mechanical

- Reworked the corroded steps on the 4X4 New Holland tractor.
- Modified the arrow board frames to fit the new RAM 1500 trucks.
- Modified the HVAC system's JCI battery packs to allow battery replacement in lieu of purchasing an expensive replacement pack.



Electrical / Electronics

- Completed a joint project with NPS and Homeland Security installing license plate readers and 5G modems at the NB and SB approaches to the Tunnel.
- Replaced the old video network server and updated the recording system.

MAINTENANCE TRAINING

Mechanical

The mechanical maintenance team, including the engineer and supervisor, received in-house and online training on facility maintenance. The Mechanical team also provided training to operators on the Mack wrecker, utility wrecker, man lift, and bucket truck. The Mechanical Engineer maintained his Professional Engineer licenses that he holds in KY and TN.



Electrical / Electronics

One electrician maintained his Kentucky Master Electrician license. The second electrician maintained his Tennessee Electrician License and CDL. The Electrical Supervisor has maintained Level II Infrared Thermography certification.

VISITORS

The Cumberland Gap Tunnel Authority hosted various tours throughout the year. Some of the distinguished visitors included the following:

- Cumberland Gap National Park Staff and Volunteers
- JMT staff and Engineers
- Members of Leadership Group of Claiborne County, TN
- Members of Leadership Group of Bell County, KY
- Staff and students from H. Y. Livesay Middle School
- Staff and students from Lynn Camp High School
- Staff and students from Knox Central High School
- Students from the Lincoln Memorial University Honors Program

Respectfully submitted,
CUMBERLAND GAP TUNNEL AUTHORITY



Robert Morrison
Tunnel Manager

APPENDIX A
STATISTICS

TRUCK ESCORT INFORMATION JULY 1, 2022 THROUGH JUNE 30, 2023

NUMBER OF TRUCKS PER ESCORT

DATE	QTY TRUCKS NORTH	NUMBER OF ESCORTS	TRUCKS PER ESCORT	QTY TRUCKS SOUTH	NUMBER OF ESCORTS	TRUCKS PER ESCORT	TOTAL NUMBER OF TRUCKS	TOTAL NUMBER OF ESCORTS	TOTAL TRUCKS PER ESCORT
JUL	657	560	1.17	946	787	1.20	1603	1347	1.190052
AUG	869	695	1.25	998	827	1.21	1867	1522	1.226675
SEP	951	809	1.18	1115	924	1.21	2066	1733	1.192152
OCT	925	777	1.19	1058	878	1.21	1983	1655	1.198187
NOV	1020	839	1.22	1177	948	1.24	2197	1787	1.229435
DEC	866	727	1.19	1011	845	1.20	1877	1572	1.19402
JAN	926	775	1.19	1022	858	1.19	1948	1633	1.192897
FEB	874	733	1.19	1030	850	1.21	1904	1583	1.20278
MAR	999	828	1.21	1134	950	1.19	2133	1778	1.199663
APR	830	691	1.20	920	760	1.21	1750	1451	1.206065
MAY	963	793	1.21	1130	942	1.20	2093	1735	1.20634
JUN	924	765	1.21	1032	849	1.22	1956	1614	1.211896
TOTAL	10804	8992	1.20	12573	10418	1.21	23377	19410	1.204379

These totals include Hazmat Vehicles and Oversize Loads.

TRUCKS BY CLASS 2022-23

CLASS	NORTH LOCAL	NORTH NON-LOCAL	TOTAL NORTH	SOUTH LOCAL	SOUTH NON-LOCAL	TOTAL SOUTH	TOTAL LOCAL	TOTAL NON-LOCAL	TOTAL CLASS
2	1012	597	1609	1017	551	1568	2029	1148	3177
3	5222	1593	6815	6286	2427	8713	11508	4020	15528
4	3	7	10	1	12	13	4	19	23
5	17	219	236	22	122	144	39	341	380
6	2	12	14	0	19	19	2	31	33
7	0	2	2	0	1	1	0	3	3
8	125	1402	1527	50	1421	1471	175	2823	2998
9	4	250	254	3	257	260	7	507	514
MULTI	109	177	286	139	180	319	248	357	605
TOTALS	6494	4259	10753	7518	4990	12508	14012	9249	23261

HAZMAT VEHICLES BYPASSED		
	SB	NB
JUL	3	1
AUG	1	2
SEP	1	1
OCT	2	3
NOV	1	1
DEC	1	3
JAN	2	2
FEB	5	2
MAR	0	1
APR	3	3
MAY	2	2
JUN	4	0
TOTAL	25	21

CLASS 1 HAZMAT VEHICLES DENIED		
	SB	NB
JUL	0	0
AUG	0	0
SEP	0	1
OCT	0	0
NOV	0	0
DEC	0	0
JAN	2	2
FEB	0	0
MAR	0	1
APR	1	1
MAY	0	0
JUN	1	0
TOTAL	4	5

JULY 1, 2022 THROUGH JUNE 30, 2023

RESPONSES			
DATE	ASSISTS MOTORISTS	EMERGENCY RESPONSES	DEER
JUL*	134	2	0
AUG	89	2	0
SEP	82	3	1
OCT	73	6	0
NOV	53	3	0
DEC	88	3	0
JAN	68	2	0
FEB	64	2	0
MAR	56	5	0
APR	54	4	1
MAY	76	1	0
JUN	77	0	0
TOTAL	914	33	2

MECH PROBS / DEBRIS		
DATE	MECHANICAL PROBLEMS	REMOVE DEBRIS
JUL	14	11
AUG	14	4
SEP	8	8
OCT	17	5
NOV	7	6
DEC	14	5
JAN	13	4
FEB	9	2
MAR	12	2
APR	12	1
MAY	18	5
JUN	9	6
TOTAL	147	59

*Inspection lanes closed 42 times - weather

BICYCLISTS			
MONTH	NB	SB	
JUL	6	12	
AUG	4	7	
SEP	6	6	
OCT	1	2	
NOV	4	2	
DEC	3	4	
JAN	0	0	
FEB	3	2	
MAR	3	3	
APR	4	4	
MAY	9	9	
JUN	15	8	
TOTAL	58	59	117

PEDESTRIANS			
MONTH	NB	SB	
JUL	7	1	
AUG	3	4	
SEP	2	6	
OCT	4	6	
NOV	1	4	
DEC	2	5	
JAN	3	1	
FEB	1	2	
MAR	6	1	
APR	4	0	
MAY	3	6	
JUN	6	1	
TOTAL	42	37	79

FUEL ASSISTS	
JUL	4
AUG	4
SEP	3
OCT	5
NOV	1
DEC	4
JAN	0
FEB	2
MAR	2
APR	0
MAY	3
JUN	1
TOTAL	29

FLAT TIRE	
JUL	8
AUG	6
SEP	5
OCT	7
NOV	2
DEC	3
JAN	2
FEB	4
MAR	6
APR	5
MAY	3
JUN	1
TOTAL	52

LANE CLOSURES JULY 1, 2022 THROUGH JUNE 30, 2023

INSPECTION LANE CLOSURES DUE TO FOG		
DATE	NB	SB
JUL	0	4
AUG	2	6
SEP	1	6
OCT	0	1
NOV	1	3
DEC	3	1
JAN	4	2
FEB	1	2
MAR	0	0
APR	0	1
MAY	0	2
JUN	1	4
TOTAL	13	32

LANE CLOSURES FOR INCIDENTS / MOTORIST ASSISTS	
INCIDENT	QTY
ANIMALS	3
DIRECTIONS	0
FLAT TIRE	17
FUEL	7
HAZMAT RELATED	12
LAW ENFORCEMENT	22
MECH PROBLEMS	79
MEDICAL EMERGENCY	5
MISC	19
MVC	53
REMOVE DEBRIS/LOST MAT'L	23
SLOW MOVING VEHICLE	5
STOP THEN PROCEED - ?	8
WEATHER	206
TOTAL	459

CLOSURES FOR MAINTENANCE 2022-2023

	NBB	NBI	NBL	NBR	SBB	SBI	SBL	SBR	
JUL	0	27	10	9	0	20	11	9	
AUG	2	32	14	10	3	27	13	9	
SEP	0	23	16	13	0	24	13	12	
OCT	0	17	9	8	0	17	12	7	
NOV	0	12	7	6	0	12	7	7	
DEC	0	10	10	7	1	9	9	8	
JAN	3	11	6	0	1	11	4	0	
FEB	0	15	8	6	0	15	7	7	
MAR	2	15	8	5	2	15	10	7	
APR	2	20	11	6	2	21	10	8	
MAY	0	17	6	7	0	19	6	5	
JUN	0	13	6	3	0	14	8	4	
TOTAL	9	212	111	80	9	204	110	83	818

- NBB** Northbound Both Lanes
- NBI** Northbound Inspection Lane
- NBL** Northbound Left Lane
- NBR** Northbound Right Lane
- SBB** Southbound Both Lanes
- SBI** Southbound Inspection Lane
- SBL** Southbound Left Lane
- SBR** Southbound Right Lane