

IRONTON TRAFFIC FLOW STUDY IRONTON, OHIO



EXISTING CONDITIONS REPORT

Prepared For:



KYOVA
Interstate Planning Commission

October 2008

Prepared By:



Tetra Tech
3366 Riverside Drive, Suite 206
Columbus, Ohio
614.255.4800
614.917.1660 fax

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1.0 INTRODUCTION

1.1 Study Background

KYOVA Interstate Planning Commission and the City of Ironton in cooperation with the Ohio Department of Transportation (ODOT) initiated a comprehensive traffic study to accurately depict the flow of traffic within the City of Ironton (see Figure 1). This comprehensive study evaluated the two-way and one-way traffic and the signalized and un-signalized intersections. The study also addressed on-street parking issues.

The City of Ironton developed the existing signal timing plans in the early 1980s using data from the mid 1970s. The City completed the last major signal improvement update in early 1985. Therefore, this study evaluated the City's existing traffic signal timing program, created in the mid 1980s, in conjunction with changes since the mid 1980s on some of the City's major arterial roadways.

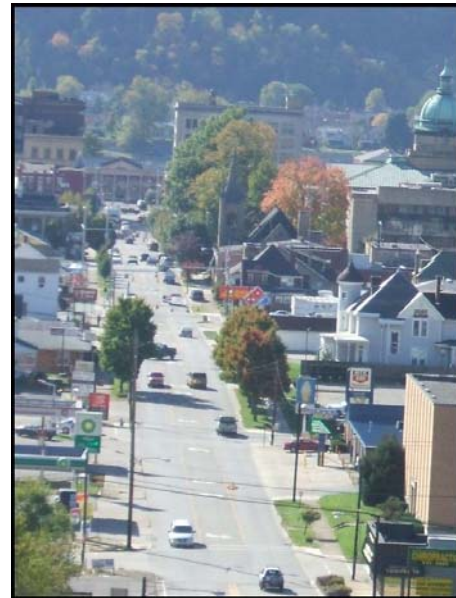
1.2 Study Objectives

This study evaluated the following issues:

- An existing signal system based on outdated traffic data;
- Outdated existing signal hardware;
- A need to plan for future connections;
- Traffic flow at non-signalized intersections;
- A desire to reduce emissions;
- Access to schools; and
- Truck routes.

Following is a list of study goals and objectives

- Maximize traffic flow within the City of Ironton
 - Reduction in emissions
 - Upgrade signal equipment and timing
 - Identify unwarranted signals
 - Develop a transportation inventory of Ironton
- Meet traffic demands
 - Provide traffic counts and projections
 - Develop capacity analyses
 - Address traffic patterns of new growth
 - Provide recommendations for improvements
- Blueprint for the future of Ironton's transportation system
 - Develop a short, immediate, and long range plan for transportation improvements
 - Identify funding sources
- Increase the quality of life in Ironton through transportation improvements
 - Coordinate with new transit service
 - Maximize downtown parking



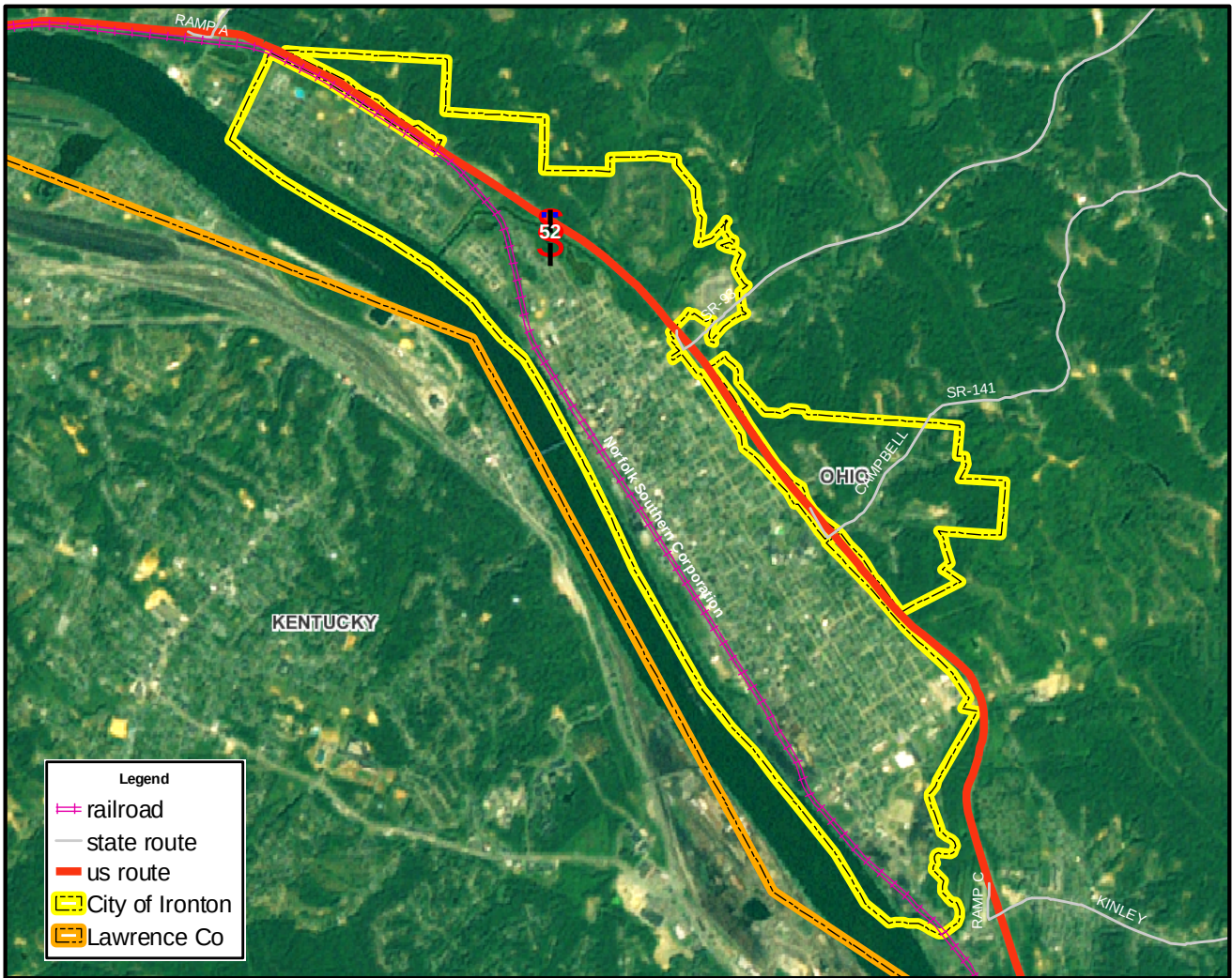
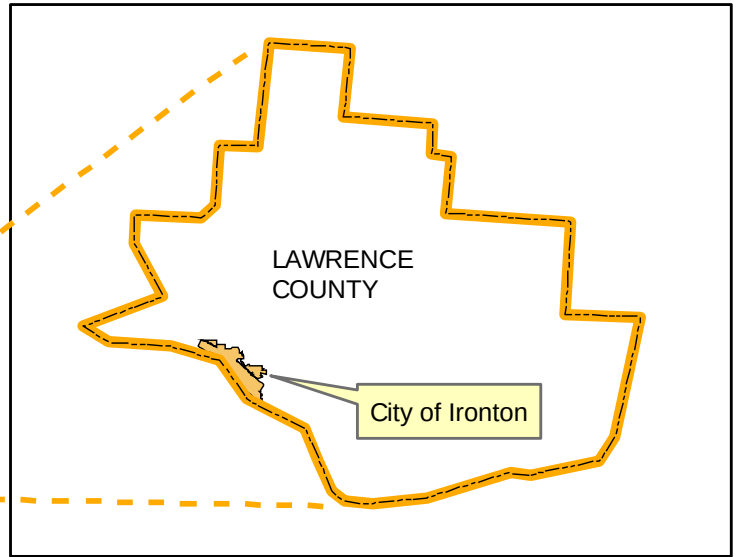
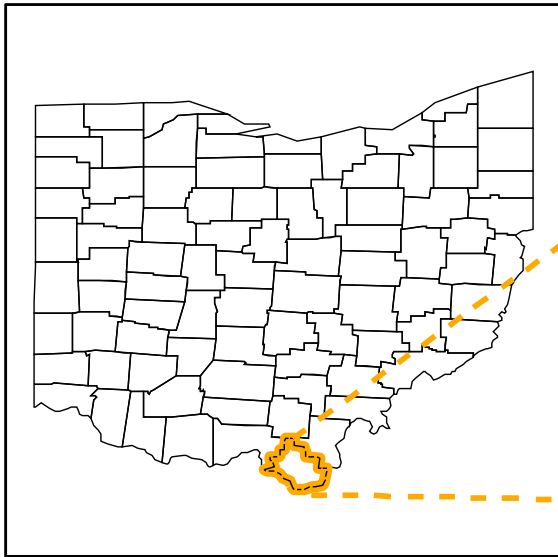


Fig. 1 - Study Area Map
Ironton, Ohio

Tetra Tech
October 2008

Source: ODOT, ORDC
Created in ArcGIS 9 using ArcMap

N

Not To Scale



Upon evaluating the above mentioned issues in conjunction with the goals and objectives, this study provided recommendations for Ironton's transportation system for a long term horizon (year 2028) beginning in fiscal year 2009.

1.3 Study Process

A project technical steering committee was formed to meet throughout this study and provide guidance and comments. This committee consisted of technical staff from:

- KYOVA Interstate Planning Commission;
- ODOT District 9;
- ODOT Central Office;
- City of Ironton;
- Lawrence Economic Development Corporation;
- Lawrence County Engineer;
- Ironton-Lawrence County Community Action Organization Development and Planning;
- The Transit Authority;
- KYTC; and,
- US Congressman Charlie Wilson's Office.

Other agencies and businesses that were contacted as part of this study included:

- Ironton Emergency Services;
- Schools – Ironton and Ohio University;
- Liebert;
- Lawrence County Chamber of Commerce;
- Huntington - Ironton Empowerment Zone;
- Ironton Business Association; and,
- Ironton Port Authority.

A kickoff meeting with the stakeholders was held on March 27, 2008 in the City of Ironton building. The process and the schedule for the study were discussed and input was provided regarding the outcomes of the study and involvement with stakeholders and the public.

The study was divided into the following phases:

- Inventory of Existing Signal Equipment;
- Assessment of Traffic Flows;
- Crash Analysis;
- Signal System Analysis;
- Evaluation of Existing System;
- Future Conditions Analysis; and,
- Implementation Strategies

The study focused on the following sixteen signalized intersections within the City (see Figure 2):

- Park Avenue (SR93) and 6th Street
- Park Avenue (SR93) and 5th Street
- Park Avenue (SR93) and 4th Street
- Park Avenue (SR93) and 3rd Street
- Park Avenue (SR93) and 2nd Street
- 2nd Street and Vernon Street
- 2nd Street and Adams Street
- 3rd Street and Vernon Street
- 3rd Street and Adams Street
- 3rd Street and Quincy Street
- 3rd Street and Spruce Street
- 3rd Street and Oak Street
- 3rd Street and Kemp Street
- 3rd Street and Vine Street
- 3rd Street and Lorain Street
- 4th Street and Vernon Street

1.4 Study Area Description

The 2000 US Census indicated Ironton's population as 11,211 persons. The 2006 population estimate is 11,416 persons.

The transportation system of Ironton consists of a grid with a series of parallel streets, including one-way pairs on 4th, 5th, 6th, 7th, 8th, and 9th streets. The speed limit in Ironton on these streets is 25 miles per hour (mph). The main streets in Ironton are Park Avenue that connects US 52 to downtown and 2nd and 3rd streets that connects Hanging Rock/North Ironton with Coal Grove and US 52. Spruce Street serves as a main east-west connector from 3rd Street to US 52/Ohio University. The Ironton/Russell bridge connects the Cities of Ironton, Ohio and Russell, Kentucky over the Ohio River. There is an active Norfolk-Southern Railroad line that parallels the Ohio River and connects Norfolk, Virginia with Columbus, Ohio. There are no state routes located in the City of Ironton.

Figure 3 shows the existing functional class for the roadways in Ironton. Park, 2nd, 3rd, and Spruce Streets are classified as Urban Principal Arterial Roads and 5th and 6th Streets are classified as Minor Urban Collector Roads.

Figure 4 shows the existing truck routes, parking, and transit stops in the downtown Ironton area.

Table 1 shows the existing roadway widths including lot lines, parking stalls, pavement, and sidewalk widths.



Table 1: Existing Roadway Widths

Streets	Lot line (Buildings) to Lot line (Buildings)	Parking Stall Widths	Pavement Widths	Sidewalk Widths
Vernon St., 4 th St., Park St., Washington St., Adams St.	65 ft.	8 ft.	40 ft.	12.5 ft.
3 rd St.	60 ft.	8 ft.	40 ft.	12.5 ft.
5 th St.	65 ft.	N/A	36 ft./30 ft.	12.5 ft.
Center St.	80 ft.	10 ft.	48 ft.	15 ft.

Figure 2: Location of Traffic Signals

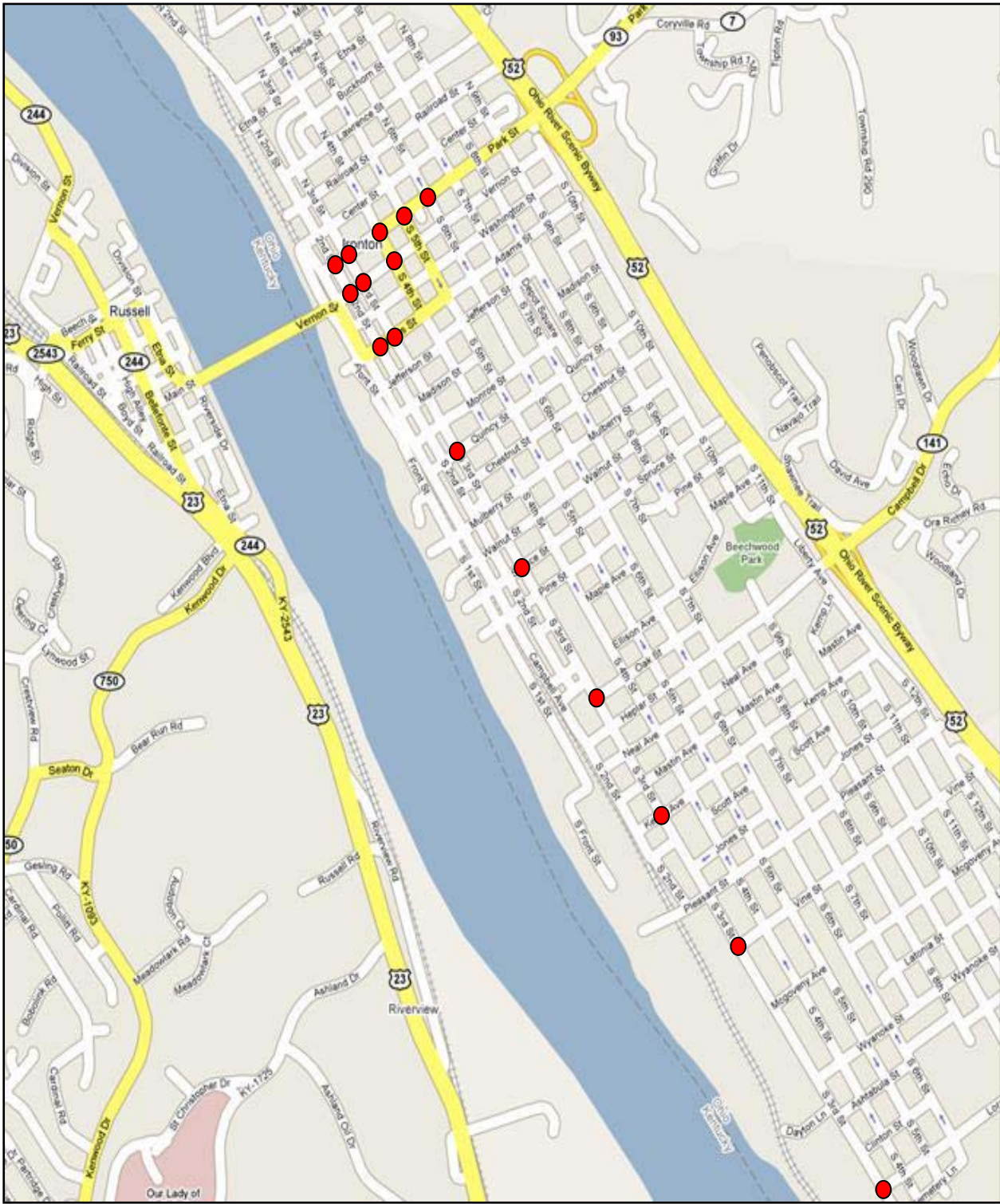
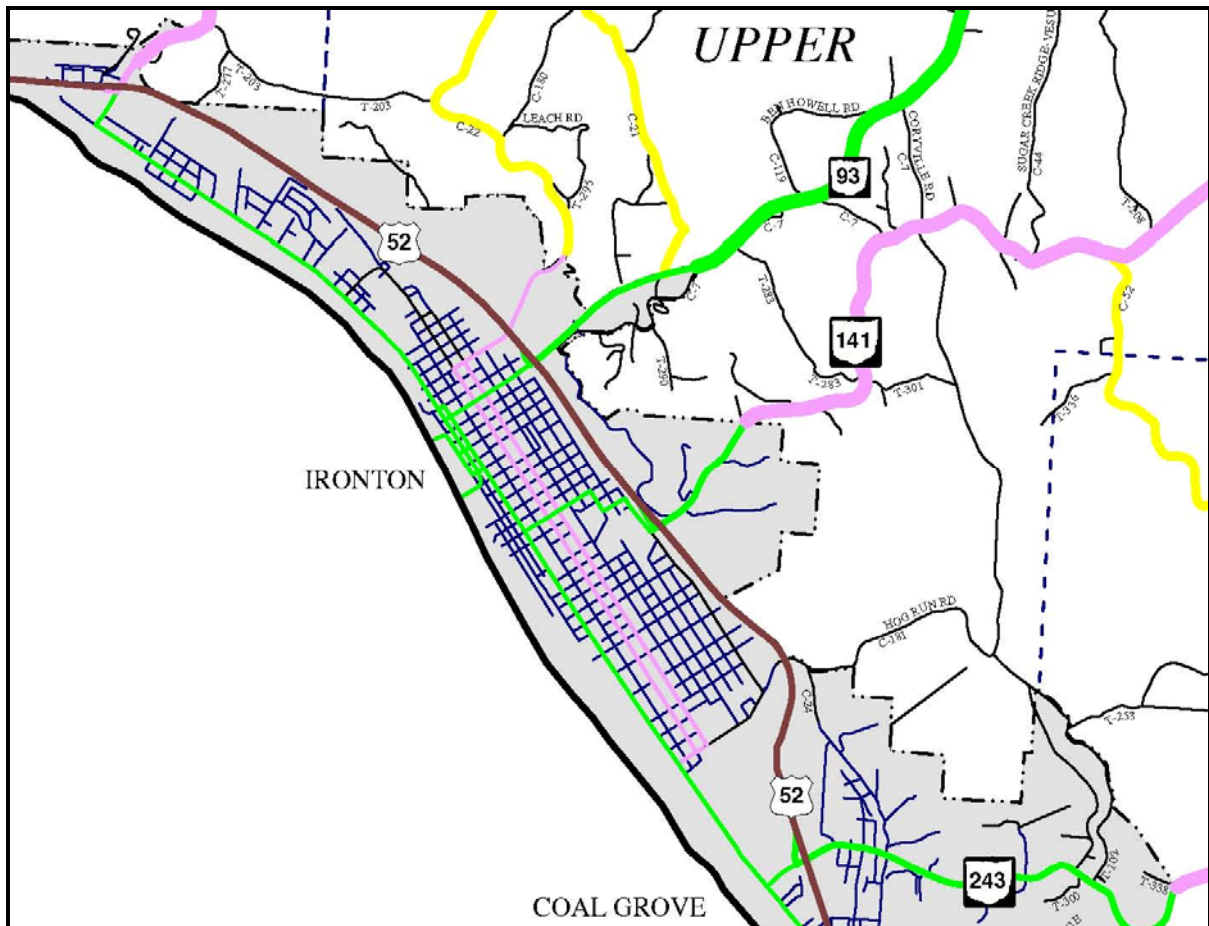


Figure 3: Existing Functional Classifications



Functional Class Codes

RURAL

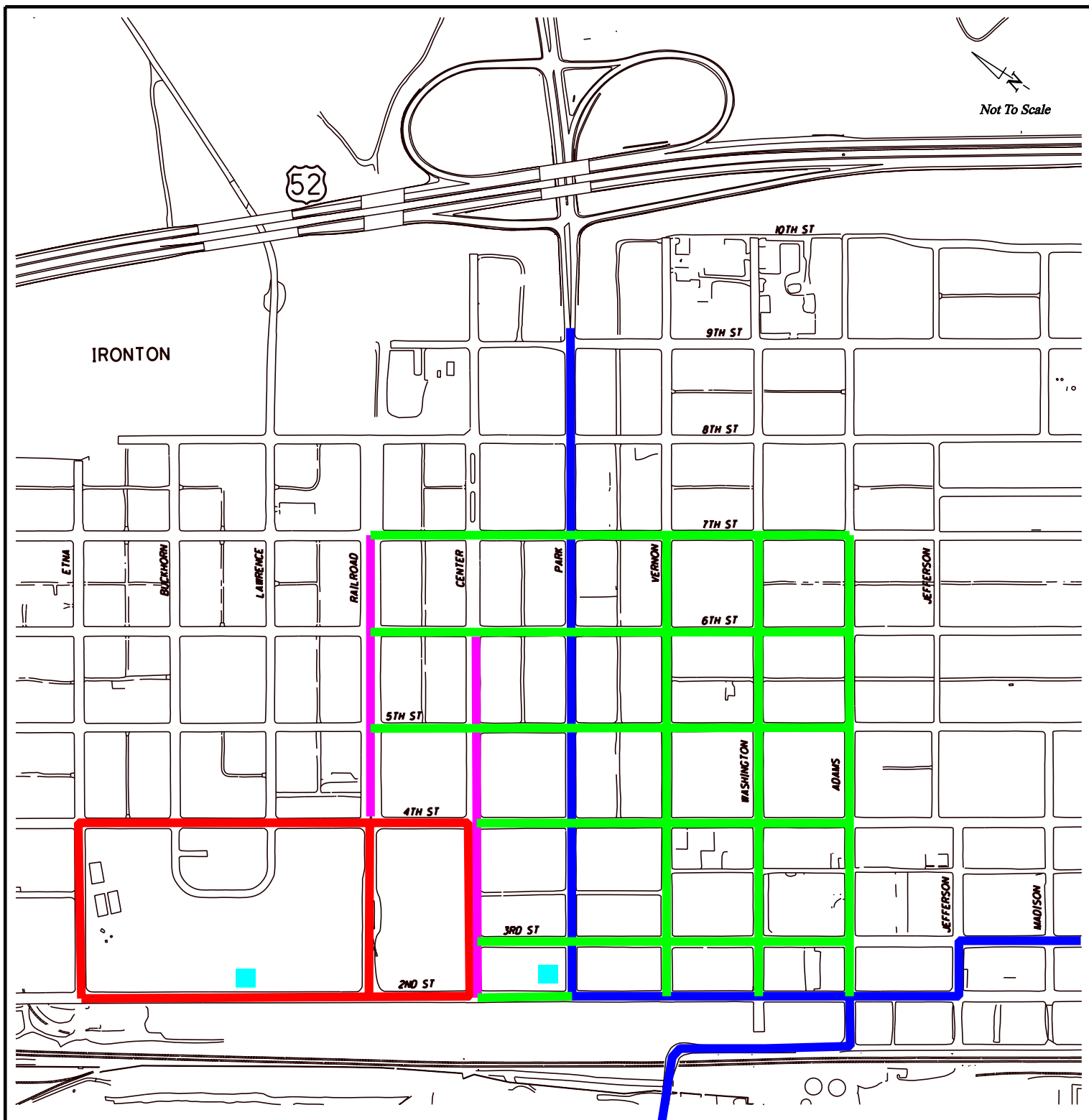
-  01 Interstate
-  02 Principal Arterial
-  06 Minor Arterial
-  07 Major Collector
-  08 Minor Collector
-  09 Local

 Urban Boundary

URBAN

-  11 Interstate
-  12 Other Freeway and Expressway
-  14 Principal Arterial
-  16 Minor Arterial
-  17 Collector
-  19 Local

 City Boundary



LEGEND:

- █ Trucks < 40,000 lbs. Allowed
- █ Truck Route
- █ Parallel Parking
- █ Angled Parking
- █ Transit Stop



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**PARKING INVENTORY,
TRUCK AND TRANSIT ROUTE**

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200-25914-08001

FIGURE 4

Transit

Tri-State Transit Authority (TTA) operates a scheduled bus from Huntington, West Virginia to Ironton. TTA-Ohio bus service is sponsored by the Lawrence County Port Authority and operates Monday through Friday from 6:20 a.m. to 7:30 p.m. Transit stops in Ironton include:

- Main Bus Stop/2nd Street/Park Avenue
- 2nd Street/Etna
- Storms Creek Apartments
- Ironton Plaza
- 9th Street, Washington Avenue
- Ohio University
- Liebert
- Heplar/3rd Street

2.0 INVENTORY OF EXISTING SIGNAL EQUIPMENT

The inventory of existing signal equipment identified the type of controllers, signal heads, and poles at sixteen signalized intersections within the City. The inventory also identified pedestrian accommodations including crosswalks, curb ramps, push buttons, and pedestrian heads at each of the sixteen signalized intersections. The review of the existing signal communication included a thorough review of the HAIATS Transportation Study prepared by Pflum, Klausmeier & Wagner Consultants in June of 1985. Table 2 presents the results of the inventory.

The inventory of existing signal equipment revealed that none of the sixteen intersections meet Americans with Disabilities Act (ADA) compliance.



Pictured Above: Electro-Mechanical controller type
Picture at Right: Eagle/EPAC 300 controller type



Table 2: Inventory of Existing Signal Equipment

Intersection	Controller Type	Signal Heads	Poles	Pedestrian Accommodations
Park Ave. & 6th St.	Eagle/EF140	6-3 section/1-way	2-mast arm w/lighting(1)	pushbuttons, pedestrian heads, crosswalks and curb ramps
Park Ave. & 5th St.	Eagle/EPAC-300	5-3 section/1-way 1-4 section/1-way	2-mast arm w/lighting(2)	pushbuttons, pedestrian heads, crosswalks and curb ramps
Park Ave. 4th St.	Eagle/EPAC	6-3 section/1-way	2-mast arm w/lighting(2)	pushbuttons, pedestrian heads, crosswalks and curb ramps
Park Ave. & 3rd St.	Eagle/EPAC	7-3 section/1-way 1-4 section/1-way	4-mast arm w/lighting(4)	pushbuttons, pedestrian heads, crosswalks and curb ramps
Park Ave. & 2nd St.	Eagle/EPAC	8-3 section/1-way	2-mast arm w/lighting(1)	pushbuttons, pedestrian heads, crosswalks and curb ramps
2nd St. & Vernon St.	electro-mechanical	1-3 section/4-way	2-span wire (street light)	crosswalks and curb ramps
2nd St. & Adams St.	Eagle/EPAC-300	8-3 section/1-way	3-mast arm w/lighting(2)	pedestrian heads, crosswalks and curb ramps
3rd St. & Vernon St.	electro-mechanical	1-3 section/4-way	2-span wire (street light)	crosswalks and curb ramps
3rd St. & Adams St.	Eagle/EPAC-300	7-3 section/1-way 1-5 section/1-way	4-mast arm w/lighting(4)	pedestrian heads, crosswalks and curb ramps
3rd St. & Quincy St.	electro-mechanical	2-3 section/2-way	2-span wire (wood utility)	crosswalks and curb ramps
3rd St. & Spruce St.	Eagle/EPAC-300	8-3 section/1-way	4-span wire w/lighting(1)	crosswalks and curb ramps
3rd St. & Oak St.	electro-mechanical	1-3 section/4-way	2-span wire (wood utility)	non-compliant curb ramps
3rd St. & Kemp St.	electro-mechanical	1-3 section/4-way	2-span wire (wood utility)	non-compliant curb ramps
3rd St. & Vine St.	electro-mechanical	1-3 section/4-way	2-span wire (wood utility)	non-compliant curb ramps
3rd St. & Lorain St.	electro-mechanical	1-3 section/4-way	2-span wire (wood utility)	non-compliant curb ramps
4th St. & Vernon St.	electro-mechanical	1-3 section/4-way	2-span wire (street light)	crosswalks and curb ramps

3.0 ASSESSMENT OF EXISTING TRAFFIC

3.1 Methodology

Traffic flow assessment included traffic counts at the city's sixteen signalized intersections and travel time runs. Traffic counts were conducted, as required, as part of the initial field operations phase. The traffic counts included 24-hour machine counts over five days (including a weekend) and intersection turning movement counts during AM, Noon and PM peak hours. Travel time runs were conducted of the signal corridors in order to identify the relative efficiency of the signal coordination, and for reference with the Synchro analysis. Observations were made at individual intersections to observe the relative efficiency of the signal timings and phasings. Both the travel time runs and signal timing observations were conducted during the AM and PM weekday peak travel periods.

3.2 Traffic Counts

Table 3 presents historical traffic data; historical data is not available for all the intersections included in this study. The 1975 data is from the *Ironton, Ohio Study of Neighborhood Circulation* report by Vogt, Sage, and Pflum Consultants, April 1977. The 1994 and 1998 data is from ODOT's Periodic Traffic Study.

Table 3: Historic Average Daily Traffic

Intersection	1975 ADT	1994 & 1998 ADT	2008 ADT	% Growth 1975 to 2008 per Year
Park Ave. North of 9th St.	13590	19734	15230	.4
Park Ave. North of 3rd St.	8020	7139	3620	-1.7
2nd St. West of Park St.	4510	6905	6030	1.0
2nd St. East of Vernon St.	not available	7187	7040	-.2
3rd St. West of Adams St.	4510	6162	4320	-.1
Ironton-Russell Bridge	5000	11900	11560	4.0

The 2008 Average Daily Traffic (ADT) for all the intersections is shown on Figure 5. The traffic counts showed an increase of traffic in the afternoon. This demonstrates the traffic pattern of a typical retail center. The complete results are found in Appendix A.

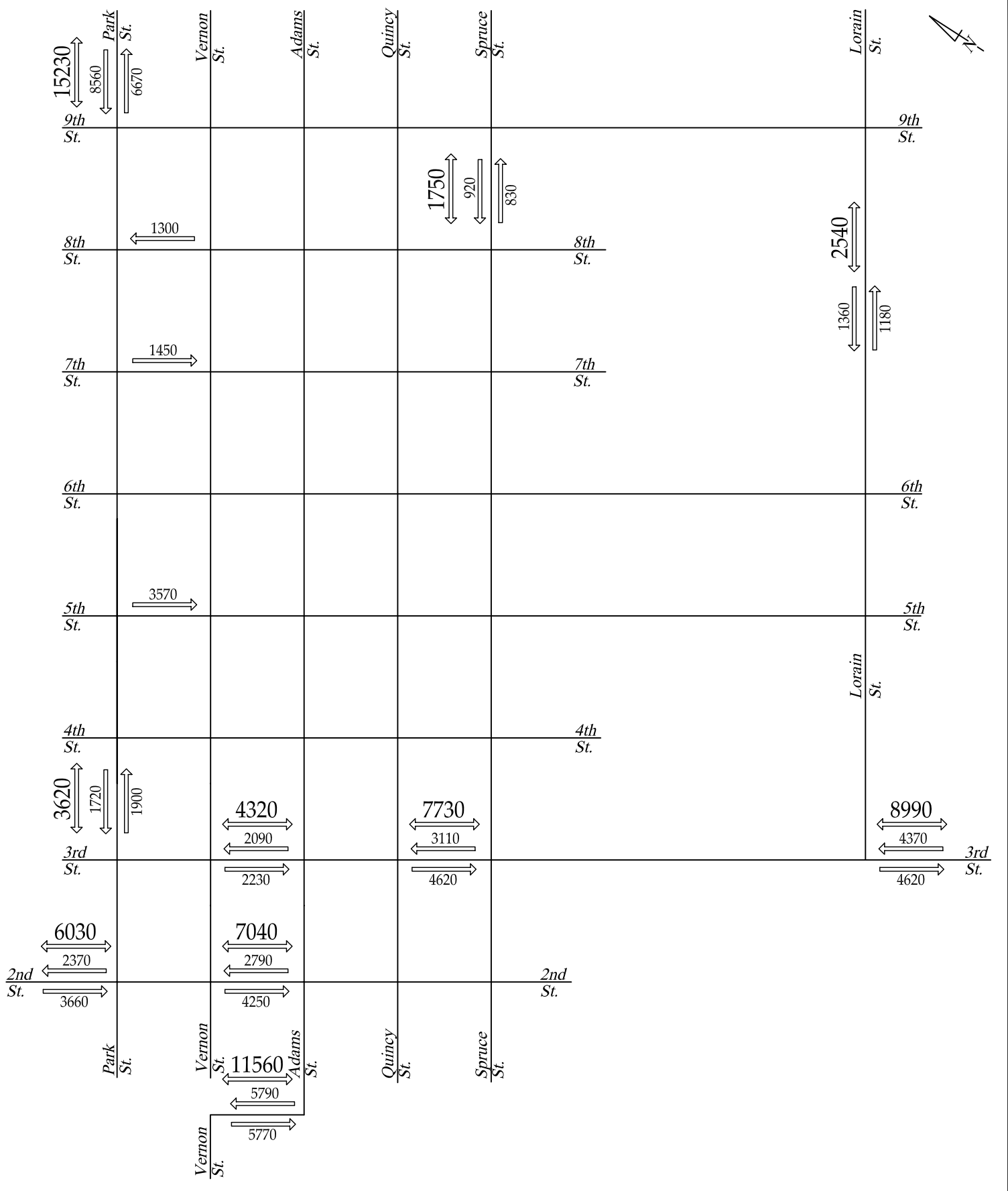
3.3 Travel Time Study

The travel time study was conducted for the AM, Midday, and PM Peak hours for the following routes:

- Park Street from 2nd Street to the Shopping Center,
- 3rd Street from Center Street to Commerce,
- 2nd Street from Center Street to Madison Street,
- Madison Street from Campbell to 4th Street,
- Adams Street from 2nd Street to 4th Street, and
- The Posted Truck Route from the southbound US 52 ramp to the Spruce and 3rd Street intersection.

Here is an example of how the travel times were calculated. The vehicle started heading eastbound on Park Street at the intersection with 2nd Street. The first travel time was recorded when the vehicle passed through the Park Street and 3rd Street intersection. The second travel time was recorded when the vehicle passed through the Park Street and 4th Street intersection. The eastbound travel time run for Park Street ended at the shopping center three minutes and forty two seconds after starting at 2nd Street. The vehicle then calculated the travel times on Park Street starting from the shopping center and heading back to 2nd Street. The westbound run took two minutes and thirty-five seconds, one minute and seven seconds quicker than the eastbound run.

The average travel time for 3rd Street is 6:33 (min:sec). Free flow with no stops for the same distance at 25 mph would be 3:44. The average travel time for Park Avenue is 3:01. Free flow with no stops for the same distance at 25 mph would be 1:34. The average travel time for 2nd Street is 1:25. Free flow with no stops for the same distance at 25 mph would be 0:57. Figure 6 summarizes the travel time study results and locations.



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2008 AVERAGE DAILY TRAFFIC (ADT) VOLUMES

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200-25914-08001

FIGURE 5

Table 4 summarizes the travel time study results. The complete results are found in Appendix B.

Table 4: Travel Time Runs

Intersection	AM Peak	Mid-Day Peak	PM Peak	Avg. Travel Time
Park St. – 2nd St. to Shopping Center				
Eastbound	3:18/3:02/2:09*	3:14/3:13/3:22*	3:42/4:00/3:16*	3:15
Westbound	2:13/3:34/2:05*	2:51/2:58/3:39*	2:35/2:19/3:00*	2:48
3rd St. – Center St. to Commerce				
Southbound	7:21/6:14/6:00*	5:40/6:21/7:02*	7:08/7:06/6:32*	6:36
Northbound	5:37/5:21/6:13*	6:25/7:07/7:19*	7:13/7:09/6:16*	6:31
2nd St. – Center St. to Madison St.				
Southbound	0:47/1:02/0:40*	2:05/1:31/1:34*	1:32/1:38/1:32*	1:22
Northbound	1:10/1:31/1:23*	1:26/0:50/2:01*	1:27/1:40/1:52*	1:28
Madison St. – Campbell to 4th St.				
Eastbound	0:39	0:53	0:38	0:43
Westbound	0:37	0:35	0:36	0:36
Adams St. – 2nd to 4th St.				
Eastbound	0:20	0:24	0:22	0:22
Westbound	0:17	0:20	0:21	0:19
Posted Truck Route				
Eastbound	3:01	2:57	2:58	2:58
Westbound	3:14	3:09	3:11	3:11

*Each route was driven three times. Times are provided in minutes and seconds.

3.4 Traffic Analyses

The following traffic analysis techniques were performed in order to determine any deficiencies that may exist currently or in the future for the project study area. The analyses include existing (2008), 10-year (2018) and 20-year (2028) scenarios for the AM Peak, Midday Peak and PM peak periods.

3.4.1 Capacity Analysis

Capacity analyses were performed to determine the anticipated level-of-service (LOS) at each of the sixteen intersections. The analysis was based on the existing lane configurations, which are considered the No Build conditions. LOS is defined by a range of letter designations from A to F with LOS “A” representing the best or near optimal operation and LOS “F” designating severe congestion or near failure of the roadway. ODOT generally prefers that intersections operate at an overall LOS of “C” or better in the design year; however, in some cases, LOS D is acceptable, particularly in urban areas. The signalized intersection capacity analyses were conducted using Synchro 7 traffic analysis software. A review of the analyses indicates that all sixteen intersections currently operate at LOS “B” or better for all hours of the day. Figures 7 and 8 show the LOS for downtown intersections. LOS is A for 3rd Street intersections (Quincy, Spruce, Oak, Kemp, Vine, and Lorain).



TETRA TECH

LEGEND:

Travel Time
(Min:Sec)

TRAVEL TIME
(MIN : SEC)

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200-25914-08001

FIGURE 6

3.4.2 Arterial Analysis

Arterial analyses were performed to determine the effectiveness of the entire signalized network system to accommodate existing and future traffic demand. The analyses were performed with the same Synchro/Simtraffic model used to determine the individual intersection Levels of Service. However, Simtraffic was used to perform five separate runs using a random number seed with the average of the runs presented in the following tables.

A review of Table 5 indicates that during the AM peak hour, the total network emissions on average result in 0.357 kg of HC, 11.475 kg of CO and 1.442 kg of NOx. A review of Table 6 indicates that during the Midday peak hour, the total network emissions on average result in 0.689 kg of HC, 20.407 kg of CO and 2.712 kg of NOx. And, a review of Table 7 indicates that during the PM peak hour, the total network emissions on average result in 0.763 kg of HC, 22.605 kg of CO and 3.029 kg of NOx.

Table 5: Summary of Total Network Performance – AM Peak

SimTraffic Performance Report						
Existing Conditions (2008 Volumes) 7:00 am						
10/3/2008						
Total Network Performance By Run						
Run Number	1	2	3	4	5	Avg
Total Delay (hr)	16.8	17.0	18.4	17.6	18.3	17.6
Delay / Veh (s)	21.5	21.8	21.9	22.6	22.6	22.1
Stop Delay (hr)	11.5	11.4	12.5	12.1	12.6	12.0
St Del/Veh (s)	14.8	14.6	14.8	15.6	15.6	15.1
Total Stops	3489	3546	3845	3628	3828	3673
Stop/Veh	1.24	1.26	1.27	1.30	1.32	1.28
Travel Dist (mi)	1356.2	1428.6	1442.3	1374.3	1430.3	1406.4
Travel Time (hr)	72.9	75.9	78.0	74.5	77.3	75.7
Avg Speed (mph)	19	19	19	19	19	19
Fuel Used (gal)	50.3	52.3	53.5	50.3	53.1	51.9
Fuel Eff. (mpg)	27.0	27.3	27.0	27.3	26.9	27.1
HC Emissions (g)	286	470	346	354	328	357
CO Emissions (g)	10246	13053	11599	11302	11175	11475
NOx Emissions (g)	1255	1714	1440	1422	1380	1442
Vehicles Entered	2808	2819	3031	2806	2909	2870
Vehicles Exited	2818	2814	3039	2790	2902	2873
Hourly Exit Rate	2818	2814	3039	2790	2902	2873
Input Volume	11819	11819	11819	11819	11819	11819
% of Volume	24	24	26	24	25	24
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Density (ft/veh)						576
Occupancy (veh)	73	76	78	74	77	75

Figure 7: Existing AM Peak and Mid-Day Peak LOS

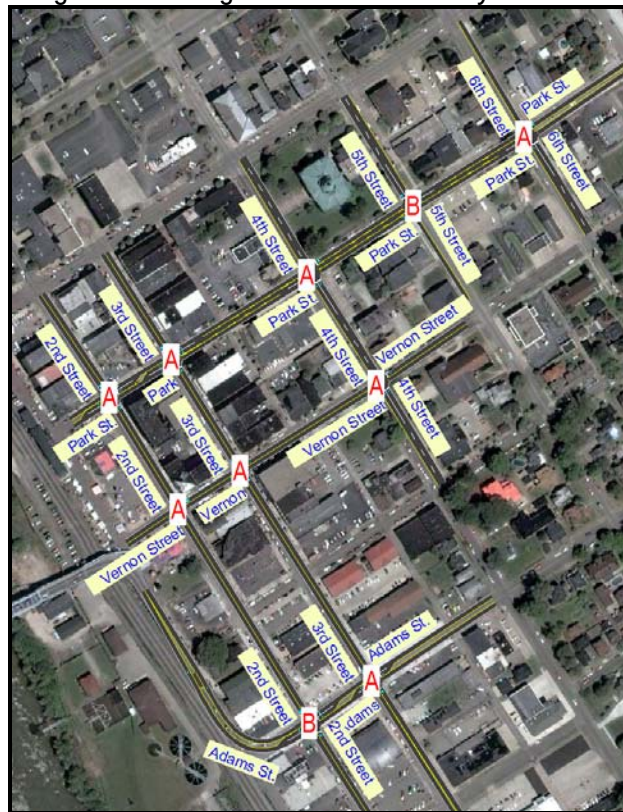


Figure 8: Existing PM Peak LOS

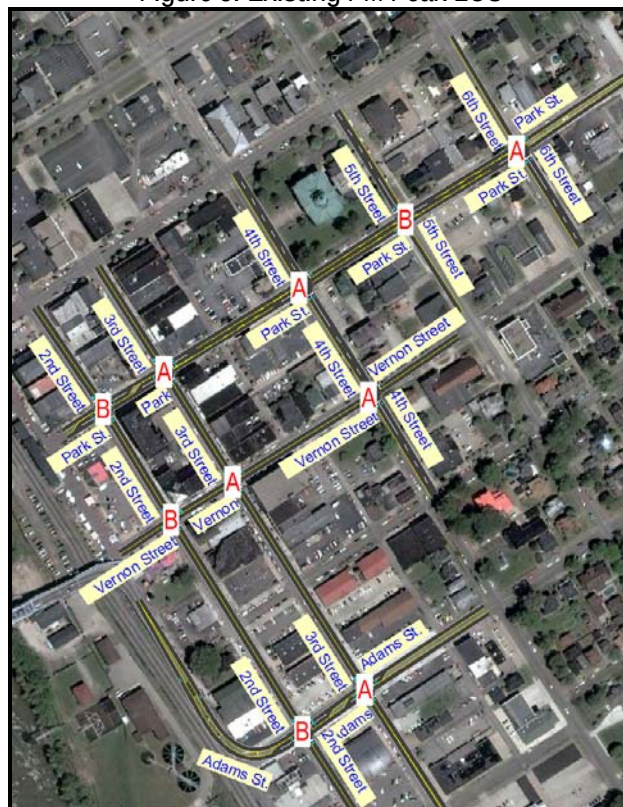


Table 6: Summary of Network Performance - Midday Peak

SimTraffic Performance Report						10/6/2008
Existing Conditions (2008 Volumes) 12:00 pm						
Total Network Performance By Run						
Run Number	1	2	3	4	5	Avg
Total Delay (hr)	33.0	34.8	34.4	34.0	32.7	33.8
Delay / Veh (s)	30.5	31.6	31.2	31.6	30.2	31.0
Stop Delay (hr)	20.8	22.1	22.2	21.6	20.3	21.4
St Del/Veh (s)	19.2	20.1	20.1	20.1	18.7	19.6
Total Stops	6224	6458	6337	6255	6118	6281
Stop/Veh	1.60	1.63	1.59	1.62	1.57	1.60
Travel Dist (mi)	2420.2	2465.3	2444.1	2419.9	2463.8	2442.7
Travel Time (hr)	132.3	136.4	135.3	134.1	133.8	134.4
Avg Speed (mph)	18	18	18	18	18	18
Fuel Used (gal)	89.4	91.9	90.9	90.2	90.9	90.6
Fuel Eff. (mpg)	27.1	26.8	26.9	26.8	27.1	26.9
HC Emissions (g)	718	813	648	602	664	689
CO Emissions (g)	20779	22364	19930	18945	20018	20407
NOx Emissions (g)	2762	3034	2613	2503	2649	2712
Vehicles Entered	3899	3966	3969	3868	3915	3923
Vehicles Exited	3889	3972	3980	3870	3887	3922
Hourly Exit Rate	3889	3972	3980	3870	3887	3922
Input Volume	18870	18870	18870	18870	18870	18870
% of Volume	21	21	21	21	21	21
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	2	1	1	0	1	0
Density (ft/veh)						324
Occupancy (veh)	132	136	135	134	133	134

Table 7: Summary of Network Performance - PM Peak

SimTraffic Performance Report						10/3/2008
Existing Conditions (2008 Volumes) 5:00 pm						
Total Network Performance By Run						
Run Number	1	2	3	4	5	Avg
Total Delay (hr)	40.2	39.6	40.0	39.2	40.3	39.8
Delay / Veh (s)	32.5	31.9	32.3	32.1	32.3	32.3
Stop Delay (hr)	25.8	25.4	25.5	25.0	25.9	25.5
St Del/Veh (s)	20.9	20.5	20.6	20.5	20.8	20.7
Total Stops	7212	7132	7126	7103	7162	7150
Stop/Veh	1.62	1.60	1.60	1.62	1.60	1.61
Travel Dist (mi)	2701.9	2722.5	2766.1	2667.0	2742.3	2720.0
Travel Time (hr)	152.0	151.9	154.0	149.2	153.9	152.2
Avg Speed (mph)	18	18	18	18	18	18
Fuel Used (gal)	101.4	102.1	103.1	99.2	102.8	101.8
Fuel Eff. (mpg)	26.6	26.7	26.8	26.9	26.7	26.7
HC Emissions (g)	682	682	838	884	732	763
CO Emissions (g)	21393	21388	23760	24314	22170	22605
NOx Emissions (g)	2815	2830	3232	3294	2975	3029
Vehicles Entered	4443	4449	4453	4395	4465	4440
Vehicles Exited	4458	4469	4453	4385	4500	4450
Hourly Exit Rate	4458	4469	4453	4385	4500	4450
Input Volume	21034	21034	21034	21034	21034	21034
% of Volume	21	21	21	21	21	21
Denied Entry Before	1	1	0	2	0	0
Denied Entry After	0	0	2	0	0	0
Density (ft/veh)						287
Occupancy (veh)	151	151	153	149	153	152

Turning Radii

During the traffic data collection, site visits, and through conversations with local users of the roadways, locations were identified with geometric deficiencies. Table 8 highlights six intersections with quadrants that have existing turning radii that do not meet current ODOT standards for semi-tractor trailers 50 foot in length, with an 8.5 foot trailer width, and a 70 foot articulating angle.

Table 8: Intersections with Deficient Turning Radii

Intersection	Deficient Quadrant
Liberty and Pine St.	northeast quadrant
9 th St. and Spruce St.	southwest quadrant
3 rd St. and Lorain St.	Northeast and southeast quadrant
3 rd St. and Jefferson St.	southwest quadrant
2 nd St. and Jefferson St.	northeast quadrant
2 nd St. and Park Ave.	southeast quadrant
2 nd St. and Adams St.	southwest quadrant

4.0 ANALYSIS OF EXISTING CRASH DATA

The City of Ironton provided the number of crashes at each of the intersections for the years 2005, 2006 and 2007. Table 9 displays the number of crashes and the calculated crash rate. This table also shows the score generated by the ODOT Safety Project Scoring Tool that ODOT uses to prioritize funding for safety projects.

Table 9: Crash Rates

Intersection	Daily Enter Traffic	# of Crashes	Crash Rate	ODOT Safety Project Scoring
Park Ave. & 6th St.	13430	25	1.70	23
Park Ave. & 5th St.	12530	19	1.38	22
Park Ave. 4th St.	9300	11	1.08	23
Park Ave. & 3rd St.	6660	13	1.78	23
Park Ave. & 2nd St.	7810	9	1.05	22
2nd St. & Adams St.	12440	16	1.17	22
3rd St. & Vernon St.	4700	8	1.55	24
3rd St. & Adams St.	9700	19	1.79	24
3rd St. & Quincy St.	6800	9	1.21	23
3rd St. & Spruce St.	7120	6	0.77	22
3rd St. & Oak St.	7160	8	1.02	23
3rd St. & Kemp St.	7150	5	0.64	22
3rd St. & Vine St.	8870	7	0.72	22
3rd St. & Lorain St.	8100	8	0.90	22
4th St. & Vernon St.	5670	7	1.13	23

The highest scoring locations, 3rd Street and Vernon and 3rd Street and Adams, would fall 13th in priority as compared to locations that were identified in the recently completed US 52 Corridor Study in Lawrence County, Ohio.

5.0 SIGNAL SYSTEM WARRANT ANALYSIS

The results of the signal warrant analysis will be presented once certified traffic has been received.

6.0 SUMMARY OF EXISTING CONDITIONS

Following is a summary of existing conditions which should be considered as the study progresses.

Turning Radii – There are six intersections with quadrants that have existing turning radii that do not meet current ODOT standards for semi-tractor trailers 50 foot in length, with an 8.5 foot trailer width, and a 70 foot articulating angle.

- Liberty and Pine Streets – northwest quadrant
- 9th and Spruce Streets – southwest quadrant
- 3rd and Lorain Streets – northeast and southeast quadrants
- 3rd and Jefferson Streets – southwest quadrant
- 2nd and Jefferson Streets – northeast quadrant
- 2nd Street and Park Avenue – southeast quadrant
- 2nd and Adams Street – southwest quadrant

Signals – The inventory of existing signal equipment revealed that none of the sixteen intersections meet Americans with Disabilities Act (ADA) compliance. There are problems with the existing electromechanical controllers at eight intersections. The problems are that there is only one timing plan; no multiple timing plans for AM, Midday, PM peak; no pushbutton actuation for pedestrians, no actuation for vehicles, no pre-emption, and there is timing loss over time.

Traffic Counts – Traffic flow assessment included traffic counts at the City's sixteen signalized intersections and travel time runs. The traffic counts included 24-hour machine counts over five days (including a weekend) and intersection turning movement counts during AM, Midday and PM peak hours. 2008 traffic counts showed that there has been a growth of less than 1% per year since 1975. In 2008, there are 15,230 vehicles on Park Avenue at US 52; 3,620 vehicles on Park Avenue at 3rd Street; 7,730 vehicles on 3rd Street south of downtown; 6,030 vehicles on 2nd Street north of Downtown; and 11,560 vehicles on the Ironton/Russell Bridge.

Travel Time Study – The average travel time for 3rd Street is 6:33 (min:sec). Free flow with no stops for the same distance at 25 mph would be 3:44. The average travel time for Park Avenue is 3:01. Free flow with no stops for the same distance at 25 mph would be 1:34. The average travel time for 2nd Street is 1:25. Free flow with no stops for the same distance at 25 mph would be 0:57.

Capacity Analyses – A review of the analyses indicates that all sixteen intersections currently operate at LOS "B" or better for all hours of the day.

Crash Data – The most crashes that were identified in Ironton were 25 crashes in 3 years at the intersection at Park Avenue and 6th Street. The highest crash rate identified is 1.79 at the intersection of 3rd and Adams Streets.

Arterial Analysis – Existing signal system does not provide optimal coordination and should be studied for improvement.

Appendix A: 2008 Traffic Counts

24-Hour Counts



Site 1**NB 3rd St. S/o Lorain St.**

Time Range Volume Speed

Thu, Apr/10/08

[00:00-00:15]	9	36	MPH
[00:15-00:30]	5	38	MPH
[00:30-00:45]	4	28	MPH
[00:45-01:00]	8	41	MPH
[01:00-01:15]	10	42	MPH
[01:15-01:30]	5	38	MPH
[01:30-01:45]	6	40	MPH
[01:45-02:00]	3	46	MPH
[02:00-02:15]	6	37	MPH
[02:15-02:30]	4	34	MPH
[02:30-02:45]	4	50	MPH
[02:45-03:00]	6	41	MPH
[03:00-03:15]	2	45	MPH
[03:15-03:30]	4	36	MPH
[03:30-03:45]	6	33	MPH
[03:45-04:00]	6	36	MPH
[04:00-04:15]	8	45	MPH
[04:15-04:30]	3	43	MPH
[04:30-04:45]	5	43	MPH
[04:45-05:00]	11	44	MPH
[05:00-05:15]	7	34	MPH
[05:15-05:30]	11	38	MPH
[05:30-05:45]	13	37	MPH
[05:45-06:00]	12	45	MPH
[06:00-06:15]	15	40	MPH
[06:15-06:30]	24	42	MPH
[06:30-06:45]	26	40	MPH
[06:45-07:00]	43	39	MPH
[07:00-07:15]	40	37	MPH
[07:15-07:30]	29	37	MPH
[07:30-07:45]	42	38	MPH
[07:45-08:00]	68	38	MPH
[08:00-08:15]	61	40	MPH
[08:15-08:30]	48	35	MPH
[08:30-08:45]	58	37	MPH
[08:45-09:00]	57	38	MPH
[09:00-09:15]	59	39	MPH
[09:15-09:30]	52	39	MPH
[09:30-09:45]	61	40	MPH
[09:45-10:00]	65	39	MPH
[10:00-10:15]	44	37	MPH
[10:15-10:30]	69	40	MPH
[10:30-10:45]	77	38	MPH
[10:45-11:00]	70	40	MPH
[11:00-11:15]	57	36	MPH
[11:15-11:30]	69	37	MPH
[11:30-11:45]	77	37	MPH
[11:45-12:00]	79	38	MPH

AM Total 1448

Time Range Volume Speed

[12:00-12:15]	74	39	MPH
[12:15-12:30]	74	38	MPH
[12:30-12:45]	73	37	MPH
[12:45-13:00]	82	40	MPH
[13:00-13:15]	77	38	MPH
[13:15-13:30]	75	40	MPH
[13:30-13:45]	87	37	MPH
[13:45-14:00]	87	37	MPH
[14:00-14:15]	96	36	MPH
[14:15-14:30]	74	36	MPH
[14:30-14:45]	86	39	MPH
[14:45-15:00]	79	40	MPH
[15:00-15:15]	82	38	MPH
[15:15-15:30]	95	39	MPH
[15:30-15:45]	94	38	MPH
[15:45-16:00]	97	39	MPH
[16:00-16:15]	91	39	MPH
[16:15-16:30]	73	40	MPH
[16:30-16:45]	91	38	MPH
[16:45-17:00]	95	40	MPH
[17:00-17:15]	91	43	MPH
[17:15-17:30]	95	39	MPH
[17:30-17:45]	63	40	MPH
[17:45-18:00]	68	41	MPH
[18:00-18:15]	85	40	MPH
[18:15-18:30]	69	39	MPH
[18:30-18:45]	67	40	MPH
[18:45-19:00]	57	39	MPH
[19:00-19:15]	47	37	MPH
[19:15-19:30]	51	40	MPH
[19:30-19:45]	57	39	MPH
[19:45-20:00]	43	40	MPH
[20:00-20:15]	50	39	MPH
[20:15-20:30]	39	37	MPH
[20:30-20:45]	48	36	MPH
[20:45-21:00]	33	39	MPH
[21:00-21:15]	29	39	MPH
[21:15-21:30]	51	36	MPH
[21:30-21:45]	33	38	MPH
[21:45-22:00]	28	40	MPH
[22:00-22:15]	28	40	MPH
[22:15-22:30]	15	38	MPH
[22:30-22:45]	11	41	MPH
[22:45-23:00]	12	39	MPH
[23:00-23:15]	12	38	MPH
[23:15-23:30]	26	38	MPH
[23:30-23:45]	15	41	MPH
[23:45-00:00]	16	39	MPH

PM Total 2921

ADT= 4369

Site 2**SB 3rd St. S/o Lorain St.**

Time Range Volume Speed

Thu, Apr/10/08

[00:00-00:15]	5	36	MPH
[00:15-00:30]	8	38	MPH
[00:30-00:45]	2	28	MPH
[00:45-01:00]	4	41	MPH
[01:00-01:15]	6	42	MPH
[01:15-01:30]	3	38	MPH
[01:30-01:45]	5	40	MPH
[01:45-02:00]	6	46	MPH
[02:00-02:15]	3	37	MPH
[02:15-02:30]	3	34	MPH
[02:30-02:45]	2	50	MPH
[02:45-03:00]	3	41	MPH
[03:00-03:15]	7	45	MPH
[03:15-03:30]	5	36	MPH
[03:30-03:45]	5	33	MPH
[03:45-04:00]	6	36	MPH
[04:00-04:15]	4	45	MPH
[04:15-04:30]	3	43	MPH
[04:30-04:45]	7	43	MPH
[04:45-05:00]	6	44	MPH
[05:00-05:15]	7	34	MPH
[05:15-05:30]	6	38	MPH
[05:30-05:45]	15	37	MPH
[05:45-06:00]	19	45	MPH
[06:00-06:15]	24	40	MPH
[06:15-06:30]	26	42	MPH
[06:30-06:45]	31	40	MPH
[06:45-07:00]	31	39	MPH
[07:00-07:15]	32	37	MPH
[07:15-07:30]	41	37	MPH
[07:30-07:45]	66	38	MPH
[07:45-08:00]	50	38	MPH
[08:00-08:15]	64	40	MPH
[08:15-08:30]	48	35	MPH
[08:30-08:45]	67	37	MPH
[08:45-09:00]	57	38	MPH
[09:00-09:15]	49	39	MPH
[09:15-09:30]	64	39	MPH
[09:30-09:45]	66	40	MPH
[09:45-10:00]	60	39	MPH
[10:00-10:15]	47	37	MPH
[10:15-10:30]	63	40	MPH
[10:30-10:45]	65	38	MPH
[10:45-11:00]	65	40	MPH
[11:00-11:15]	84	36	MPH
[11:15-11:30]	75	37	MPH
[11:30-11:45]	75	37	MPH
[11:45-12:00]	77	38	MPH

AM Total 1467

Time Range Volume Speed

[12:00-12:15]	91	39	MPH
[12:15-12:30]	77	38	MPH
[12:30-12:45]	96	37	MPH
[12:45-13:00]	100	40	MPH
[13:00-13:15]	84	38	MPH
[13:15-13:30]	75	40	MPH
[13:30-13:45]	94	37	MPH
[13:45-14:00]	93	37	MPH
[14:00-14:15]	102	36	MPH
[14:15-14:30]	76	36	MPH
[14:30-14:45]	102	39	MPH
[14:45-15:00]	88	40	MPH
[15:00-15:15]	104	38	MPH
[15:15-15:30]	86	39	MPH
[15:30-15:45]	98	38	MPH
[15:45-16:00]	110	39	MPH
[16:00-16:15]	103	39	MPH
[16:15-16:30]	113	40	MPH
[16:30-16:45]	99	38	MPH
[16:45-17:00]	101	40	MPH
[17:00-17:15]	112	43	MPH
[17:15-17:30]	89	39	MPH
[17:30-17:45]	75	40	MPH
[17:45-18:00]	71	41	MPH
[18:00-18:15]	75	40	MPH
[18:15-18:30]	57	39	MPH
[18:30-18:45]	66	40	MPH
[18:45-19:00]	67	39	MPH
[19:00-19:15]	50	37	MPH
[19:15-19:30]	52	40	MPH
[19:30-19:45]	43	39	MPH
[19:45-20:00]	41	40	MPH
[20:00-20:15]	40	39	MPH
[20:15-20:30]	60	37	MPH
[20:30-20:45]	51	36	MPH
[20:45-21:00]	33	39	MPH
[21:00-21:15]	45	39	MPH
[21:15-21:30]	41	36	MPH
[21:30-21:45]	33	38	MPH
[21:45-22:00]	27	40	MPH
[22:00-22:15]	26	40	MPH
[22:15-22:30]	23	38	MPH
[22:30-22:45]	10	41	MPH
[22:45-23:00]	18	39	MPH
[23:00-23:15]	15	38	MPH
[23:15-23:30]	14	38	MPH
[23:30-23:45]	11	41	MPH
[23:45-00:00]	15	39	MPH

PM Total 3152

ADT= 4619

Site 3**EB Lorain St. E/o 6th St., W/o 9th St.**

Time Range Volume Speed

Thu, Apr/10/08

[00:00-00:15]	6	36	MPH
[00:15-00:30]	1	38	MPH
[00:30-00:45]	1	28	MPH
[00:45-01:00]	0	41	MPH
[01:00-01:15]	0	42	MPH
[01:15-01:30]	2	38	MPH
[01:30-01:45]	0	40	MPH
[01:45-02:00]	2	46	MPH
[02:00-02:15]	1	37	MPH
[02:15-02:30]	1	34	MPH
[02:30-02:45]	0	50	MPH
[02:45-03:00]	1	41	MPH
[03:00-03:15]	1	45	MPH
[03:15-03:30]	2	36	MPH
[03:30-03:45]	2	33	MPH
[03:45-04:00]	2	36	MPH
[04:00-04:15]	5	45	MPH
[04:15-04:30]	1	43	MPH
[04:30-04:45]	5	43	MPH
[04:45-05:00]	8	44	MPH
[05:00-05:15]	1	34	MPH
[05:15-05:30]	7	38	MPH
[05:30-05:45]	8	37	MPH
[05:45-06:00]	10	45	MPH
[06:00-06:15]	5	40	MPH
[06:15-06:30]	11	42	MPH
[06:30-06:45]	22	40	MPH
[06:45-07:00]	29	39	MPH
[07:00-07:15]	10	37	MPH
[07:15-07:30]	7	37	MPH
[07:30-07:45]	14	38	MPH
[07:45-08:00]	14	38	MPH
[08:00-08:15]	17	40	MPH
[08:15-08:30]	10	35	MPH
[08:30-08:45]	17	37	MPH
[08:45-09:00]	9	38	MPH
[09:00-09:15]	12	39	MPH
[09:15-09:30]	15	39	MPH
[09:30-09:45]	20	40	MPH
[09:45-10:00]	10	39	MPH
[10:00-10:15]	13	37	MPH
[10:15-10:30]	17	40	MPH
[10:30-10:45]	17	38	MPH
[10:45-11:00]	14	40	MPH
[11:00-11:15]	15	36	MPH
[11:15-11:30]	17	37	MPH
[11:30-11:45]	21	37	MPH
[11:45-12:00]	22	38	MPH

AM Total 425

Time Range Volume Speed

[12:00-12:15]	25	39	MPH
[12:15-12:30]	21	38	MPH
[12:30-12:45]	27	37	MPH
[12:45-13:00]	23	40	MPH
[13:00-13:15]	34	38	MPH
[13:15-13:30]	20	40	MPH
[13:30-13:45]	25	37	MPH
[13:45-14:00]	22	37	MPH
[14:00-14:15]	18	36	MPH
[14:15-14:30]	12	36	MPH
[14:30-14:45]	27	39	MPH
[14:45-15:00]	20	40	MPH
[15:00-15:15]	23	38	MPH
[15:15-15:30]	21	39	MPH
[15:30-15:45]	34	38	MPH
[15:45-16:00]	27	39	MPH
[16:00-16:15]	32	39	MPH
[16:15-16:30]	23	40	MPH
[16:30-16:45]	20	38	MPH
[16:45-17:00]	28	40	MPH
[17:00-17:15]	20	43	MPH
[17:15-17:30]	23	39	MPH
[17:30-17:45]	11	40	MPH
[17:45-18:00]	13	41	MPH
[18:00-18:15]	18	40	MPH
[18:15-18:30]	17	39	MPH
[18:30-18:45]	16	40	MPH
[18:45-19:00]	18	39	MPH
[19:00-19:15]	14	37	MPH
[19:15-19:30]	11	40	MPH
[19:30-19:45]	9	39	MPH
[19:45-20:00]	4	40	MPH
[20:00-20:15]	16	39	MPH
[20:15-20:30]	4	37	MPH
[20:30-20:45]	9	36	MPH
[20:45-21:00]	5	39	MPH
[21:00-21:15]	11	39	MPH
[21:15-21:30]	9	36	MPH
[21:30-21:45]	6	38	MPH
[21:45-22:00]	8	40	MPH
[22:00-22:15]	5	40	MPH
[22:15-22:30]	3	38	MPH
[22:30-22:45]	5	41	MPH
[22:45-23:00]	4	39	MPH
[23:00-23:15]	2	38	MPH
[23:15-23:30]	3	38	MPH
[23:30-23:45]	5	41	MPH
[23:45-00:00]	4	39	MPH

PM Total 755

ADT= 1180

Site 4**WB Lorain St. E/o 6th St., W/o 9th St.**

Time Range Volume Speed

Thu, Apr/10/08

[00:00-00:15]	3	36	MPH
[00:15-00:30]	1	38	MPH
[00:30-00:45]	1	28	MPH
[00:45-01:00]	0	41	MPH
[01:00-01:15]	0	42	MPH
[01:15-01:30]	2	38	MPH
[01:30-01:45]	0	40	MPH
[01:45-02:00]	2	46	MPH
[02:00-02:15]	1	37	MPH
[02:15-02:30]	1	34	MPH
[02:30-02:45]	0	50	MPH
[02:45-03:00]	1	41	MPH
[03:00-03:15]	1	45	MPH
[03:15-03:30]	2	36	MPH
[03:30-03:45]	2	33	MPH
[03:45-04:00]	2	36	MPH
[04:00-04:15]	5	45	MPH
[04:15-04:30]	1	43	MPH
[04:30-04:45]	5	43	MPH
[04:45-05:00]	8	44	MPH
[05:00-05:15]	1	34	MPH
[05:15-05:30]	7	38	MPH
[05:30-05:45]	8	37	MPH
[05:45-06:00]	10	45	MPH
[06:00-06:15]	5	40	MPH
[06:15-06:30]	11	42	MPH
[06:30-06:45]	22	40	MPH
[06:45-07:00]	29	39	MPH
[07:00-07:15]	10	37	MPH
[07:15-07:30]	7	37	MPH
[07:30-07:45]	14	38	MPH
[07:45-08:00]	14	38	MPH
[08:00-08:15]	17	40	MPH
[08:15-08:30]	10	35	MPH
[08:30-08:45]	17	37	MPH
[08:45-09:00]	9	38	MPH
[09:00-09:15]	12	39	MPH
[09:15-09:30]	15	39	MPH
[09:30-09:45]	20	40	MPH
[09:45-10:00]	10	39	MPH
[10:00-10:15]	13	37	MPH
[10:15-10:30]	17	40	MPH
[10:30-10:45]	17	38	MPH
[10:45-11:00]	14	40	MPH
[11:00-11:15]	15	36	MPH
[11:15-11:30]	17	37	MPH
[11:30-11:45]	21	37	MPH
[11:45-12:00]	22	38	MPH

AM Total 422

Time Range Volume Speed

[12:00-12:15]	23	39	MPH
[12:15-12:30]	26	38	MPH
[12:30-12:45]	17	37	MPH
[12:45-13:00]	23	40	MPH
[13:00-13:15]	30	38	MPH
[13:15-13:30]	18	40	MPH
[13:30-13:45]	27	37	MPH
[13:45-14:00]	28	37	MPH
[14:00-14:15]	30	36	MPH
[14:15-14:30]	29	36	MPH
[14:30-14:45]	29	39	MPH
[14:45-15:00]	37	40	MPH
[15:00-15:15]	68	38	MPH
[15:15-15:30]	37	39	MPH
[15:30-15:45]	35	38	MPH
[15:45-16:00]	41	39	MPH
[16:00-16:15]	44	39	MPH
[16:15-16:30]	27	40	MPH
[16:30-16:45]	33	38	MPH
[16:45-17:00]	19	40	MPH
[17:00-17:15]	19	43	MPH
[17:15-17:30]	20	39	MPH
[17:30-17:45]	18	40	MPH
[17:45-18:00]	12	41	MPH
[18:00-18:15]	18	40	MPH
[18:15-18:30]	17	39	MPH
[18:30-18:45]	21	40	MPH
[18:45-19:00]	17	39	MPH
[19:00-19:15]	23	37	MPH
[19:15-19:30]	13	40	MPH
[19:30-19:45]	16	39	MPH
[19:45-20:00]	4	40	MPH
[20:00-20:15]	10	39	MPH
[20:15-20:30]	10	37	MPH
[20:30-20:45]	12	36	MPH
[20:45-21:00]	7	39	MPH
[21:00-21:15]	5	39	MPH
[21:15-21:30]	6	36	MPH
[21:30-21:45]	6	38	MPH
[21:45-22:00]	2	40	MPH
[22:00-22:15]	4	40	MPH
[22:15-22:30]	4	38	MPH
[22:30-22:45]	2	41	MPH
[22:45-23:00]	7	39	MPH
[23:00-23:15]	10	38	MPH
[23:15-23:30]	2	38	MPH
[23:30-23:45]	6	41	MPH
[23:45-00:00]	2	39	MPH

PM Total 914

ADT= 1336

Site 5**EB Spruce St. E/o 8th St., W/o 9th St.**

Time Range Volume Speed

Thu, Apr/10/08

[00:00-00:15]	0	36	MPH
[00:15-00:30]	0	38	MPH
[00:30-00:45]	0	28	MPH
[00:45-01:00]	2	41	MPH
[01:00-01:15]	2	42	MPH
[01:15-01:30]	1	38	MPH
[01:30-01:45]	0	40	MPH
[01:45-02:00]	2	46	MPH
[02:00-02:15]	0	37	MPH
[02:15-02:30]	1	34	MPH
[02:30-02:45]	0	50	MPH
[02:45-03:00]	0	41	MPH
[03:00-03:15]	1	45	MPH
[03:15-03:30]	0	36	MPH
[03:30-03:45]	0	33	MPH
[03:45-04:00]	1	36	MPH
[04:00-04:15]	0	45	MPH
[04:15-04:30]	0	43	MPH
[04:30-04:45]	0	43	MPH
[04:45-05:00]	3	44	MPH
[05:00-05:15]	1	34	MPH
[05:15-05:30]	0	38	MPH
[05:30-05:45]	0	37	MPH
[05:45-06:00]	2	45	MPH
[06:00-06:15]	1	40	MPH
[06:15-06:30]	4	42	MPH
[06:30-06:45]	3	40	MPH
[06:45-07:00]	3	39	MPH
[07:00-07:15]	4	37	MPH
[07:15-07:30]	8	37	MPH
[07:30-07:45]	11	38	MPH
[07:45-08:00]	8	38	MPH
[08:00-08:15]	8	40	MPH
[08:15-08:30]	7	35	MPH
[08:30-08:45]	12	37	MPH
[08:45-09:00]	7	38	MPH
[09:00-09:15]	11	39	MPH
[09:15-09:30]	9	39	MPH
[09:30-09:45]	6	40	MPH
[09:45-10:00]	9	39	MPH
[10:00-10:15]	7	37	MPH
[10:15-10:30]	7	40	MPH
[10:30-10:45]	11	38	MPH
[10:45-11:00]	9	40	MPH
[11:00-11:15]	13	36	MPH
[11:15-11:30]	7	37	MPH
[11:30-11:45]	15	37	MPH
[11:45-12:00]	9	38	MPH

AM Total 205

ADT= 827

Time Range Volume Speed

[12:00-12:15]	16	39	MPH
[12:15-12:30]	14	38	MPH
[12:30-12:45]	15	37	MPH
[12:45-13:00]	14	40	MPH
[13:00-13:15]	14	38	MPH
[13:15-13:30]	21	40	MPH
[13:30-13:45]	22	37	MPH
[13:45-14:00]	16	37	MPH
[14:00-14:15]	13	36	MPH
[14:15-14:30]	15	36	MPH
[14:30-14:45]	22	39	MPH
[14:45-15:00]	17	40	MPH
[15:00-15:15]	18	38	MPH
[15:15-15:30]	20	39	MPH
[15:30-15:45]	16	38	MPH
[15:45-16:00]	27	39	MPH
[16:00-16:15]	17	39	MPH
[16:15-16:30]	27	40	MPH
[16:30-16:45]	18	38	MPH
[16:45-17:00]	22	40	MPH
[17:00-17:15]	18	43	MPH
[17:15-17:30]	10	39	MPH
[17:30-17:45]	15	40	MPH
[17:45-18:00]	14	41	MPH
[18:00-18:15]	16	40	MPH
[18:15-18:30]	9	39	MPH
[18:30-18:45]	5	40	MPH
[18:45-19:00]	14	39	MPH
[19:00-19:15]	24	37	MPH
[19:15-19:30]	6	40	MPH
[19:30-19:45]	15	39	MPH
[19:45-20:00]	12	40	MPH
[20:00-20:15]	18	39	MPH
[20:15-20:30]	13	37	MPH
[20:30-20:45]	14	36	MPH
[20:45-21:00]	8	39	MPH
[21:00-21:15]	6	39	MPH
[21:15-21:30]	2	36	MPH
[21:30-21:45]	5	38	MPH
[21:45-22:00]	5	40	MPH
[22:00-22:15]	7	40	MPH
[22:15-22:30]	2	38	MPH
[22:30-22:45]	8	41	MPH
[22:45-23:00]	3	39	MPH
[23:00-23:15]	1	38	MPH
[23:15-23:30]	2	38	MPH
[23:30-23:45]	4	41	MPH
[23:45-00:00]	2	39	MPH

PM Total 622

Site 6**WB Spruce St. E/o 8th St., W/o 9th St.**

Time Range Volume Speed

Thu, Apr/10/08

[00:00-00:15]	0	36	MPH
[00:15-00:30]	2	38	MPH
[00:30-00:45]	4	28	MPH
[00:45-01:00]	1	41	MPH
[01:00-01:15]	1	42	MPH
[01:15-01:30]	0	38	MPH
[01:30-01:45]	1	40	MPH
[01:45-02:00]	1	46	MPH
[02:00-02:15]	0	37	MPH
[02:15-02:30]	0	34	MPH
[02:30-02:45]	0	50	MPH
[02:45-03:00]	1	41	MPH
[03:00-03:15]	0	45	MPH
[03:15-03:30]	0	36	MPH
[03:30-03:45]	1	33	MPH
[03:45-04:00]	1	36	MPH
[04:00-04:15]	0	45	MPH
[04:15-04:30]	0	43	MPH
[04:30-04:45]	0	43	MPH
[04:45-05:00]	1	44	MPH
[05:00-05:15]	0	34	MPH
[05:15-05:30]	0	38	MPH
[05:30-05:45]	1	37	MPH
[05:45-06:00]	1	45	MPH
[06:00-06:15]	0	40	MPH
[06:15-06:30]	0	42	MPH
[06:30-06:45]	3	40	MPH
[06:45-07:00]	6	39	MPH
[07:00-07:15]	7	37	MPH
[07:15-07:30]	9	37	MPH
[07:30-07:45]	13	38	MPH
[07:45-08:00]	18	38	MPH
[08:00-08:15]	20	40	MPH
[08:15-08:30]	11	35	MPH
[08:30-08:45]	11	37	MPH
[08:45-09:00]	13	38	MPH
[09:00-09:15]	15	39	MPH
[09:15-09:30]	8	39	MPH
[09:30-09:45]	10	40	MPH
[09:45-10:00]	9	39	MPH
[10:00-10:15]	14	37	MPH
[10:15-10:30]	11	40	MPH
[10:30-10:45]	10	38	MPH
[10:45-11:00]	18	40	MPH
[11:00-11:15]	13	36	MPH
[11:15-11:30]	10	37	MPH
[11:30-11:45]	14	37	MPH
[11:45-12:00]	17	38	MPH

AM Total 276

ADT= 919

Time Range Volume Speed

[12:00-12:15]	16	39	MPH
[12:15-12:30]	14	38	MPH
[12:30-12:45]	13	37	MPH
[12:45-13:00]	14	40	MPH
[13:00-13:15]	15	38	MPH
[13:15-13:30]	15	40	MPH
[13:30-13:45]	14	37	MPH
[13:45-14:00]	18	37	MPH
[14:00-14:15]	14	36	MPH
[14:15-14:30]	11	36	MPH
[14:30-14:45]	15	39	MPH
[14:45-15:00]	27	40	MPH
[15:00-15:15]	18	38	MPH
[15:15-15:30]	20	39	MPH
[15:30-15:45]	22	38	MPH
[15:45-16:00]	25	39	MPH
[16:00-16:15]	17	39	MPH
[16:15-16:30]	18	40	MPH
[16:30-16:45]	12	38	MPH
[16:45-17:00]	18	40	MPH
[17:00-17:15]	19	43	MPH
[17:15-17:30]	20	39	MPH
[17:30-17:45]	23	40	MPH
[17:45-18:00]	13	41	MPH
[18:00-18:15]	13	40	MPH
[18:15-18:30]	8	39	MPH
[18:30-18:45]	17	40	MPH
[18:45-19:00]	15	39	MPH
[19:00-19:15]	16	37	MPH
[19:15-19:30]	18	40	MPH
[19:30-19:45]	18	39	MPH
[19:45-20:00]	11	40	MPH
[20:00-20:15]	10	39	MPH
[20:15-20:30]	12	37	MPH
[20:30-20:45]	14	36	MPH
[20:45-21:00]	9	39	MPH
[21:00-21:15]	11	39	MPH
[21:15-21:30]	8	36	MPH
[21:30-21:45]	10	38	MPH
[21:45-22:00]	3	40	MPH
[22:00-22:15]	12	40	MPH
[22:15-22:30]	5	38	MPH
[22:30-22:45]	2	41	MPH
[22:45-23:00]	4	39	MPH
[23:00-23:15]	3	38	MPH
[23:15-23:30]	3	38	MPH
[23:30-23:45]	4	41	MPH
[23:45-00:00]	6	39	MPH

PM Total 643

Site 7**NB 3rd St. S/o Chestnut St., N/o Mulberry St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	22	32	MPH
[01:00-02:00]	13	31	MPH
[02:00-03:00]	15	33	MPH
[03:00-04:00]	9	30	MPH
[04:00-05:00]	12	33	MPH
[05:00-06:00]	19	35	MPH
[06:00-07:00]	39	33	MPH
[07:00-08:00]	90	32	MPH
[08:00-09:00]	140	31	MPH
[09:00-10:00]	162	30	MPH
[10:00-11:00]	204	29	MPH
[11:00-12:00]	228	28	MPH
[12:00-13:00]	232	29	MPH
[13:00-14:00]	229	29	MPH
[14:00-15:00]	258	29	MPH
[15:00-16:00]	282	29	MPH
[16:00-17:00]	266	30	MPH
[17:00-18:00]	201	32	MPH
[18:00-19:00]	184	30	MPH
[19:00-20:00]	169	32	MPH
[20:00-21:00]	137	31	MPH
[21:00-22:00]	95	30	MPH
[22:00-23:00]	65	31	MPH
[23:00-00:00]	42	33	MPH

ADT= 3113

Site 8**SB 3rd St. S/o Chestnut St., N/o Mulberry St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	21	36	MPH
[01:00-02:00]	11	39	MPH
[02:00-03:00]	9	41	MPH
[03:00-04:00]	7	39	MPH
[04:00-05:00]	10	34	MPH
[05:00-06:00]	16	34	MPH
[06:00-07:00]	37	38	MPH
[07:00-08:00]	63	36	MPH
[08:00-09:00]	103	36	MPH
[09:00-10:00]	131	34	MPH
[10:00-11:00]	195	33	MPH
[11:00-12:00]	222	33	MPH
[12:00-13:00]	234	34	MPH
[13:00-14:00]	240	33	MPH
[14:00-15:00]	269	34	MPH
[15:00-16:00]	261	34	MPH
[16:00-17:00]	279	33	MPH
[17:00-18:00]	237	34	MPH
[18:00-19:00]	208	34	MPH
[19:00-20:00]	164	34	MPH
[20:00-21:00]	128	34	MPH
[21:00-22:00]	98	34	MPH
[22:00-23:00]	71	38	MPH
[23:00-00:00]	51	36	MPH

ADT= 3065

Site 9**NB Campbell Ave. S/o Vernon St., N/o Adams St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	33	20	MPH
[01:00-02:00]	18	21	MPH
[02:00-03:00]	16	21	MPH
[03:00-04:00]	16	21	MPH
[04:00-05:00]	28	21	MPH
[05:00-06:00]	123	21	MPH
[06:00-07:00]	139	22	MPH
[07:00-08:00]	245	22	MPH
[08:00-09:00]	291	21	MPH
[09:00-10:00]	297	21	MPH
[10:00-11:00]	331	20	MPH
[11:00-12:00]	360	21	MPH
[12:00-13:00]	364	20	MPH
[13:00-14:00]	418	20	MPH
[14:00-15:00]	429	21	MPH
[15:00-16:00]	420	21	MPH
[16:00-17:00]	480	21	MPH
[17:00-18:00]	440	21	MPH
[18:00-19:00]	372	21	MPH
[19:00-20:00]	324	21	MPH
[20:00-21:00]	260	20	MPH
[21:00-22:00]	193	21	MPH
[22:00-23:00]	120	21	MPH
[23:00-00:00]	68	21	MPH

ADT= 5785

Site 10**SB Campbell Ave. S/o Vernon St., N/o Adams St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	29	23	MPH
[01:00-02:00]	23	25	MPH
[02:00-03:00]	10	23	MPH
[03:00-04:00]	19	28	MPH
[04:00-05:00]	29	28	MPH
[05:00-06:00]	48	24	MPH
[06:00-07:00]	112	25	MPH
[07:00-08:00]	194	25	MPH
[08:00-09:00]	213	25	MPH
[09:00-10:00]	214	24	MPH
[10:00-11:00]	301	24	MPH
[11:00-12:00]	358	23	MPH
[12:00-13:00]	400	23	MPH
[13:00-14:00]	378	22	MPH
[14:00-15:00]	483	22	MPH
[15:00-16:00]	448	22	MPH
[16:00-17:00]	466	23	MPH
[17:00-18:00]	487	23	MPH
[18:00-19:00]	423	23	MPH
[19:00-20:00]	346	22	MPH
[20:00-21:00]	296	22	MPH
[21:00-22:00]	238	23	MPH
[22:00-23:00]	176	24	MPH
[23:00-00:00]	82	23	MPH

ADT= 5773

Site 11**NB 2nd St. S/o Vernon St., N/o Washington St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	25	25	MPH
[01:00-02:00]	5	22	MPH
[02:00-03:00]	6	25	MPH
[03:00-04:00]	6	26	MPH
[04:00-05:00]	6	24	MPH
[05:00-06:00]	23	23	MPH
[06:00-07:00]	27	25	MPH
[07:00-08:00]	84	24	MPH
[08:00-09:00]	89	23	MPH
[09:00-10:00]	97	22	MPH
[10:00-11:00]	135	22	MPH
[11:00-12:00]	186	23	MPH
[12:00-13:00]	217	23	MPH
[13:00-14:00]	243	23	MPH
[14:00-15:00]	236	23	MPH
[15:00-16:00]	258	23	MPH
[16:00-17:00]	253	23	MPH
[17:00-18:00]	221	24	MPH
[18:00-19:00]	164	24	MPH
[19:00-20:00]	149	24	MPH
[20:00-21:00]	136	23	MPH
[21:00-22:00]	112	24	MPH
[22:00-23:00]	74	25	MPH
[23:00-00:00]	38	24	MPH

ADT= 2790

Site 12**SB 2nd St. S/o Vernon St., N/o Washington St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	27	28	MPH
[01:00-02:00]	15	26	MPH
[02:00-03:00]	19	28	MPH
[03:00-04:00]	12	28	MPH
[04:00-05:00]	17	28	MPH
[05:00-06:00]	67	28	MPH
[06:00-07:00]	87	27	MPH
[07:00-08:00]	186	24	MPH
[08:00-09:00]	208	25	MPH
[09:00-10:00]	207	24	MPH
[10:00-11:00]	260	22	MPH
[11:00-12:00]	280	21	MPH
[12:00-13:00]	320	21	MPH
[13:00-14:00]	313	21	MPH
[14:00-15:00]	330	20	MPH
[15:00-16:00]	312	21	MPH
[16:00-17:00]	340	20	MPH
[17:00-18:00]	300	22	MPH
[18:00-19:00]	265	24	MPH
[19:00-20:00]	211	24	MPH
[20:00-21:00]	198	24	MPH
[21:00-22:00]	132	25	MPH
[22:00-23:00]	91	26	MPH
[23:00-00:00]	52	27	MPH

ADT= 4249

Site 13

NB 2nd St. S/o Railroad St., N/o Center St.

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	21	25	MPH
[01:00-02:00]	7	25	MPH
[02:00-03:00]	6	27	MPH
[03:00-04:00]	5	29	MPH
[04:00-05:00]	4	26	MPH
[05:00-06:00]	13	27	MPH
[06:00-07:00]	25	25	MPH
[07:00-08:00]	86	25	MPH
[08:00-09:00]	72	24	MPH
[09:00-10:00]	110	23	MPH
[10:00-11:00]	143	22	MPH
[11:00-12:00]	173	21	MPH
[12:00-13:00]	185	20	MPH
[13:00-14:00]	180	21	MPH
[14:00-15:00]	181	21	MPH
[15:00-16:00]	200	21	MPH
[16:00-17:00]	194	21	MPH
[17:00-18:00]	188	22	MPH
[18:00-19:00]	162	23	MPH
[19:00-20:00]	136	24	MPH
[20:00-21:00]	121	23	MPH
[21:00-22:00]	78	25	MPH
[22:00-23:00]	53	24	MPH
[23:00-00:00]	31	27	MPH

ADT= 2374

Site 14**SB 2nd St. S/o Railroad St., N/o Center St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	21	22	MPH
[01:00-02:00]	10	19	MPH
[02:00-03:00]	15	24	MPH
[03:00-04:00]	6	22	MPH
[04:00-05:00]	8	23	MPH
[05:00-06:00]	32	24	MPH
[06:00-07:00]	53	25	MPH
[07:00-08:00]	141	21	MPH
[08:00-09:00]	175	22	MPH
[09:00-10:00]	170	21	MPH
[10:00-11:00]	212	19	MPH
[11:00-12:00]	260	19	MPH
[12:00-13:00]	278	18	MPH
[13:00-14:00]	277	18	MPH
[14:00-15:00]	332	18	MPH
[15:00-16:00]	312	17	MPH
[16:00-17:00]	309	18	MPH
[17:00-18:00]	269	19	MPH
[18:00-19:00]	234	20	MPH
[19:00-20:00]	183	20	MPH
[20:00-21:00]	159	20	MPH
[21:00-22:00]	88	21	MPH
[22:00-23:00]	75	21	MPH
[23:00-00:00]	38	24	MPH

ADT= 3657

Site 15**NB 3rd St. S/o Vernon St., N/o Washington St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	13	29	MPH
[01:00-02:00]	12	26	MPH
[02:00-03:00]	5	26	MPH
[03:00-04:00]	5	27	MPH
[04:00-05:00]	5	20	MPH
[05:00-06:00]	4	25	MPH
[06:00-07:00]	16	28	MPH
[07:00-08:00]	46	28	MPH
[08:00-09:00]	85	26	MPH
[09:00-10:00]	103	25	MPH
[10:00-11:00]	141	23	MPH
[11:00-12:00]	156	24	MPH
[12:00-13:00]	188	24	MPH
[13:00-14:00]	156	23	MPH
[14:00-15:00]	155	24	MPH
[15:00-16:00]	169	24	MPH
[16:00-17:00]	179	25	MPH
[17:00-18:00]	153	26	MPH
[18:00-19:00]	121	27	MPH
[19:00-20:00]	120	27	MPH
[20:00-21:00]	87	25	MPH
[21:00-22:00]	68	25	MPH
[22:00-23:00]	57	27	MPH
[23:00-00:00]	41	27	MPH

ADT= 2085

Site 16**SB 3rd St. S/o Vernon St., N/o Washington St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	12	28	MPH
[01:00-02:00]	11	30	MPH
[02:00-03:00]	5	32	MPH
[03:00-04:00]	4	35	MPH
[04:00-05:00]	4	30	MPH
[05:00-06:00]	25	30	MPH
[06:00-07:00]	21	28	MPH
[07:00-08:00]	53	25	MPH
[08:00-09:00]	76	26	MPH
[09:00-10:00]	118	24	MPH
[10:00-11:00]	156	24	MPH
[11:00-12:00]	173	23	MPH
[12:00-13:00]	174	22	MPH
[13:00-14:00]	165	22	MPH
[14:00-15:00]	192	21	MPH
[15:00-16:00]	181	22	MPH
[16:00-17:00]	183	22	MPH
[17:00-18:00]	164	23	MPH
[18:00-19:00]	140	24	MPH
[19:00-20:00]	120	23	MPH
[20:00-21:00]	107	23	MPH
[21:00-22:00]	71	23	MPH
[22:00-23:00]	56	26	MPH
[23:00-00:00]	21	25	MPH

ADT= 2232

Site 17**EB Park St. E/o 3rd St., W/o 4th St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	10	22	MPH
[01:00-02:00]	9	16	MPH
[02:00-03:00]	7	22	MPH
[03:00-04:00]	8	24	MPH
[04:00-05:00]	8	18	MPH
[05:00-06:00]	15	22	MPH
[06:00-07:00]	21	19	MPH
[07:00-08:00]	37	22	MPH
[08:00-09:00]	62	21	MPH
[09:00-10:00]	83	19	MPH
[10:00-11:00]	116	20	MPH
[11:00-12:00]	129	20	MPH
[12:00-13:00]	158	18	MPH
[13:00-14:00]	149	19	MPH
[14:00-15:00]	158	19	MPH
[15:00-16:00]	162	20	MPH
[16:00-17:00]	155	19	MPH
[17:00-18:00]	145	20	MPH
[18:00-19:00]	116	19	MPH
[19:00-20:00]	113	20	MPH
[20:00-21:00]	93	21	MPH
[21:00-22:00]	62	20	MPH
[22:00-23:00]	52	22	MPH
[23:00-00:00]	27	20	MPH

ADT= 1895

Site 18**WB Park St. E/o 3rd St., W/o 4th St.**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	7	23	MPH
[01:00-02:00]	7	25	MPH
[02:00-03:00]	4	24	MPH
[03:00-04:00]	3	27	MPH
[04:00-05:00]	2	20	MPH
[05:00-06:00]	20	20	MPH
[06:00-07:00]	17	23	MPH
[07:00-08:00]	33	23	MPH
[08:00-09:00]	87	21	MPH
[09:00-10:00]	106	20	MPH
[10:00-11:00]	156	22	MPH
[11:00-12:00]	168	20	MPH
[12:00-13:00]	138	19	MPH
[13:00-14:00]	115	19	MPH
[14:00-15:00]	154	19	MPH
[15:00-16:00]	150	18	MPH
[16:00-17:00]	159	19	MPH
[17:00-18:00]	101	20	MPH
[18:00-19:00]	76	20	MPH
[19:00-20:00]	69	19	MPH
[20:00-21:00]	66	21	MPH
[21:00-22:00]	41	19	MPH
[22:00-23:00]	30	21	MPH
[23:00-00:00]	9	22	MPH

ADT= 1718

Site 19**SB 5rd St. S/o Park St.**

Time Range Volume Speed

Thu, Apr/10/08

[00:00-00:15]	7	32	MPH
[00:15-00:30]	3	34	MPH
[00:30-00:45]	5	30	MPH
[00:45-01:00]	6	28	MPH
[01:00-01:15]	3	26	MPH
[01:15-01:30]	2	27	MPH
[01:30-01:45]	4	34	MPH
[01:45-02:00]	3	29	MPH
[02:00-02:15]	1	38	MPH
[02:15-02:30]	3	36	MPH
[02:30-02:45]	1	28	MPH
[02:45-03:00]	0	0	MPH
[03:00-03:15]	1	32	MPH
[03:15-03:30]	2	35	MPH
[03:30-03:45]	1	28	MPH
[03:45-04:00]	1	22	MPH
[04:00-04:15]	1	32	MPH
[04:15-04:30]	4	26	MPH
[04:30-04:45]	4	35	MPH
[04:45-05:00]	3	26	MPH
[05:00-05:15]	5	32	MPH
[05:15-05:30]	3	33	MPH
[05:30-05:45]	12	33	MPH
[05:45-06:00]	7	33	MPH
[06:00-06:15]	5	31	MPH
[06:15-06:30]	18	32	MPH
[06:30-06:45]	14	31	MPH
[06:45-07:00]	21	33	MPH
[07:00-07:15]	10	30	MPH
[07:15-07:30]	28	29	MPH
[07:30-07:45]	61	31	MPH
[07:45-08:00]	80	29	MPH
[08:00-08:15]	74	28	MPH
[08:15-08:30]	56	28	MPH
[08:30-08:45]	47	29	MPH
[08:45-09:00]	44	27	MPH
[09:00-09:15]	38	25	MPH
[09:15-09:30]	39	27	MPH
[09:30-09:45]	43	27	MPH
[09:45-10:00]	63	25	MPH
[10:00-10:15]	61	26	MPH
[10:15-10:30]	31	27	MPH
[10:30-10:45]	50	28	MPH
[10:45-11:00]	53	27	MPH
[11:00-11:15]	54	27	MPH
[11:15-11:30]	49	25	MPH
[11:30-11:45]	57	27	MPH
[11:45-12:00]	73	27	MPH

AM Total 1151

Time Range Volume Speed

[12:00-12:15]	84	28	MPH
[12:15-12:30]	60	28	MPH
[12:30-12:45]	67	27	MPH
[12:45-13:00]	59	29	MPH
[13:00-13:15]	66	29	MPH
[13:15-13:30]	62	26	MPH
[13:30-13:45]	61	26	MPH
[13:45-14:00]	60	27	MPH
[14:00-14:15]	69	26	MPH
[14:15-14:30]	76	27	MPH
[14:30-14:45]	76	28	MPH
[14:45-15:00]	76	28	MPH
[15:00-15:15]	86	26	MPH
[15:15-15:30]	88	27	MPH
[15:30-15:45]	76	27	MPH
[15:45-16:00]	83	28	MPH
[16:00-16:15]	79	28	MPH
[16:15-16:30]	63	27	MPH
[16:30-16:45]	74	28	MPH
[16:45-17:00]	63	28	MPH
[17:00-17:15]	70	30	MPH
[17:15-17:30]	55	28	MPH
[17:30-17:45]	56	29	MPH
[17:45-18:00]	46	30	MPH
[18:00-18:15]	65	29	MPH
[18:15-18:30]	37	32	MPH
[18:30-18:45]	44	30	MPH
[18:45-19:00]	48	28	MPH
[19:00-19:15]	48	30	MPH
[19:15-19:30]	45	27	MPH
[19:30-19:45]	59	31	MPH
[19:45-20:00]	50	29	MPH
[20:00-20:15]	43	30	MPH
[20:15-20:30]	39	29	MPH
[20:30-20:45]	37	29	MPH
[20:45-21:00]	36	29	MPH
[21:00-21:15]	34	31	MPH
[21:15-21:30]	27	29	MPH
[21:30-21:45]	19	27	MPH
[21:45-22:00]	28	31	MPH
[22:00-22:15]	18	32	MPH
[22:15-22:30]	16	32	MPH
[22:30-22:45]	17	32	MPH
[22:45-23:00]	11	30	MPH
[23:00-23:15]	12	26	MPH
[23:15-23:30]	16	32	MPH
[23:30-23:45]	7	34	MPH
[23:45-00:00]	7	28	MPH

PM Total 2418

ADT= 3569

Site 20**SB 7th St. S/o Park St.**

Time Range Volume Speed

Thu, Apr/10/08

[00:00-00:15]	3	29	MPH
[00:15-00:30]	3	23	MPH
[00:30-00:45]	3	16	MPH
[00:45-01:00]	5	19	MPH
[01:00-01:15]	0	0	MPH
[01:15-01:30]	2	20	MPH
[01:30-01:45]	3	23	MPH
[01:45-02:00]	1	18	MPH
[02:00-02:15]	3	24	MPH
[02:15-02:30]	1	18	MPH
[02:30-02:45]	2	25	MPH
[02:45-03:00]	1	22	MPH
[03:00-03:15]	1	18	MPH
[03:15-03:30]	1	18	MPH
[03:30-03:45]	0	0	MPH
[03:45-04:00]	1	22	MPH
[04:00-04:15]	0	0	MPH
[04:15-04:30]	0	0	MPH
[04:30-04:45]	4	23	MPH
[04:45-05:00]	5	24	MPH
[05:00-05:15]	3	26	MPH
[05:15-05:30]	2	30	MPH
[05:30-05:45]	10	27	MPH
[05:45-06:00]	7	22	MPH
[06:00-06:15]	2	20	MPH
[06:15-06:30]	9	24	MPH
[06:30-06:45]	13	24	MPH
[06:45-07:00]	17	26	MPH
[07:00-07:15]	13	24	MPH
[07:15-07:30]	15	23	MPH
[07:30-07:45]	18	24	MPH
[07:45-08:00]	32	23	MPH
[08:00-08:15]	30	24	MPH
[08:15-08:30]	28	24	MPH
[08:30-08:45]	16	27	MPH
[08:45-09:00]	20	23	MPH
[09:00-09:15]	15	23	MPH
[09:15-09:30]	14	22	MPH
[09:30-09:45]	15	23	MPH
[09:45-10:00]	24	23	MPH
[10:00-10:15]	15	19	MPH
[10:15-10:30]	20	25	MPH
[10:30-10:45]	13	22	MPH
[10:45-11:00]	18	20	MPH
[11:00-11:15]	13	23	MPH
[11:15-11:30]	17	20	MPH
[11:30-11:45]	19	25	MPH
[11:45-12:00]	23	21	MPH

AM Total 480

Time Range Volume Speed

[12:00-12:15]	26	22	MPH
[12:15-12:30]	16	23	MPH
[12:30-12:45]	15	26	MPH
[12:45-13:00]	25	22	MPH
[13:00-13:15]	20	27	MPH
[13:15-13:30]	18	20	MPH
[13:30-13:45]	32	23	MPH
[13:45-14:00]	17	25	MPH
[14:00-14:15]	28	25	MPH
[14:15-14:30]	18	23	MPH
[14:30-14:45]	31	24	MPH
[14:45-15:00]	34	23	MPH
[15:00-15:15]	25	22	MPH
[15:15-15:30]	28	23	MPH
[15:30-15:45]	25	21	MPH
[15:45-16:00]	27	24	MPH
[16:00-16:15]	29	22	MPH
[16:15-16:30]	21	22	MPH
[16:30-16:45]	31	23	MPH
[16:45-17:00]	30	23	MPH
[17:00-17:15]	23	24	MPH
[17:15-17:30]	28	22	MPH
[17:30-17:45]	22	25	MPH
[17:45-18:00]	31	23	MPH
[18:00-18:15]	27	25	MPH
[18:15-18:30]	23	22	MPH
[18:30-18:45]	21	20	MPH
[18:45-19:00]	20	26	MPH
[19:00-19:15]	21	23	MPH
[19:15-19:30]	18	21	MPH
[19:30-19:45]	21	23	MPH
[19:45-20:00]	21	23	MPH
[20:00-20:15]	20	23	MPH
[20:15-20:30]	17	21	MPH
[20:30-20:45]	20	23	MPH
[20:45-21:00]	20	22	MPH
[21:00-21:15]	14	20	MPH
[21:15-21:30]	9	21	MPH
[21:30-21:45]	14	24	MPH
[21:45-22:00]	11	22	MPH
[22:00-22:15]	12	22	MPH
[22:15-22:30]	9	20	MPH
[22:30-22:45]	9	22	MPH
[22:45-23:00]	11	26	MPH
[23:00-23:15]	8	21	MPH
[23:15-23:30]	5	28	MPH
[23:30-23:45]	6	21	MPH
[23:45-00:00]	9	27	MPH

PM Total 966

ADT= 1446

Site 21**NB 8th St. S/o Park St.**

Time Range Volume Speed

Thu, Apr/10/08

[00:00-00:15]	3	23	MPH
[00:15-00:30]	3	27	MPH
[00:30-00:45]	4	26	MPH
[00:45-01:00]	5	26	MPH
[01:00-01:15]	5	20	MPH
[01:15-01:30]	3	28	MPH
[01:30-01:45]	3	24	MPH
[01:45-02:00]	4	27	MPH
[02:00-02:15]	2	18	MPH
[02:15-02:30]	2	42	MPH
[02:30-02:45]	3	33	MPH
[02:45-03:00]	0	0	MPH
[03:00-03:15]	0	0	MPH
[03:15-03:30]	1	42	MPH
[03:30-03:45]	0	0	MPH
[03:45-04:00]	1	22	MPH
[04:00-04:15]	1	32	MPH
[04:15-04:30]	0	0	MPH
[04:30-04:45]	2	28	MPH
[04:45-05:00]	3	27	MPH
[05:00-05:15]	1	28	MPH
[05:15-05:30]	2	27	MPH
[05:30-05:45]	6	27	MPH
[05:45-06:00]	4	25	MPH
[06:00-06:15]	1	12	MPH
[06:15-06:30]	9	22	MPH
[06:30-06:45]	9	27	MPH
[06:45-07:00]	12	29	MPH
[07:00-07:15]	11	27	MPH
[07:15-07:30]	18	26	MPH
[07:30-07:45]	17	25	MPH
[07:45-08:00]	26	27	MPH
[08:00-08:15]	13	29	MPH
[08:15-08:30]	18	26	MPH
[08:30-08:45]	15	27	MPH
[08:45-09:00]	13	23	MPH
[09:00-09:15]	14	27	MPH
[09:15-09:30]	14	22	MPH
[09:30-09:45]	18	26	MPH
[09:45-10:00]	21	23	MPH
[10:00-10:15]	17	27	MPH
[10:15-10:30]	14	24	MPH
[10:30-10:45]	18	26	MPH
[10:45-11:00]	20	21	MPH
[11:00-11:15]	18	24	MPH
[11:15-11:30]	17	27	MPH
[11:30-11:45]	15	25	MPH
[11:45-12:00]	16	23	MPH

AM Total 422

Time Range Volume Speed

[12:00-12:15]	25	22	MPH
[12:15-12:30]	18	23	MPH
[12:30-12:45]	18	27	MPH
[12:45-13:00]	21	24	MPH
[13:00-13:15]	20	26	MPH
[13:15-13:30]	33	26	MPH
[13:30-13:45]	18	25	MPH
[13:45-14:00]	27	25	MPH
[14:00-14:15]	20	26	MPH
[14:15-14:30]	24	28	MPH
[14:30-14:45]	30	27	MPH
[14:45-15:00]	32	25	MPH
[15:00-15:15]	20	24	MPH
[15:15-15:30]	26	28	MPH
[15:30-15:45]	30	25	MPH
[15:45-16:00]	15	29	MPH
[16:00-16:15]	27	26	MPH
[16:15-16:30]	23	24	MPH
[16:30-16:45]	25	24	MPH
[16:45-17:00]	24	24	MPH
[17:00-17:15]	20	27	MPH
[17:15-17:30]	20	29	MPH
[17:30-17:45]	22	25	MPH
[17:45-18:00]	26	28	MPH
[18:00-18:15]	15	26	MPH
[18:15-18:30]	27	25	MPH
[18:30-18:45]	12	23	MPH
[18:45-19:00]	19	27	MPH
[19:00-19:15]	18	22	MPH
[19:15-19:30]	19	25	MPH
[19:30-19:45]	20	24	MPH
[19:45-20:00]	17	27	MPH
[20:00-20:15]	25	27	MPH
[20:15-20:30]	12	22	MPH
[20:30-20:45]	17	28	MPH
[20:45-21:00]	8	31	MPH
[21:00-21:15]	10	25	MPH
[21:15-21:30]	8	28	MPH
[21:30-21:45]	9	29	MPH
[21:45-22:00]	8	27	MPH
[22:00-22:15]	6	29	MPH
[22:15-22:30]	12	24	MPH
[22:30-22:45]	7	24	MPH
[22:45-23:00]	15	23	MPH
[23:00-23:15]	9	26	MPH
[23:15-23:30]	6	26	MPH
[23:30-23:45]	6	36	MPH
[23:45-00:00]	7	25	MPH

PM Total 876

ADT= 1298

Site 22**EB Park St. E/o 9th St., W/o US 52**

Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	30	32	MPH
[01:00-02:00]	23	34	MPH
[02:00-03:00]	26	32	MPH
[03:00-04:00]	15	31	MPH
[04:00-05:00]	31	34	MPH
[05:00-06:00]	81	35	MPH
[06:00-07:00]	152	33	MPH
[07:00-08:00]	210	34	MPH
[08:00-09:00]	245	32	MPH
[09:00-10:00]	307	33	MPH
[10:00-11:00]	362	32	MPH
[11:00-12:00]	450	31	MPH
[12:00-13:00]	509	30	MPH
[13:00-14:00]	453	30	MPH
[14:00-15:00]	491	29	MPH
[15:00-16:00]	525	29	MPH
[16:00-17:00]	505	29	MPH
[17:00-18:00]	500	29	MPH
[18:00-19:00]	410	31	MPH
[19:00-20:00]	413	30	MPH
[20:00-21:00]	359	31	MPH
[21:00-22:00]	260	31	MPH
[22:00-23:00]	199	32	MPH
[23:00-00:00]	116	32	MPH

ADT= 6672

Site 23**WB Park St. E/o 9th St., W/o US 52**

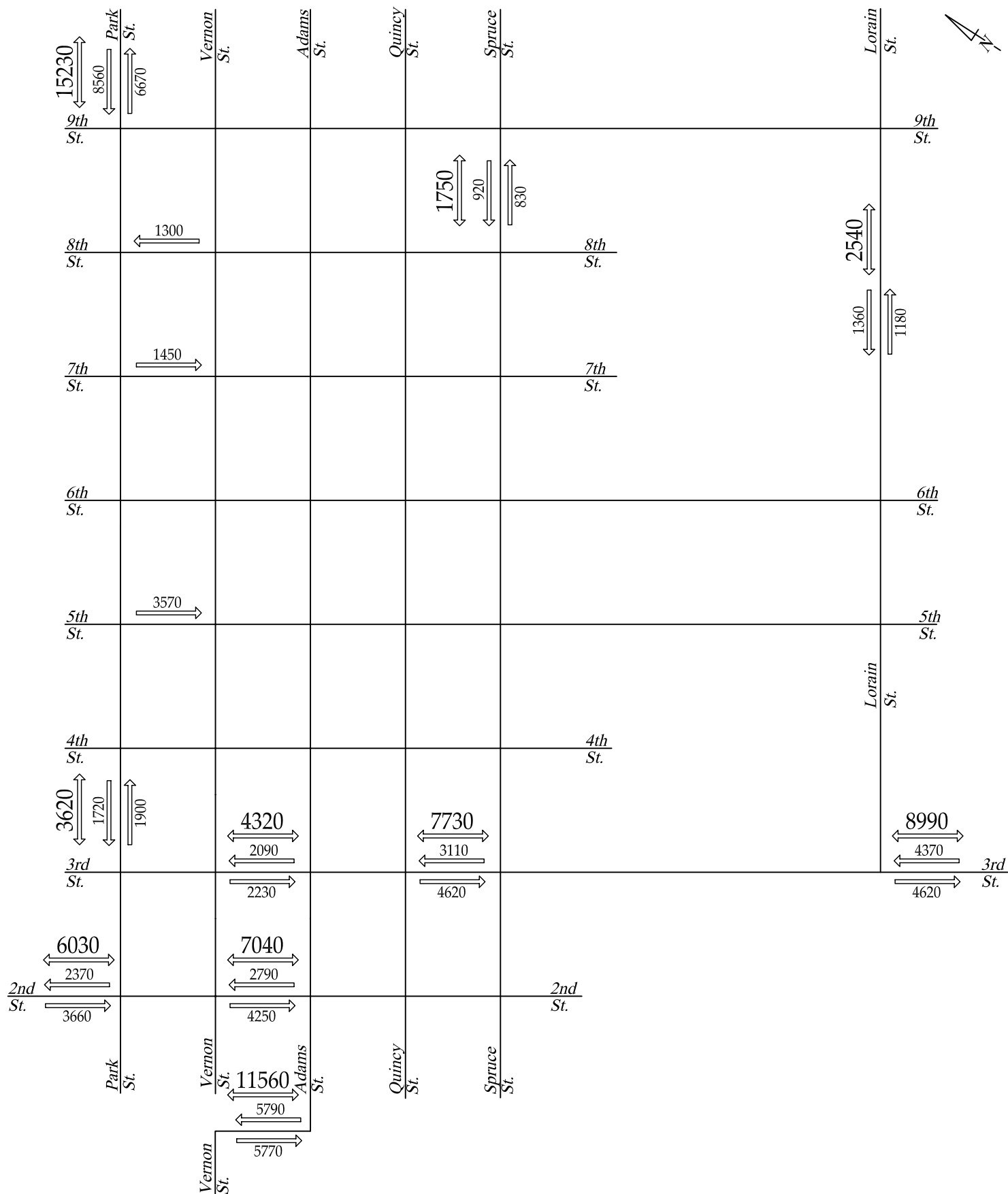
Time Range Volume Speed

Thu, Mar/20/08

[00:00-01:00]	60	35	MPH
[01:00-02:00]	30	33	MPH
[02:00-03:00]	29	34	MPH
[03:00-04:00]	30	32	MPH
[04:00-05:00]	43	34	MPH
[05:00-06:00]	134	35	MPH
[06:00-07:00]	184	34	MPH
[07:00-08:00]	470	33	MPH
[08:00-09:00]	599	30	MPH
[09:00-10:00]	505	31	MPH
[10:00-11:00]	519	30	MPH
[11:00-12:00]	515	30	MPH
[12:00-13:00]	574	29	MPH
[13:00-14:00]	567	29	MPH
[14:00-15:00]	574	29	MPH
[15:00-16:00]	612	28	MPH
[16:00-17:00]	603	29	MPH
[17:00-18:00]	554	30	MPH
[18:00-19:00]	508	30	MPH
[19:00-20:00]	458	30	MPH
[20:00-21:00]	381	31	MPH
[21:00-22:00]	306	33	MPH
[22:00-23:00]	258	34	MPH
[23:00-00:00]	146	35	MPH

ADT= 8659

Traffic Volumes



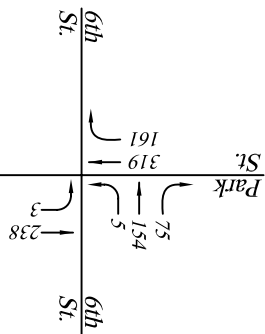
TETRA TECH

2008 AVERAGE DAILY TRAFFIC (ADT) VOLUMES

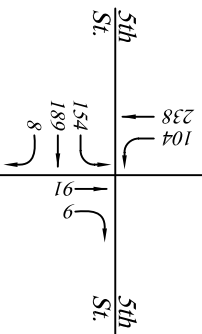
PROJECT NO.
200-25914-08001

FIGURE XX

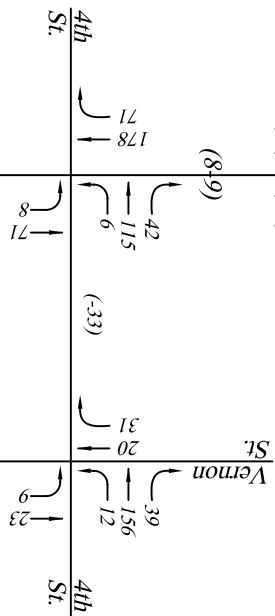
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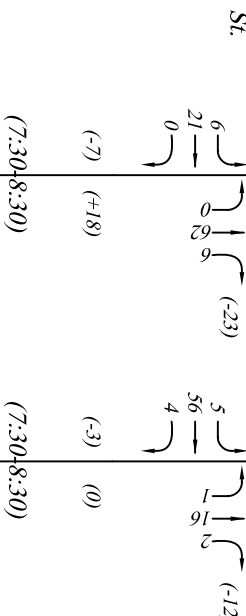
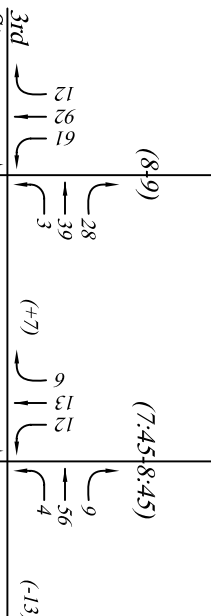
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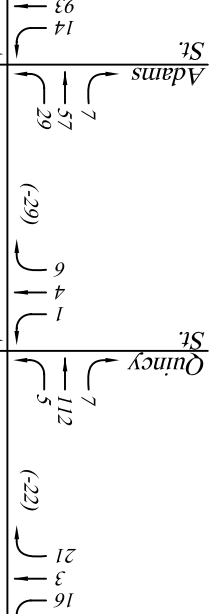
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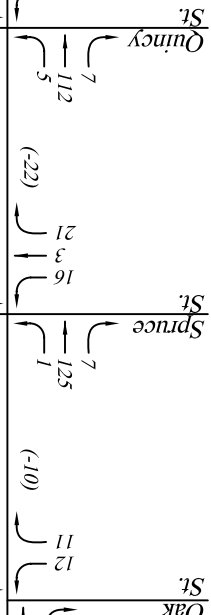
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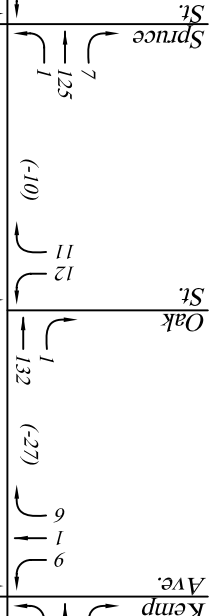
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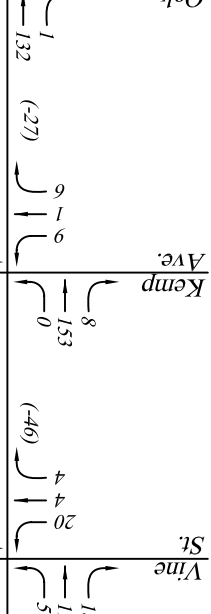
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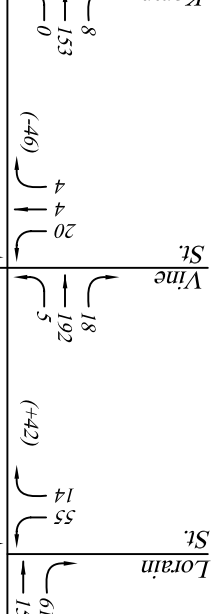
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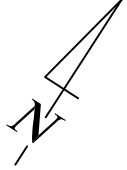
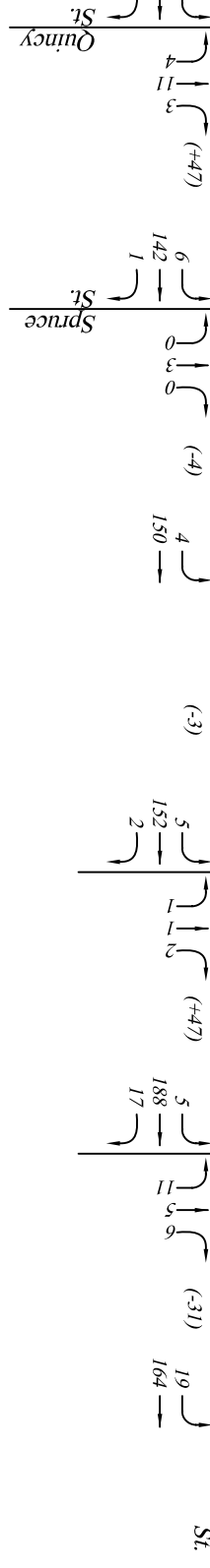
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(8-9)



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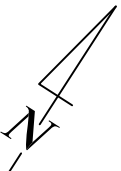


Peak Hour Traffic Volumes

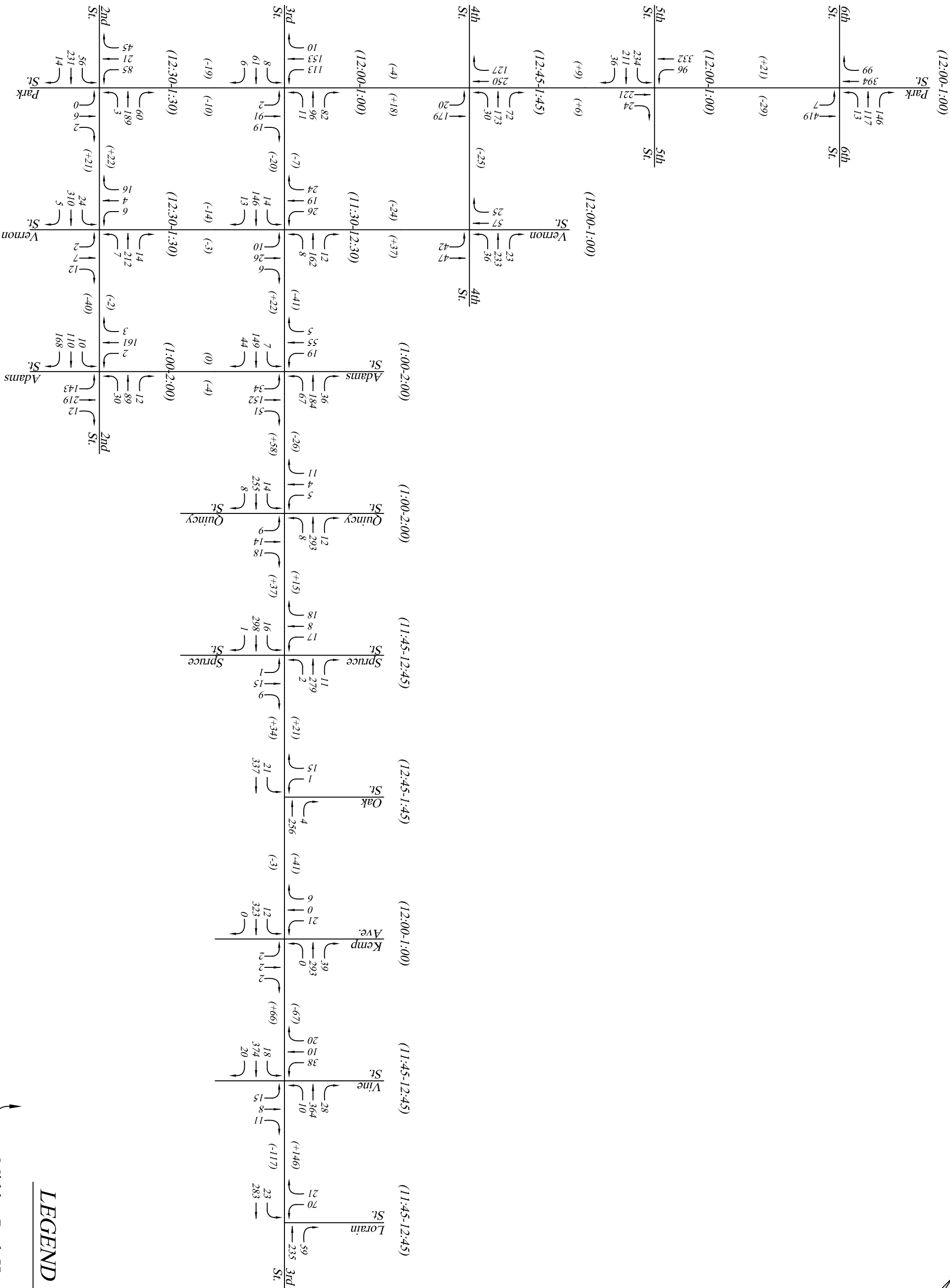
(AM Peak)

LEGEND

AM Peak Hour Volumes

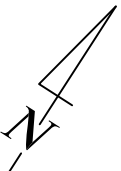


Peak Hour Traffic Volumes
(Midday Peak)

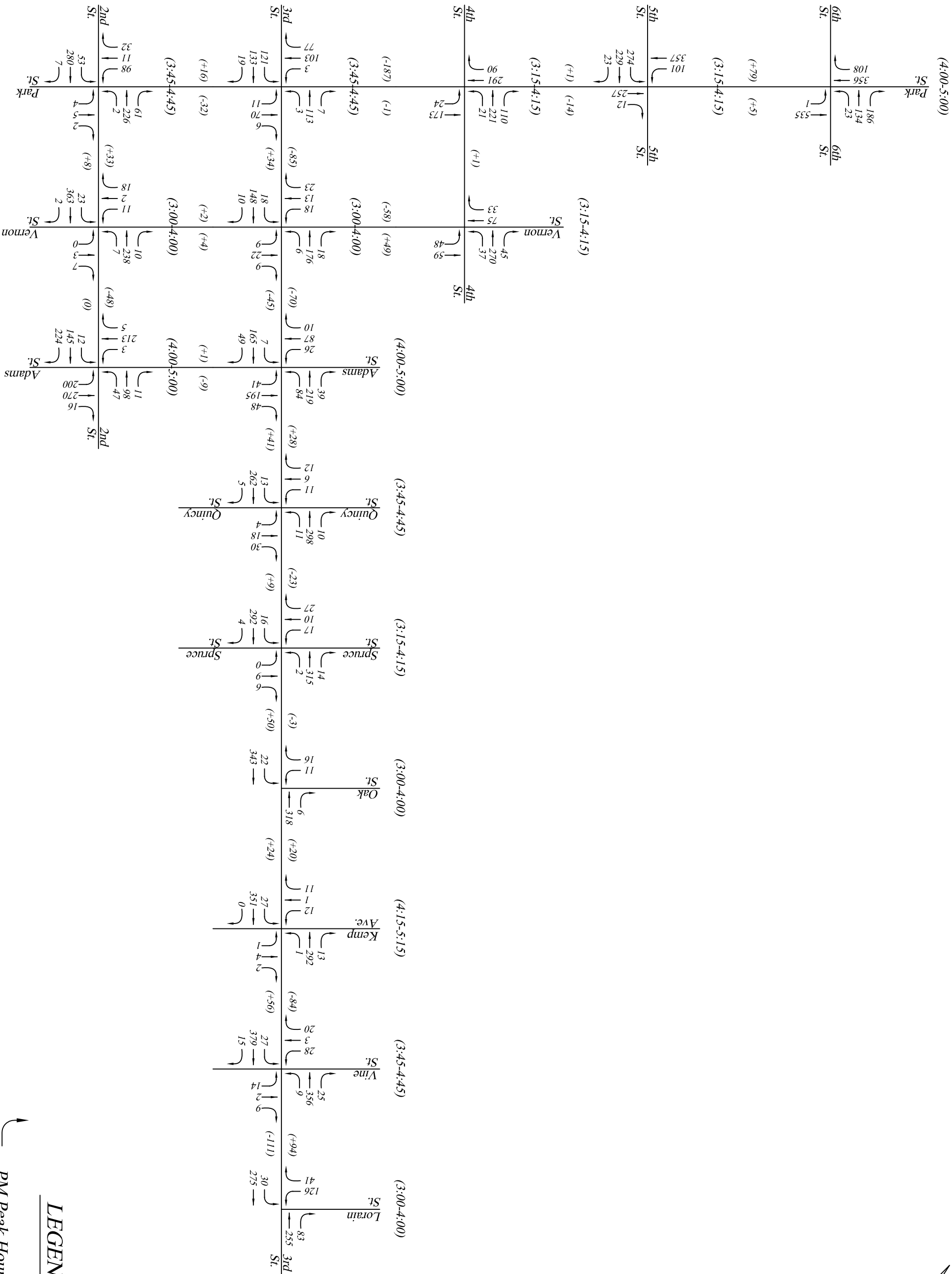


LEGEND

Midday Peak Hour Volumes



Peak Hour Traffic Volumes
(PM Peak)



LEGEND

PM Peak Hour Volumes

HCM Reports

HCM Signalized Intersection Capacity Analysis

87: Adams St. & Campbell Ave.

8/14/2008

												
Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	3	213	5	47	98	11	12	145	224	200	270	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0			3.0			3.0		3.0	3.0	
Lane Util. Factor	1.00	1.00			1.00			1.00		1.00	1.00	
Frt	1.00	1.00			0.99			0.92		1.00	0.85	
Flt Protected	0.95	0.95			0.99			1.00		0.95	1.00	
Satd. Flow (prot)	1770	1770			1618			1524		1770	1583	
Flt Permitted	0.36	0.95			0.99			0.99		0.47	1.00	
Satd. Flow (perm)	668	1770			1618			1512		871	1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	3	237	6	52	109	12	13	161	249	222	300	18
RTOR Reduction (vph)	0	1	0	0	4	0	0	68	0	0	3	0
Lane Group Flow (vph)	3	242	0	0	169	0	0	355	0	222	315	0
Parking (#/hr)				2	2		2	2	2			
Turn Type	Perm			Split		Perm			custom			
Protected Phases		8		2	2			6			4	
Permitted Phases	8						6			4		
Actuated Green, G (s)	21.1	21.1			20.0			20.9		21.1	21.1	
Effective Green, g (s)	22.1	22.1			21.0			21.9		22.1	22.1	
Actuated g/C Ratio	0.30	0.30			0.28			0.30		0.30	0.30	
Clearance Time (s)	4.0	4.0			4.0			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	199	529			459			447		260	473	
v/s Ratio Prot		0.14			c0.10						0.20	
v/s Ratio Perm	0.00							c0.23		c0.25		
v/c Ratio	0.02	0.46			0.37			0.79		0.85	0.67	
Uniform Delay, d1	18.3	21.1			21.2			24.0		24.4	22.7	
Progression Factor	1.00	1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.6			2.3			9.4		22.8	3.5	
Delay (s)	18.3	21.7			23.5			33.3		47.2	26.3	
Level of Service	B	C			C			C		D	C	
Approach Delay (s)		21.7			23.5			33.3		34.9		
Approach LOS		C			C			C		C		
Intersection Summary												
HCM Average Control Delay			30.6		HCM Level of Service					C		
HCM Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			74.0		Sum of lost time (s)				9.0			
Intersection Capacity Utilization			63.3%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

39: Vernon Street & 2nd Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	3	7	11	2	18	7	238	10	23	363	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.90			0.92			0.99			1.00	
Flt Protected		1.00			0.98			1.00			1.00	
Satd. Flow (prot)		1680			1685			1647			1652	
Flt Permitted		1.00			0.88			0.99			0.98	
Satd. Flow (perm)		1680			1507			1633			1621	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	3	8	12	2	20	8	264	11	26	403	2
RTOR Reduction (vph)	0	7	0	0	18	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	16	0	0	281	0	0	431	0
Parking (#/hr)				2		2		2	2	2	2	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		3.1			3.1			27.0			27.0	
Effective Green, g (s)		3.1			3.1			28.0			28.0	
Actuated g/C Ratio		0.08			0.08			0.73			0.73	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		137			123			1200			1191	
v/s Ratio Prot		0.00										
v/s Ratio Perm					c0.01			0.17			c0.27	
v/c Ratio		0.03			0.13			0.23			0.36	
Uniform Delay, d1		16.1			16.2			1.6			1.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.5			0.1			0.2	
Delay (s)		16.2			16.7			1.7			2.0	
Level of Service		B			B			A			A	
Approach Delay (s)		16.2			16.7			1.7			2.0	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			2.8			HCM Level of Service			A			
HCM Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			38.1			Sum of lost time (s)			7.0			
Intersection Capacity Utilization			45.0%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

14: Adams St. & 3rd Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	195	48	26	87	10	84	219	39	7	165	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.97		1.00	0.98			0.98			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1770	1808		1770	1834			1613			1606	
Flt Permitted	0.50	1.00		0.59	1.00			0.88			0.99	
Satd. Flow (perm)	928	1808		1105	1834			1431			1590	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	46	217	53	29	97	11	93	243	43	8	183	54
RTOR Reduction (vph)	0	20	0	0	8	0	0	7	0	0	16	0
Lane Group Flow (vph)	46	250	0	29	100	0	0	372	0	0	229	0
Parking (#/hr)							2	2	2	2	2	2
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.5	12.5		11.8	11.8			24.6			24.6	
Effective Green, g (s)	13.5	13.5		12.8	12.8			25.6			25.6	
Actuated g/C Ratio	0.27	0.27		0.26	0.26			0.51			0.51	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	294	488		308	470			733			814	
v/s Ratio Prot	0.01	c0.14		0.00	c0.05							
v/s Ratio Perm	0.03			0.02				c0.26			0.14	
v/c Ratio	0.16	0.51		0.09	0.21			0.51			0.28	
Uniform Delay, d1	13.8	15.5		14.2	14.6			8.0			7.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.2	0.9		0.1	0.2			2.5			0.9	
Delay (s)	14.0	16.4		14.3	14.9			10.5			7.8	
Level of Service	B	B		B	B			B			A	
Approach Delay (s)		16.0			14.8			10.5			7.8	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM Average Control Delay			12.1			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)			6.0			
Intersection Capacity Utilization			60.4%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

46: Kemp St. & 3rd Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	4	2	12	1	11	1	292	13	27	351	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.96			0.94			0.99			1.00	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1778			1704			1852			1856	
Flt Permitted		0.94			0.97			1.00			0.97	
Satd. Flow (perm)		1691			1690			1851			1804	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	4	2	13	1	12	1	324	14	30	390	0
RTOR Reduction (vph)	0	2	0	0	11	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	5	0	0	15	0	0	337	0	0	420	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		3.1			3.1			26.7			26.7	
Effective Green, g (s)		3.1			3.1			26.7			26.7	
Actuated g/C Ratio		0.08			0.08			0.71			0.71	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		139			139			1307			1274	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.01			0.18			c0.23	
v/c Ratio		0.04			0.11			0.26			0.33	
Uniform Delay, d1		16.0			16.1			2.0			2.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.3			0.1			0.2	
Delay (s)		16.1			16.4			2.1			2.3	
Level of Service		B			B			A			A	
Approach Delay (s)		16.1			16.4			2.1			2.3	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay		2.8			HCM Level of Service			A				
HCM Volume to Capacity ratio		0.31										
Actuated Cycle Length (s)		37.8			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		49.2%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

43: Lorain St. & 3rd St.

8/14/2008

						
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	126	41	30	275	255	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.97			1.00	0.97	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1735			1854	1801	
Flt Permitted	0.96			0.95	1.00	
Satd. Flow (perm)	1735			1767	1801	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	140	46	33	306	283	92
RTOR Reduction (vph)	29	0	0	0	21	0
Lane Group Flow (vph)	157	0	0	339	354	0
Turn Type	Perm					
Protected Phases	8			6	2	
Permitted Phases			6			
Actuated Green, G (s)	7.5			17.5	17.5	
Effective Green, g (s)	7.5			17.5	17.5	
Actuated g/C Ratio	0.23			0.53	0.53	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	394			937	955	
v/s Ratio Prot	c0.09				c0.20	
v/s Ratio Perm				0.19		
v/c Ratio	0.40			0.36	0.37	
Uniform Delay, d1	10.8			4.5	4.5	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.7			0.2	0.2	
Delay (s)	11.5			4.7	4.8	
Level of Service	B			A	A	
Approach Delay (s)	11.5			4.7	4.8	
Approach LOS	B			A	A	
Intersection Summary						
HCM Average Control Delay			6.2		HCM Level of Service	A
HCM Volume to Capacity ratio			0.38			
Actuated Cycle Length (s)			33.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			54.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

123: Oak St. & 3rd Street

8/14/2008

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	11	16	318	6	22	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	1.00		1.00			1.00
Frt	0.92		1.00			1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1678		1858			1857
Flt Permitted	0.98		1.00			0.97
Satd. Flow (perm)	1678		1858			1816
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	12	18	353	7	24	381
RTOR Reduction (vph)	17	0	1	0	0	0
Lane Group Flow (vph)	13	0	359	0	0	405
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	3.0		27.0			27.0
Effective Green, g (s)	3.0		27.0			27.0
Actuated g/C Ratio	0.08		0.71			0.71
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	132		1320			1290
v/s Ratio Prot	c0.01		0.19			
v/s Ratio Perm					c0.22	
v/c Ratio	0.10		0.27			0.31
Uniform Delay, d1	16.2		2.0			2.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	0.3		0.1			0.1
Delay (s)	16.6		2.1			2.2
Level of Service	B		A			A
Approach Delay (s)	16.6		2.1			2.2
Approach LOS	B		A			A
Intersection Summary						
HCM Average Control Delay			2.7		HCM Level of Service	A
HCM Volume to Capacity ratio			0.29			
Actuated Cycle Length (s)			38.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			46.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

144: Quincy St. & 3rd Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	18	4	11	6	12	11	298	10	13	262	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.95			1.00			1.00	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1793			1728			1852			1854	
Flt Permitted		0.80			0.86			0.99			0.98	
Satd. Flow (perm)		1482			1522			1835			1828	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	20	4	12	7	13	12	331	11	14	291	6
RTOR Reduction (vph)	0	4	0	0	11	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	53	0	0	21	0	0	353	0	0	310	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		5.9			5.9			34.6			34.6	
Effective Green, g (s)		5.9			5.9			34.6			34.6	
Actuated g/C Ratio		0.12			0.12			0.71			0.71	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		180			185			1309			1304	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.01			c0.19			0.17	
v/c Ratio		0.30			0.11			0.27			0.24	
Uniform Delay, d1		19.4			19.0			2.5			2.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.9			0.3			0.5			0.4	
Delay (s)		20.3			19.2			3.0			2.8	
Level of Service		C			B			A			A	
Approach Delay (s)		20.3			19.2			3.0			2.8	
Approach LOS		C			B			A			A	
Intersection Summary												
HCM Average Control Delay		4.9										
HCM Volume to Capacity ratio		0.27										
Actuated Cycle Length (s)		48.5										
Intersection Capacity Utilization		31.3%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

132: Spruce St. & 3rd Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	9	6	17	10	27	2	315	14	16	292	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frt		0.94			0.93			0.99		1.00	1.00	
Flt Protected		1.00			0.98			1.00		0.95	1.00	
Satd. Flow (prot)		1759			1710			1851		1770	1859	
Flt Permitted		1.00			0.89			1.00		0.62	1.00	
Satd. Flow (perm)		1759			1542			1850		1152	1859	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	10	7	19	11	30	2	350	16	18	324	4
RTOR Reduction (vph)	0	6	0	0	26	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	11	0	0	34	0	0	365	0	18	327	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		4.8			4.8			22.9		22.9	22.9	
Effective Green, g (s)		4.8			4.8			22.9		22.9	22.9	
Actuated g/C Ratio		0.13			0.13			0.64		0.64	0.64	
Clearance Time (s)		4.0			4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		237			207			1187		739	1192	
v/s Ratio Prot		0.01									0.18	
v/s Ratio Perm					c0.02			c0.20		0.02		
v/c Ratio		0.05			0.16			0.31		0.02	0.27	
Uniform Delay, d1		13.5			13.7			2.9		2.3	2.8	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.4			0.1		0.0	0.1	
Delay (s)		13.5			14.1			3.0		2.3	2.9	
Level of Service		B			B			A		A	A	
Approach Delay (s)		13.5			14.1			3.0			2.9	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			4.0			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			35.7			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			35.5%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

57: Vernon Street & 3rd Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	22	9	18	13	23	6	176	18	18	148	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0			3.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.97			0.94			0.99			0.99	
Flt Protected		0.99			0.98			1.00			0.99	
Satd. Flow (prot)		1589			1535			1635			1637	
Flt Permitted		0.92			0.89			0.99			0.97	
Satd. Flow (perm)		1482			1385			1626			1595	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	10	24	10	20	14	26	7	196	20	20	164	11
RTOR Reduction (vph)	0	8	0	0	21	0	0	5	0	0	3	0
Lane Group Flow (vph)	0	36	0	0	39	0	0	218	0	0	192	0
Parking (#/hr)	2	2	2	2	2	2	2	2	2	2	2	2
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		5.0			5.0			19.8			19.8	
Effective Green, g (s)		6.0			6.0			20.8			20.8	
Actuated g/C Ratio		0.18			0.18			0.63			0.63	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		271			253			1031			1011	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.03			c0.13			0.12	
v/c Ratio		0.13			0.15			0.21			0.19	
Uniform Delay, d1		11.2			11.3			2.5			2.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.2			0.3			0.1			0.1	
Delay (s)		11.4			11.5			2.6			2.6	
Level of Service		B			B			A			A	
Approach Delay (s)		11.4			11.5			2.6			2.6	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay		4.4			HCM Level of Service			A				
HCM Volume to Capacity ratio		0.20										
Actuated Cycle Length (s)		32.8			Sum of lost time (s)			6.0				
Intersection Capacity Utilization		28.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

40: Vine St. & 3rd St.

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	2	9	28	3	20	9	356	25	27	379	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.95			0.99			1.00	
Flt Protected		0.97			0.97			1.00			1.00	
Satd. Flow (prot)		1724			1716			1844			1848	
Flt Permitted		0.79			0.81			0.99			0.97	
Satd. Flow (perm)		1404			1433			1829			1790	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	16	2	10	31	3	22	10	396	28	30	421	17
RTOR Reduction (vph)	0	9	0	0	19	0	0	3	0	0	2	0
Lane Group Flow (vph)	0	19	0	0	37	0	0	431	0	0	466	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		4.8			4.8			24.6			24.6	
Effective Green, g (s)		4.8			4.8			24.6			24.6	
Actuated g/C Ratio		0.13			0.13			0.66			0.66	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		180			184			1203			1177	
v/s Ratio Prot												
v/s Ratio Perm		0.01			c0.03			0.24			c0.26	
v/c Ratio		0.11			0.20			0.36			0.40	
Uniform Delay, d1		14.4			14.6			2.9			3.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.3			0.5			0.2			0.2	
Delay (s)		14.7			15.1			3.0			3.2	
Level of Service		B			B			A			A	
Approach Delay (s)		14.7			15.1			3.0			3.2	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			4.1			HCM Level of Service			A			
HCM Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			37.4			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			44.6%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

60: Vernon Street & 4th Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	59	0	0	75	33	37	270	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0				
Lane Util. Factor		1.00			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.98			1.00			0.99				
Satd. Flow (prot)		1822			1785			1821				
Flt Permitted		0.81			1.00			0.99				
Satd. Flow (perm)		1504			1785			1821				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	53	66	0	0	83	37	41	300	50	0	0	0
RTOR Reduction (vph)	0	0	0	0	29	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	119	0	0	91	0	0	383	0	0	0	0
Turn Type	Perm					Perm						
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		5.5			5.5			17.4				
Effective Green, g (s)		6.5			6.5			18.4				
Actuated g/C Ratio		0.21			0.21			0.60				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		316			375			1084				
v/s Ratio Prot					0.05							
v/s Ratio Perm		c0.08						0.21				
v/c Ratio		0.38			0.24			0.35				
Uniform Delay, d1		10.5			10.2			3.2				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		0.8			0.3			0.2				
Delay (s)		11.2			10.5			3.4				
Level of Service		B			B			A				
Approach Delay (s)		11.2			10.5			3.4			0.0	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			6.2			HCM Level of Service			A			
HCM Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			30.9			Sum of lost time (s)			6.0			
Intersection Capacity Utilization			38.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Park St. & 2nd Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	5	2	98	11	32	2	226	61	53	280	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	0.89			0.97			1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)	1593	1614		1593	1488			1628			1659	
Flt Permitted	0.73	1.00		0.75	1.00			1.00			0.92	
Satd. Flow (perm)	1217	1614		1261	1488			1626			1532	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	6	2	109	12	36	2	251	68	59	311	8
RTOR Reduction (vph)	0	1	0	0	23	0	0	19	0	0	1	0
Lane Group Flow (vph)	4	7	0	109	25	0	0	302	0	0	377	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	17.0	17.0		17.0	17.0			25.0			25.0	
Effective Green, g (s)	18.0	18.0		18.0	18.0			26.0			26.0	
Actuated g/C Ratio	0.36	0.36		0.36	0.36			0.52			0.52	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	438	581		454	536			846			797	
v/s Ratio Prot	0.00			0.02								
v/s Ratio Perm	0.00			c0.09				0.19			c0.25	
v/c Ratio	0.01	0.01		0.24	0.05			0.36			0.47	
Uniform Delay, d1	10.3	10.3		11.2	10.4			7.1			7.6	
Progression Factor	1.00	1.00		0.74	0.56			1.00			1.00	
Incremental Delay, d2	0.0	0.0		1.2	0.2			1.2			2.0	
Delay (s)	10.3	10.3		9.5	6.0			8.2			9.6	
Level of Service	B	B		A	A			A			A	
Approach Delay (s)	10.3			8.5				8.2			9.6	
Approach LOS	B			A				A			A	
Intersection Summary												
HCM Average Control Delay	8.9			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.38											
Actuated Cycle Length (s)	50.0			Sum of lost time (s)			6.0					
Intersection Capacity Utilization	60.3%			ICU Level of Service			B					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: Park St. & 3rd Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	70	6	3	103	77	3	113	7	121	133	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.94			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.98	
Satd. Flow (prot)	1593	1656		1593	1568			1661			1625	
Flt Permitted	0.63	1.00		0.70	1.00			0.99			0.83	
Satd. Flow (perm)	1060	1656		1177	1568			1653			1370	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	12	78	7	3	114	86	3	126	8	134	148	21
RTOR Reduction (vph)	0	4	0	0	41	0	0	4	0	0	5	0
Lane Group Flow (vph)	12	81	0	3	159	0	0	133	0	0	298	0
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.2	20.2		25.0	25.0			17.0			17.0	
Effective Green, g (s)	21.2	21.2		26.0	26.0			18.0			18.0	
Actuated g/C Ratio	0.42	0.42		0.52	0.52			0.36			0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	449	702		627	815			595			493	
v/s Ratio Prot		0.05		0.00	c0.10							
v/s Ratio Perm	0.01			0.00				0.08			c0.22	
v/c Ratio	0.03	0.12		0.00	0.19			0.22			0.60	
Uniform Delay, d1	8.4	8.7		5.8	6.4			11.1			13.1	
Progression Factor	0.38	0.42		0.20	0.00			1.00			1.00	
Incremental Delay, d2	0.1	0.3		0.0	0.5			0.9			5.4	
Delay (s)	3.3	4.0		1.2	0.5			12.0			18.5	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		3.9			0.5			12.0			18.5	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM Average Control Delay			10.4			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)			6.0			
Intersection Capacity Utilization			41.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: Park St. & 4th Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	173	0	0	291	90	21	221	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0			3.0			3.0				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.96				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1593	1676			1623			1425				
Flt Permitted	0.43	1.00			1.00			1.00				
Satd. Flow (perm)	719	1676			1623			1425				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	27	192	0	0	323	100	23	246	122	0	0	0
RTOR Reduction (vph)	0	0	0	0	22	0	0	33	0	0	0	0
Lane Group Flow (vph)	27	192	0	0	401	0	0	358	0	0	0	0
Parking (#/hr)							2	2	2	2	2	2
Turn Type	Perm						Perm					
Protected Phases		4						2				
Permitted Phases	4				8		2					
Actuated Green, G (s)	25.0	25.0			25.0			17.0				
Effective Green, g (s)	26.0	26.0			26.0			18.0				
Actuated g/C Ratio	0.52	0.52			0.52			0.36				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	374	872			844			513				
v/s Ratio Prot		0.11										
v/s Ratio Perm	0.04				0.25			0.25				
v/c Ratio	0.07	0.22			0.48			0.70				
Uniform Delay, d1	6.0	6.5			7.6			13.7				
Progression Factor	0.27	0.29			1.02			1.00				
Incremental Delay, d2	0.3	0.5			1.7			7.7				
Delay (s)	2.0	2.4			9.5			21.4				
Level of Service	A	A			A			C				
Approach Delay (s)		2.4			9.5			21.4			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM Average Control Delay			12.5			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)			6.0			
Intersection Capacity Utilization			51.4%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

18: Park St. & 5th Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	257	12	101	357	0	0	0	0	274	229	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0		3.0	3.0						3.0	
Lane Util. Factor		1.00		1.00	1.00						1.00	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						0.99	
Frt		0.99		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.97	
Satd. Flow (prot)		1663		1588	1676						1431	
Flt Permitted		1.00		0.41	1.00						0.97	
Satd. Flow (perm)		1663		690	1676						1431	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	286	13	112	397	0	0	0	0	304	254	26
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	296	0	112	397	0	0	0	0	0	581	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Confl. Bikes (#/hr)			10			10			10			10
Parking (#/hr)							2	2	2	2	2	2
Turn Type				pm+pt							Perm	
Protected Phases		4		3	8						6	
Permitted Phases				8						6		
Actuated Green, G (s)		17.8		25.0	25.0						17.0	
Effective Green, g (s)		18.8		26.0	26.0						18.0	
Actuated g/C Ratio		0.38		0.52	0.52						0.36	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		625		434	872						515	
v/s Ratio Prot		0.18		0.02	c0.24							
v/s Ratio Perm				0.11							0.41	
v/c Ratio		0.47		0.26	0.46						1.13	
Uniform Delay, d1		11.8		6.6	7.5						16.0	
Progression Factor		0.89		1.40	1.24						1.00	
Incremental Delay, d2		2.4		0.3	1.5						79.7	
Delay (s)		12.9		9.6	10.9						95.7	
Level of Service		B		A	B						F	
Approach Delay (s)		12.9			10.6			0.0			95.7	
Approach LOS		B			B			A			F	
Intersection Summary												
HCM Average Control Delay			46.8			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)			6.0			
Intersection Capacity Utilization			95.6%			ICU Level of Service			F			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

22: Park St. & 6th Street

8/14/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	535	0	0	356	108	23	134	186	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0			3.0			3.0				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.97			0.93				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1593	1676			1624			1549				
Flt Permitted	0.35	1.00			1.00			1.00				
Satd. Flow (perm)	590	1676			1624			1549				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	594	0	0	396	120	26	149	207	0	0	0
RTOR Reduction (vph)	0	0	0	0	22	0	0	85	0	0	0	0
Lane Group Flow (vph)	1	594	0	0	494	0	0	297	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	25.0	25.0			25.0			17.0				
Effective Green, g (s)	26.0	26.0			26.0			18.0				
Actuated g/C Ratio	0.52	0.52			0.52			0.36				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	307	872			844			558				
v/s Ratio Prot		c0.35			0.30							
v/s Ratio Perm	0.00							0.19				
v/c Ratio	0.00	0.68			0.59			0.53				
Uniform Delay, d1	5.8	8.9			8.3			12.7				
Progression Factor	1.02	1.01			1.00			1.00				
Incremental Delay, d2	0.0	2.5			3.0			3.6				
Delay (s)	5.9	11.6			11.3			16.3				
Level of Service	A	B			B			B				
Approach Delay (s)		11.5			11.3			16.3			0.0	
Approach LOS		B			B			B			A	
Intersection Summary												
HCM Average Control Delay			12.7			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)			6.0			
Intersection Capacity Utilization			95.6%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Turning Movement Counts

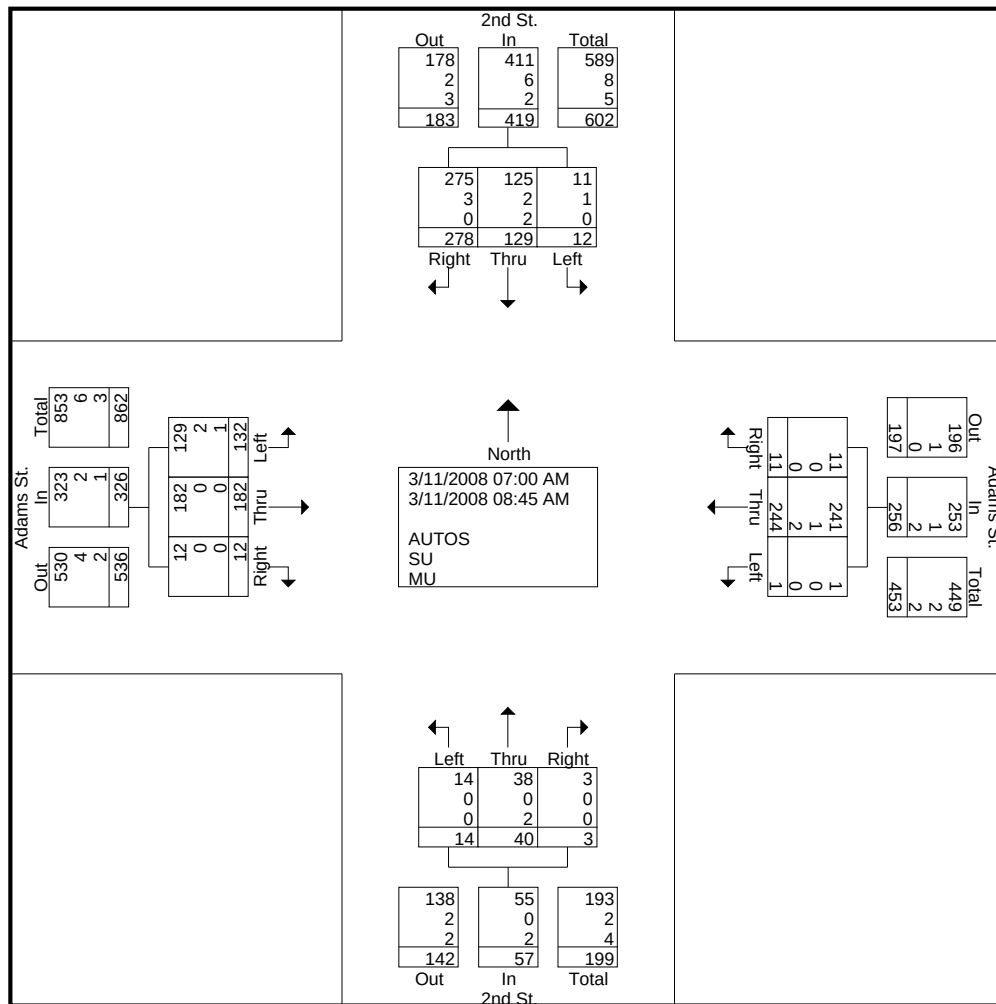


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 Columbus, OH 43221
"Complex World, Clear Solutions"

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Groups Printed- AUTOS - SU - MU

	2nd St. From North				Adams St. From East				2nd St. From South				Adams St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	34	6	1	41	1	22	1	24	0	0	0	0	1	15	12	28	93
07:15 AM	25	10	0	35	3	19	0	22	0	4	2	6	2	17	10	29	92
07:30 AM	34	19	0	53	4	34	0	38	0	2	1	3	0	18	18	36	130
07:45 AM	49	26	5	80	0	49	0	49	0	12	1	13	3	26	21	50	192
Total	142	61	6	209	8	124	1	133	0	18	4	22	6	76	61	143	507
08:00 AM	37	18	3	58	2	37	0	39	1	6	4	11	1	32	23	56	164
08:15 AM	36	16	1	53	0	27	0	27	1	4	2	7	0	25	14	39	126
08:30 AM	28	19	1	48	1	28	0	29	0	5	0	5	0	20	13	33	115
08:45 AM	35	15	1	51	0	28	0	28	1	7	4	12	5	29	21	55	146
Total	136	68	6	210	3	120	0	123	3	22	10	35	6	106	71	183	551
Grand Total	278	129	12	419	11	244	1	256	3	40	14	57	12	182	132	326	1058
Apprch %	66.3	30.8	2.9		4.3	95.3	0.4		5.3	70.2	24.6		3.7	55.8	40.5		
Total %	26.3	12.2	1.1	39.6	1	23.1	0.1	24.2	0.3	3.8	1.3	5.4	1.1	17.2	12.5	30.8	
AUTOS	275	125	11	411	11	241	1	253	3	38	14	55	12	182	129	323	1042
% AUTOS	98.9	96.9	91.7	98.1	100	98.8	100	98.8	100	95	100	96.5	100	100	97.7	99.1	98.5
SU	3	2	1	6	0	1	0	1	0	0	0	0	0	0	2	2	9
% SU	1.1	1.6	8.3	1.4	0	0.4	0	0.4	0	0	0	0	0	0	1.5	0.6	0.9
MU	0	2	0	2	0	2	0	2	0	2	0	2	0	0	1	1	7
% MU	0	1.6	0	0.5	0	0.8	0	0.8	0	5	0	3.5	0	0	0.8	0.3	0.7

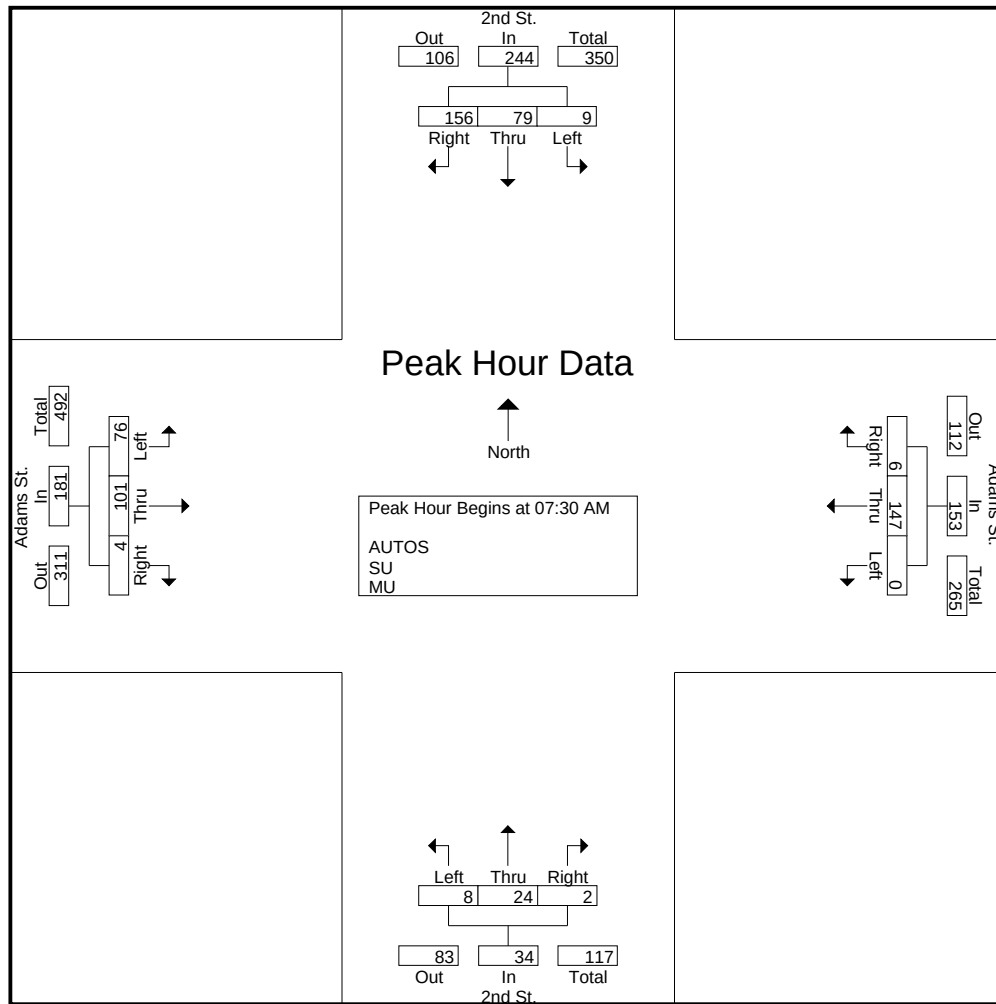




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	2nd St. From North				Adams St. From East				2nd St. From South				Adams St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	34	19	0	53	4	34	0	38	0	2	1	3	0	18	18	36	130
07:45 AM	49	26	5	80	0	49	0	49	0	12	1	13	3	26	21	50	192
08:00 AM	37	18	3	58	2	37	0	39	1	6	4	11	1	32	23	56	164
08:15 AM	36	16	1	53	0	27	0	27	1	4	2	7	0	25	14	39	126
Total Volume	156	79	9	244	6	147	0	153	2	24	8	34	4	101	76	181	612
% App. Total	63.9	32.4	3.7		3.9	96.1	0		5.9	70.6	23.5		2.2	55.8	42		
PHF	.796	.760	.450	.763	.375	.750	.000	.781	.500	.500	.500	.654	.333	.789	.826	.808	.797





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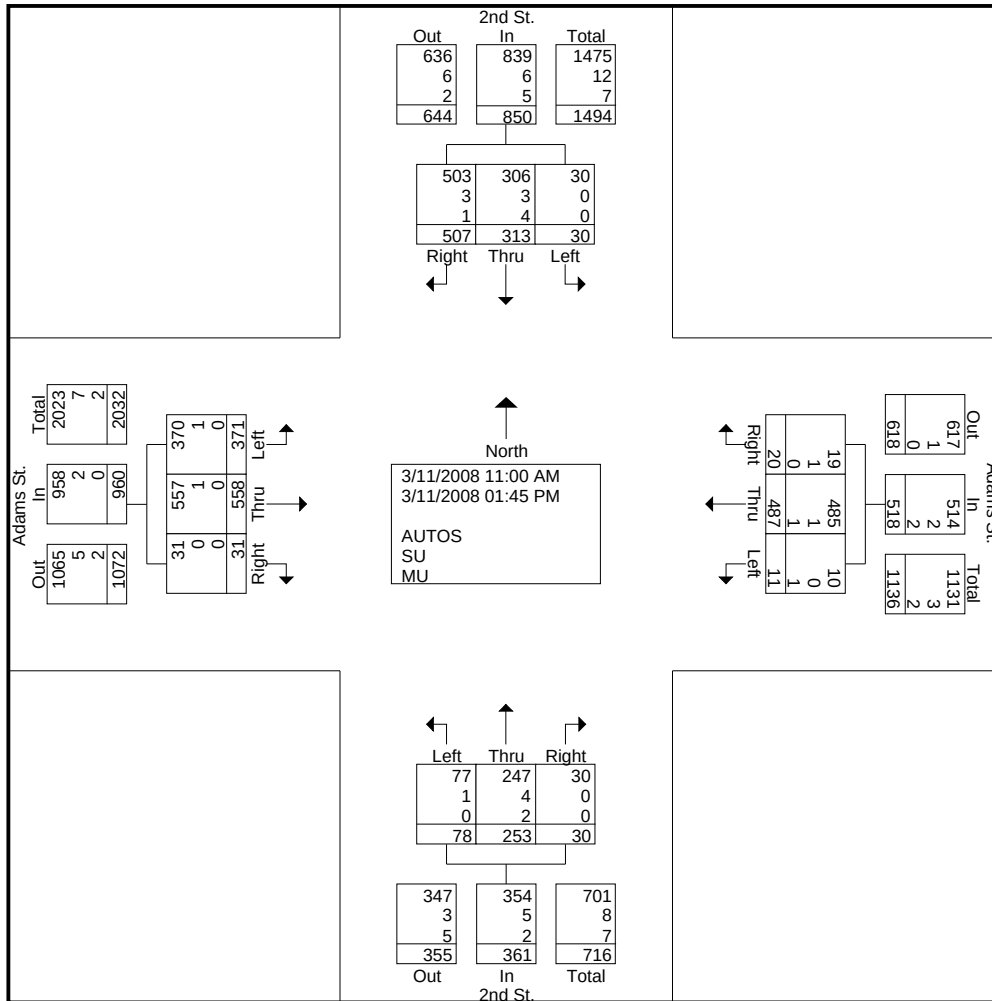
Groups Printed- AUTOS - SU - MU

	2nd St. From North				Adams St. From East				2nd St. From South				Adams St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:00 AM	41	25	3	69	1	38	0	39	1	15	7	23	6	35	34	75	206
11:15 AM	44	19	2	65	2	38	1	41	2	21	7	30	2	42	33	77	213
11:30 AM	42	14	1	57	3	35	1	39	0	20	6	26	3	51	23	77	199
11:45 AM	24	25	3	52	2	45	1	48	2	20	4	26	2	31	18	51	177
Total	151	83	9	243	8	156	3	167	5	76	24	105	13	159	108	280	795
12:00 PM	44	21	7	72	3	58	2	63	2	18	4	24	1	44	37	82	241
12:15 PM	50	39	3	92	0	30	2	32	3	27	5	35	3	51	24	78	237
12:30 PM	57	30	0	87	3	44	1	48	1	16	5	22	2	43	27	72	229
12:45 PM	37	30	1	68	3	38	1	42	7	27	10	44	0	42	32	74	228
Total	188	120	11	319	9	170	6	185	13	88	24	125	6	180	120	306	935
01:00 PM	40	25	2	67	2	47	0	49	1	24	3	28	2	44	36	82	226
01:15 PM	47	23	5	75	1	43	0	44	3	16	8	27	5	56	34	95	241
01:30 PM	46	24	2	72	0	37	0	37	2	25	8	35	2	56	34	92	236
01:45 PM	35	38	1	74	0	34	2	36	6	24	11	41	3	63	39	105	256
Total	168	110	10	288	3	161	2	166	12	89	30	131	12	219	143	374	959
Grand Total	507	313	30	850	20	487	11	518	30	253	78	361	31	558	371	960	2689
Apprch %	59.6	36.8	3.5		3.9	94	2.1		8.3	70.1	21.6		3.2	58.1	38.6		
Total %	18.9	11.6	1.1	31.6	0.7	18.1	0.4	19.3	1.1	9.4	2.9	13.4	1.2	20.8	13.8	35.7	
AUTOS	503	306	30	839	19	485	10	514	30	247	77	354	31	557	370	958	2665
% AUTOS	99.2	97.8	100	98.7	95	99.6	90.9	99.2	100	97.6	98.7	98.1	100	99.8	99.7	99.8	99.1
SU	3	3	0	6	1	1	0	2	0	4	1	5	0	1	1	2	15
% SU	0.6	1	0	0.7	5	0.2	0	0.4	0	1.6	1.3	1.4	0	0.2	0.3	0.2	0.6
MU	1	4	0	5	0	1	1	2	0	2	0	2	0	0	0	0	9
% MU	0.2	1.3	0	0.6	0	0.2	9.1	0.4	0	0.8	0	0.6	0	0	0	0	0.3



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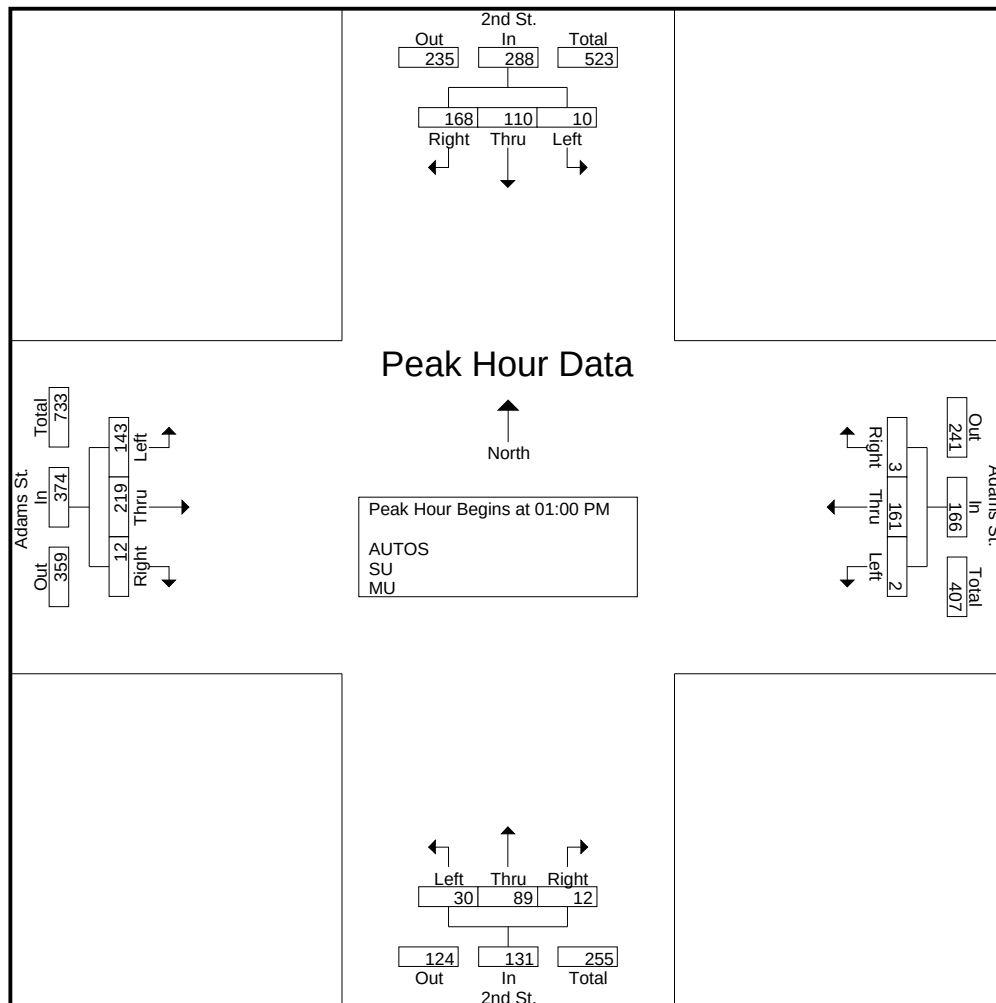


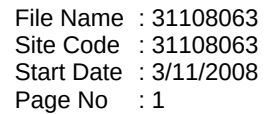


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	2nd St. From North				Adams St. From East				2nd St. From South				Adams St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	40	25	2	67	2	47	0	49	1	24	3	28	2	44	36	82	226
01:15 PM	47	23	5	75	1	43	0	44	3	16	8	27	5	56	34	95	241
01:30 PM	46	24	2	72	0	37	0	37	2	25	8	35	2	56	34	92	236
01:45 PM	35	38	1	74	0	34	2	36	6	24	11	41	3	63	39	105	256
Total Volume	168	110	10	288	3	161	2	166	12	89	30	131	12	219	143	374	959
% App. Total	58.3	38.2	3.5		1.8	97	1.2		9.2	67.9	22.9		3.2	58.6	38.2		
PHF	.894	.724	.500	.960	.375	.856	.250	.847	.500	.890	.682	.799	.600	.869	.917	.890	.937

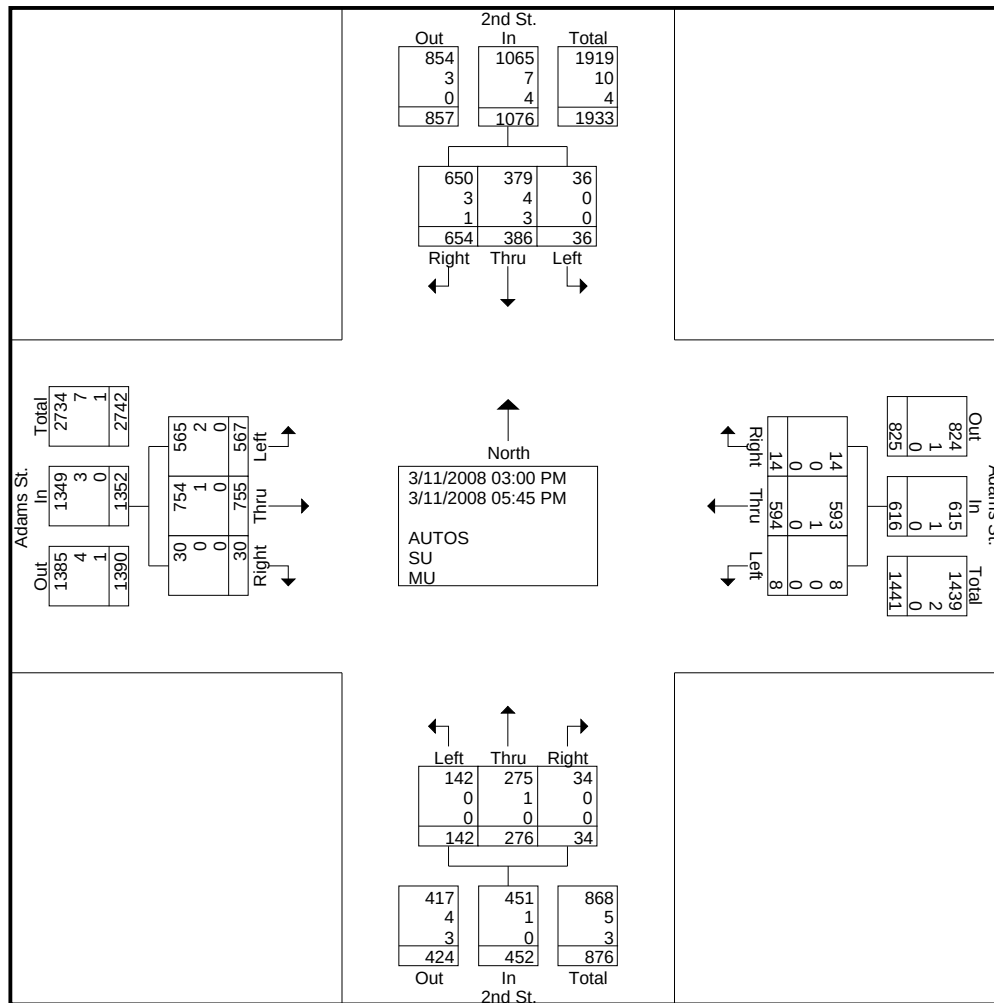






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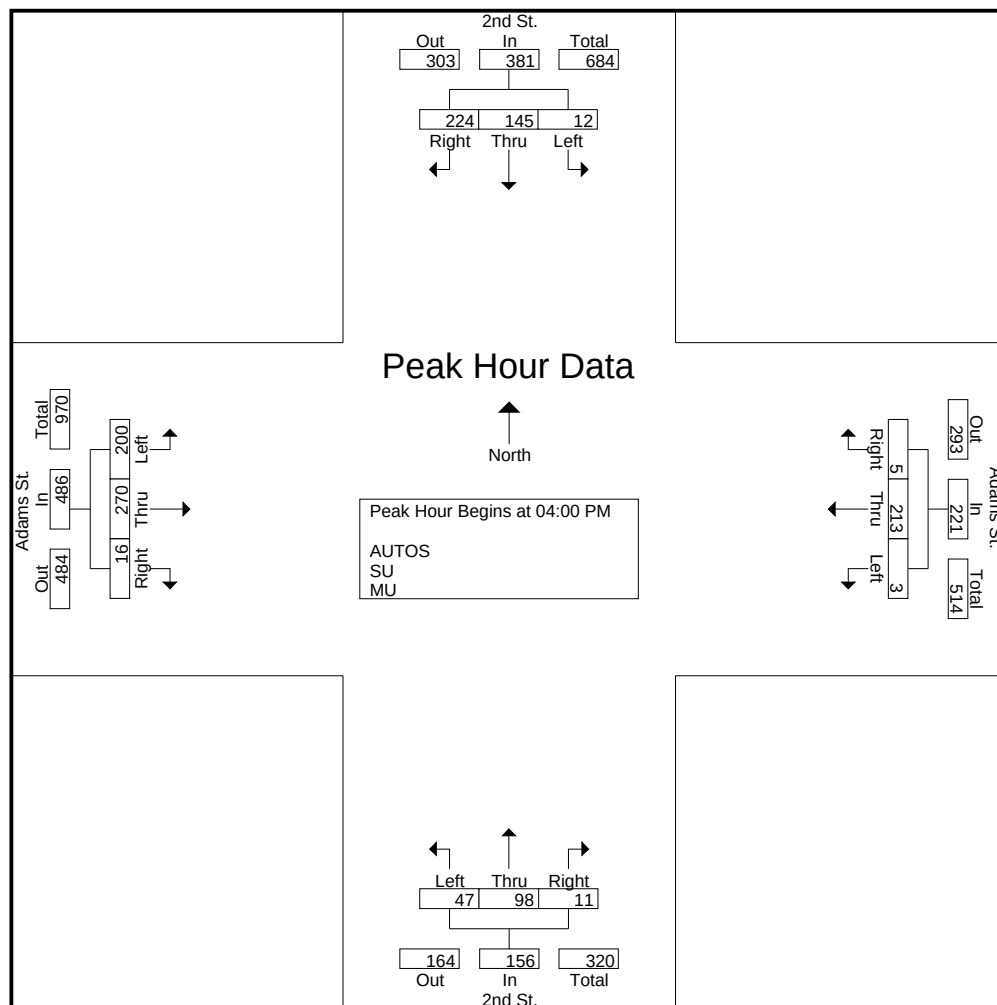




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	2nd St. From North				Adams St. From East				2nd St. From South				Adams St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	54	40	4	98	0	66	1	67	2	30	12	44	4	77	61	142	351
04:15 PM	45	37	4	86	3	49	0	52	4	23	14	41	3	54	45	102	281
04:30 PM	61	40	2	103	2	56	0	58	1	27	6	34	5	79	49	133	328
04:45 PM	64	28	2	94	0	42	2	44	4	18	15	37	4	60	45	109	284
Total Volume	224	145	12	381	5	213	3	221	11	98	47	156	16	270	200	486	1244
% App. Total	58.8	38.1	3.1		2.3	96.4	1.4		7.1	62.8	30.1		3.3	55.6	41.2		
PHF	.875	.906	.750	.925	.417	.807	.375	.825	.688	.817	.783	.886	.800	.854	.820	.856	.886



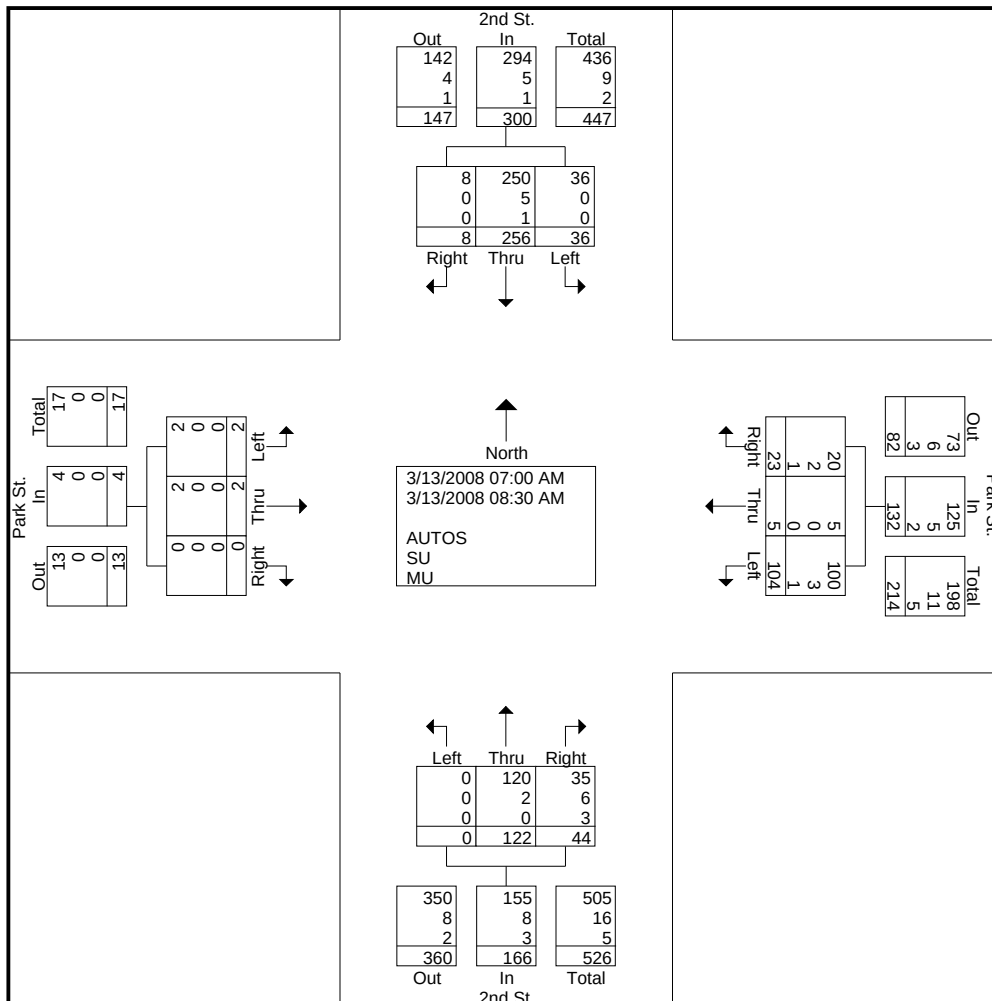


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Groups Printed- AUTOS - SU - MU

Start Time	2nd St. From North				Park St. From East				2nd St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	13	3	16	2	0	9	11	5	10	0	15	0	0	0	0	42
07:15 AM	0	26	2	28	2	2	11	15	6	7	0	13	0	0	0	0	56
07:30 AM	0	47	1	48	1	0	17	18	2	27	0	29	0	0	0	0	95
07:45 AM	1	60	6	67	2	2	21	25	9	27	0	36	0	0	0	0	128
Total	1	146	12	159	7	4	58	69	22	71	0	93	0	0	0	0	321
08:00 AM	0	42	6	48	6	0	17	23	6	19	0	25	0	1	1	2	98
08:15 AM	3	33	12	48	4	1	17	22	6	19	0	25	0	1	1	2	97
08:30 AM	4	35	6	45	6	0	12	18	10	13	0	23	0	0	0	0	86
Grand Total	8	256	36	300	23	5	104	132	44	122	0	166	0	2	2	4	602
Apprch %	2.7	85.3	12		17.4	3.8	78.8		26.5	73.5	0		0	50	50		
Total %	1.3	42.5	6	49.8	3.8	0.8	17.3	21.9	7.3	20.3	0	27.6	0	0.3	0.3	0.7	
AUTOS	8	250	36	294	20	5	100	125	35	120	0	155	0	2	2	4	578
% AUTOS	100	97.7	100	98	87	100	96.2	94.7	79.5	98.4	0	93.4	0	100	100	100	96
SU	0	5	0	5	2	0	3	5	6	2	0	8	0	0	0	0	18
% SU	0	2	0	1.7	8.7	0	2.9	3.8	13.6	1.6	0	4.8	0	0	0	0	3
MU	0	1	0	1	1	0	1	2	3	0	0	3	0	0	0	0	6
% MU	0	0.4	0	0.3	4.3	0	1	1.5	6.8	0	0	1.8	0	0	0	0	1

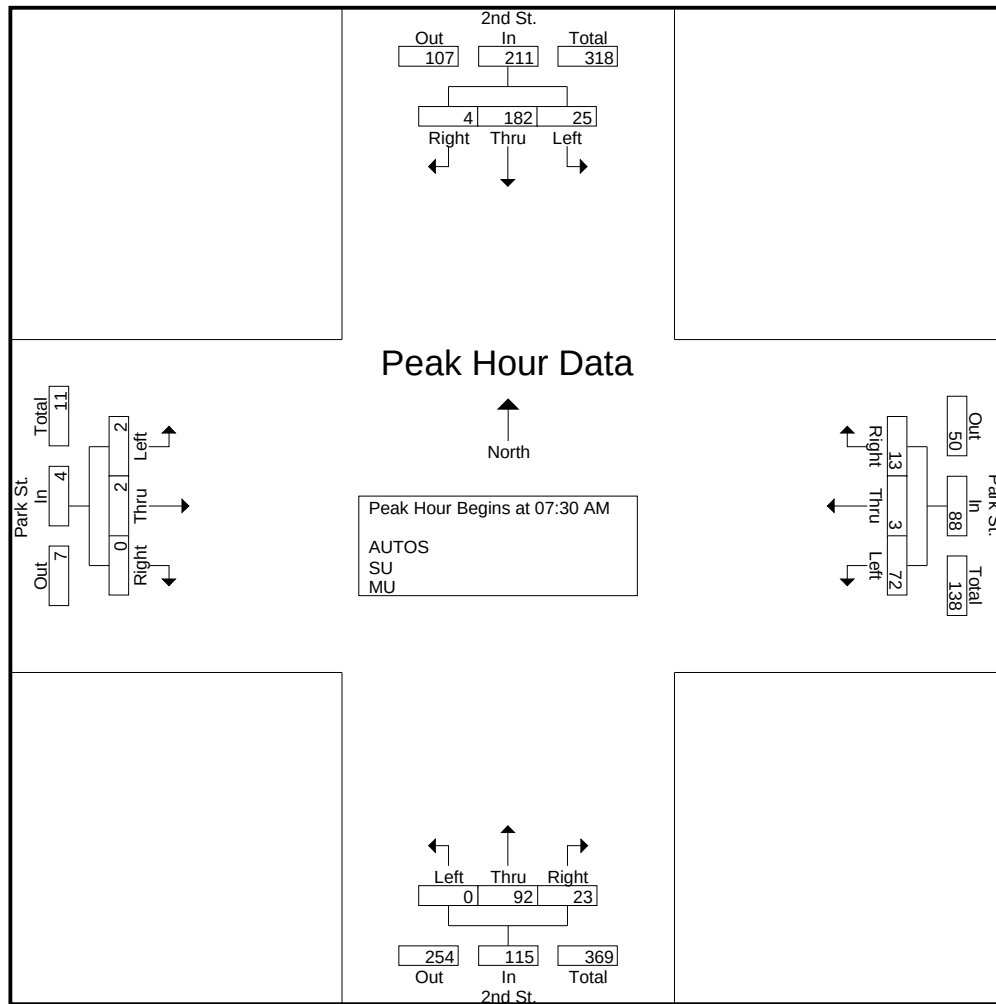




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	2nd St. From North				Park St. From East				2nd St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	47	1	48	1	0	17	18	2	27	0	29	0	0	0	0	95
07:45 AM	1	60	6	67	2	2	21	25	9	27	0	36	0	0	0	0	128
08:00 AM	0	42	6	48	6	0	17	23	6	19	0	25	0	1	1	2	98
08:15 AM	3	33	12	48	4	1	17	22	6	19	0	25	0	1	1	2	97
Total Volume	4	182	25	211	13	3	72	88	23	92	0	115	0	2	2	4	418
% App. Total	1.9	86.3	11.8		14.8	3.4	81.8		20	80	0		0	50	50		
PHF	.333	.758	.521	.787	.542	.375	.857	.880	.639	.852	.000	.799	.000	.500	.500	.500	.816





Tetra Tech
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"Complex World, Clear Solutions"

File Name : 31308042
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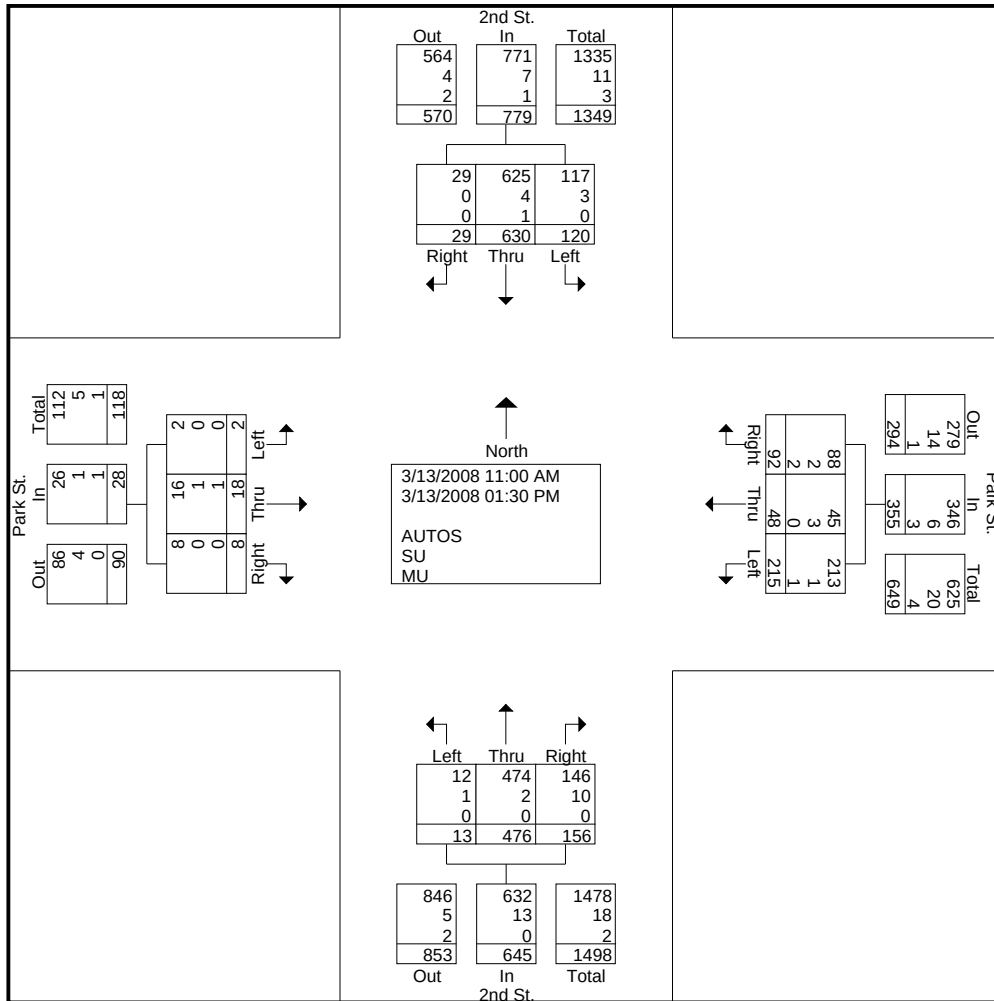
Groups Printed- AUTOS - SU - MU

Start Time	2nd St. From North				Park St. From East				2nd St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	1	53	8	62	10	4	10	24	11	35	0	46	0	3	0	3	135
11:15 AM	4	55	12	71	9	3	21	33	6	32	4	42	0	2	2	4	150
11:30 AM	1	56	7	64	6	2	13	21	19	52	1	72	1	2	0	3	160
11:45 AM	3	59	10	72	3	3	21	27	11	39	2	52	1	2	0	3	154
Total	9	223	37	269	28	12	65	105	47	158	7	212	2	9	2	13	599
12:00 PM	1	58	11	70	9	5	24	38	13	49	1	63	2	0	0	2	173
12:15 PM	3	56	10	69	4	7	21	32	14	35	2	51	1	1	0	2	154
12:30 PM	3	59	10	72	12	7	27	46	23	53	1	77	0	2	0	2	197
12:45 PM	5	51	20	76	14	5	27	46	5	48	0	53	0	3	0	3	178
Total	12	224	51	287	39	24	99	162	55	185	4	244	3	6	0	9	702
01:00 PM	4	56	10	70	13	3	13	29	17	48	0	65	1	1	0	2	166
01:15 PM	2	65	16	83	6	6	18	30	15	40	2	57	1	0	0	1	171
01:30 PM	2	62	6	70	6	3	20	29	22	45	0	67	1	2	0	3	169
Grand Total	29	630	120	779	92	48	215	355	156	476	13	645	8	18	2	28	1807
Apprch %	3.7	80.9	15.4		25.9	13.5	60.6		24.2	73.8	2		28.6	64.3	7.1		
Total %	1.6	34.9	6.6	43.1	5.1	2.7	11.9	19.6	8.6	26.3	0.7	35.7	0.4	1	0.1	1.5	
AUTOS	29	625	117	771	88	45	213	346	146	474	12	632	8	16	2	26	1775
% AUTOS	100	99.2	97.5	99	95.7	93.8	99.1	97.5	93.6	99.6	92.3	98	100	88.9	100	92.9	98.2
SU	0	4	3	7	2	3	1	6	10	2	1	13	0	1	0	1	27
% SU	0	0.6	2.5	0.9	2.2	6.2	0.5	1.7	6.4	0.4	7.7	2	0	5.6	0	3.6	1.5
MU	0	1	0	1	2	0	1	3	0	0	0	0	0	1	0	1	5
% MU	0	0.2	0	0.1	2.2	0	0.5	0.8	0	0	0	0	0	5.6	0	3.6	0.3



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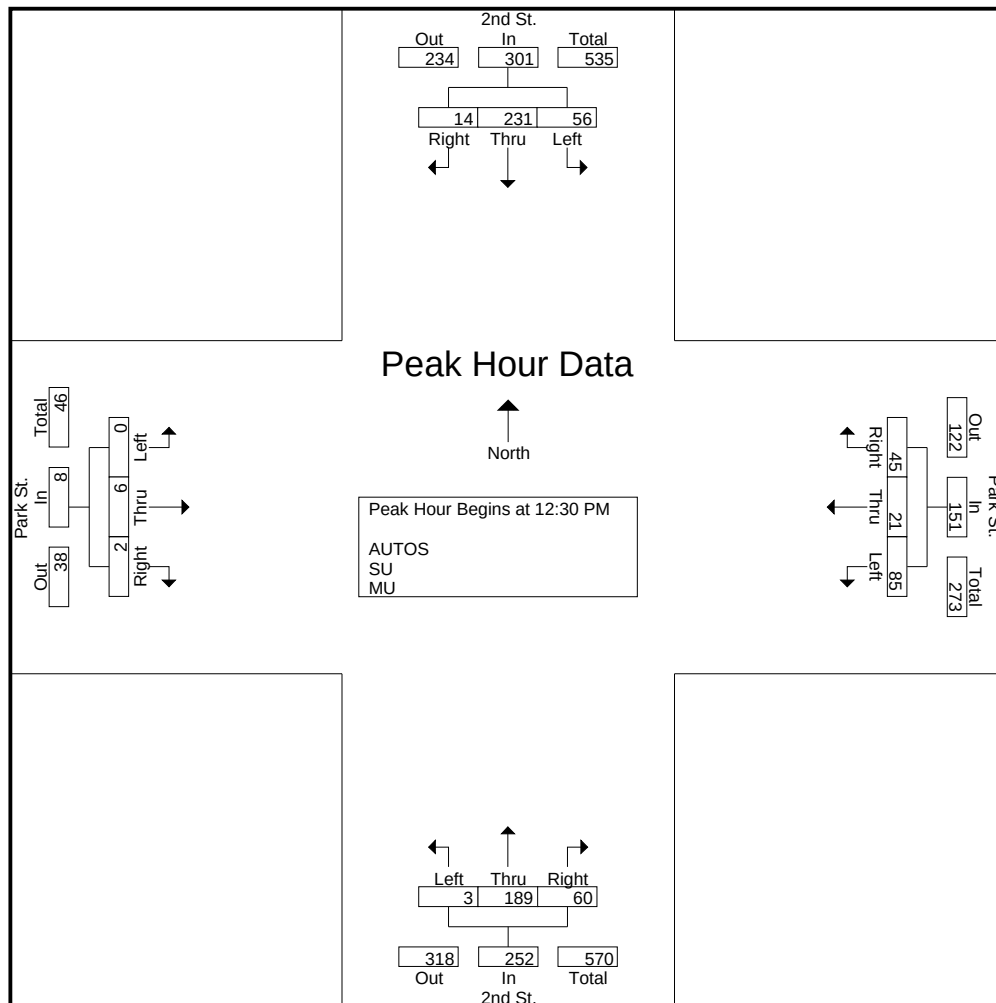


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Site Code : 31308042
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	2nd St. From North				Park St. From East				2nd St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	3	59	10	72	12	7	27	46	23	53	1	77	0	2	0	2	197
12:45 PM	5	51	20	76	14	5	27	46	5	48	0	53	0	3	0	3	178
01:00 PM	4	56	10	70	13	3	13	29	17	48	0	65	1	1	0	2	166
01:15 PM	2	65	16	83	6	6	18	30	15	40	2	57	1	0	0	1	171
Total Volume	14	231	56	301	45	21	85	151	60	189	3	252	2	6	0	8	712
% App. Total	4.7	76.7	18.6		29.8	13.9	56.3		23.8	75	1.2		25	75	0		
PHF	.700	.888	.700	.907	.804	.750	.787	.821	.652	.892	.375	.818	.500	.500	.000	.667	.904





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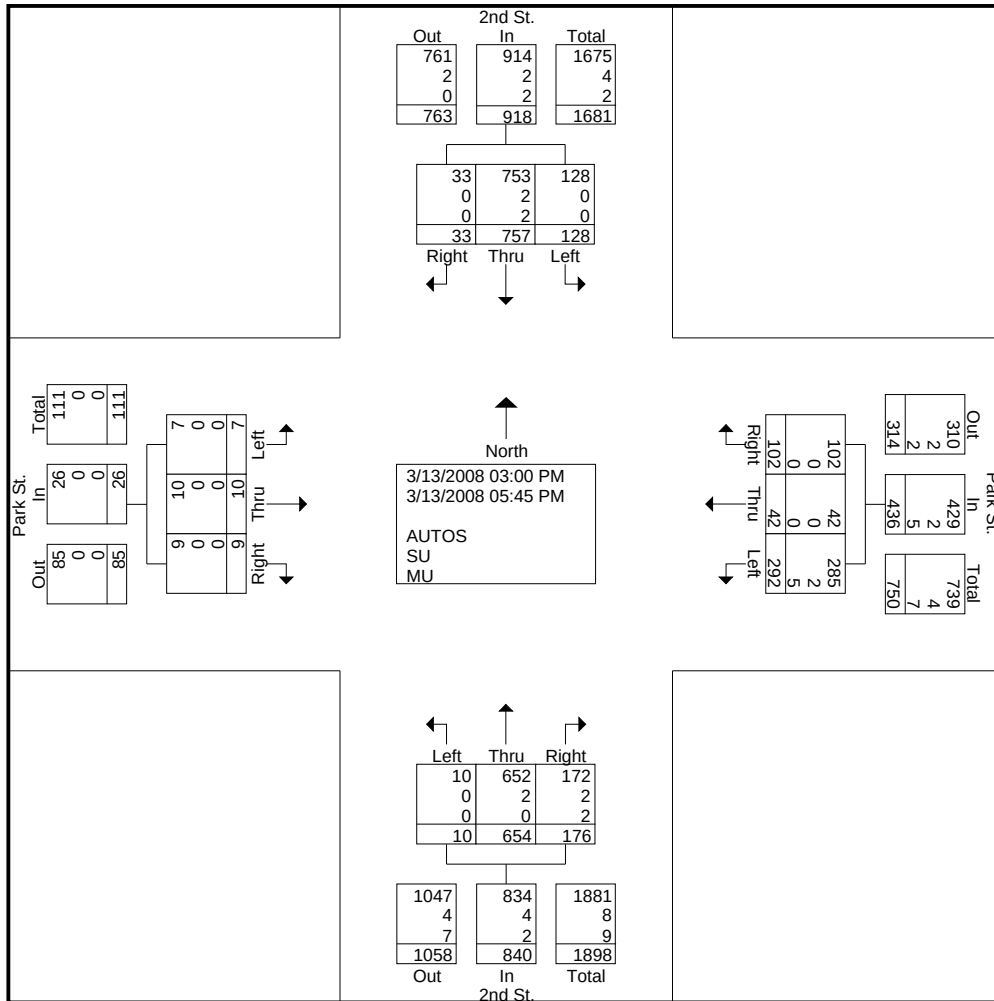
Groups Printed- AUTOS - SU - MU

Start Time	2nd St. From North				Park St. From East				2nd St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	1	57	16	74	14	1	23	38	18	51	2	71	2	2	0	4	187
03:15 PM	2	66	6	74	12	2	30	44	12	60	0	72	0	0	0	0	190
03:30 PM	5	59	9	73	9	3	24	36	10	51	0	61	1	0	0	1	171
03:45 PM	4	55	15	74	10	5	20	35	15	58	1	74	0	2	1	3	186
Total	12	237	46	295	45	11	97	153	55	220	3	278	3	4	1	8	734
04:00 PM	1	61	14	76	5	1	25	31	15	53	0	68	2	0	0	2	177
04:15 PM	0	92	12	104	10	4	23	37	16	57	1	74	0	3	2	5	220
04:30 PM	2	72	12	86	7	1	30	38	15	58	0	73	0	0	1	1	198
04:45 PM	8	44	10	62	11	4	11	26	20	47	0	67	0	0	0	0	155
Total	11	269	48	328	33	10	89	132	66	215	1	282	2	3	3	8	750
05:00 PM	2	71	9	82	7	3	32	42	11	58	0	69	1	2	0	3	196
05:15 PM	1	59	5	65	6	4	32	42	17	57	2	76	1	0	0	1	184
05:30 PM	2	67	11	80	5	5	22	32	16	48	1	65	0	0	3	3	180
05:45 PM	5	54	9	68	6	9	20	35	11	56	3	70	2	1	0	3	176
Total	10	251	34	295	24	21	106	151	55	219	6	280	4	3	3	10	736
Grand Total	33	757	128	918	102	42	292	436	176	654	10	840	9	10	7	26	2220
Apprch %	3.6	82.5	13.9		23.4	9.6	67		21	77.9	1.2		34.6	38.5	26.9		
Total %	1.5	34.1	5.8	41.4	4.6	1.9	13.2	19.6	7.9	29.5	0.5	37.8	0.4	0.5	0.3	1.2	
AUTOS	33	753	128	914	102	42	285	429	172	652	10	834	9	10	7	26	2203
% AUTOS	100	99.5	100	99.6	100	100	97.6	98.4	97.7	99.7	100	99.3	100	100	100	100	99.2
SU	0	2	0	2	0	0	2	2	2	2	0	4	0	0	0	0	8
% SU	0	0.3	0	0.2	0	0	0.7	0.5	1.1	0.3	0	0.5	0	0	0	0	0.4
MU	0	2	0	2	0	0	5	5	2	0	0	2	0	0	0	0	9
% MU	0	0.3	0	0.2	0	0	1.7	1.1	1.1	0	0	0.2	0	0	0	0	0.4



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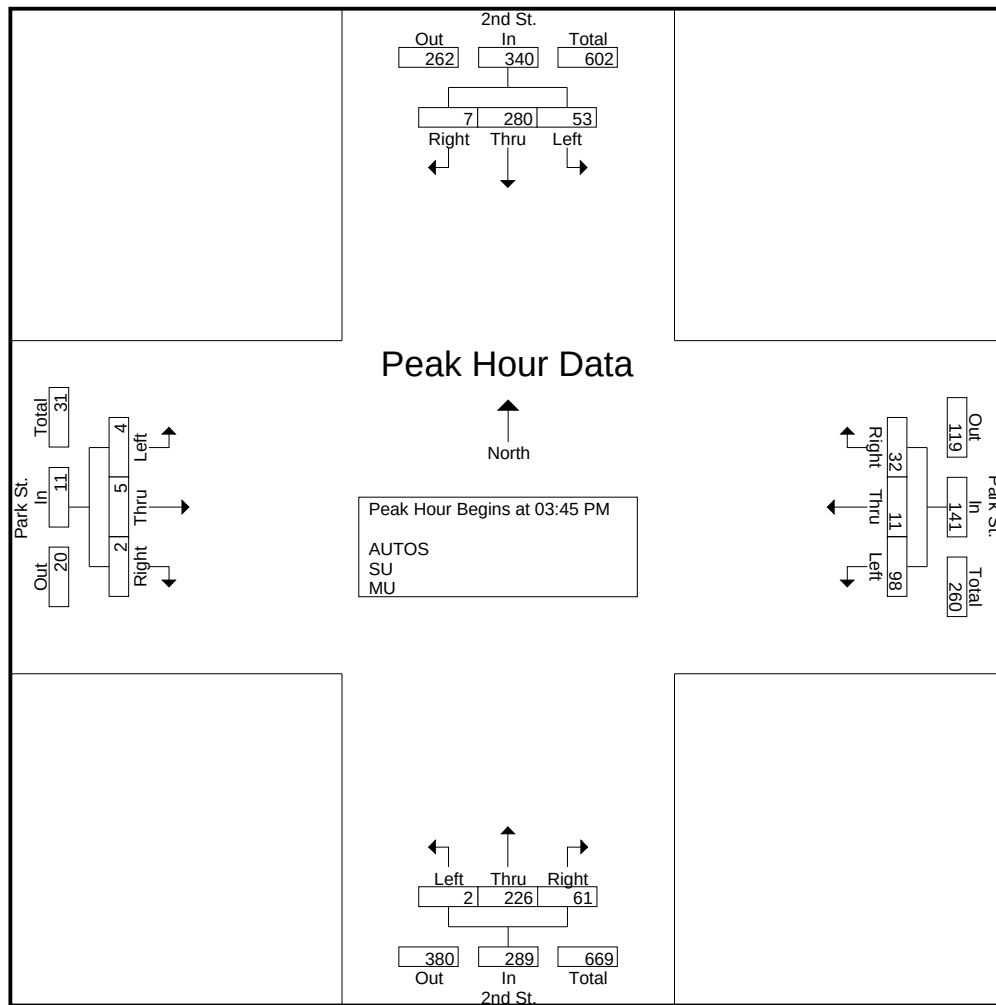




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File Name : 31308043
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	2nd St. From North				Park St. From East				2nd St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	4	55	15	74	10	5	20	35	15	58	1	74	0	2	1	3	186
04:00 PM	1	61	14	76	5	1	25	31	15	53	0	68	2	0	0	2	177
04:15 PM	0	92	12	104	10	4	23	37	16	57	1	74	0	3	2	5	220
04:30 PM	2	72	12	86	7	1	30	38	15	58	0	73	0	0	1	1	198
Total Volume	7	280	53	340	32	11	98	141	61	226	2	289	2	5	4	11	781
% App. Total	2.1	82.4	15.6		22.7	7.8	69.5		21.1	78.2	0.7		18.2	45.5	36.4		
PHF	.438	.761	.883	.817	.800	.550	.817	.928	.953	.974	.500	.976	.250	.417	.500	.550	.888



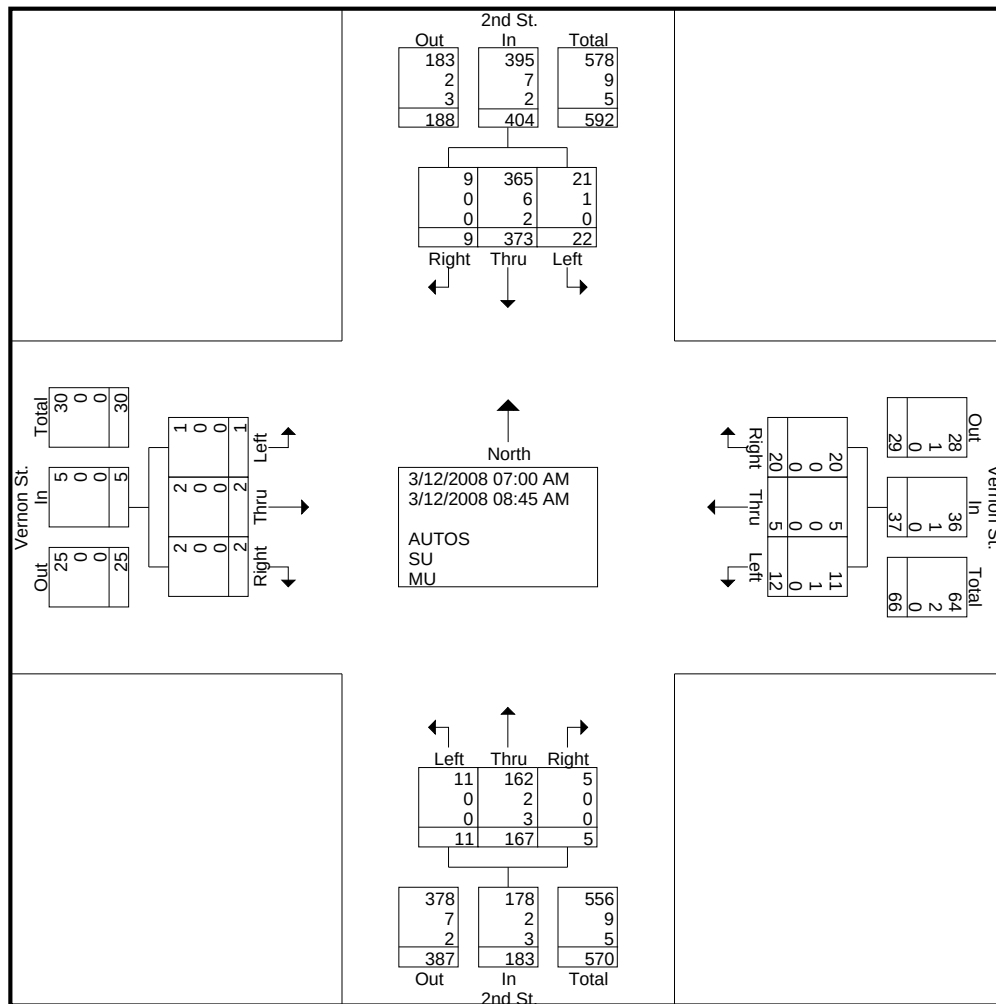


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File Name : 31208051
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Groups Printed- AUTOS - SU - MU

	2nd St. From North				Vernon St. From East				2nd St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	24	0	24	4	0	1	5	0	11	1	12	1	0	0	1	42
07:15 AM	1	41	3	45	5	0	0	5	1	15	0	16	0	0	0	0	66
07:30 AM	0	54	2	56	3	0	1	4	1	30	0	31	0	0	0	0	91
07:45 AM	5	74	4	83	1	0	4	5	0	28	1	29	0	0	1	1	118
Total	6	193	9	208	13	0	6	19	2	84	2	88	1	0	1	2	317
08:00 AM	0	48	7	55	2	1	0	3	1	23	2	26	0	1	0	1	85
08:15 AM	1	47	3	51	1	2	3	6	0	18	1	19	0	0	0	0	76
08:30 AM	1	49	0	50	2	1	2	5	1	16	1	18	1	0	0	1	74
08:45 AM	1	36	3	40	2	1	1	4	1	26	5	32	0	1	0	1	77
Total	3	180	13	196	7	5	6	18	3	83	9	95	1	2	0	3	312
Grand Total	9	373	22	404	20	5	12	37	5	167	11	183	2	2	1	5	629
Apprch %	2.2	92.3	5.4		54.1	13.5	32.4		2.7	91.3	6		40	40	20		
Total %	1.4	59.3	3.5	64.2	3.2	0.8	1.9	5.9	0.8	26.6	1.7	29.1	0.3	0.3	0.2	0.8	
AUTOS	9	365	21	395	20	5	11	36	5	162	11	178	2	2	1	5	614
% AUTOS	100	97.9	95.5	97.8	100	100	91.7	97.3	100	97	100	97.3	100	100	100	100	97.6
SU	0	6	1	7	0	0	1	1	0	2	0	2	0	0	0	0	10
% SU	0	1.6	4.5	1.7	0	0	8.3	2.7	0	1.2	0	1.1	0	0	0	0	1.6
MU	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% MU	0	0.5	0	0.5	0	0	0	0	0	1.8	0	1.6	0	0	0	0	0.8



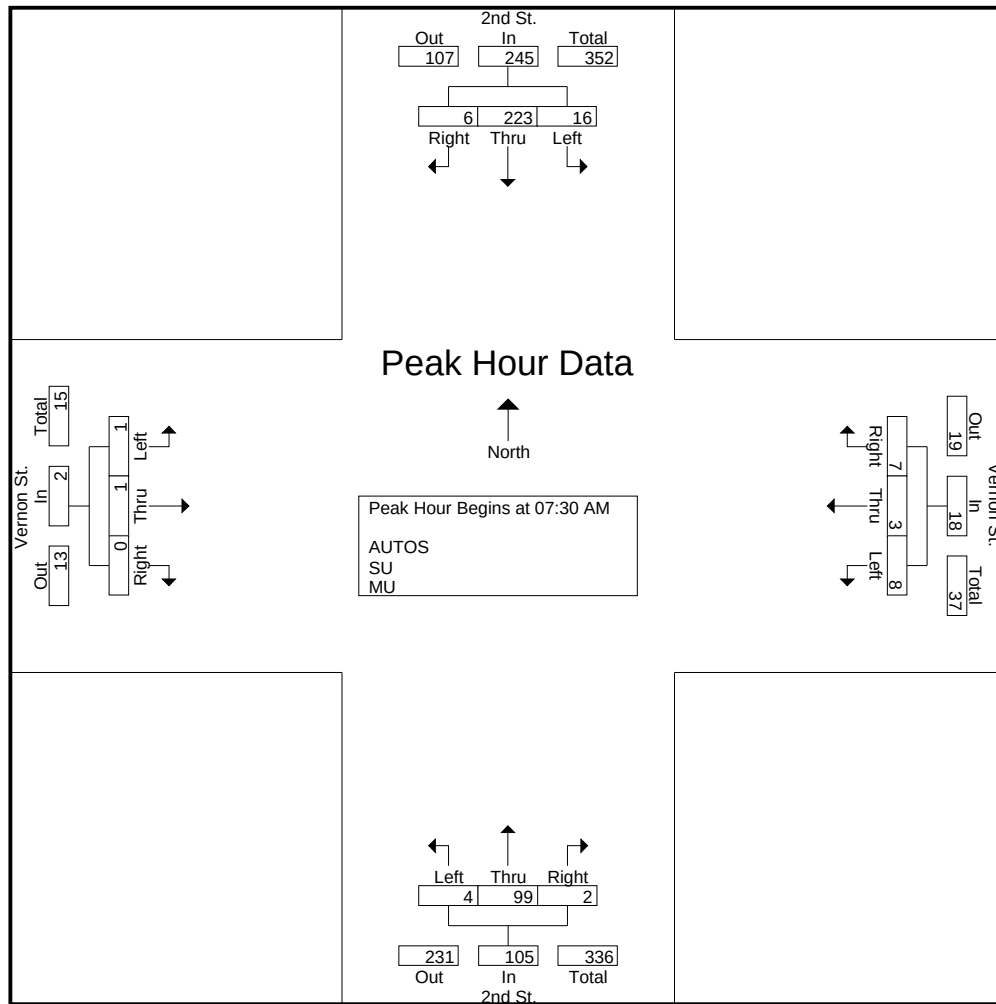


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"Complex World, Clear Solutions"

File Name : 31208051
Site Code : 31208051
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	2nd St. From North				Vernon St. From East				2nd St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	54	2	56	3	0	1	4	1	30	0	31	0	0	0	0	91
07:45 AM	5	74	4	83	1	0	4	5	0	28	1	29	0	0	1	1	118
08:00 AM	0	48	7	55	2	1	0	3	1	23	2	26	0	1	0	1	85
08:15 AM	1	47	3	51	1	2	3	6	0	18	1	19	0	0	0	0	76
Total Volume	6	223	16	245	7	3	8	18	2	99	4	105	0	1	1	2	370
% App. Total	2.4	91	6.5		38.9	16.7	44.4		1.9	94.3	3.8		0	50	50		
PHF	.300	.753	.571	.738	.583	.375	.500	.750	.500	.825	.500	.847	.000	.250	.250	.500	.784





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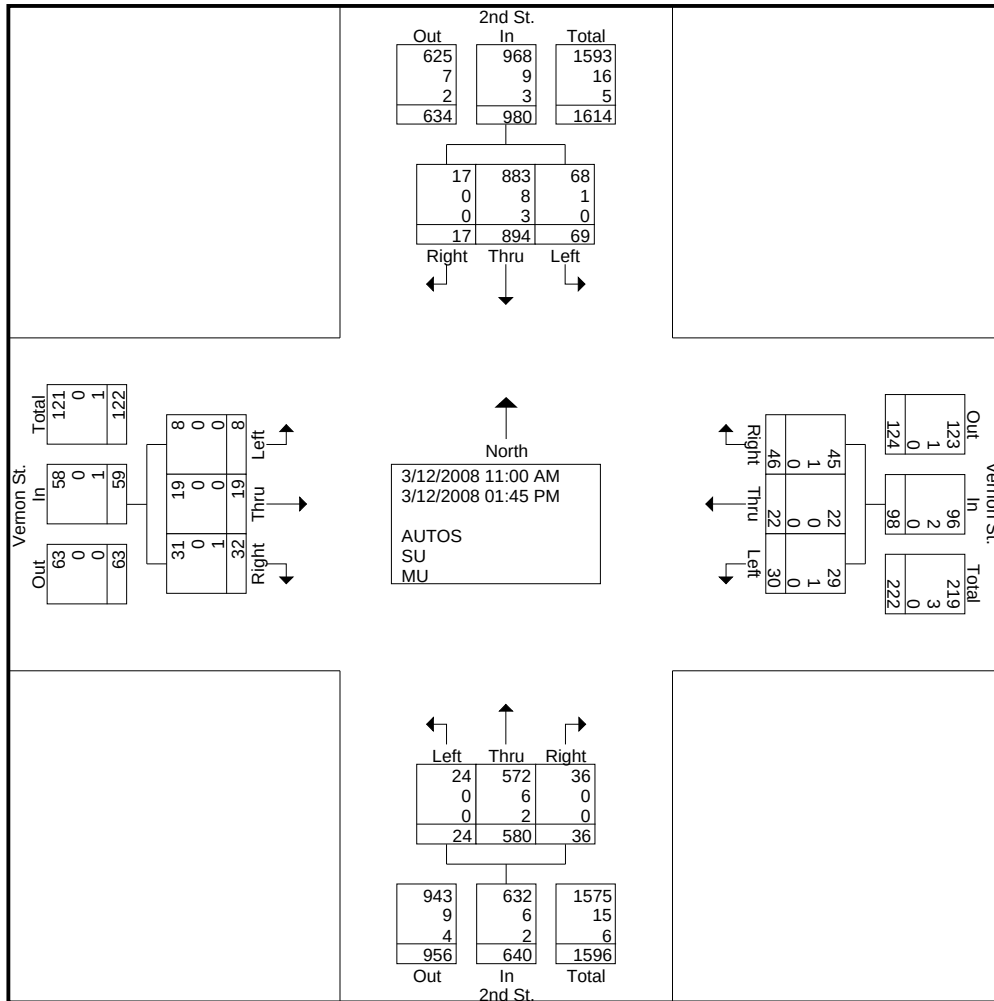
Groups Printed- AUTOS - SU - MU

Start Time	2nd St. From North				Vernon St. From East				2nd St. From South				Vernon St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	2	69	9	80	4	4	0	8	2	43	0	45	2	2	2	6	139
11:15 AM	1	70	3	74	2	4	3	9	4	41	5	50	4	2	1	7	140
11:30 AM	1	70	5	76	5	0	5	10	0	45	2	47	0	3	2	5	138
11:45 AM	0	80	5	85	4	2	3	9	2	46	1	49	1	0	0	1	144
Total	4	289	22	315	15	10	11	36	8	175	8	191	7	7	5	19	561
12:00 PM	1	67	10	78	7	4	6	17	4	51	0	55	3	2	0	5	155
12:15 PM	1	66	4	71	5	0	2	7	5	49	2	56	4	1	1	6	140
12:30 PM	1	83	6	90	5	1	1	7	6	55	0	61	2	2	1	5	163
12:45 PM	2	71	9	82	3	1	0	4	1	49	4	54	5	2	1	8	148
Total	5	287	29	321	20	6	9	35	16	204	6	226	14	7	3	24	606
01:00 PM	1	88	3	92	6	0	0	6	3	53	3	59	3	2	0	5	162
01:15 PM	1	68	6	75	2	2	5	9	4	55	0	59	2	1	0	3	146
01:30 PM	4	84	6	94	2	3	2	7	3	46	4	53	2	1	0	3	157
01:45 PM	2	78	3	83	1	1	3	5	2	47	3	52	4	1	0	5	145
Total	8	318	18	344	11	6	10	27	12	201	10	223	11	5	0	16	610
Grand Total	17	894	69	980	46	22	30	98	36	580	24	640	32	19	8	59	1777
Apprch %	1.7	91.2	7		46.9	22.4	30.6		5.6	90.6	3.8		54.2	32.2	13.6		
Total %	1	50.3	3.9	55.1	2.6	1.2	1.7	5.5	2	32.6	1.4	36	1.8	1.1	0.5	3.3	
AUTOS	17	883	68	968	45	22	29	96	36	572	24	632	31	19	8	58	1754
% AUTOS	100	98.8	98.6	98.8	97.8	100	96.7	98	100	98.6	100	98.8	96.9	100	100	98.3	98.7
SU	0	8	1	9	1	0	1	2	0	6	0	6	0	0	0	0	17
% SU	0	0.9	1.4	0.9	2.2	0	3.3	2	0	1	0	0.9	0	0	0	0	1
MU	0	3	0	3	0	0	0	0	0	2	0	2	1	0	0	1	6
% MU	0	0.3	0	0.3	0	0	0	0	0	0.3	0	0.3	3.1	0	0	1.7	0.3



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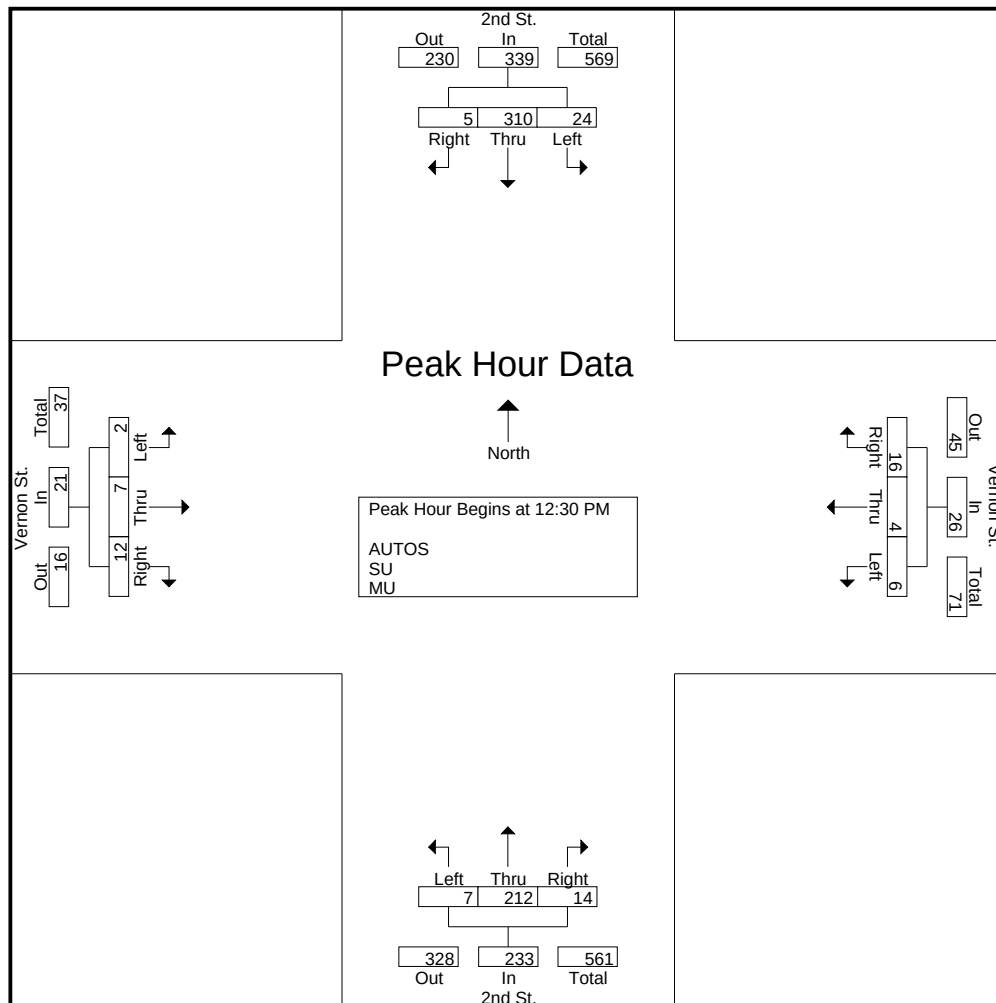




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	2nd St. From North				Vernon St. From East				2nd St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	1	83	6	90	5	1	1	7	6	55	0	61	2	2	1	5	163
12:45 PM	2	71	9	82	3	1	0	4	1	49	4	54	5	2	1	8	148
01:00 PM	1	88	3	92	6	0	0	6	3	53	3	59	3	2	0	5	162
01:15 PM	1	68	6	75	2	2	5	9	4	55	0	59	2	1	0	3	146
Total Volume	5	310	24	339	16	4	6	26	14	212	7	233	12	7	2	21	619
% App. Total	1.5	91.4	7.1		61.5	15.4	23.1		6	91	3		57.1	33.3	9.5		
PHF	.625	.881	.667	.921	.667	.500	.300	.722	.583	.964	.438	.955	.600	.875	.500	.656	.949



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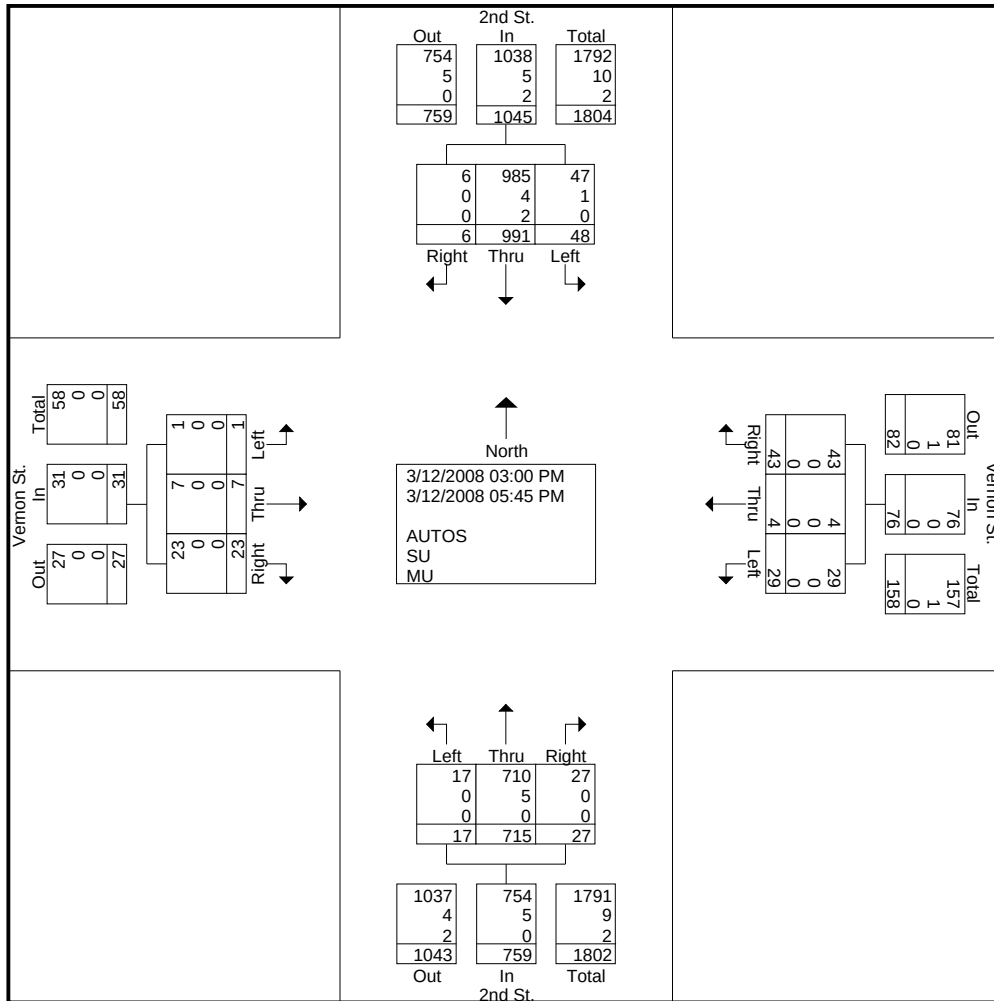
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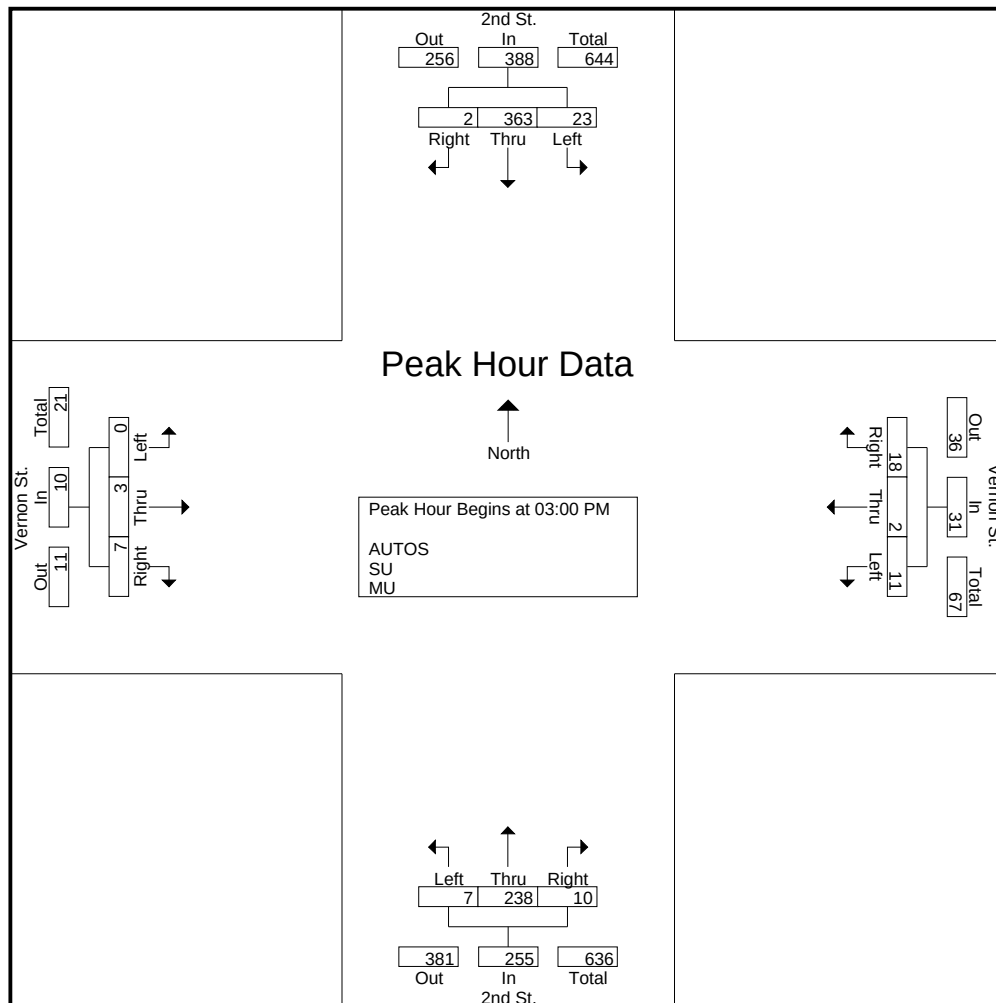




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	2nd St. From North				Vernon St. From East				2nd St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	81	6	87	3	1	4	8	4	64	1	69	2	1	0	3	167
03:15 PM	1	79	7	87	3	1	4	8	1	59	1	61	2	1	0	3	159
03:30 PM	0	109	6	115	6	0	2	8	2	44	1	47	2	0	0	2	172
03:45 PM	1	94	4	99	6	0	1	7	3	71	4	78	1	1	0	2	186
Total Volume	2	363	23	388	18	2	11	31	10	238	7	255	7	3	0	10	684
% App. Total	0.5	93.6	5.9		58.1	6.5	35.5		3.9	93.3	2.7		70	30	0		
PHF	.500	.833	.821	.843	.750	.500	.688	.969	.625	.838	.438	.817	.875	.750	.000	.833	.919



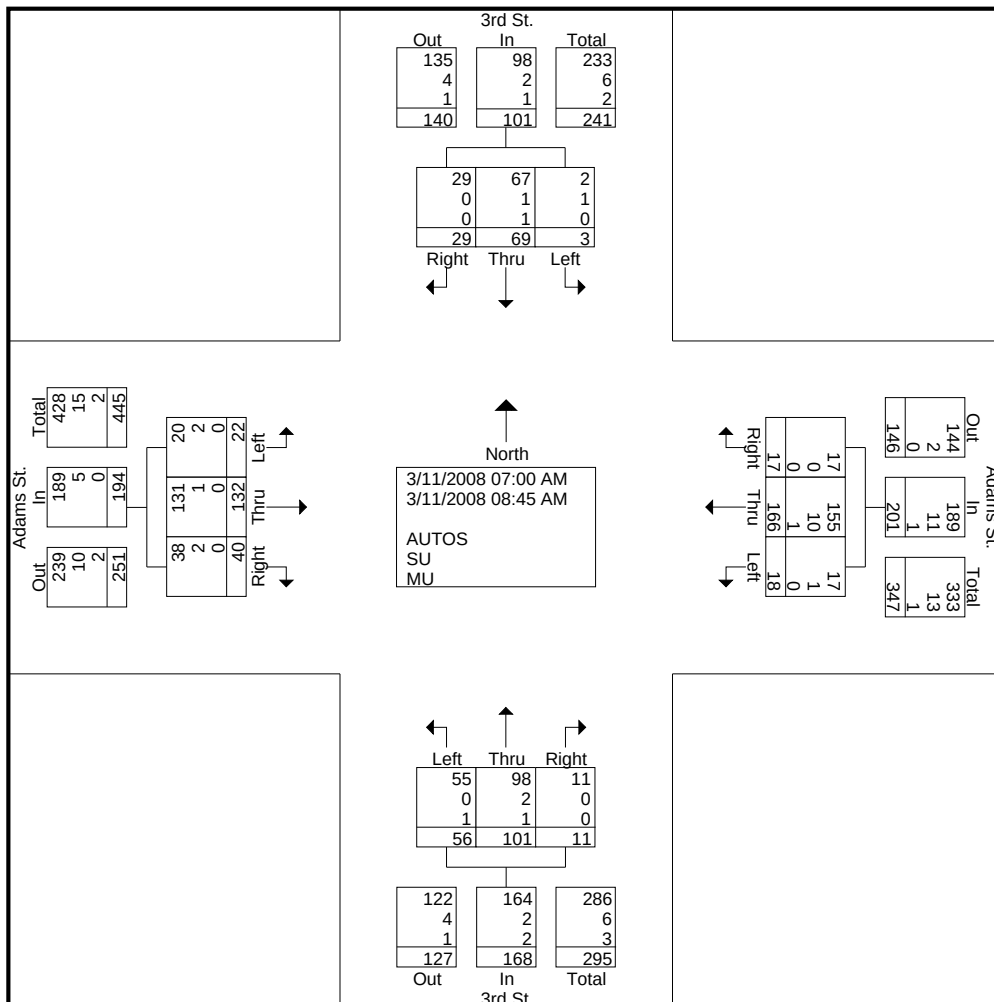


Tetra Tech
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"Complex World, Clear Solutions"

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Groups Printed- AUTOS - SU - MU

	3rd St. From North				Adams St. From East				3rd St. From South				Adams St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	5	0	0	5	1	11	0	12	3	6	6	15	3	11	1	15	47
07:15 AM	4	5	0	9	1	13	0	14	0	9	5	14	4	9	3	16	53
07:30 AM	2	6	0	8	1	27	0	28	0	9	10	19	6	15	0	21	76
07:45 AM	9	11	0	20	2	30	5	37	2	16	8	26	6	20	4	30	113
Total	20	22	0	42	5	81	5	91	5	40	29	74	19	55	8	82	289
08:00 AM	2	13	0	15	4	26	2	32	0	13	8	21	5	27	3	35	103
08:15 AM	3	11	0	14	2	14	1	17	3	17	10	30	3	20	3	26	87
08:30 AM	1	7	1	9	4	23	6	33	2	11	3	16	5	16	3	24	82
08:45 AM	3	16	2	21	2	22	4	28	1	20	6	27	8	14	5	27	103
Total	9	47	3	59	12	85	13	110	6	61	27	94	21	77	14	112	375
Grand Total	29	69	3	101	17	166	18	201	11	101	56	168	40	132	22	194	664
Apprch %	28.7	68.3	3		8.5	82.6	9		6.5	60.1	33.3		20.6	68	11.3		
Total %	4.4	10.4	0.5	15.2	2.6	25	2.7	30.3	1.7	15.2	8.4	25.3	6	19.9	3.3	29.2	
AUTOS	29	67	2	98	17	155	17	189	11	98	55	164	38	131	20	189	640
% AUTOS	100	97.1	66.7	97	100	93.4	94.4	94	100	97	98.2	97.6	95	99.2	90.9	97.4	96.4
SU	0	1	1	2	0	10	1	11	0	2	0	2	2	1	2	5	20
% SU	0	1.4	33.3	2	0	6	5.6	5.5	0	2	0	1.2	5	0.8	9.1	2.6	3
MU	0	1	0	1	0	1	0	1	0	1	1	2	0	0	0	0	4
% MU	0	1.4	0	1	0	0.6	0	0.5	0	1	1.8	1.2	0	0	0	0	0.6

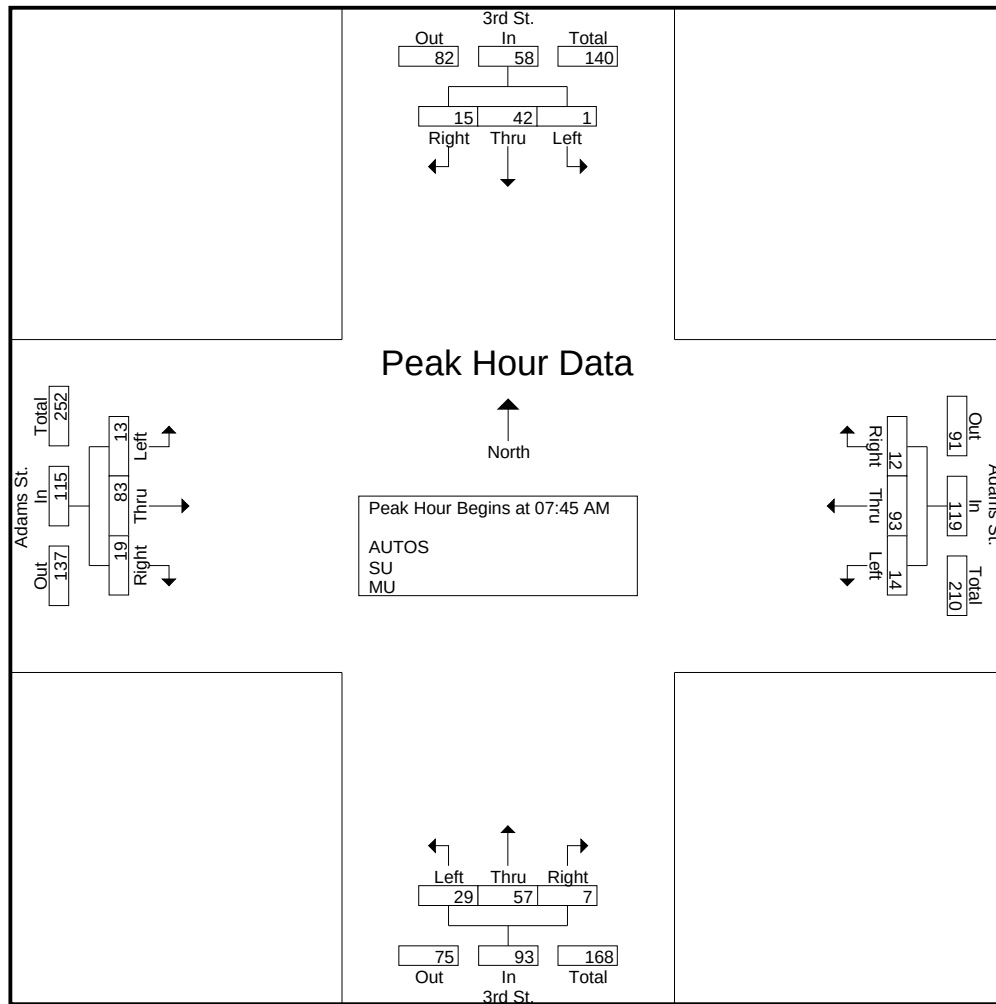




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	3rd St. From North				Adams St. From East				3rd St. From South				Adams St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	9	11	0	20	2	30	5	37	2	16	8	26	6	20	4	30	113
08:00 AM	2	13	0	15	4	26	2	32	0	13	8	21	5	27	3	35	103
08:15 AM	3	11	0	14	2	14	1	17	3	17	10	30	3	20	3	26	87
08:30 AM	1	7	1	9	4	23	6	33	2	11	3	16	5	16	3	24	82
Total Volume	15	42	1	58	12	93	14	119	7	57	29	93	19	83	13	115	385
% App. Total	25.9	72.4	1.7		10.1	78.2	11.8		7.5	61.3	31.2		16.5	72.2	11.3		
PHF	.417	.808	.250	.725	.750	.775	.583	.804	.583	.838	.725	.775	.792	.769	.813	.821	.852





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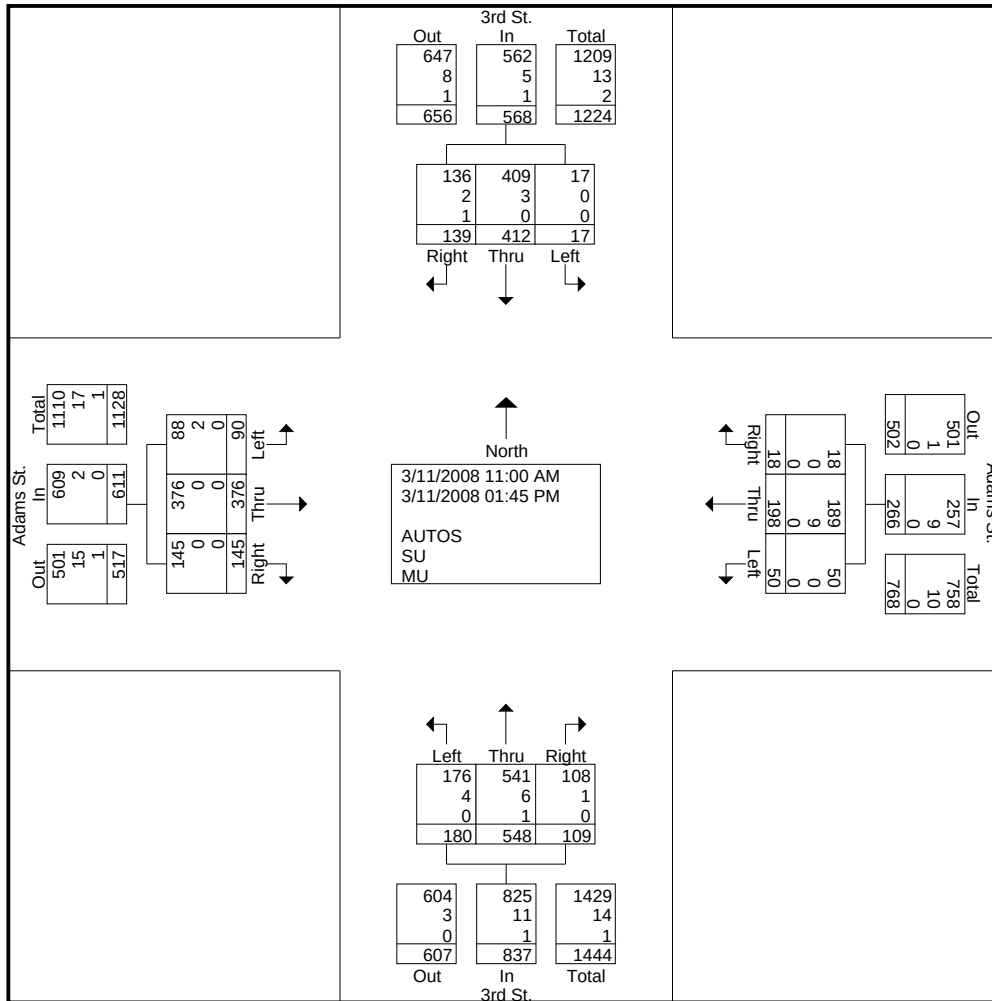
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Adams St. From East				3rd St. From South				Adams St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	14	30	0	44	2	14	1	17	8	29	13	50	10	25	4	39	150
11:15 AM	5	26	2	33	4	22	8	34	8	42	13	63	9	32	5	46	176
11:30 AM	12	38	3	53	1	18	0	19	11	46	10	67	13	30	11	54	193
11:45 AM	8	32	2	42	2	15	8	25	16	50	22	88	9	19	8	36	191
Total	39	126	7	172	9	69	17	95	43	167	58	268	41	106	28	175	710
12:00 PM	23	38	2	63	0	25	4	29	9	48	15	72	14	31	8	53	217
12:15 PM	15	24	1	40	0	10	4	14	4	50	9	63	13	36	7	56	173
12:30 PM	10	36	0	46	3	21	5	29	8	47	15	70	9	30	3	42	187
12:45 PM	8	39	0	47	1	18	1	20	9	52	16	77	17	21	10	48	192
Total	56	137	3	196	4	74	14	92	30	197	55	282	53	118	28	199	769
01:00 PM	14	36	1	51	3	9	2	14	9	40	25	74	6	32	6	44	183
01:15 PM	13	37	2	52	0	21	6	27	10	53	12	75	13	46	7	66	220
01:30 PM	9	38	3	50	1	14	4	19	8	45	14	67	12	38	10	60	196
01:45 PM	8	38	1	47	1	11	7	19	9	46	16	71	20	36	11	67	204
Total	44	149	7	200	5	55	19	79	36	184	67	287	51	152	34	237	803
Grand Total	139	412	17	568	18	198	50	266	109	548	180	837	145	376	90	611	2282
Apprch %	24.5	72.5	3		6.8	74.4	18.8		13	65.5	21.5		23.7	61.5	14.7		
Total %	6.1	18.1	0.7	24.9	0.8	8.7	2.2	11.7	4.8	24	7.9	36.7	6.4	16.5	3.9	26.8	
AUTOS	136	409	17	562	18	189	50	257	108	541	176	825	145	376	88	609	2253
% AUTOS	97.8	99.3	100	98.9	100	95.5	100	96.6	99.1	98.7	97.8	98.6	100	100	97.8	99.7	98.7
SU	2	3	0	5	0	9	0	9	1	6	4	11	0	0	2	2	27
% SU	1.4	0.7	0	0.9	0	4.5	0	3.4	0.9	1.1	2.2	1.3	0	0	2.2	0.3	1.2
MU	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% MU	0.7	0	0	0.2	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0.1



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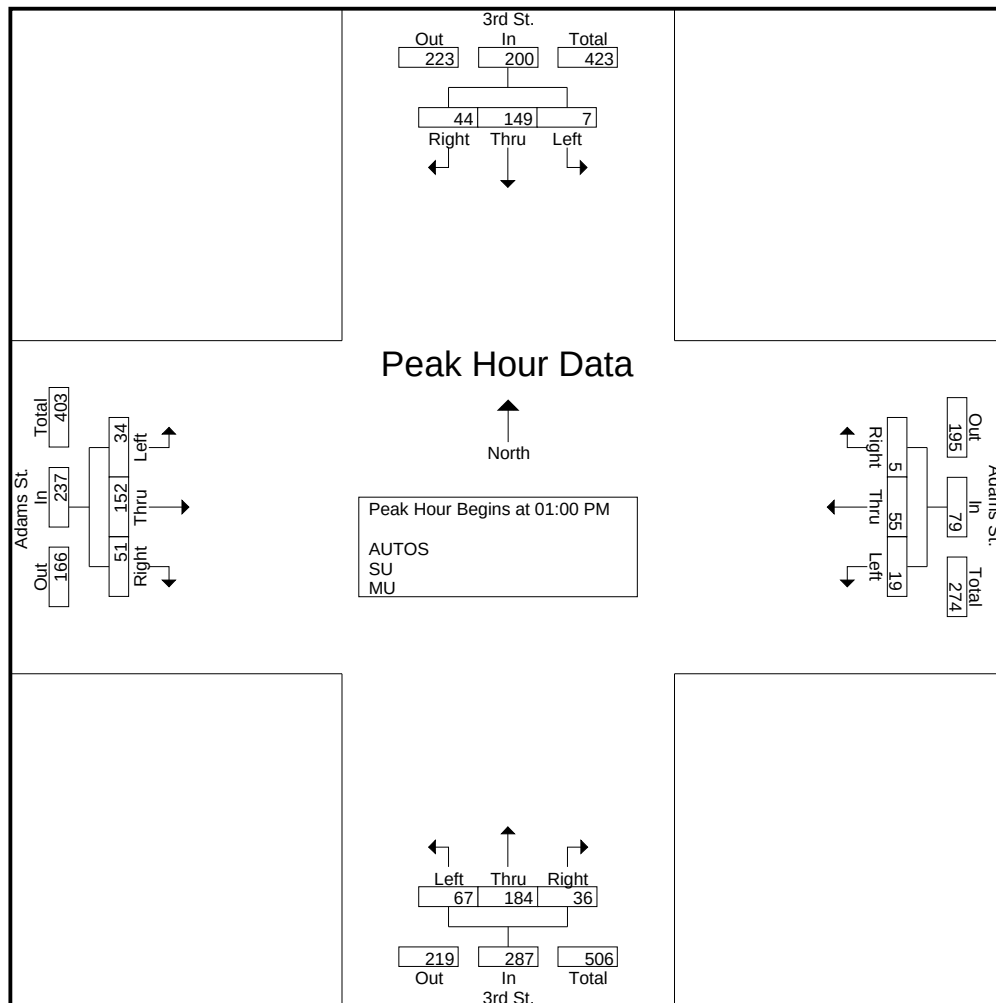




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	3rd St. From North				Adams St. From East				3rd St. From South				Adams St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	14	36	1	51	3	9	2	14	9	40	25	74	6	32	6	44	183
01:15 PM	13	37	2	52	0	21	6	27	10	53	12	75	13	46	7	66	220
01:30 PM	9	38	3	50	1	14	4	19	8	45	14	67	12	38	10	60	196
01:45 PM	8	38	1	47	1	11	7	19	9	46	16	71	20	36	11	67	204
Total Volume	44	149	7	200	5	55	19	79	36	184	67	287	51	152	34	237	803
% App. Total	22	74.5	3.5		6.3	69.6	24.1		12.5	64.1	23.3		21.5	64.1	14.3		
PHF	.786	.980	.583	.962	.417	.655	.679	.731	.900	.868	.670	.957	.638	.826	.773	.884	.913



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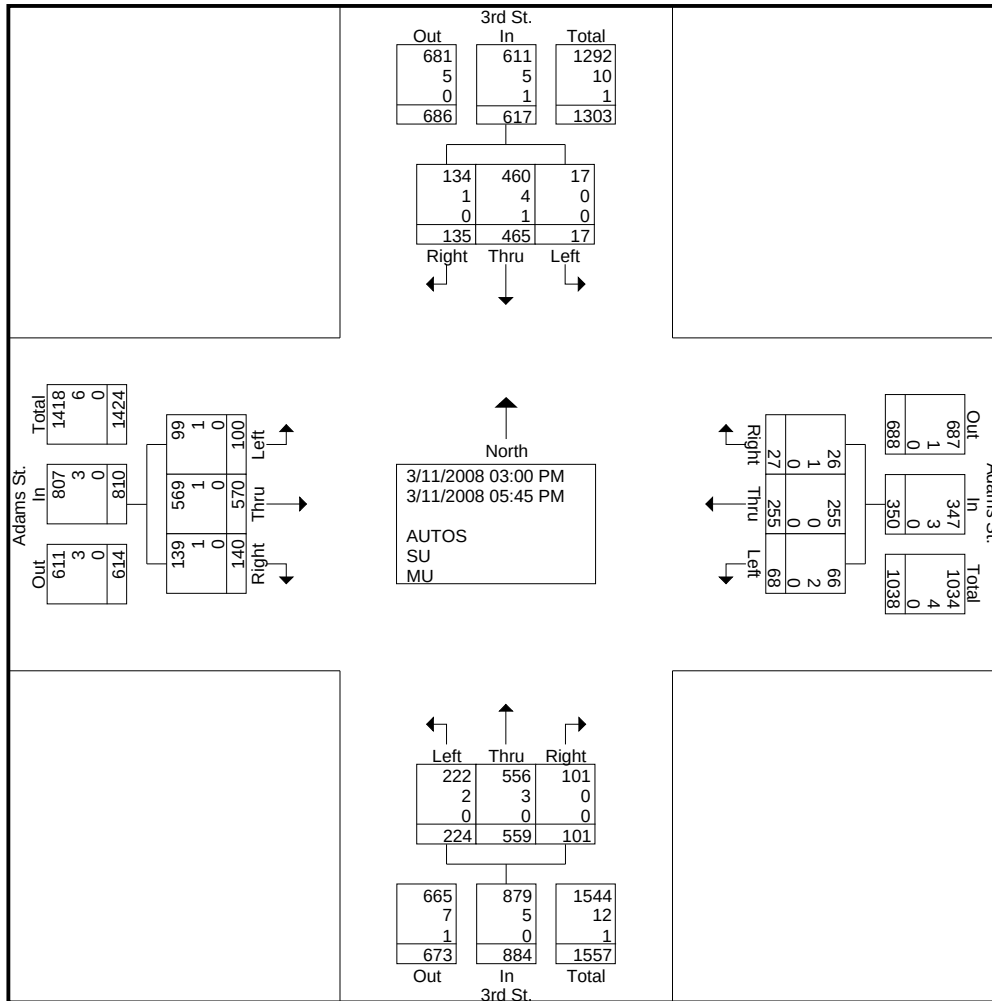
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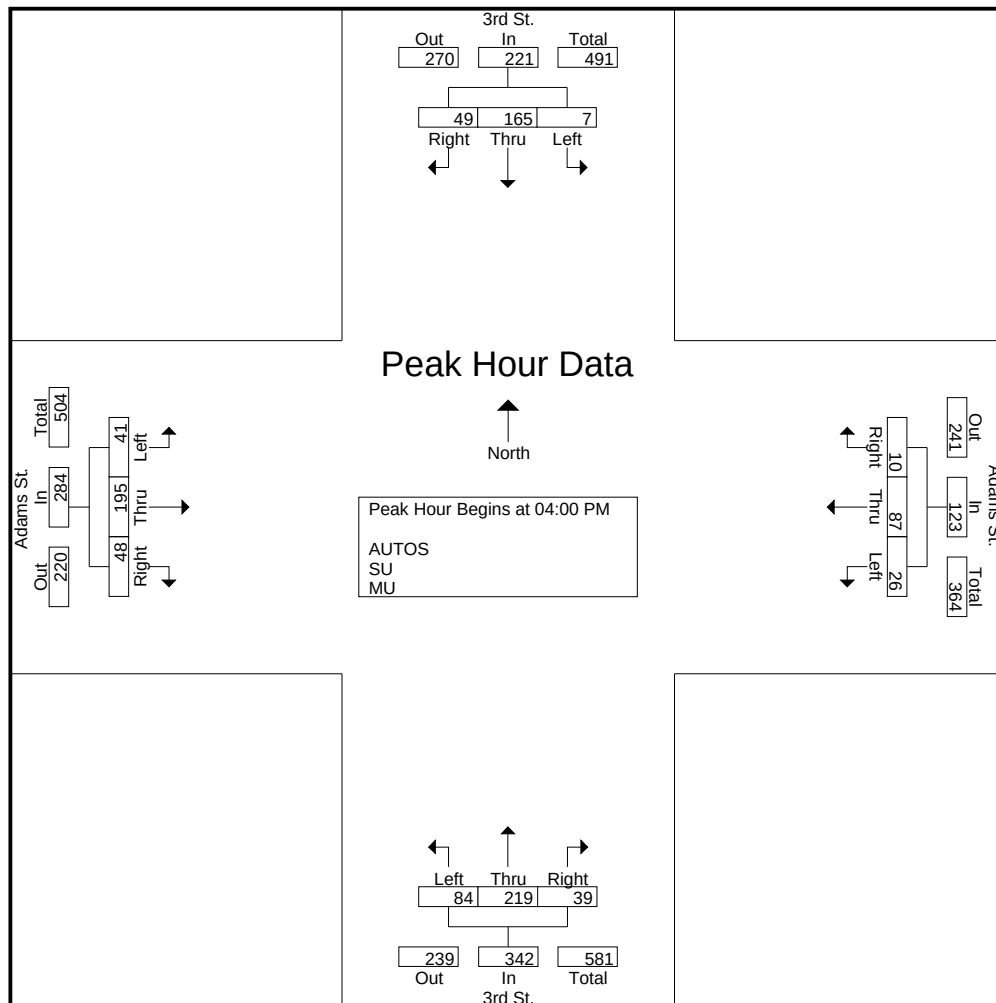




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	3rd St. From North				Adams St. From East				3rd St. From South				Adams St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	13	36	1	50	4	30	8	42	13	54	24	91	13	54	18	85	268
04:15 PM	11	43	2	56	2	17	7	26	14	46	22	82	16	42	2	60	224
04:30 PM	14	43	2	59	2	21	7	30	4	58	22	84	10	52	13	75	248
04:45 PM	11	43	2	56	2	19	4	25	8	61	16	85	9	47	8	64	230
Total Volume	49	165	7	221	10	87	26	123	39	219	84	342	48	195	41	284	970
% App. Total	22.2	74.7	3.2		8.1	70.7	21.1		11.4	64	24.6		16.9	68.7	14.4		
PHF	.875	.959	.875	.936	.625	.725	.813	.732	.696	.898	.875	.940	.750	.903	.569	.835	.905



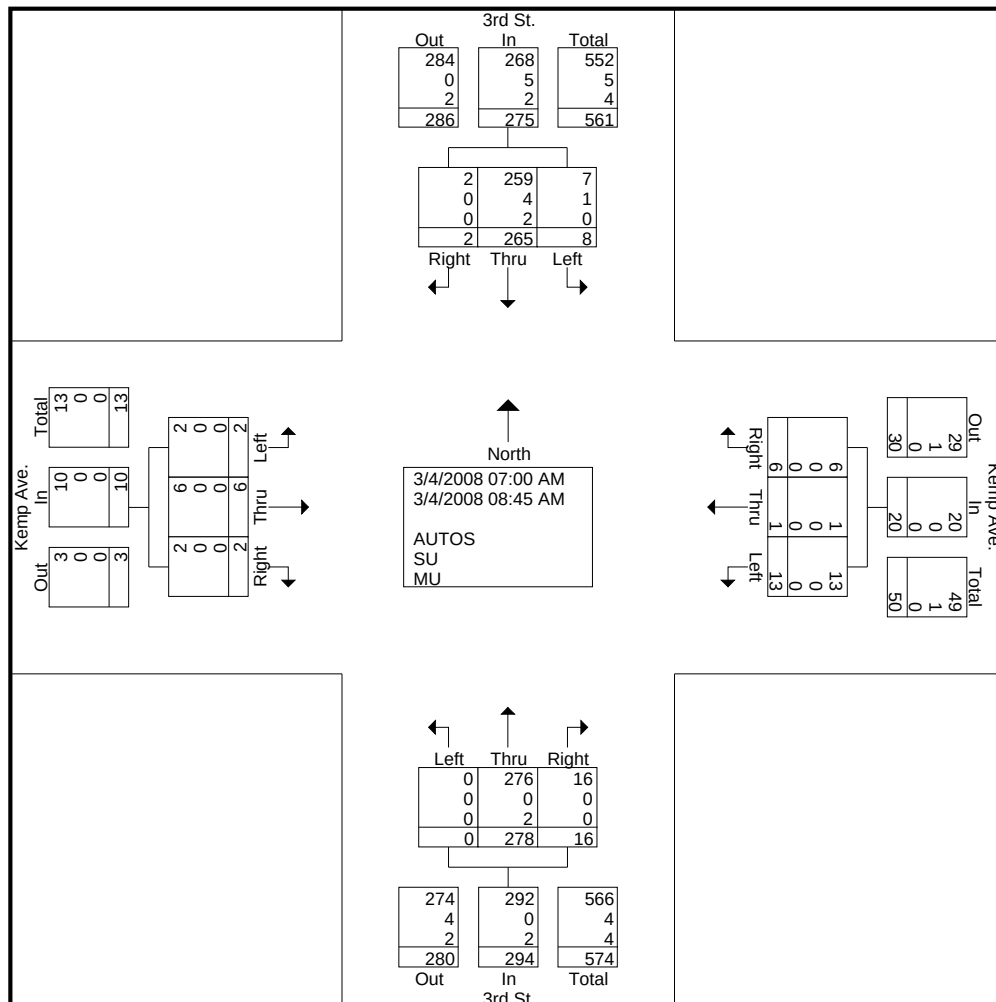


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"Complex World, Clear Solutions"

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	3rd St. From North				Kemp Ave. From East				3rd St. From South				Kemp Ave. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	14	0	14	0	0	0	0	0	19	0	19	0	0	0	0	33
07:15 AM	0	22	0	22	0	0	2	2	3	15	0	18	0	1	0	1	43
07:30 AM	0	36	1	37	0	0	1	1	2	44	0	46	0	4	1	5	89
07:45 AM	0	39	3	42	2	0	4	6	2	43	0	45	1	1	0	2	95
Total	0	111	4	115	2	0	7	9	7	121	0	128	1	6	1	8	260
08:00 AM	0	35	1	36	0	1	0	1	4	36	0	40	1	0	1	2	79
08:15 AM	0	38	1	39	1	0	1	2	0	35	0	35	0	0	0	0	76
08:30 AM	2	40	0	42	3	0	4	7	2	39	0	41	0	0	0	0	90
08:45 AM	0	41	2	43	0	0	1	1	3	47	0	50	0	0	0	0	94
Total	2	154	4	160	4	1	6	11	9	157	0	166	1	0	1	2	339
Grand Total	2	265	8	275	6	1	13	20	16	278	0	294	2	6	2	10	599
Apprch %	0.7	96.4	2.9		30	5	65		5.4	94.6	0		20	60	20		
Total %	0.3	44.2	1.3	45.9	1	0.2	2.2	3.3	2.7	46.4	0	49.1	0.3	1	0.3	1.7	
AUTOS	2	259	7	268	6	1	13	20	16	276	0	292	2	6	2	10	590
% AUTOS	100	97.7	87.5	97.5	100	100	100	100	100	99.3	0	99.3	100	100	100	100	98.5
SU	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
% SU	0	1.5	12.5	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0.8
MU	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% MU	0	0.8	0	0.7	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0.7



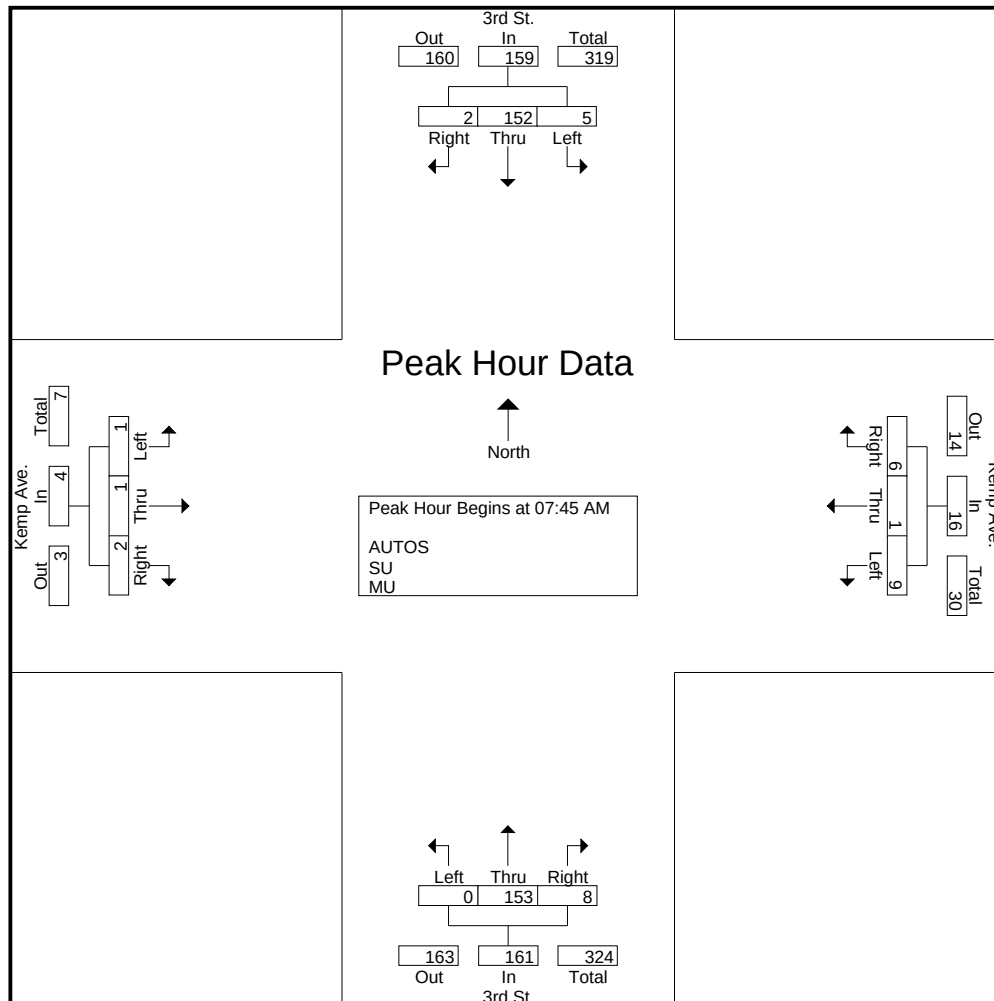


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"Complex World, Clear Solutions"

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	3rd St. From North				Kemp Ave. From East				3rd St. From South				Kemp Ave. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	39	3	42	2	0	4	6	2	43	0	45	1	1	0	2	95
08:00 AM	0	35	1	36	0	1	0	1	4	36	0	40	1	0	1	2	79
08:15 AM	0	38	1	39	1	0	1	2	0	35	0	35	0	0	0	0	76
08:30 AM	2	40	0	42	3	0	4	7	2	39	0	41	0	0	0	0	90
Total Volume	2	152	5	159	6	1	9	16	8	153	0	161	2	1	1	4	340
% App. Total	1.3	95.6	3.1		37.5	6.2	56.2		5	95	0		50	25	25		
PHF	.250	.950	.417	.946	.500	.250	.563	.571	.500	.890	.000	.894	.500	.250	.250	.500	.895





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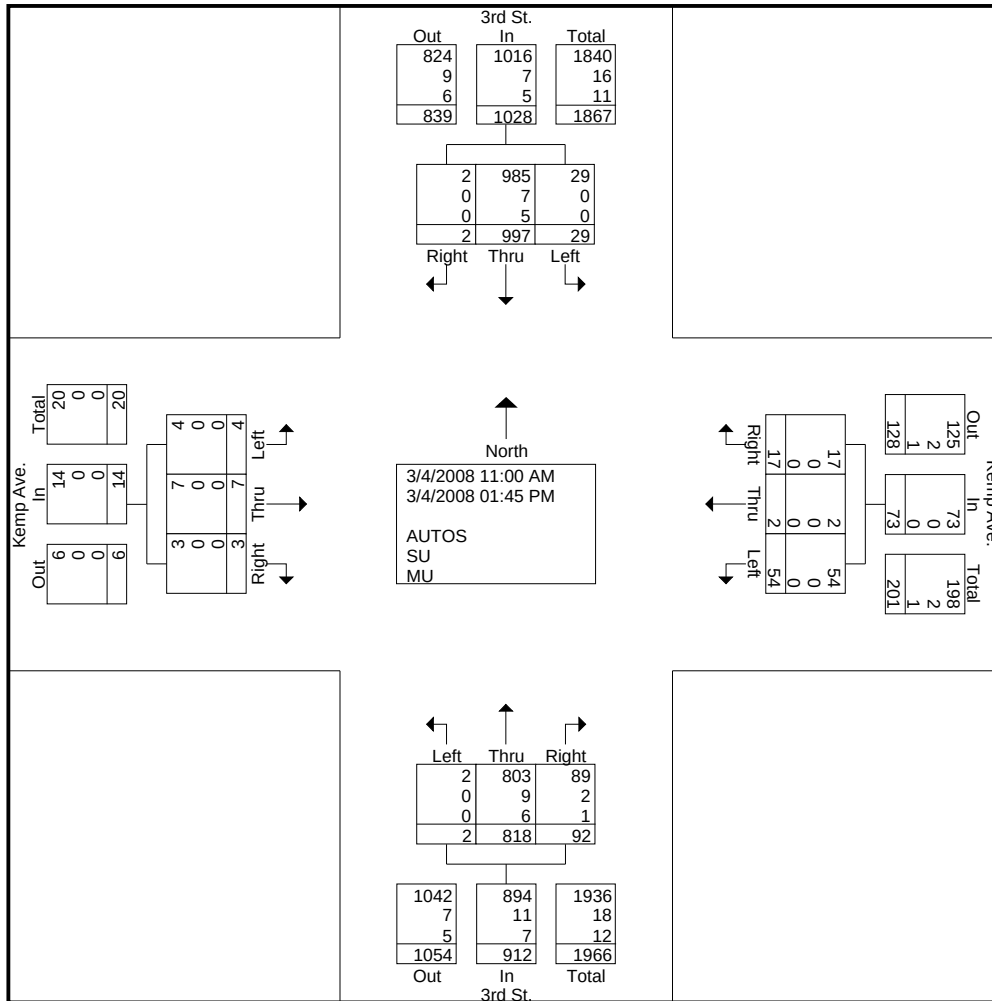
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Kemp Ave. From East				3rd St. From South				Kemp Ave. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	0	101	2	103	1	0	4	5	11	64	1	76	0	0	0	0	184
11:15 AM	0	65	1	66	3	0	4	7	10	75	0	85	0	1	0	1	159
11:30 AM	0	89	2	91	1	1	8	10	4	58	0	62	0	0	0	0	163
11:45 AM	0	78	2	80	0	1	4	5	5	59	0	64	1	1	1	3	152
Total	0	333	7	340	5	2	20	27	30	256	1	287	1	2	1	4	658
12:00 PM	0	83	3	86	4	0	7	11	7	81	0	88	0	0	1	1	186
12:15 PM	0	80	6	86	0	0	5	5	12	71	0	83	1	0	0	1	175
12:30 PM	0	76	3	79	1	0	5	6	10	76	0	86	0	2	1	3	174
12:45 PM	0	84	0	84	1	0	4	5	10	65	0	75	1	0	0	1	165
Total	0	323	12	335	6	0	21	27	39	293	0	332	2	2	2	6	700
01:00 PM	0	74	0	74	1	0	2	3	7	58	0	65	0	0	0	0	142
01:15 PM	0	91	2	93	1	0	4	5	7	84	0	91	0	0	0	0	189
01:30 PM	1	87	3	91	0	0	4	4	5	64	0	69	0	1	1	2	166
01:45 PM	1	89	5	95	4	0	3	7	4	63	1	68	0	2	0	2	172
Total	2	341	10	353	6	0	13	19	23	269	1	293	0	3	1	4	669
Grand Total	2	997	29	1028	17	2	54	73	92	818	2	912	3	7	4	14	2027
Apprch %	0.2	97	2.8		23.3	2.7	74		10.1	89.7	0.2		21.4	50	28.6		
Total %	0.1	49.2	1.4	50.7	0.8	0.1	2.7	3.6	4.5	40.4	0.1	45	0.1	0.3	0.2	0.7	
AUTOS	2	985	29	1016	17	2	54	73	89	803	2	894	3	7	4	14	1997
% AUTOS	100	98.8	100	98.8	100	100	100	100	96.7	98.2	100	98	100	100	100	100	98.5
SU	0	7	0	7	0	0	0	0	2	9	0	11	0	0	0	0	18
% SU	0	0.7	0	0.7	0	0	0	0	2.2	1.1	0	1.2	0	0	0	0	0.9
MU	0	5	0	5	0	0	0	0	1	6	0	7	0	0	0	0	12
% MU	0	0.5	0	0.5	0	0	0	0	1.1	0.7	0	0.8	0	0	0	0	0.6



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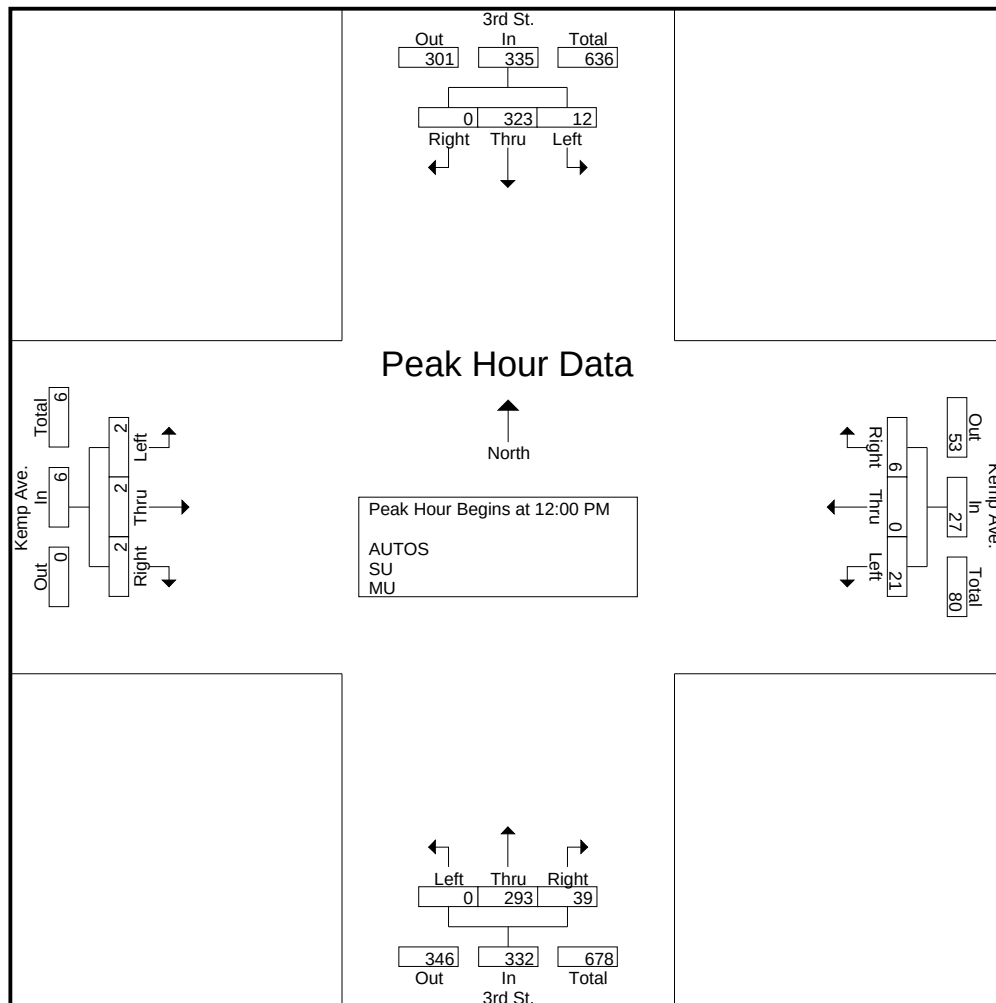




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	3rd St. From North				Kemp Ave. From East				3rd St. From South				Kemp Ave. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	83	3	86	4	0	7	11	7	81	0	88	0	0	1	1	186
12:15 PM	0	80	6	86	0	0	5	5	12	71	0	83	1	0	0	1	175
12:30 PM	0	76	3	79	1	0	5	6	10	76	0	86	0	2	1	3	174
12:45 PM	0	84	0	84	1	0	4	5	10	65	0	75	1	0	0	1	165
Total Volume	0	323	12	335	6	0	21	27	39	293	0	332	2	2	2	6	700
% App. Total	0	96.4	3.6		22.2	0	77.8		11.7	88.3	0		33.3	33.3	33.3		
PHF	.000	.961	.500	.974	.375	.000	.750	.614	.813	.904	.000	.943	.500	.250	.500	.500	.941





Tetra Tech
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File Name : 30408123
 Site Code : 30408123
 Start Date : 3/4/2008
 Page No : 1

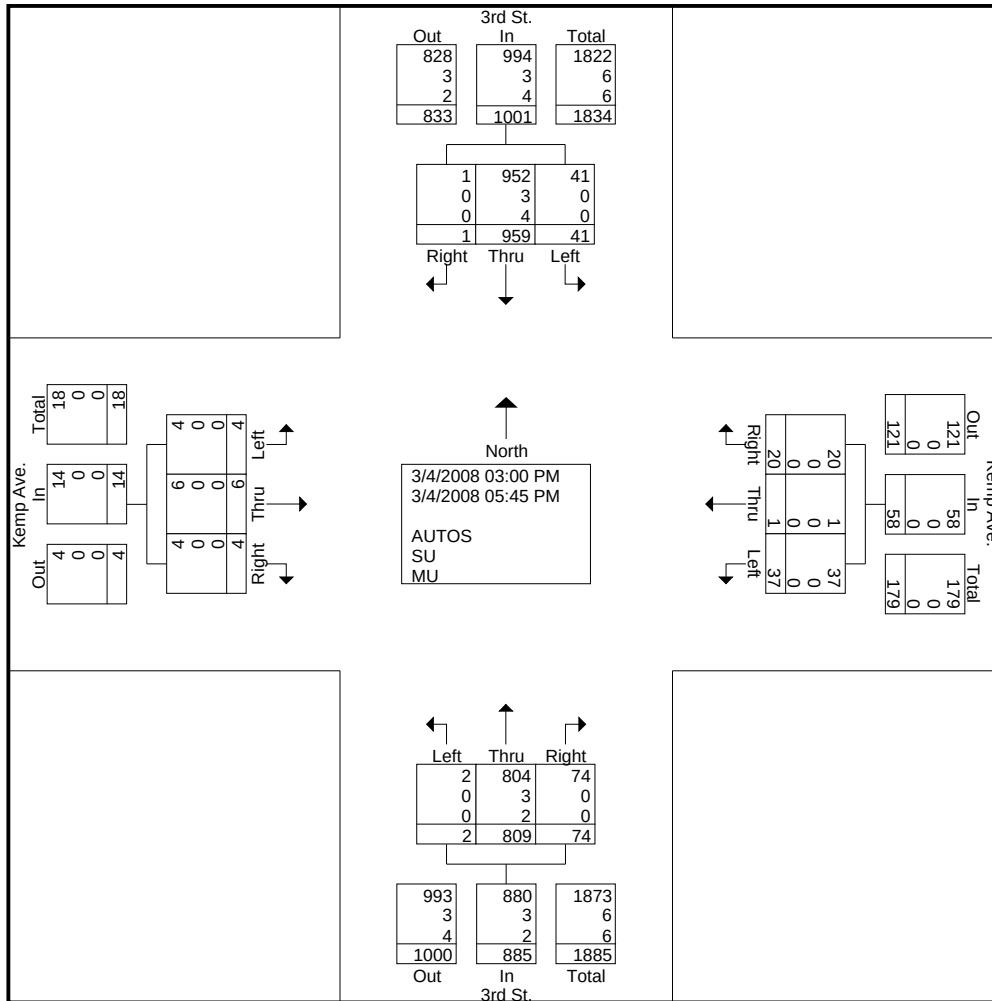
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Kemp Ave. From East				3rd St. From South				Kemp Ave. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	0	82	1	83	1	0	5	6	13	88	0	101	1	0	0	1	191
03:15 PM	1	81	3	85	1	0	4	5	6	78	0	84	0	0	0	0	174
03:30 PM	0	66	2	68	2	0	2	4	5	73	0	78	0	1	0	1	151
03:45 PM	0	86	3	89	0	0	2	2	8	69	1	78	0	1	0	1	170
Total	1	315	9	325	4	0	13	17	32	308	1	341	1	2	0	3	686
04:00 PM	0	95	1	96	1	0	3	4	12	60	0	72	0	0	1	1	173
04:15 PM	0	98	3	101	2	0	1	3	9	67	0	76	0	1	0	1	181
04:30 PM	0	89	3	92	5	1	3	9	0	66	0	66	1	0	0	1	168
04:45 PM	0	75	17	92	1	0	2	3	0	81	1	82	0	2	0	2	179
Total	0	357	24	381	9	1	9	19	21	274	1	296	1	3	1	5	701
05:00 PM	0	89	4	93	3	0	6	9	4	78	0	82	1	1	1	3	187
05:15 PM	0	76	0	76	2	0	3	5	6	48	0	54	0	0	0	0	135
05:30 PM	0	74	2	76	1	0	3	4	6	55	0	61	1	0	2	3	144
05:45 PM	0	48	2	50	1	0	3	4	5	46	0	51	0	0	0	0	105
Total	0	287	8	295	7	0	15	22	21	227	0	248	2	1	3	6	571
Grand Total	1	959	41	1001	20	1	37	58	74	809	2	885	4	6	4	14	1958
Apprch %	0.1	95.8	4.1		34.5	1.7	63.8		8.4	91.4	0.2		28.6	42.9	28.6		
Total %	0.1	49	2.1	51.1	1	0.1	1.9	3	3.8	41.3	0.1	45.2	0.2	0.3	0.2	0.7	
AUTOS	1	952	41	994	20	1	37	58	74	804	2	880	4	6	4	14	1946
% AUTOS	100	99.3	100	99.3	100	100	100	100	100	99.4	100	99.4	100	100	100	100	99.4
SU	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% SU	0	0.3	0	0.3	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.3
MU	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% MU	0	0.4	0	0.4	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.3



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File Name : 30408123
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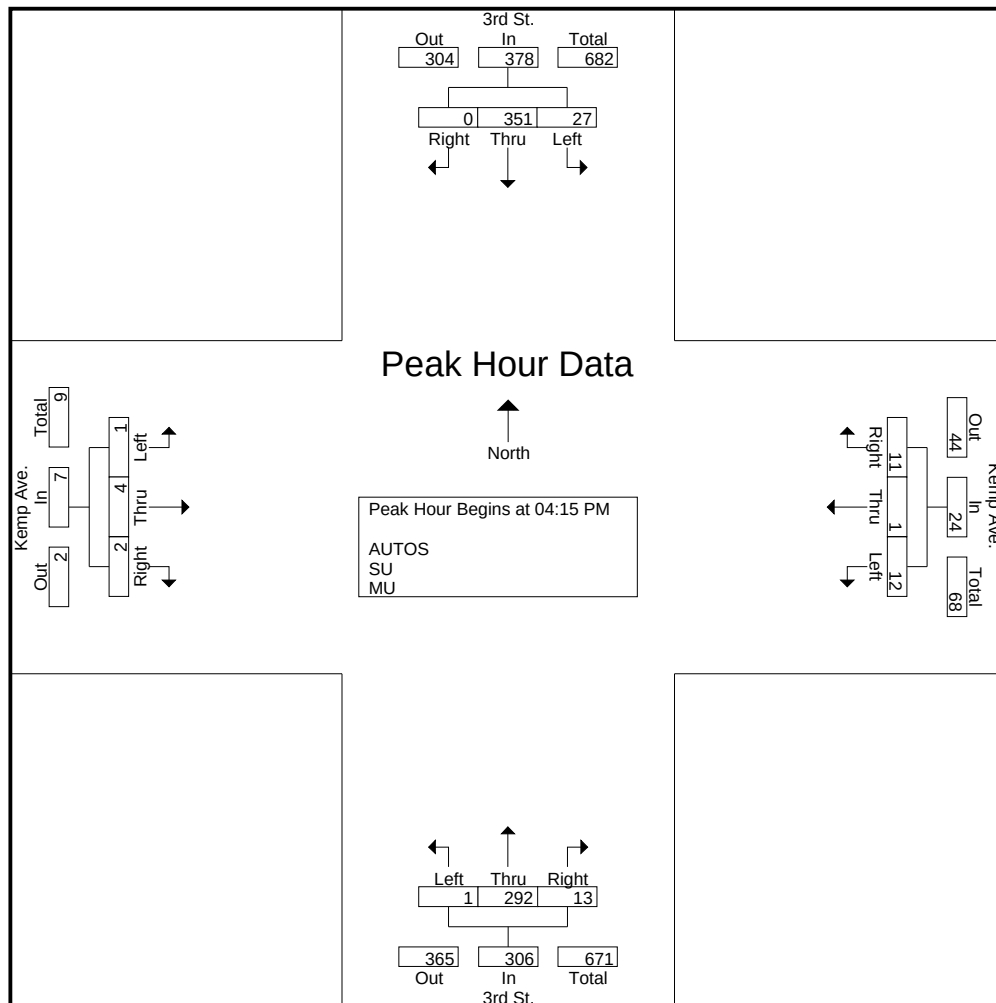




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 "Complex World, Clear Solutions"

File Name : 30408123
 Site Code : 30408123
 Start Date : 3/4/2008
 Page No : 3

	3rd St. From North				Kemp Ave. From East				3rd St. From South				Kemp Ave. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	98	3	101	2	0	1	3	9	67	0	76	0	1	0	1	181
04:30 PM	0	89	3	92	5	1	3	9	0	66	0	66	1	0	0	1	168
04:45 PM	0	75	17	92	1	0	2	3	0	81	1	82	0	2	0	2	179
05:00 PM	0	89	4	93	3	0	6	9	4	78	0	82	1	1	1	3	187
Total Volume	0	351	27	378	11	1	12	24	13	292	1	306	2	4	1	7	715
% App. Total	0	92.9	7.1		45.8	4.2	50		4.2	95.4	0.3		28.6	57.1	14.3		
PHF	.000	.895	.397	.936	.550	.250	.500	.667	.361	.901	.250	.933	.500	.500	.250	.583	.956



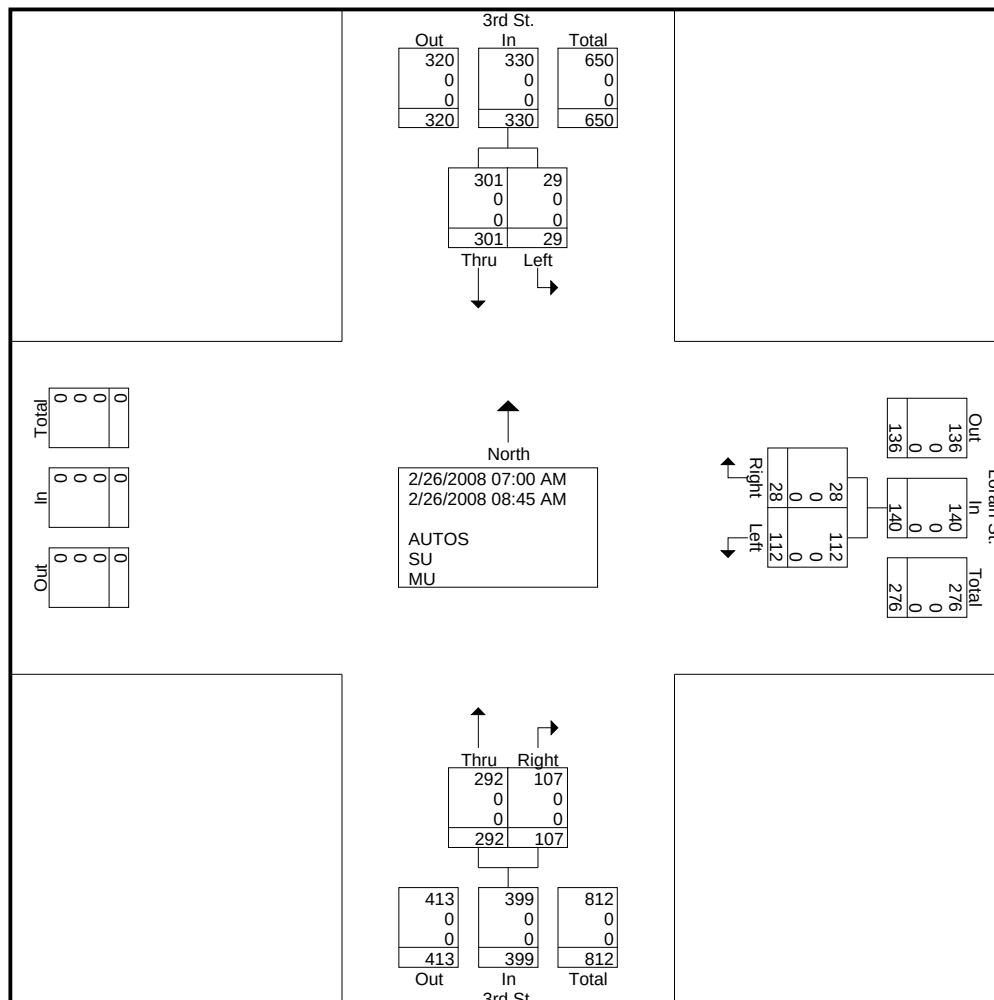


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File Name : 22608141
Site Code : 22608141
Start Date : 2/26/2008
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Groups Printed- AUTOS - SU - MU

	3rd St. From North			Lorain St. From East			3rd St. From South			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	28	3	31	3	12	15	8	18	26	72
07:15 AM	31	1	32	1	11	12	6	24	30	74
07:30 AM	40	7	47	7	18	25	9	41	50	122
07:45 AM	47	6	53	1	11	12	24	47	71	136
Total	146	17	163	12	52	64	47	130	177	404
08:00 AM	41	4	45	2	18	20	18	41	59	124
08:15 AM	36	2	38	4	8	12	10	30	40	90
08:30 AM	41	4	45	4	15	19	15	43	58	122
08:45 AM	37	2	39	6	19	25	17	48	65	129
Total	155	12	167	16	60	76	60	162	222	465
Grand Total	301	29	330	28	112	140	107	292	399	869
Apprch %	91.2	8.8		20	80		26.8	73.2		
Total %	34.6	3.3	38	3.2	12.9	16.1	12.3	33.6	45.9	
AUTOS	301	29	330	28	112	140	107	292	399	869
% AUTOS	100	100	100	100	100	100	100	100	100	100
SU	0	0	0	0	0	0	0	0	0	0
% SU	0	0	0	0	0	0	0	0	0	0
MU	0	0	0	0	0	0	0	0	0	0
% MU	0	0	0	0	0	0	0	0	0	0

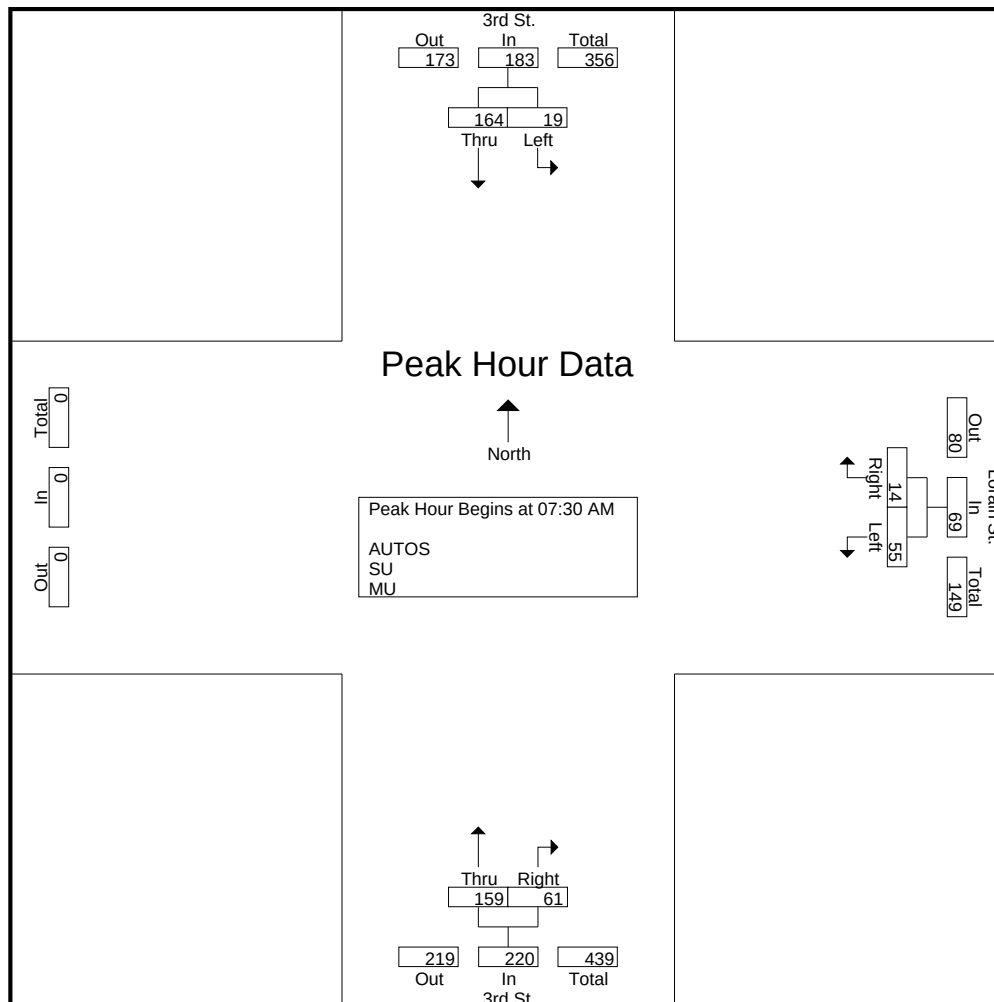




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"Complex World, Clear Solutions"

File Name : 22608141
Site Code : 22608141
Start Date : 2/26/2008
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	3rd St. From North			Lorain St. From East			3rd St. From South			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	40	7	47	7	18	25	9	41	50	122
07:45 AM	47	6	53	1	11	12	24	47	71	136
08:00 AM	41	4	45	2	18	20	18	41	59	124
08:15 AM	36	2	38	4	8	12	10	30	40	90
Total Volume	164	19	183	14	55	69	61	159	220	472
% App. Total	89.6	10.4		20.3	79.7		27.7	72.3		
PHF	.872	.679	.863	.500	.764	.690	.635	.846	.775	.868



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File Name : 22608142
Site Code : 22608142
Start Date : 2/26/2008
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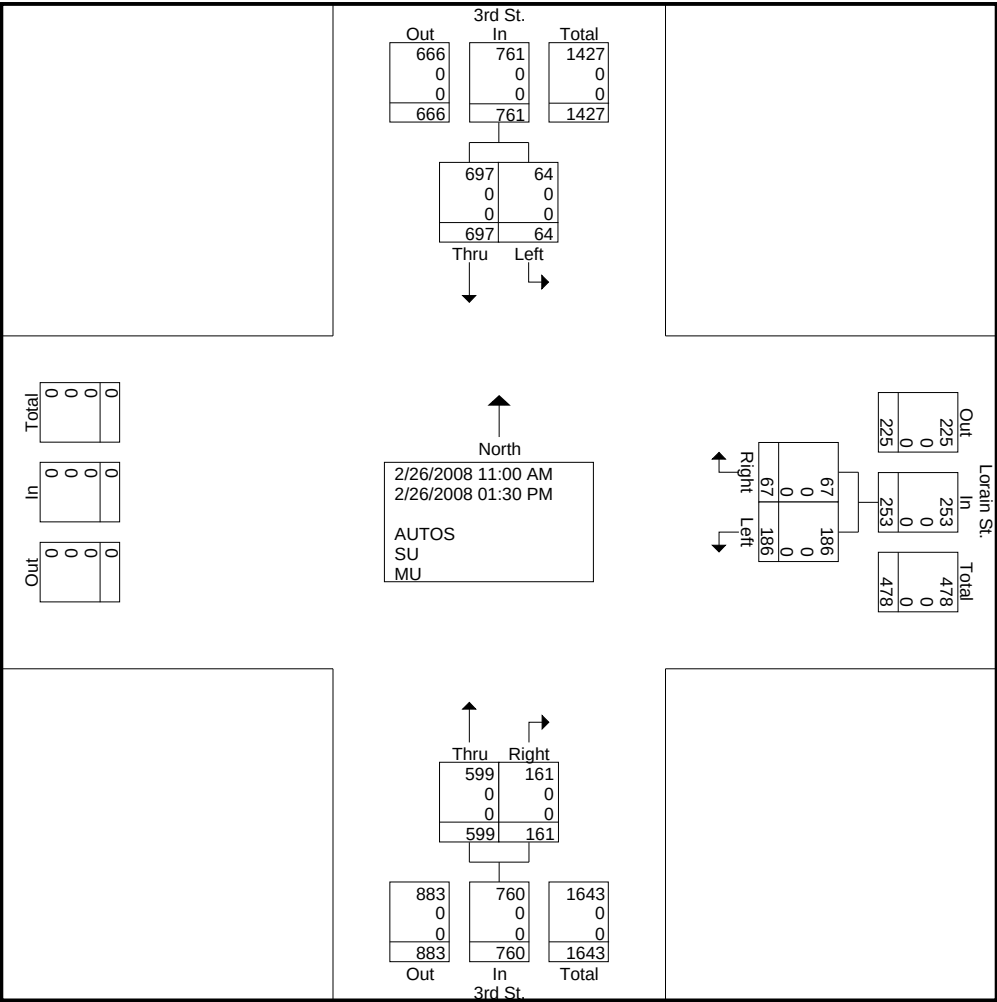
Groups Printed- AUTOS - SU - MU

[illegible]



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File Name : 22608142
Site Code : 22608142
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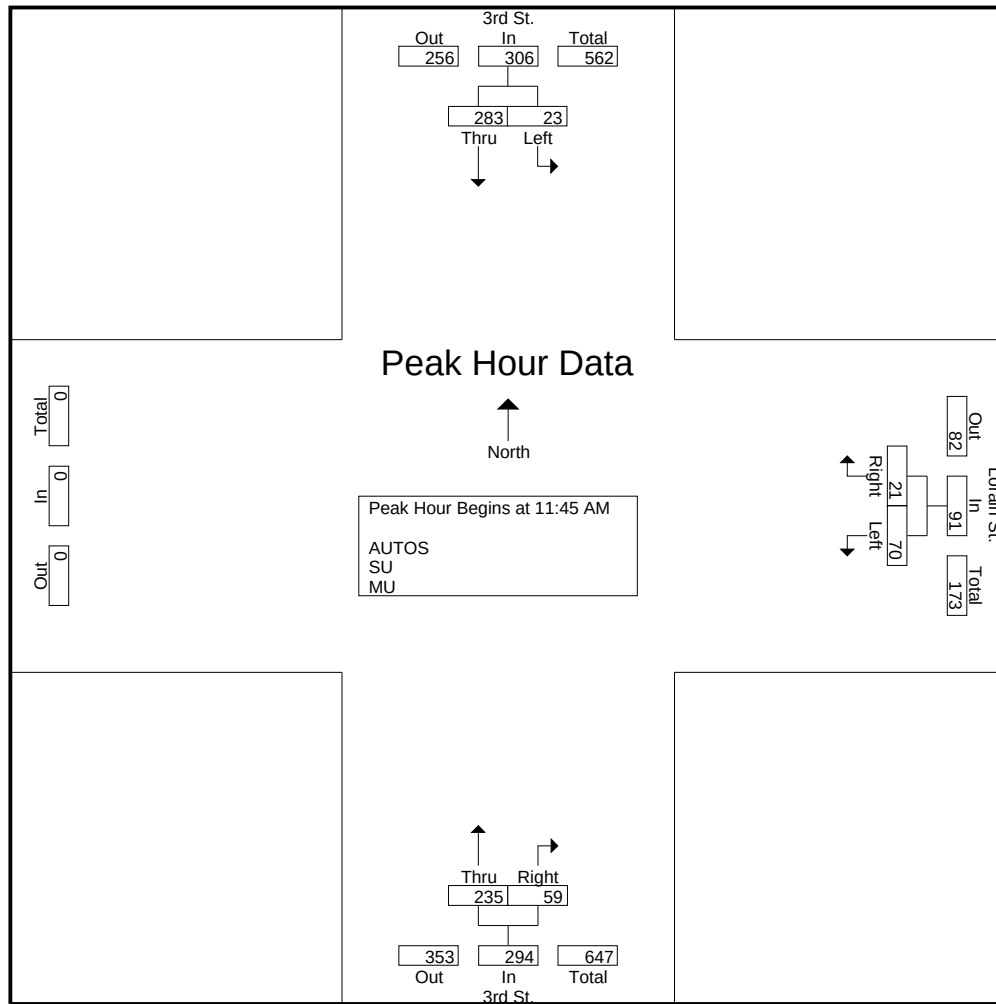




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File Name : 22608142
Site Code : 22608142
Start Date : 2/26/2008
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	3rd St. From North			Lorain St. From East			3rd St. From South			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45 AM										
11:45 AM	77	6	83	5	18	23	11	60	71	177
12:00 PM	68	7	75	3	20	23	17	60	77	175
12:15 PM	70	4	74	7	16	23	13	56	69	166
12:30 PM	68	6	74	6	16	22	18	59	77	173
Total Volume	283	23	306	21	70	91	59	235	294	691
% App. Total	92.5	7.5		23.1	76.9		20.1	79.9		
PHF	.919	.821	.922	.750	.875	.989	.819	.979	.955	.976





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File Name : 22608143
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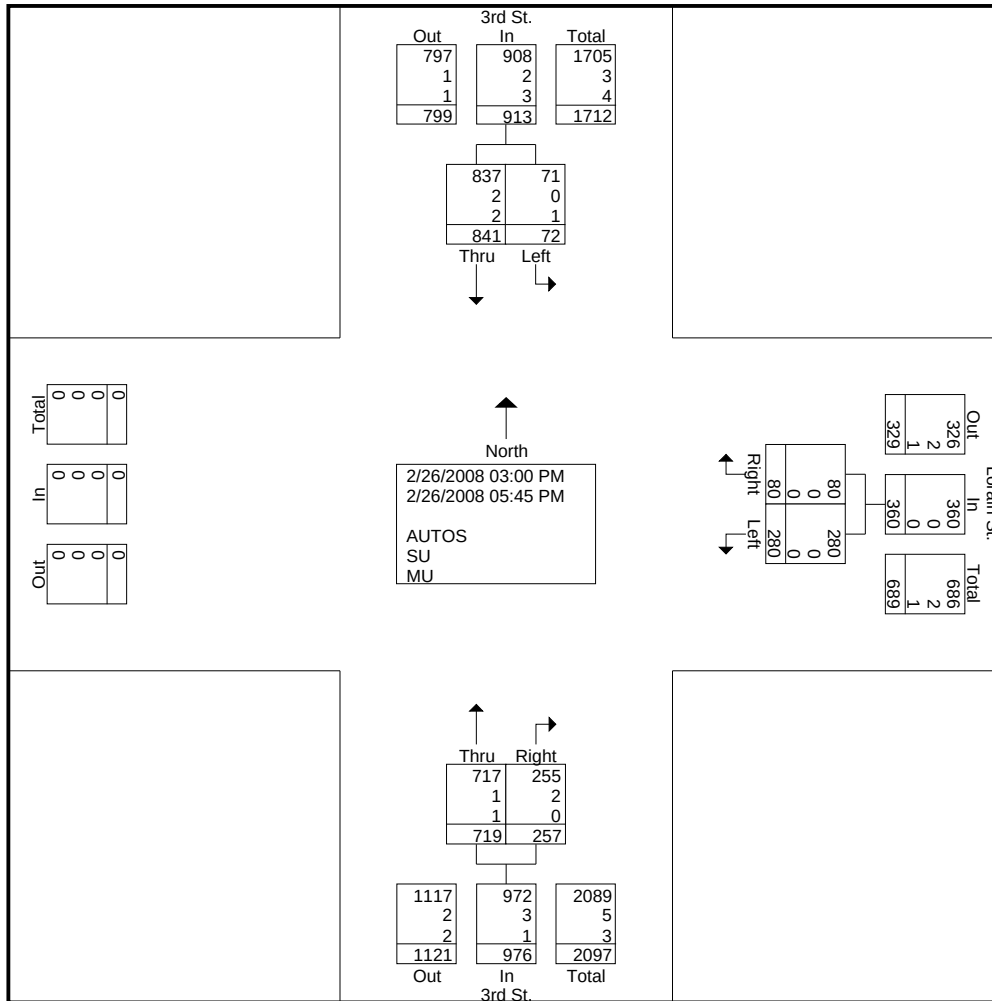
Groups Printed- AUTOS - SU - MU

	3rd St. From North			Lorain St. From East			3rd St. From South			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
03:00 PM	68	9	77	18	43	61	17	52	69	207
03:15 PM	65	8	73	13	23	36	24	77	101	210
03:30 PM	79	9	88	3	33	36	23	64	87	211
03:45 PM	63	4	67	7	29	36	19	62	81	184
Total	275	30	305	41	128	169	83	255	338	812
04:00 PM	84	3	87	8	22	30	33	47	80	197
04:15 PM	73	5	78	6	17	23	21	66	87	188
04:30 PM	66	5	71	9	19	28	23	53	76	175
04:45 PM	68	8	76	2	21	23	16	67	83	182
Total	291	21	312	25	79	104	93	233	326	742
05:00 PM	77	7	84	4	29	33	20	64	84	201
05:15 PM	69	5	74	4	23	27	23	62	85	186
05:30 PM	75	7	82	3	9	12	24	57	81	175
05:45 PM	54	2	56	3	12	15	14	48	62	133
Total	275	21	296	14	73	87	81	231	312	695
Grand Total	841	72	913	80	280	360	257	719	976	2249
Apprch %	92.1	7.9		22.2	77.8		26.3	73.7		
Total %	37.4	3.2	40.6	3.6	12.4	16	11.4	32	43.4	
AUTOS	837	71	908	80	280	360	255	717	972	2240
% AUTOS	99.5	98.6	99.5	100	100	100	99.2	99.7	99.6	99.6
SU	2	0	2	0	0	0	2	1	3	5
% SU	0.2	0	0.2	0	0	0	0.8	0.1	0.3	0.2
MU	2	1	3	0	0	0	0	1	1	4
% MU	0.2	1.4	0.3	0	0	0	0	0.1	0.1	0.2



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"Complex World, Clear Solutions"

File Name : 22608143
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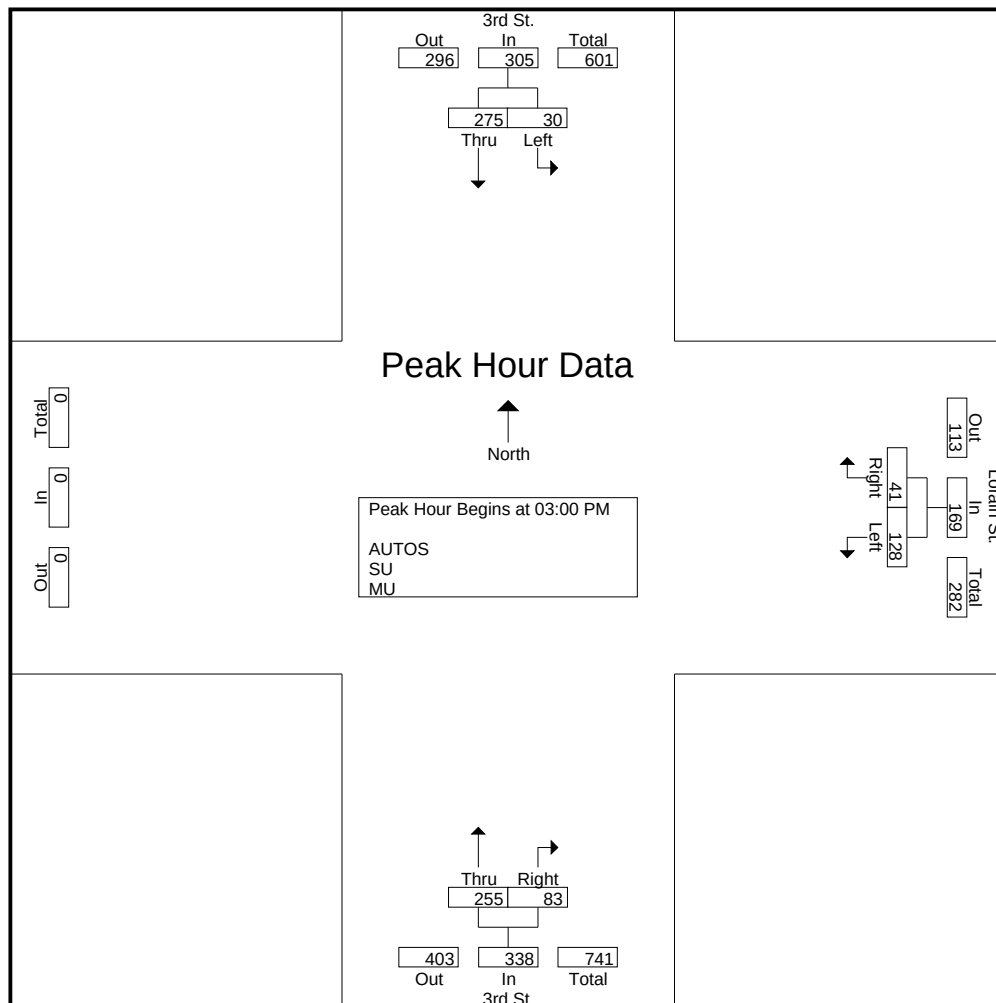




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"Complex World, Clear Solutions"

File Name : 22608143
Site Code : 22608143
Start Date : 2/26/2008
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	3rd St. From North			Lorain St. From East			3rd St. From South			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	68	9	77	18	43	61	17	52	69	207
03:15 PM	65	8	73	13	23	36	24	77	101	210
03:30 PM	79	9	88	3	33	36	23	64	87	211
03:45 PM	63	4	67	7	29	36	19	62	81	184
Total Volume	275	30	305	41	128	169	83	255	338	812
% App. Total	90.2	9.8		24.3	75.7		24.6	75.4		
PHF	.870	.833	.866	.569	.744	.693	.865	.828	.837	.962



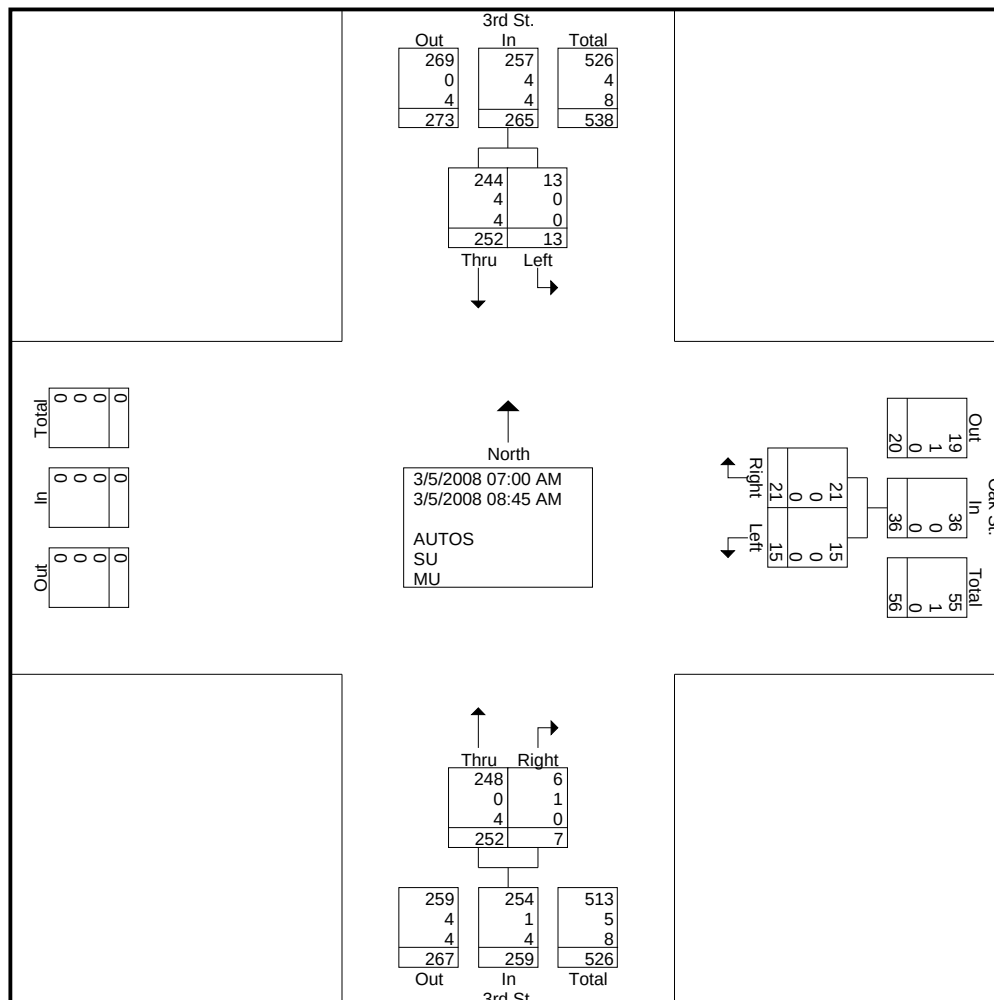


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File Name : 30508111
 Site Code : 30508111
 Start Date : 3/5/2008
 Page No : 1

Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North			Oak St. From East			3rd St. From South			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
07:00 AM	17	1	18	0	1	1	1	19	20	39
07:15 AM	24	1	25	5	0	5	2	23	25	55
07:30 AM	26	5	31	1	1	2	1	37	38	71
07:45 AM	35	2	37	4	1	5	2	41	43	85
Total	102	9	111	10	3	13	6	120	126	250
08:00 AM	48	0	48	4	4	8	0	31	31	87
08:15 AM	30	0	30	1	0	1	0	25	25	56
08:30 AM	36	3	39	3	4	7	0	32	32	78
08:45 AM	36	1	37	3	4	7	1	44	45	89
Total	150	4	154	11	12	23	1	132	133	310
Grand Total	252	13	265	21	15	36	7	252	259	560
Apprch %	95.1	4.9		58.3	41.7		2.7	97.3		
Total %	45	2.3	47.3	3.8	2.7	6.4	1.2	45	46.2	
AUTOS	244	13	257	21	15	36	6	248	254	547
% AUTOS	96.8	100	97	100	100	100	85.7	98.4	98.1	97.7
SU	4	0	4	0	0	0	1	0	1	5
% SU	1.6	0	1.5	0	0	0	14.3	0	0.4	0.9
MU	4	0	4	0	0	0	0	4	4	8
% MU	1.6	0	1.5	0	0	0	0	1.6	1.5	1.4

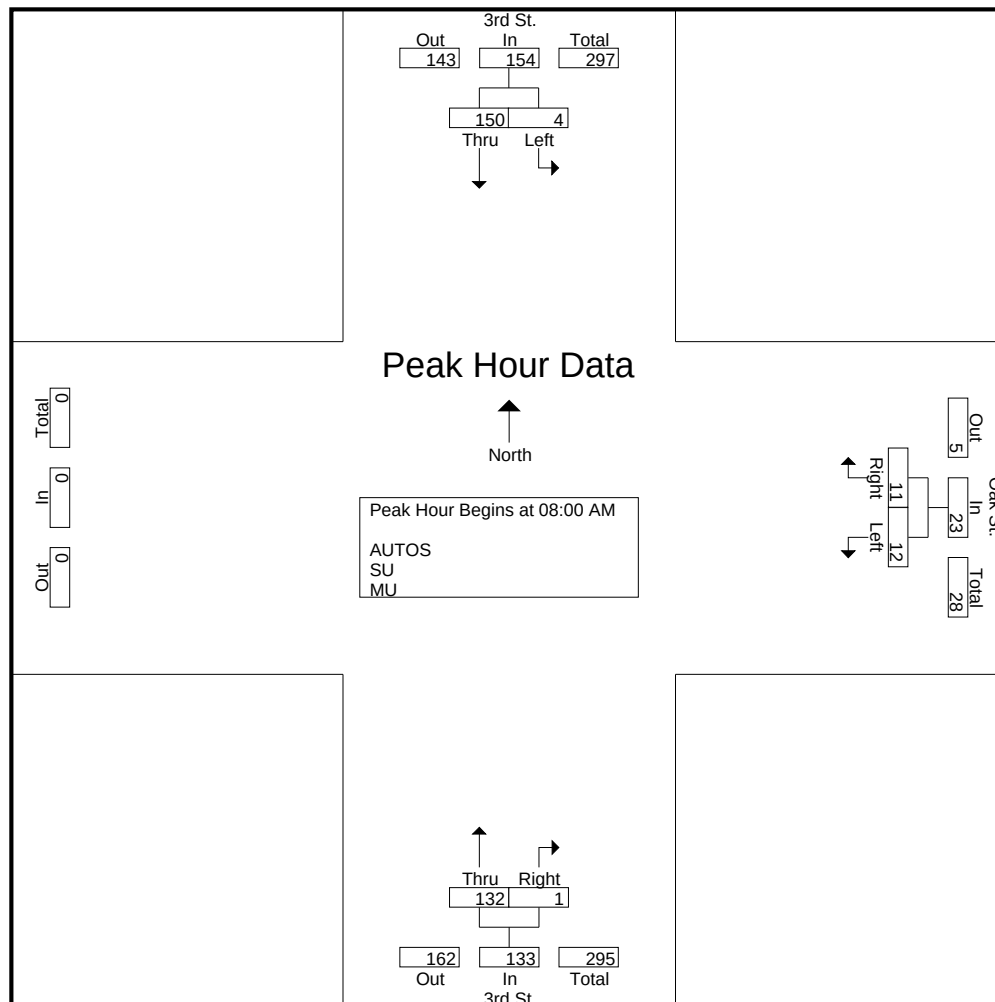




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3366 Riverside Dr., Suite 206
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"Complex World, Clear Solutions"

File Name : 30508111
Site Code : 30508111
Start Date : 3/5/2008
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	3rd St. From North			Oak St. From East			3rd St. From South			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	48	0	48	4	4	8	0	31	31	87
08:15 AM	30	0	30	1	0	1	0	25	25	56
08:30 AM	36	3	39	3	4	7	0	32	32	78
08:45 AM	36	1	37	3	4	7	1	44	45	89
Total Volume	150	4	154	11	12	23	1	132	133	310
% App. Total	97.4	2.6		47.8	52.2		0.8	99.2		
PHF	.781	.333	.802	.688	.750	.719	.250	.750	.739	.871





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File Name : 30508112
 Site Code : 30508112
 Start Date : 3/5/2008
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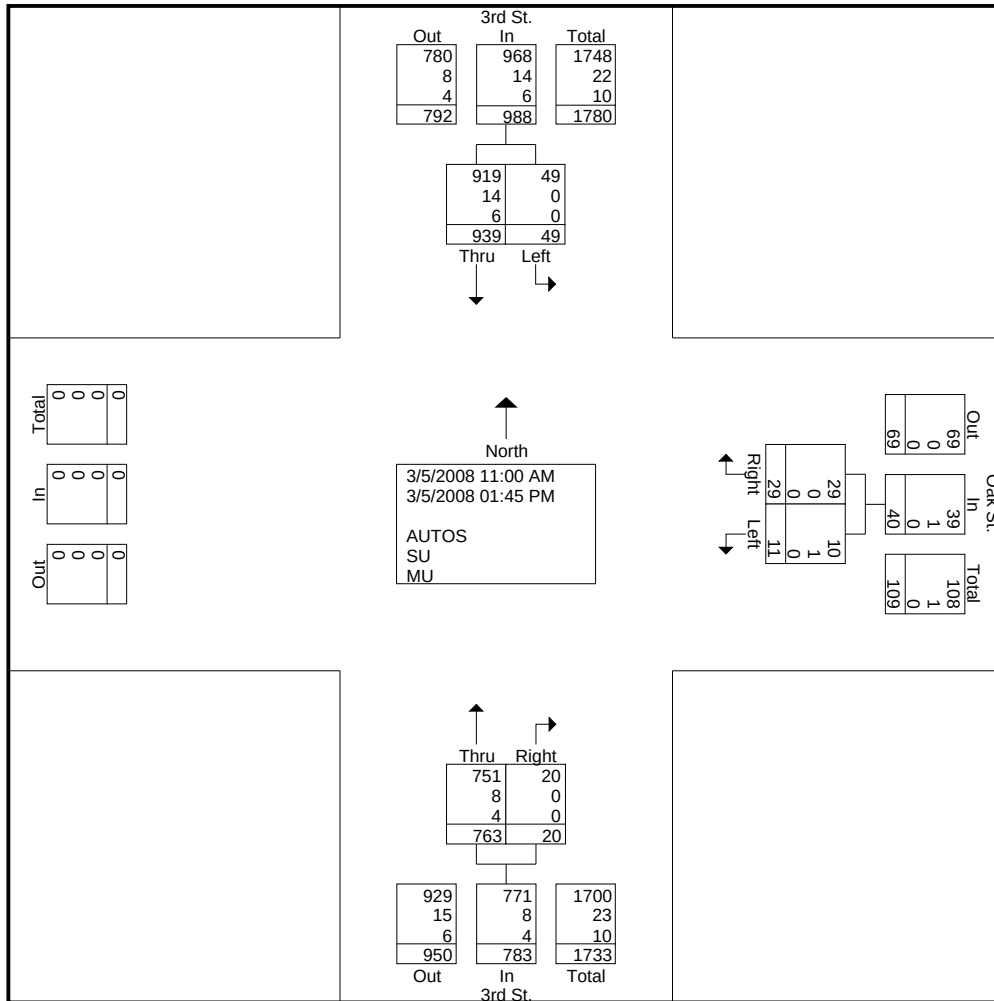
Groups Printed- AUTOS - SU - MU

	3rd St. From North			Oak St. From East			3rd St. From South			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
11:00 AM	74	2	76	1	2	3	2	56	58	137
11:15 AM	74	5	79	2	3	5	2	58	60	144
11:30 AM	78	4	82	4	0	4	4	63	67	153
11:45 AM	78	3	81	1	2	3	3	64	67	151
Total	304	14	318	8	7	15	11	241	252	585
12:00 PM	73	3	76	0	2	2	1	73	74	152
12:15 PM	86	3	89	2	0	2	2	77	79	170
12:30 PM	62	1	63	2	1	3	0	60	60	126
12:45 PM	71	5	76	2	1	3	1	64	65	144
Total	292	12	304	6	4	10	4	274	278	592
01:00 PM	85	8	93	6	0	6	2	60	62	161
01:15 PM	83	3	86	2	0	2	0	60	60	148
01:30 PM	98	5	103	5	0	5	1	72	73	181
01:45 PM	77	7	84	2	0	2	2	56	58	144
Total	343	23	366	15	0	15	5	248	253	634
Grand Total	939	49	988	29	11	40	20	763	783	1811
Apprch %	95	5		72.5	27.5		2.6	97.4		
Total %	51.8	2.7	54.6	1.6	0.6	2.2	1.1	42.1	43.2	
AUTOS	919	49	968	29	10	39	20	751	771	1778
% AUTOS	97.9	100	98	100	90.9	97.5	100	98.4	98.5	98.2
SU	14	0	14	0	1	1	0	8	8	23
% SU	1.5	0	1.4	0	9.1	2.5	0	1	1	1.3
MU	6	0	6	0	0	0	0	4	4	10
% MU	0.6	0	0.6	0	0	0	0	0.5	0.5	0.6



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File Name : 30508112
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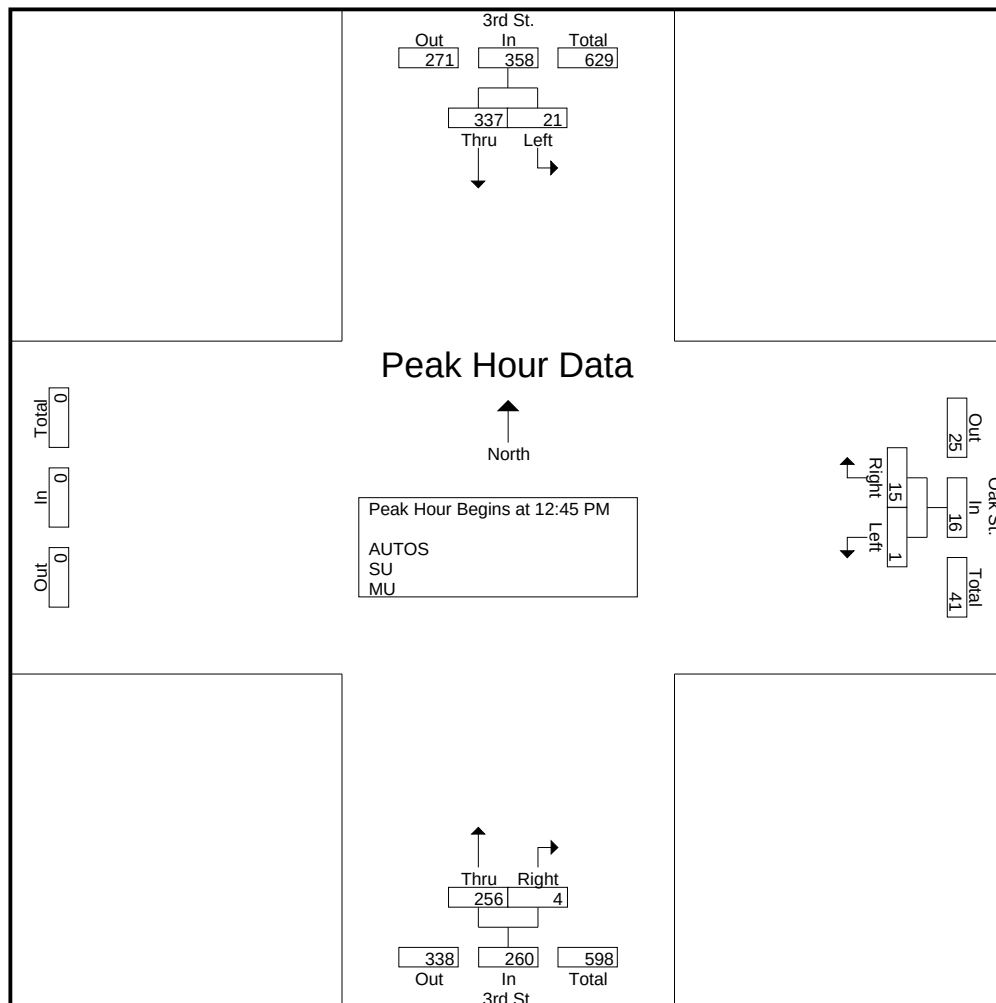




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"Complex World, Clear Solutions"

File Name : 30508112
Site Code : 30508112
Start Date : 3/5/2008
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	3rd St. From North			Oak St. From East			3rd St. From South			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:45 PM										
12:45 PM	71	5	76	2	1	3	1	64	65	144
01:00 PM	85	8	93	6	0	6	2	60	62	161
01:15 PM	83	3	86	2	0	2	0	60	60	148
01:30 PM	98	5	103	5	0	5	1	72	73	181
Total Volume	337	21	358	15	1	16	4	256	260	634
% App. Total	94.1	5.9		93.8	6.2		1.5	98.5		
PHF	.860	.656	.869	.625	.250	.667	.500	.889	.890	.876





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File Name : 30508113
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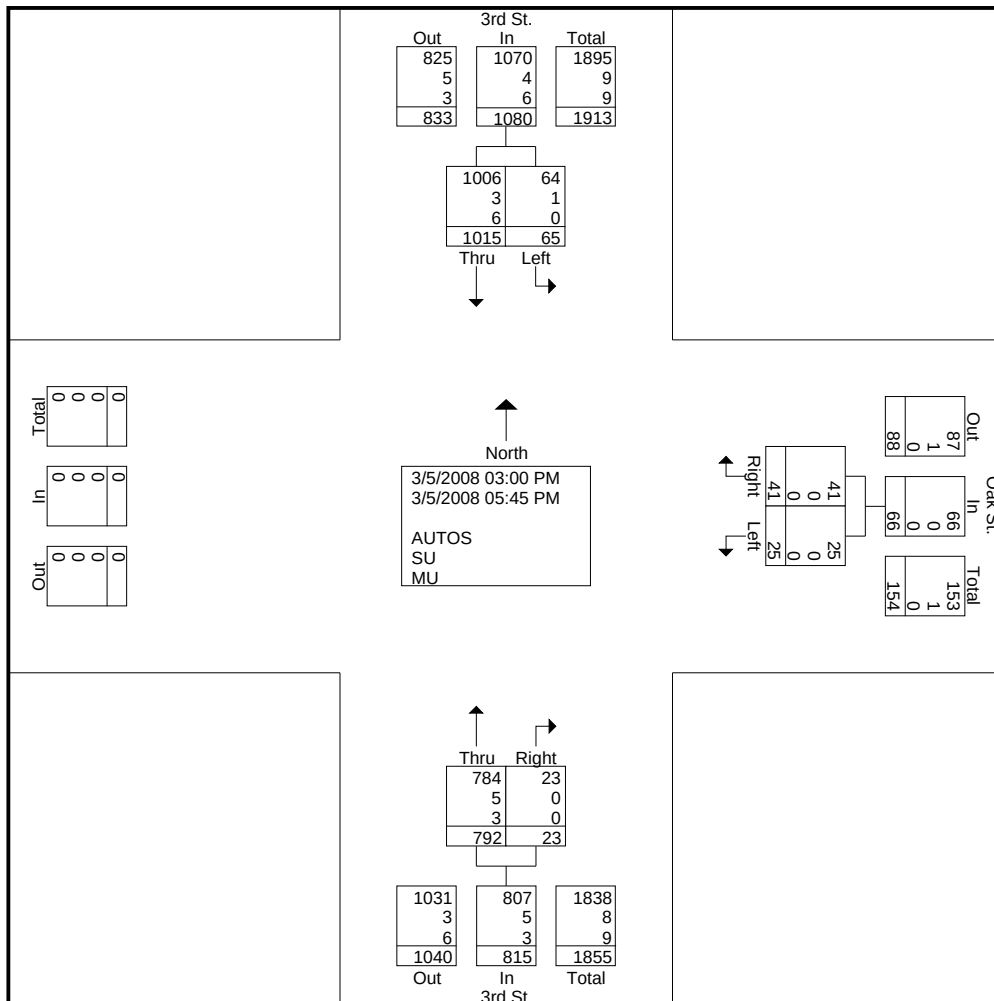
Groups Printed- AUTOS - SU - MU

	3rd St. From North			Oak St. From East			3rd St. From South			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
03:00 PM	86	6	92	4	2	6	3	61	64	162
03:15 PM	88	3	91	5	2	7	2	97	99	197
03:30 PM	73	3	76	2	6	8	1	86	87	171
03:45 PM	96	10	106	5	1	6	0	74	74	186
Total	343	22	365	16	11	27	6	318	324	716
04:00 PM	92	1	93	1	2	3	2	64	66	162
04:15 PM	95	3	98	3	1	4	2	77	79	181
04:30 PM	76	6	82	6	1	7	2	68	70	159
04:45 PM	96	7	103	4	3	7	3	60	63	173
Total	359	17	376	14	7	21	9	269	278	675
05:00 PM	101	10	111	2	1	3	1	80	81	195
05:15 PM	74	9	83	3	3	6	0	51	51	140
05:30 PM	75	4	79	2	0	2	0	39	39	120
05:45 PM	63	3	66	4	3	7	7	35	42	115
Total	313	26	339	11	7	18	8	205	213	570
Grand Total	1015	65	1080	41	25	66	23	792	815	1961
Apprch %	94	6		62.1	37.9		2.8	97.2		
Total %	51.8	3.3	55.1	2.1	1.3	3.4	1.2	40.4	41.6	
AUTOS	1006	64	1070	41	25	66	23	784	807	1943
% AUTOS	99.1	98.5	99.1	100	100	100	100	99	99	99.1
SU	3	1	4	0	0	0	0	5	5	9
% SU	0.3	1.5	0.4	0	0	0	0	0.6	0.6	0.5
MU	6	0	6	0	0	0	0	3	3	9
% MU	0.6	0	0.6	0	0	0	0	0.4	0.4	0.5



Tetra Tech
3366 Riverside Dr., Suite 206
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"Complex World, Clear Solutions"

File Name : 30508113
Site Code : 30508113
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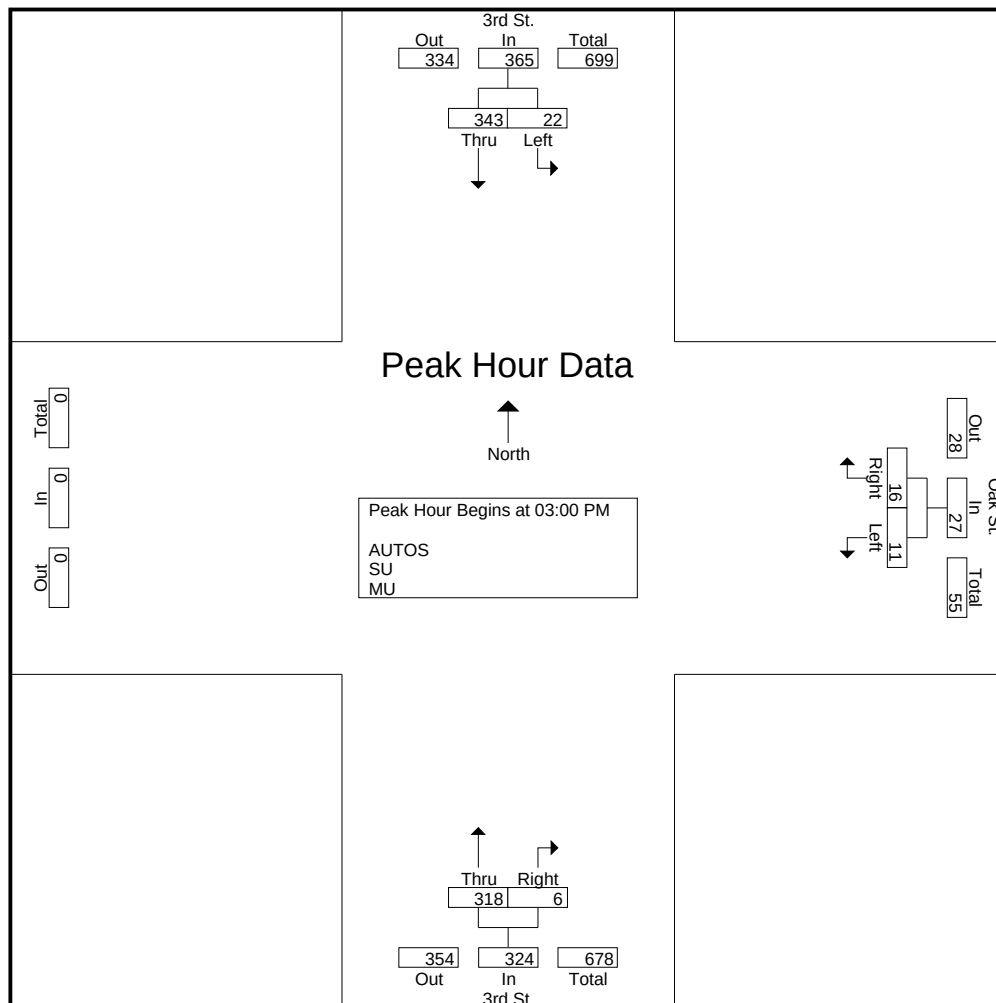




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"Complex World, Clear Solutions"

File Name : 30508113
Site Code : 30508113
Start Date : 3/5/2008
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	3rd St. From North			Oak St. From East			3rd St. From South			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	86	6	92	4	2	6	3	61	64	162
03:15 PM	88	3	91	5	2	7	2	97	99	197
03:30 PM	73	3	76	2	6	8	1	86	87	171
03:45 PM	96	10	106	5	1	6	0	74	74	186
Total Volume	343	22	365	16	11	27	6	318	324	716
% App. Total	94	6		59.3	40.7		1.9	98.1		
PHF	.893	.550	.861	.800	.458	.844	.500	.820	.818	.909



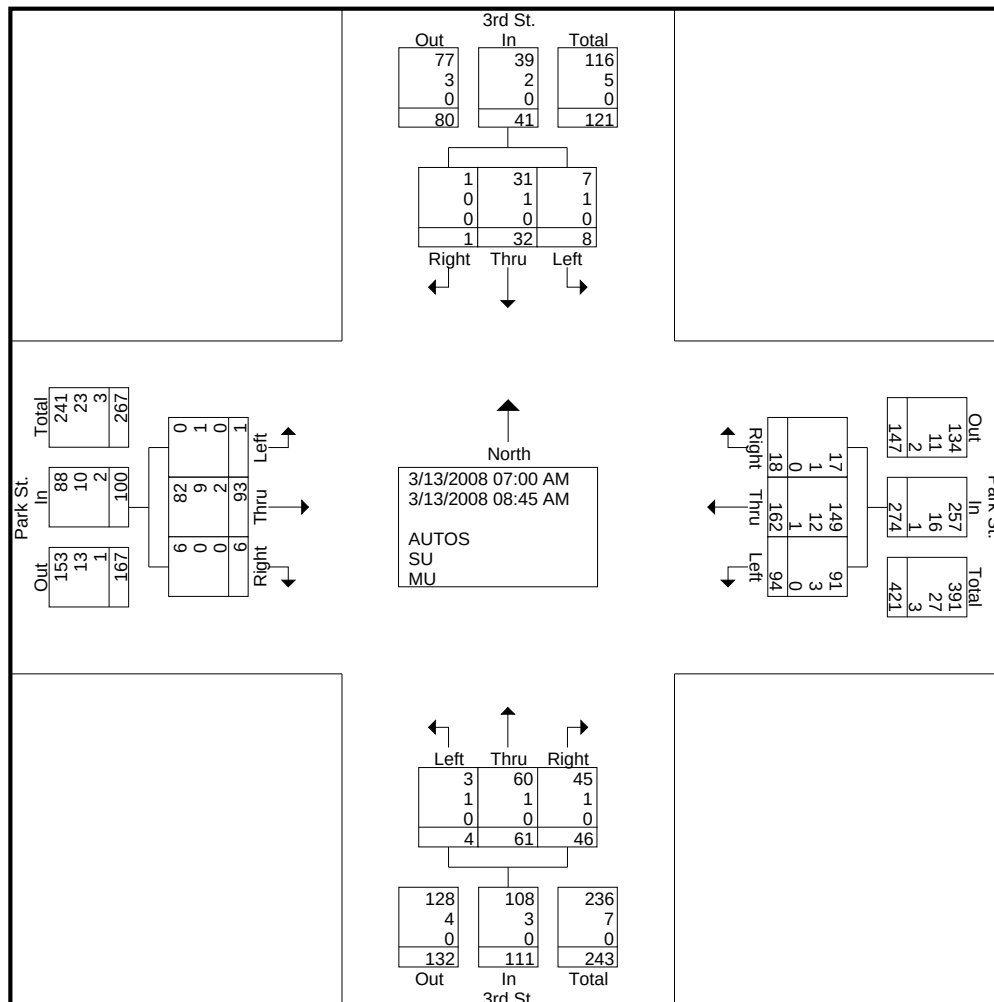


Tetra Tech
 3366 Riverside Dr., Suite 206
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"Complex World, Clear Solutions"

File Name : 31308031
 Site Code : 31308031
 Start Date : 3/13/2008
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Groups Printed- AUTOS - SU - MU

	3rd St. From North				Park St. From East				3rd St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	3	1	4	1	11	4	16	2	3	0	5	0	8	0	8	33
07:15 AM	0	1	0	1	0	16	8	24	5	4	1	10	0	8	0	8	43
07:30 AM	0	5	0	5	2	16	9	27	4	5	0	9	0	2	1	3	44
07:45 AM	1	2	1	4	3	27	12	42	7	10	0	17	0	13	0	13	76
Total	1	11	2	14	6	70	33	109	18	22	1	41	0	31	1	32	196
08:00 AM	0	9	1	10	2	22	17	41	5	6	1	12	3	8	0	11	74
08:15 AM	0	3	1	4	6	26	9	41	7	8	0	15	1	23	0	24	84
08:30 AM	0	2	3	5	2	18	12	32	6	12	1	19	2	16	0	18	74
08:45 AM	0	7	1	8	2	26	23	51	10	13	1	24	0	15	0	15	98
Total	0	21	6	27	12	92	61	165	28	39	3	70	6	62	0	68	330
Grand Total	1	32	8	41	18	162	94	274	46	61	4	111	6	93	1	100	526
Apprch %	2.4	78	19.5		6.6	59.1	34.3		41.4	55	3.6		6	93	1		
Total %	0.2	6.1	1.5	7.8	3.4	30.8	17.9	52.1	8.7	11.6	0.8	21.1	1.1	17.7	0.2	19	
AUTOS	1	31	7	39	17	149	91	257	45	60	3	108	6	82	0	88	492
% AUTOS	100	96.9	87.5	95.1	94.4	92	96.8	93.8	97.8	98.4	75	97.3	100	88.2	0	88	93.5
SU	0	1	1	2	1	12	3	16	1	1	1	3	0	9	1	10	31
% SU	0	3.1	12.5	4.9	5.6	7.4	3.2	5.8	2.2	1.6	25	2.7	0	9.7	100	10	5.9
MU	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% MU	0	0	0	0	0	0.6	0	0.4	0	0	0	0	0	2.2	0	2	0.6



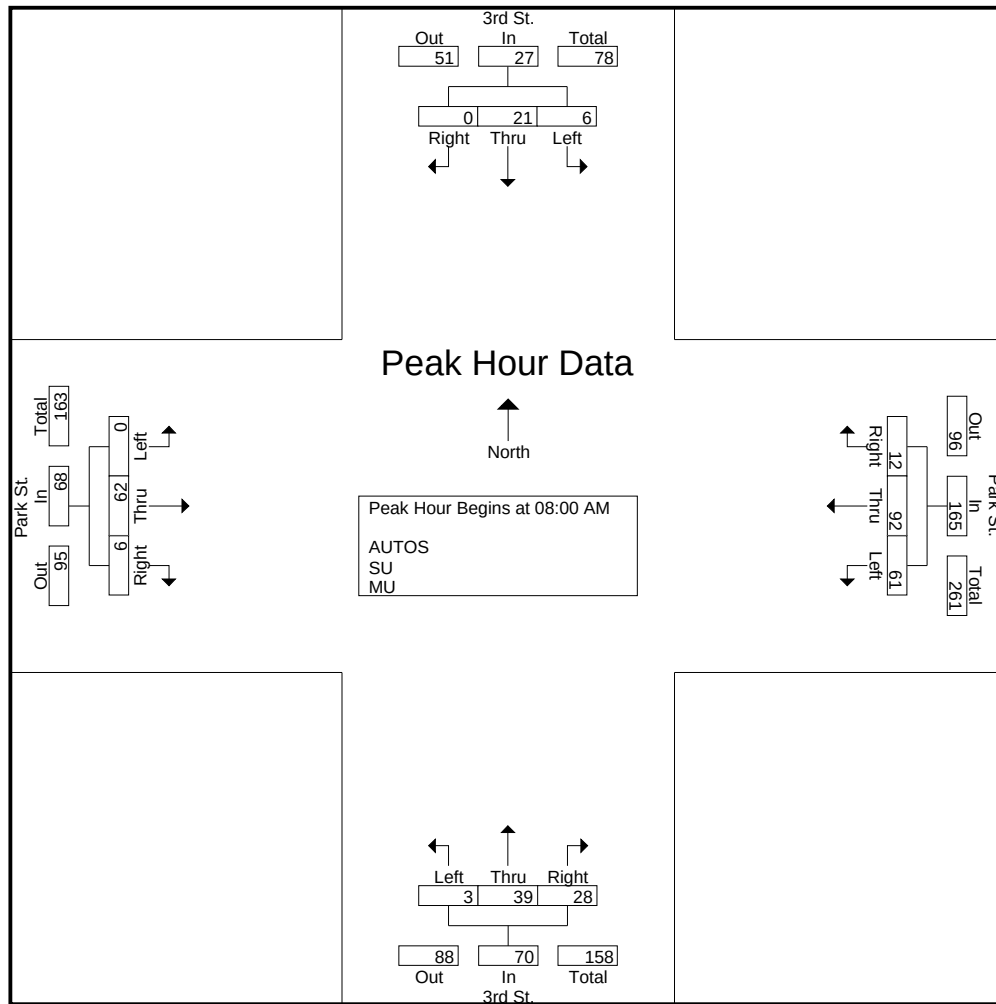


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"Complex World, Clear Solutions"

File Name : 31308031
Site Code : 31308031
Start Date : 3/13/2008
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	3rd St. From North				Park St. From East				3rd St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	9	1	10	2	22	17	41	5	6	1	12	3	8	0	11	74
08:15 AM	0	3	1	4	6	26	9	41	7	8	0	15	1	23	0	24	84
08:30 AM	0	2	3	5	2	18	12	32	6	12	1	19	2	16	0	18	74
08:45 AM	0	7	1	8	2	26	23	51	10	13	1	24	0	15	0	15	98
Total Volume	0	21	6	27	12	92	61	165	28	39	3	70	6	62	0	68	330
% App. Total	0	77.8	22.2		7.3	55.8	37		40	55.7	4.3		8.8	91.2	0		
PHF	.000	.583	.500	.675	.500	.885	.663	.809	.700	.750	.750	.729	.500	.674	.000	.708	.842





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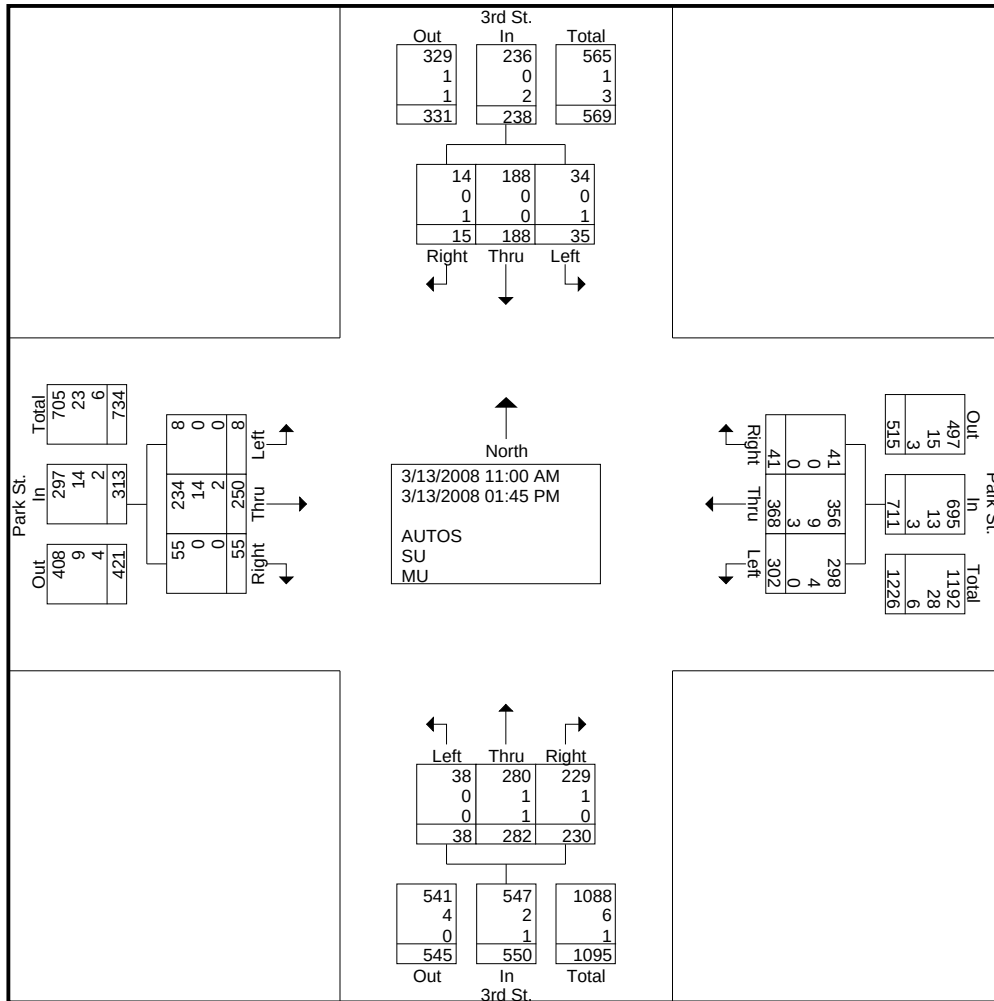
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Park St. From East				3rd St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	1	18	4	23	4	25	26	55	14	24	3	41	6	16	1	23	142
11:15 AM	0	16	4	20	5	31	25	61	21	18	3	42	3	15	0	18	141
11:30 AM	0	21	4	25	3	28	25	56	21	25	1	47	5	19	2	26	154
11:45 AM	3	19	5	27	4	21	22	47	14	28	4	46	3	18	0	21	141
Total	4	74	17	95	16	105	98	219	70	95	11	176	17	68	3	88	578
12:00 PM	1	16	3	20	6	37	22	65	21	26	1	48	1	20	2	23	156
12:15 PM	0	17	1	18	1	34	24	59	23	20	1	44	4	22	0	26	147
12:30 PM	2	15	1	18	1	43	32	76	18	19	3	40	6	28	0	34	168
12:45 PM	3	13	3	19	2	39	35	76	20	31	6	57	8	21	0	29	181
Total	6	61	8	75	10	153	113	276	82	96	11	189	19	91	2	112	652
01:00 PM	2	13	4	19	5	25	25	55	15	24	2	41	3	24	0	27	142
01:15 PM	1	15	4	20	5	32	22	59	19	24	5	48	5	23	1	29	156
01:30 PM	1	12	1	14	2	28	17	47	20	18	2	40	6	19	2	27	128
01:45 PM	1	13	1	15	3	25	27	55	24	25	7	56	5	25	0	30	156
Total	5	53	10	68	15	110	91	216	78	91	16	185	19	91	3	113	582
Grand Total	15	188	35	238	41	368	302	711	230	282	38	550	55	250	8	313	1812
Apprch %	6.3	79	14.7		5.8	51.8	42.5		41.8	51.3	6.9		17.6	79.9	2.6		
Total %	0.8	10.4	1.9	13.1	2.3	20.3	16.7	39.2	12.7	15.6	2.1	30.4	3	13.8	0.4	17.3	
AUTOS	14	188	34	236	41	356	298	695	229	280	38	547	55	234	8	297	1775
% AUTOS	93.3	100	97.1	99.2	100	96.7	98.7	97.7	99.6	99.3	100	99.5	100	93.6	100	94.9	98
SU	0	0	0	0	0	9	4	13	1	1	0	2	0	14	0	14	29
% SU	0	0	0	0	0	2.4	1.3	1.8	0.4	0.4	0	0.4	0	5.6	0	4.5	1.6
MU	1	0	1	2	0	3	0	3	0	1	0	1	0	2	0	2	8
% MU	6.7	0	2.9	0.8	0	0.8	0	0.4	0	0.4	0	0.2	0	0.8	0	0.6	0.4



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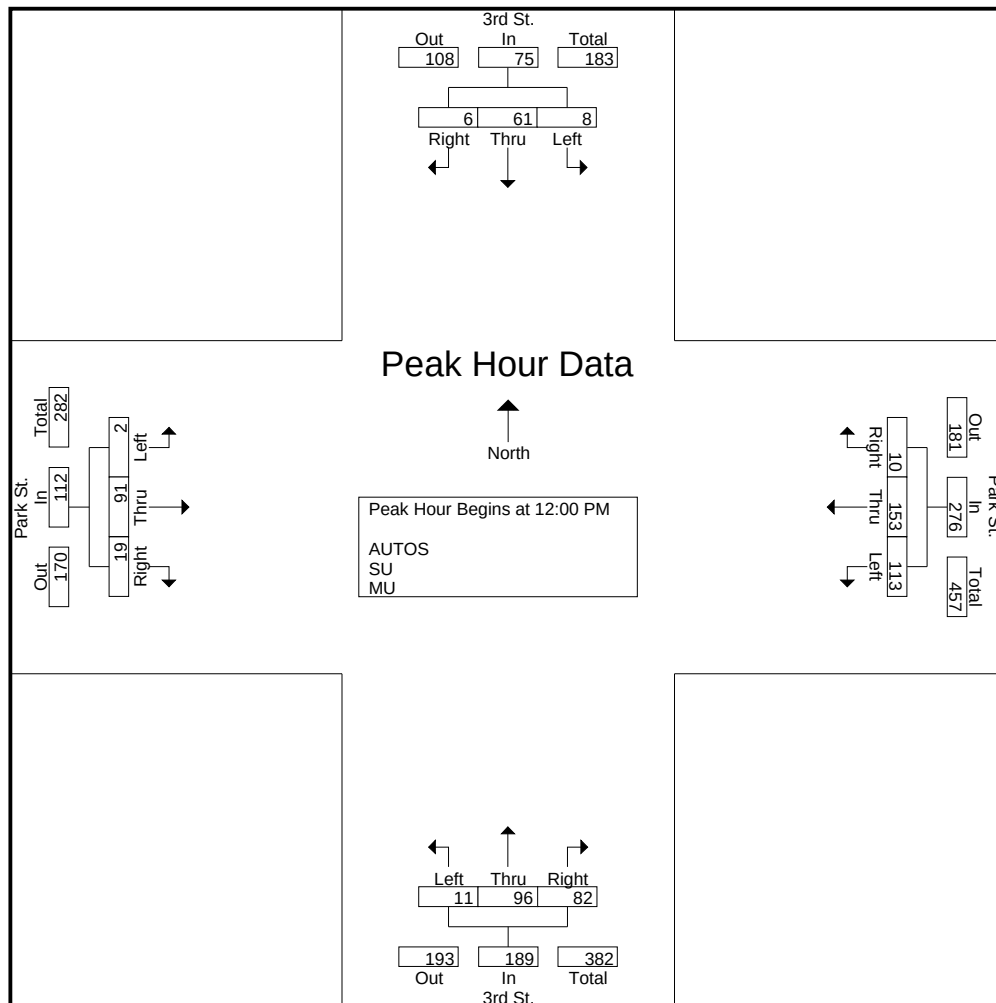


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"Complex World, Clear Solutions"

File Name : 31308032
Site Code : 31308032
Start Date : 3/13/2008
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	3rd St. From North				Park St. From East				3rd St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	1	16	3	20	6	37	22	65	21	26	1	48	1	20	2	23	156
12:15 PM	0	17	1	18	1	34	24	59	23	20	1	44	4	22	0	26	147
12:30 PM	2	15	1	18	1	43	32	76	18	19	3	40	6	28	0	34	168
12:45 PM	3	13	3	19	2	39	35	76	20	31	6	57	8	21	0	29	181
Total Volume	6	61	8	75	10	153	113	276	82	96	11	189	19	91	2	112	652
% App. Total	8	81.3	10.7		3.6	55.4	40.9		43.4	50.8	5.8		17	81.2	1.8		
PHF	.500	.897	.667	.938	.417	.890	.807	.908	.891	.774	.458	.829	.594	.813	.250	.824	.901





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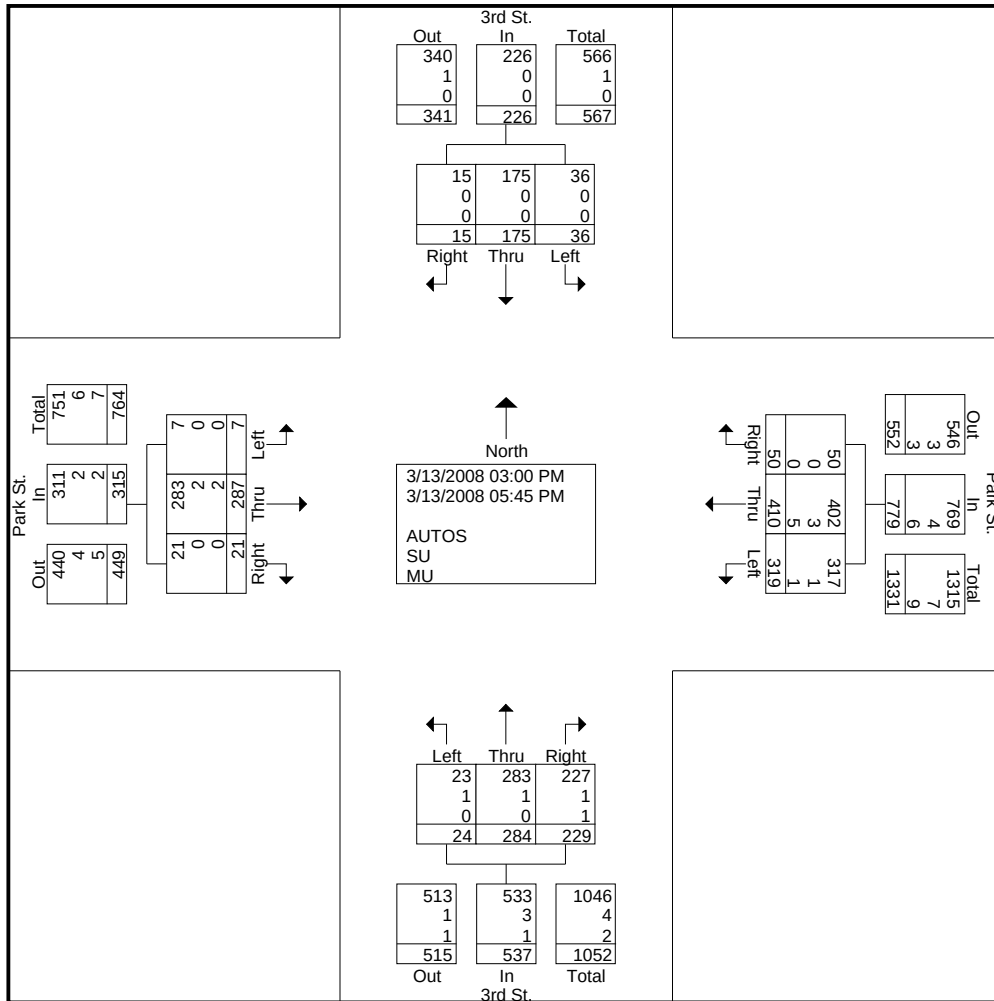
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Park St. From East				3rd St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	4	21	4	29	3	32	26	61	19	22	2	43	0	34	1	35	168
03:15 PM	1	12	3	16	2	44	28	74	18	24	4	46	1	20	0	21	157
03:30 PM	0	16	6	22	6	34	22	62	21	29	3	53	5	11	1	17	154
03:45 PM	2	18	2	22	7	32	32	71	17	31	1	49	2	28	1	31	173
Total	7	67	15	89	18	142	108	268	75	106	10	191	8	93	3	104	652
04:00 PM	1	13	2	16	3	28	20	51	18	26	2	46	3	26	0	29	142
04:15 PM	3	21	5	29	7	34	29	70	23	22	0	45	1	31	2	34	178
04:30 PM	0	18	2	20	2	39	40	81	19	24	0	43	1	28	0	29	173
04:45 PM	1	12	3	16	4	23	27	54	22	25	1	48	2	27	0	29	147
Total	5	64	12	81	16	124	116	256	82	97	3	182	7	112	2	121	640
05:00 PM	1	10	5	16	2	42	26	70	24	16	3	43	1	22	1	24	153
05:15 PM	0	11	0	11	2	37	20	59	18	25	4	47	3	18	0	21	138
05:30 PM	0	10	2	12	8	33	28	69	14	16	3	33	2	25	1	28	142
05:45 PM	2	13	2	17	4	32	21	57	16	24	1	41	0	17	0	17	132
Total	3	44	9	56	16	144	95	255	72	81	11	164	6	82	2	90	565
Grand Total	15	175	36	226	50	410	319	779	229	284	24	537	21	287	7	315	1857
Apprch %	6.6	77.4	15.9		6.4	52.6	40.9		42.6	52.9	4.5		6.7	91.1	2.2		
Total %	0.8	9.4	1.9	12.2	2.7	22.1	17.2	41.9	12.3	15.3	1.3	28.9	1.1	15.5	0.4	17	
AUTOS	15	175	36	226	50	402	317	769	227	283	23	533	21	283	7	311	1839
% AUTOS	100	100	100	100	100	98	99.4	98.7	99.1	99.6	95.8	99.3	100	98.6	100	98.7	99
SU	0	0	0	0	0	3	1	4	1	1	1	3	0	2	0	2	9
% SU	0	0	0	0	0	0.7	0.3	0.5	0.4	0.4	4.2	0.6	0	0.7	0	0.6	0.5
MU	0	0	0	0	0	5	1	6	1	0	0	1	0	2	0	2	9
% MU	0	0	0	0	0	1.2	0.3	0.8	0.4	0	0	0.2	0	0.7	0	0.6	0.5



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File Name : 31308033
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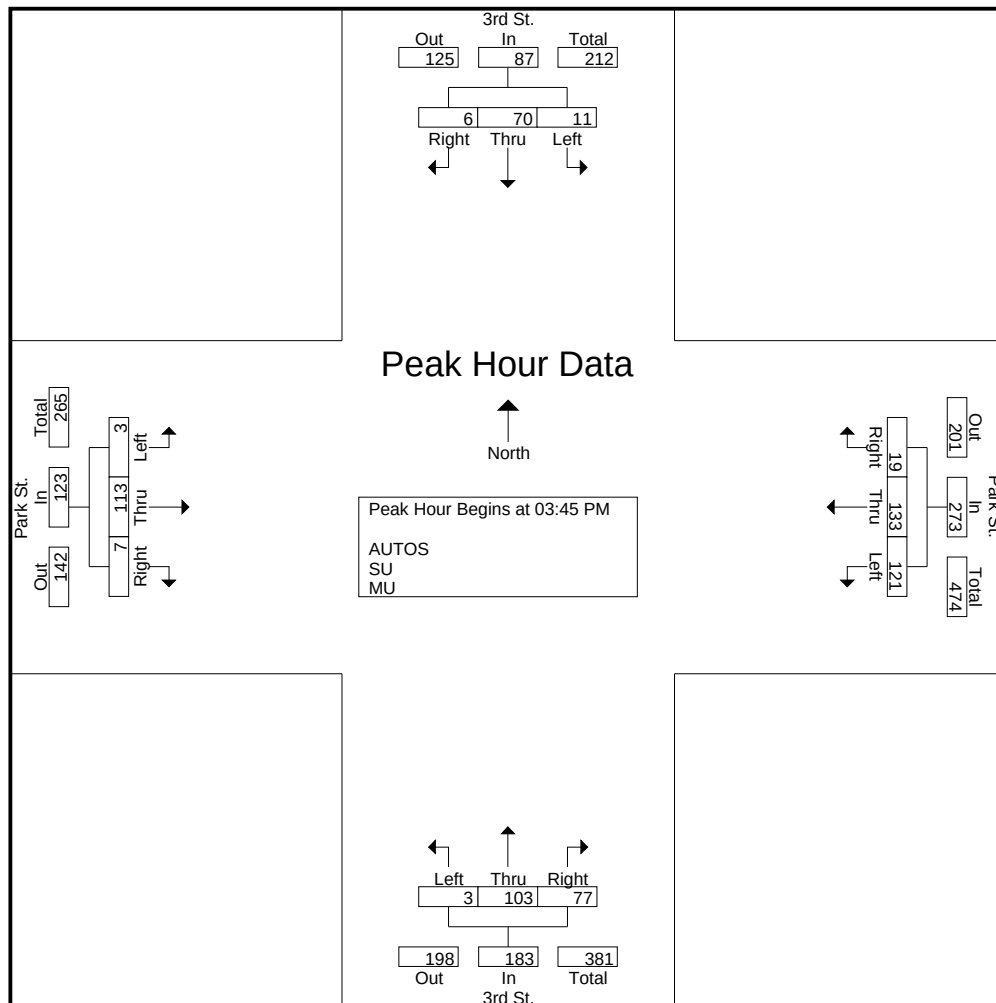




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 "Complex World, Clear Solutions"

File Name : 31308033
 Site Code : 31308033
 Start Date : 3/13/2008
 Page No : 3

	3rd St. From North				Park St. From East				3rd St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	2	18	2	22	7	32	32	71	17	31	1	49	2	28	1	31	173
04:00 PM	1	13	2	16	3	28	20	51	18	26	2	46	3	26	0	29	142
04:15 PM	3	21	5	29	7	34	29	70	23	22	0	45	1	31	2	34	178
04:30 PM	0	18	2	20	2	39	40	81	19	24	0	43	1	28	0	29	173
Total Volume	6	70	11	87	19	133	121	273	77	103	3	183	7	113	3	123	666
% App. Total	6.9	80.5	12.6		7	48.7	44.3		42.1	56.3	1.6		5.7	91.9	2.4		
PHF	.500	.833	.550	.750	.679	.853	.756	.843	.837	.831	.375	.934	.583	.911	.375	.904	.935



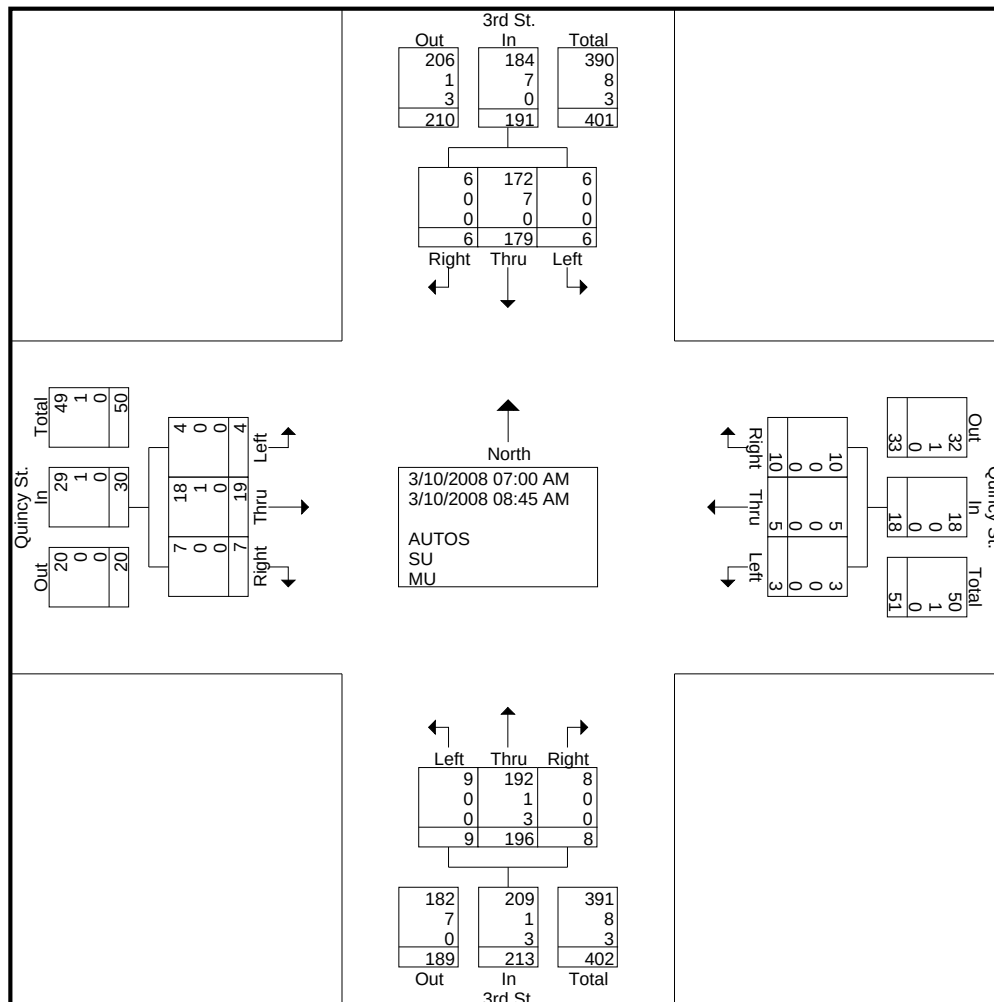


Tetra Tech
 3366 Riverside Dr., Suite 206
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"Complex World, Clear Solutions"

File Name : 31008091
 Site Code : 31008091
 Start Date : 3/10/2008
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Groups Printed- AUTOS - SU - MU

	3rd St. From North				Quincy St. From East				3rd St. From South				Quincy St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	18	1	19	1	0	0	1	0	14	0	14	1	1	0	2	36
07:15 AM	1	17	2	20	1	0	0	1	0	16	2	18	0	0	0	0	39
07:30 AM	0	24	0	24	1	1	0	2	0	22	0	22	1	1	0	2	50
07:45 AM	2	22	0	24	1	0	2	3	1	32	2	35	2	6	0	8	70
Total	3	81	3	87	4	1	2	7	1	84	4	89	4	8	0	12	195
08:00 AM	1	27	1	29	1	1	0	2	5	27	1	33	0	2	2	4	68
08:15 AM	0	23	1	24	2	1	1	4	0	22	0	22	0	4	1	5	55
08:30 AM	1	27	0	28	0	0	0	0	0	28	1	29	1	2	0	3	60
08:45 AM	1	21	1	23	3	2	0	5	2	35	3	40	2	3	1	6	74
Total	3	98	3	104	6	4	1	11	7	112	5	124	3	11	4	18	257
Grand Total	6	179	6	191	10	5	3	18	8	196	9	213	7	19	4	30	452
Apprch %	3.1	93.7	3.1		55.6	27.8	16.7		3.8	92	4.2		23.3	63.3	13.3		
Total %	1.3	39.6	1.3	42.3	2.2	1.1	0.7	4	1.8	43.4	2	47.1	1.5	4.2	0.9	6.6	
AUTOS	6	172	6	184	10	5	3	18	8	192	9	209	7	18	4	29	440
% AUTOS	100	96.1	100	96.3	100	100	100	100	100	98	100	98.1	100	94.7	100	96.7	97.3
SU	0	7	0	7	0	0	0	0	0	1	0	1	0	1	0	1	9
% SU	0	3.9	0	3.7	0	0	0	0	0	0.5	0	0.5	0	5.3	0	3.3	2
MU	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% MU	0	0	0	0	0	0	0	0	0	1.5	0	1.4	0	0	0	0	0.7



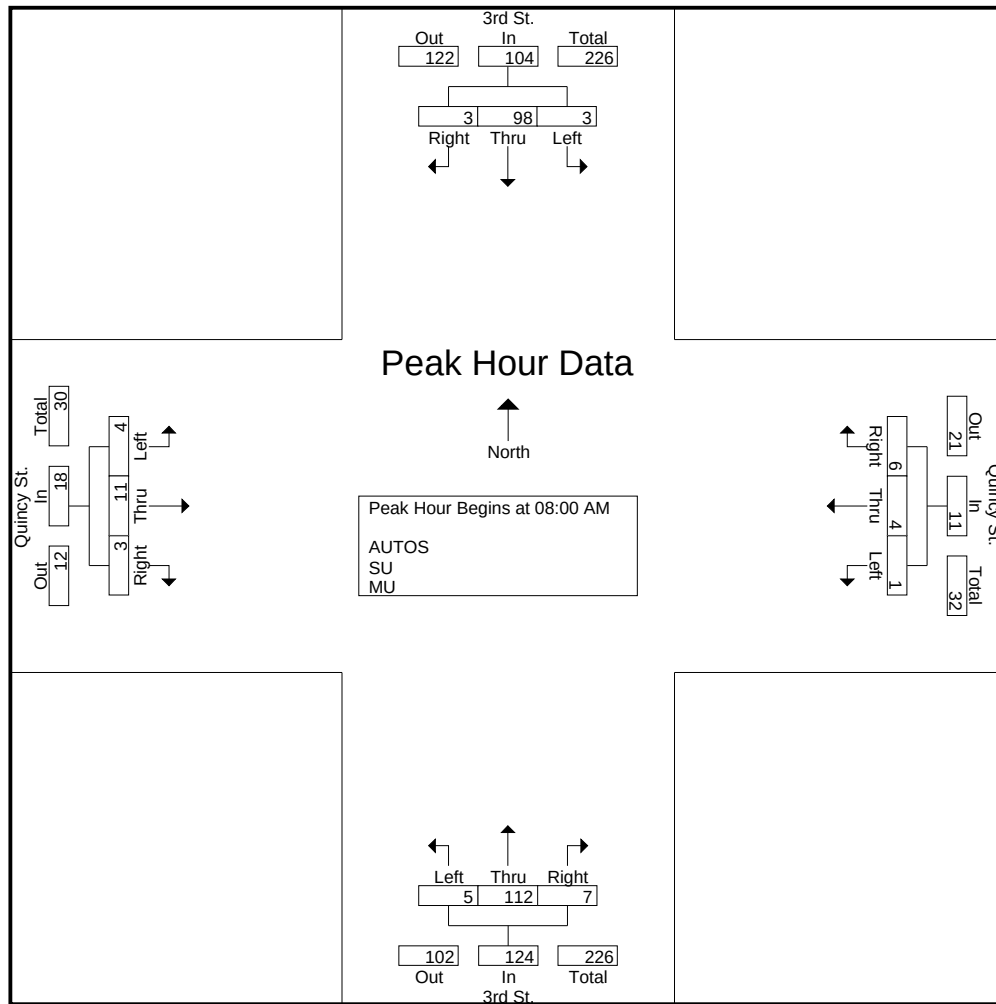


Tetra Tech

3366 Riverside Dr., Suite 206
Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 31008091
Site Code : 31008091
Start Date : 3/10/2008
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	3rd St. From North				Quincy St. From East				3rd St. From South				Quincy St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	27	1	29	1	1	0	2	5	27	1	33	0	2	2	4	68
08:15 AM	0	23	1	24	2	1	1	4	0	22	0	22	0	4	1	5	55
08:30 AM	1	27	0	28	0	0	0	0	0	28	1	29	1	2	0	3	60
08:45 AM	1	21	1	23	3	2	0	5	2	35	3	40	2	3	1	6	74
Total Volume	3	98	3	104	6	4	1	11	7	112	5	124	3	11	4	18	257
% App. Total	2.9	94.2	2.9		54.5	36.4	9.1		5.6	90.3	4		16.7	61.1	22.2		
PHF	.750	.907	.750	.897	.500	.500	.250	.550	.350	.800	.417	.775	.375	.688	.500	.750	.868





Tetra Tech
 3366 Riverside Dr., Suite 206
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"Complex World, Clear Solutions"

File Name : 31008092
 Site Code : 31008092
 Start Date : 3/10/2008
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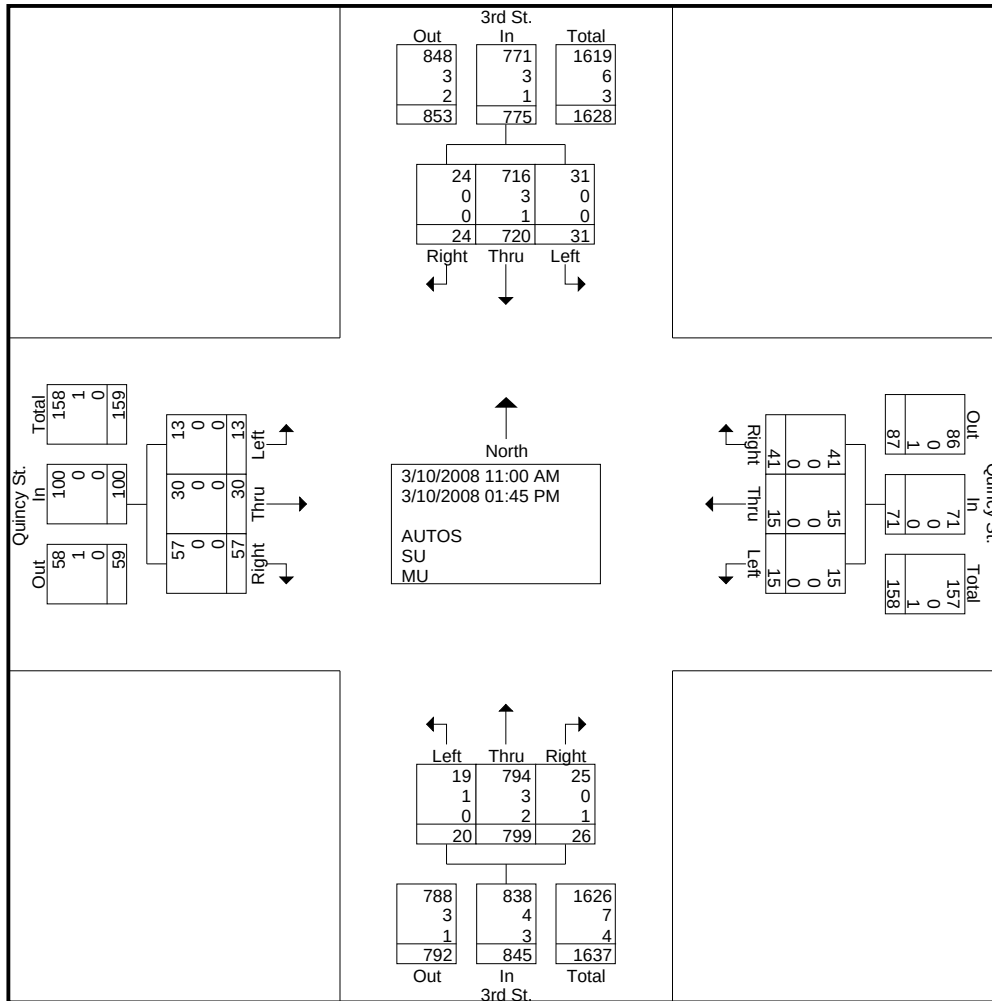
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Quincy St. From East				3rd St. From South				Quincy St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	1	44	1	46	5	2	1	8	4	49	1	54	2	1	0	3	111
11:15 AM	0	56	2	58	1	2	1	4	2	48	0	50	8	1	0	9	121
11:30 AM	5	55	0	60	3	3	5	11	1	59	0	60	7	0	0	7	138
11:45 AM	1	55	1	57	2	2	1	5	1	65	1	67	5	2	1	8	137
Total	7	210	4	221	11	9	8	28	8	221	2	231	22	4	1	27	507
12:00 PM	2	57	4	63	6	2	1	9	2	67	3	72	2	3	2	7	151
12:15 PM	2	68	2	72	6	0	0	6	2	60	3	65	6	2	0	8	151
12:30 PM	1	62	6	69	3	0	1	4	0	74	3	77	4	2	1	7	157
12:45 PM	4	68	1	73	4	0	0	4	2	84	1	87	5	5	0	10	174
Total	9	255	13	277	19	2	2	23	6	285	10	301	17	12	3	32	633
01:00 PM	3	59	1	63	0	0	0	0	6	75	2	83	4	1	4	9	155
01:15 PM	0	66	1	67	2	1	1	4	0	63	0	63	7	2	0	9	143
01:30 PM	2	65	6	73	1	1	3	5	3	75	2	80	3	5	2	10	168
01:45 PM	3	65	6	74	8	2	1	11	3	80	4	87	4	6	3	13	185
Total	8	255	14	277	11	4	5	20	12	293	8	313	18	14	9	41	651
Grand Total	24	720	31	775	41	15	15	71	26	799	20	845	57	30	13	100	1791
Apprch %	3.1	92.9	4		57.7	21.1	21.1		3.1	94.6	2.4		57	30	13		
Total %	1.3	40.2	1.7	43.3	2.3	0.8	0.8	4	1.5	44.6	1.1	47.2	3.2	1.7	0.7	5.6	
AUTOS	24	716	31	771	41	15	15	71	25	794	19	838	57	30	13	100	1780
% AUTOS	100	99.4	100	99.5	100	100	100	100	96.2	99.4	95	99.2	100	100	100	100	99.4
SU	0	3	0	3	0	0	0	0	0	3	1	4	0	0	0	0	7
% SU	0	0.4	0	0.4	0	0	0	0	0	0.4	5	0.5	0	0	0	0	0.4
MU	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
% MU	0	0.1	0	0.1	0	0	0	0	3.8	0.3	0	0.4	0	0	0	0	0.2



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File Name : 31008092
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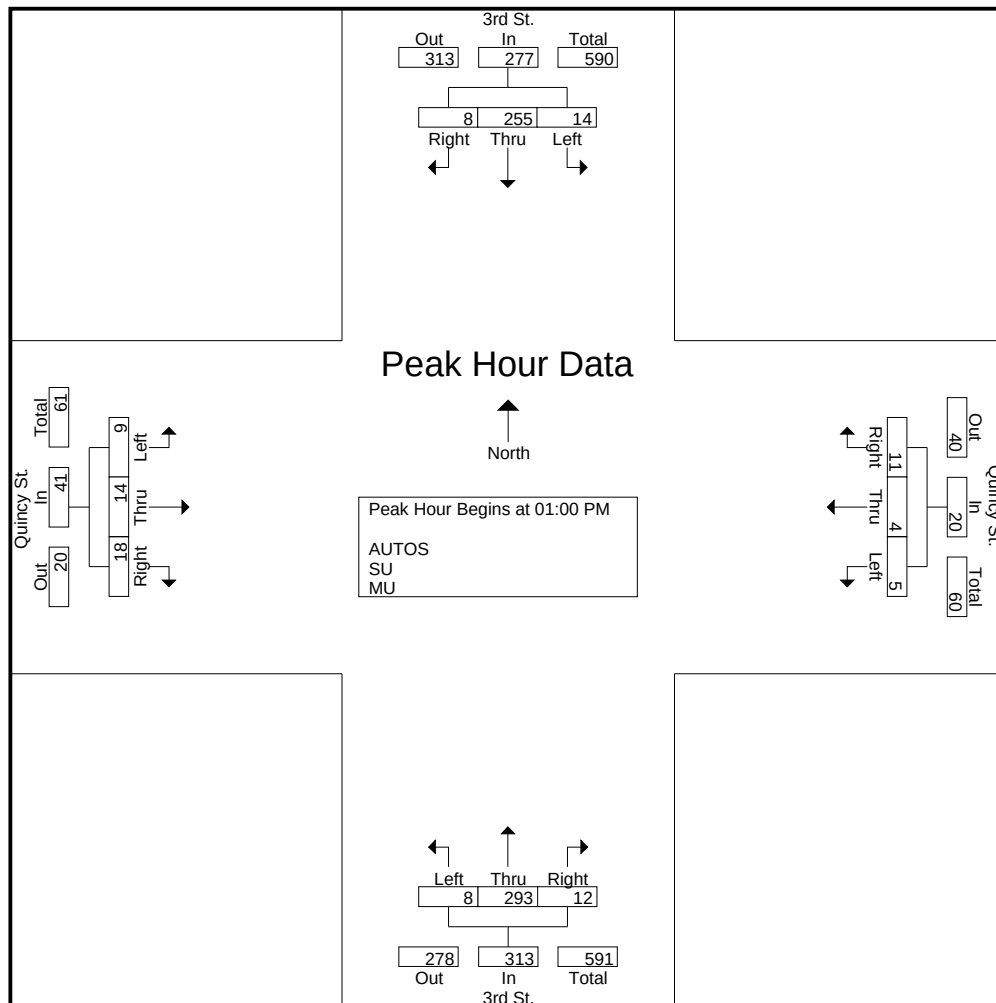




Tetra Tech
 3366 Riverside Dr., Suite 206
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 "Complex World, Clear Solutions"

File Name : 31008092
 Site Code : 31008092
 Start Date : 3/10/2008
 Page No : 3

	3rd St. From North				Quincy St. From East				3rd St. From South				Quincy St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	3	59	1	63	0	0	0	0	6	75	2	83	4	1	4	9	155
01:15 PM	0	66	1	67	2	1	1	4	0	63	0	63	7	2	0	9	143
01:30 PM	2	65	6	73	1	1	3	5	3	75	2	80	3	5	2	10	168
01:45 PM	3	65	6	74	8	2	1	11	3	80	4	87	4	6	3	13	185
Total Volume	8	255	14	277	11	4	5	20	12	293	8	313	18	14	9	41	651
% App. Total	2.9	92.1	5.1		55	20	25		3.8	93.6	2.6		43.9	34.1	22		
PHF	.667	.966	.583	.936	.344	.500	.417	.455	.500	.916	.500	.899	.643	.583	.563	.788	.880





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File Name : 31008093
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 Page No : 1

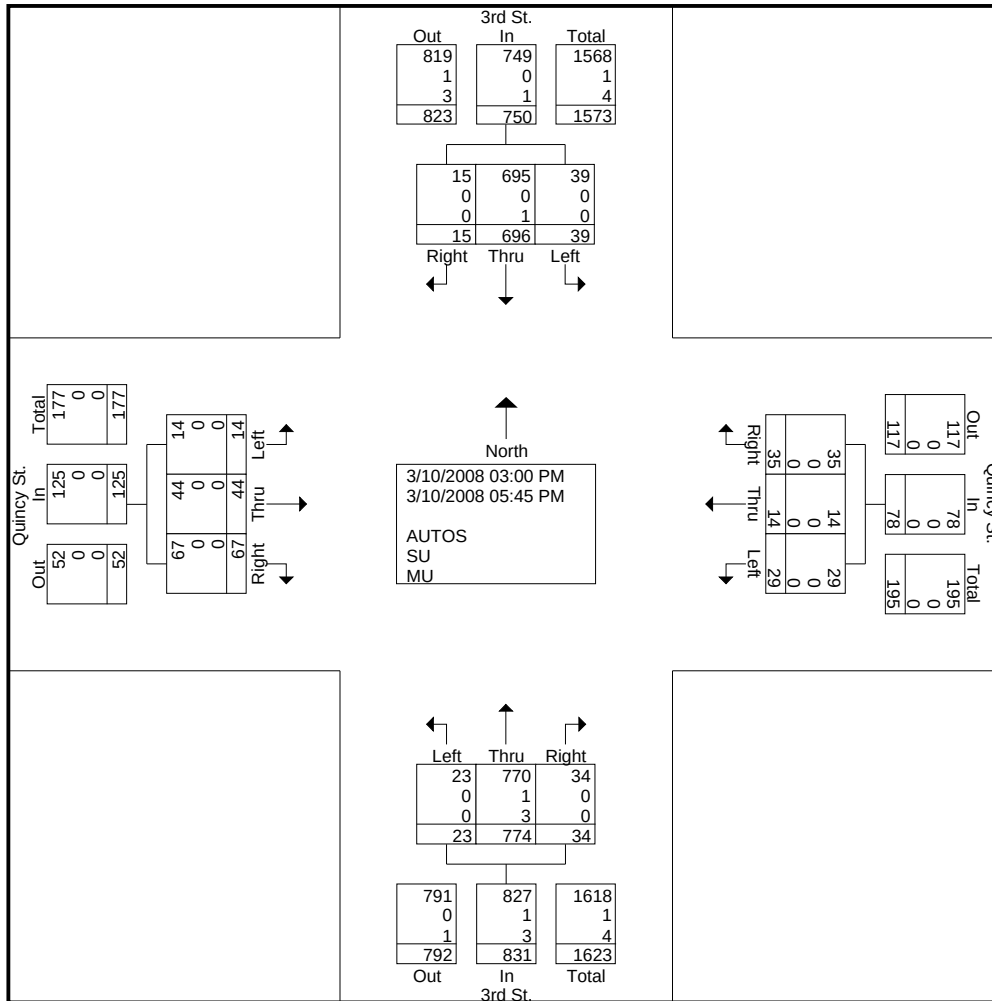
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Quincy St. From East				3rd St. From South				Quincy St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	2	61	1	64	3	0	3	6	2	64	3	69	3	2	4	9	148
03:15 PM	0	62	4	66	6	2	1	9	2	61	4	67	5	2	0	7	149
03:30 PM	2	46	2	50	4	1	5	10	5	75	0	80	6	4	0	10	150
03:45 PM	0	52	2	54	5	1	2	8	2	78	2	82	6	3	1	10	154
Total	4	221	9	234	18	4	11	33	11	278	9	298	20	11	5	36	601
04:00 PM	1	68	5	74	2	1	1	4	8	65	2	75	12	5	2	19	172
04:15 PM	2	81	3	86	2	1	2	5	0	81	3	84	6	5	1	12	187
04:30 PM	2	61	3	66	3	3	6	12	0	74	4	78	6	5	0	11	167
04:45 PM	1	49	7	57	1	1	3	5	3	67	0	70	7	4	3	14	146
Total	6	259	18	283	8	6	12	26	11	287	9	307	31	19	6	56	672
05:00 PM	2	53	3	58	4	0	0	4	4	61	1	66	3	4	0	7	135
05:15 PM	0	59	1	60	2	2	3	7	3	49	2	54	7	1	0	8	129
05:30 PM	1	62	4	67	1	2	0	3	2	52	1	55	3	6	2	11	136
05:45 PM	2	42	4	48	2	0	3	5	3	47	1	51	3	3	1	7	111
Total	5	216	12	233	9	4	6	19	12	209	5	226	16	14	3	33	511
Grand Total	15	696	39	750	35	14	29	78	34	774	23	831	67	44	14	125	1784
Apprch %	2	92.8	5.2		44.9	17.9	37.2		4.1	93.1	2.8		53.6	35.2	11.2		
Total %	0.8	39	2.2	42	2	0.8	1.6	4.4	1.9	43.4	1.3	46.6	3.8	2.5	0.8	7	
AUTOS	15	695	39	749	35	14	29	78	34	770	23	827	67	44	14	125	1779
% AUTOS	100	99.9	100	99.9	100	100	100	100	100	99.5	100	99.5	100	100	100	100	99.7
SU	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% SU	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
MU	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% MU	0	0.1	0	0.1	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0.2



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File Name : 31008093
Site Code : 31008093
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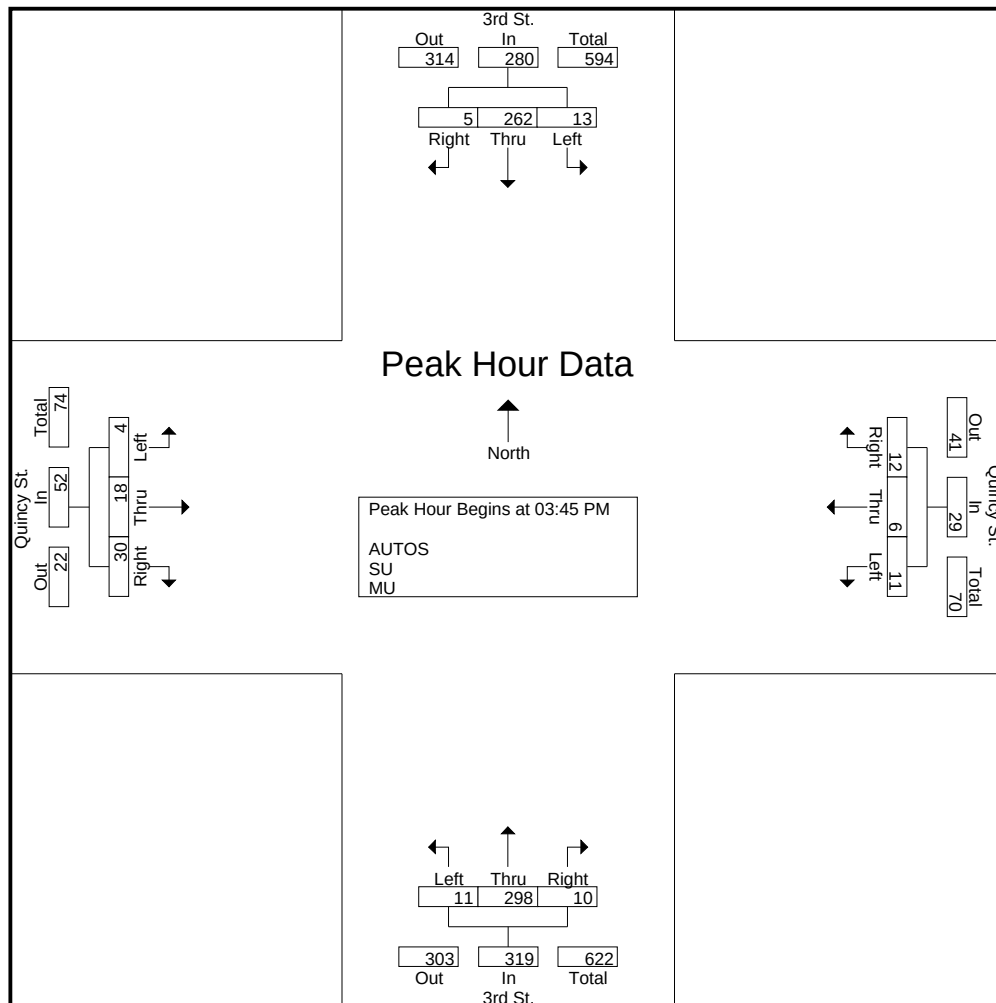




Tetra Tech
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"Complex World, Clear Solutions"

File Name : 31008093
 Site Code : 31008093
 Start Date : 3/10/2008
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	3rd St. From North				Quincy St. From East				3rd St. From South				Quincy St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	52	2	54	5	1	2	8	2	78	2	82	6	3	1	10	154
04:00 PM	1	68	5	74	2	1	1	4	8	65	2	75	12	5	2	19	172
04:15 PM	2	81	3	86	2	1	2	5	0	81	3	84	6	5	1	12	187
04:30 PM	2	61	3	66	3	3	6	12	0	74	4	78	6	5	0	11	167
Total Volume	5	262	13	280	12	6	11	29	10	298	11	319	30	18	4	52	680
% App. Total	1.8	93.6	4.6		41.4	20.7	37.9		3.1	93.4	3.4		57.7	34.6	7.7		
PHF	.625	.809	.650	.814	.600	.500	.458	.604	.313	.920	.688	.949	.625	.900	.500	.684	.909



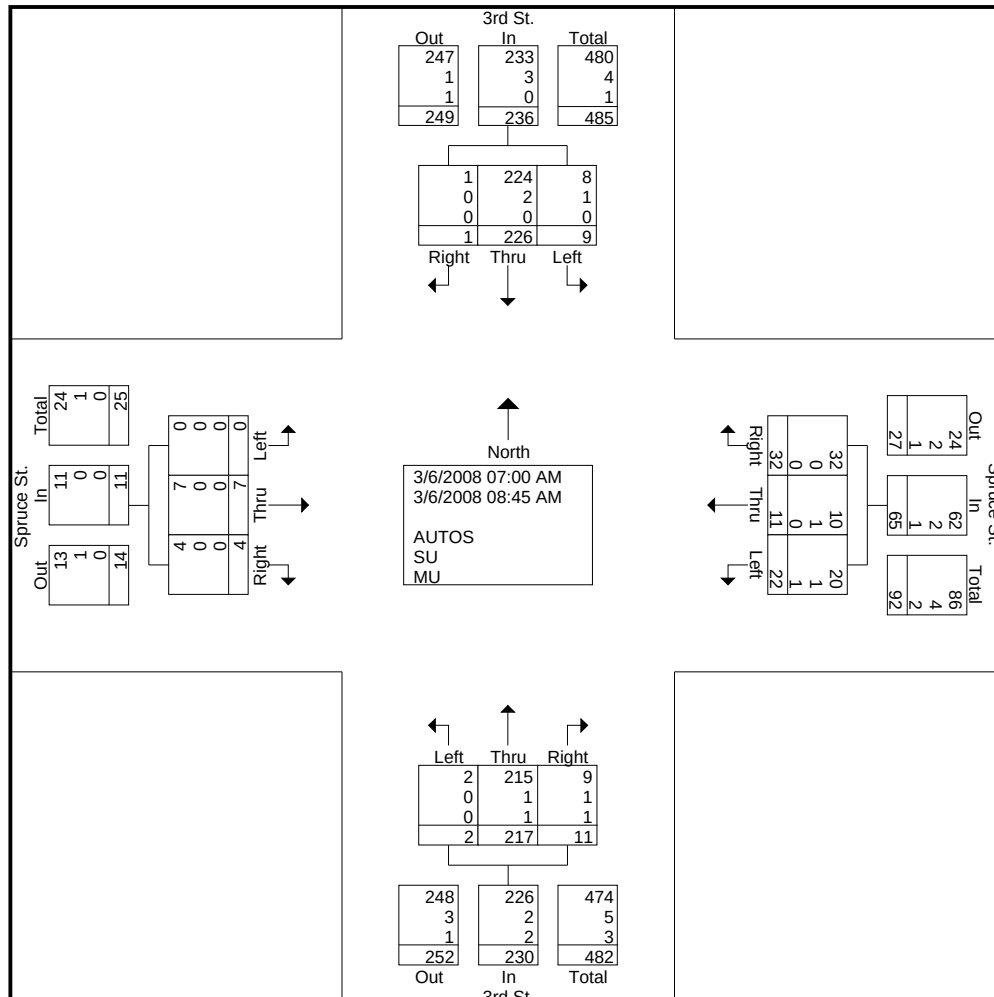


Tetra Tech
 3366 Riverside Dr., Suite 206
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 "Complex World, Clear Solutions"

File Name : 30608101
 Site Code : 30608101
 Start Date : 3/6/2008
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Groups Printed- AUTOS - SU - MU

	3rd St. From North				Spruce St. From East				3rd St. From South				Spruce St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	10	1	11	1	0	3	4	0	21	0	21	0	1	0	1	37
07:15 AM	0	19	0	19	0	0	0	0	1	18	0	19	0	1	0	1	39
07:30 AM	0	25	1	26	6	5	2	13	0	24	1	25	2	1	0	3	67
07:45 AM	0	30	1	31	4	3	1	8	3	29	0	32	2	1	0	3	74
Total	0	84	3	87	11	8	6	25	4	92	1	97	4	4	0	8	217
08:00 AM	0	35	2	37	4	2	4	10	1	31	0	32	0	0	0	0	79
08:15 AM	0	26	3	29	5	0	4	9	1	24	0	25	0	2	0	2	65
08:30 AM	1	41	0	42	5	0	4	9	2	19	0	21	0	0	0	0	72
08:45 AM	0	40	1	41	7	1	4	12	3	51	1	55	0	1	0	1	109
Total	1	142	6	149	21	3	16	40	7	125	1	133	0	3	0	3	325
Grand Total	1	226	9	236	32	11	22	65	11	217	2	230	4	7	0	11	542
Apprch %	0.4	95.8	3.8		49.2	16.9	33.8		4.8	94.3	0.9		36.4	63.6	0		
Total %	0.2	41.7	1.7	43.5	5.9	2	4.1	12	2	40	0.4	42.4	0.7	1.3	0	2	
AUTOS	1	224	8	233	32	10	20	62	9	215	2	226	4	7	0	11	532
% AUTOS	100	99.1	88.9	98.7	100	90.9	90.9	95.4	81.8	99.1	100	98.3	100	100	0	100	98.2
SU	0	2	1	3	0	1	1	2	1	1	0	2	0	0	0	0	7
% SU	0	0.9	11.1	1.3	0	9.1	4.5	3.1	9.1	0.5	0	0.9	0	0	0	0	1.3
MU	0	0	0	0	0	0	1	1	1	1	0	2	0	0	0	0	3
% MU	0	0	0	0	0	0	4.5	1.5	9.1	0.5	0	0.9	0	0	0	0	0.6



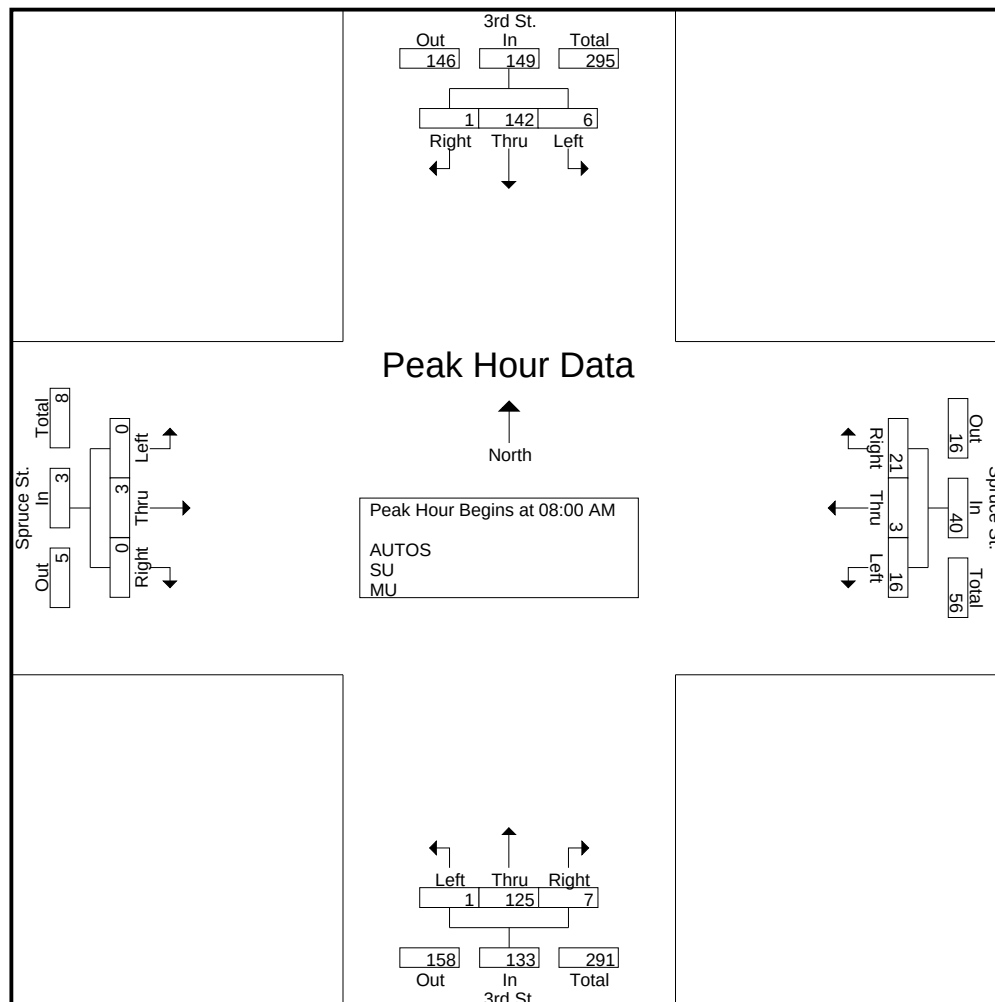


Tetra Tech

3366 Riverside Dr., Suite 206
Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 30608101
Site Code : 30608101
Start Date : 3/6/2008
Page No : 2

	3rd St. From North				Spruce St. From East				3rd St. From South				Spruce St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	35	2	37	4	2	4	10	1	31	0	32	0	0	0	0	79
08:15 AM	0	26	3	29	5	0	4	9	1	24	0	25	0	2	0	2	65
08:30 AM	1	41	0	42	5	0	4	9	2	19	0	21	0	0	0	0	72
08:45 AM	0	40	1	41	7	1	4	12	3	51	1	55	0	1	0	1	109
Total Volume	1	142	6	149	21	3	16	40	7	125	1	133	0	3	0	3	325
% App. Total	0.7	95.3	4		52.5	7.5	40		5.3	94	0.8		0	100	0		
PHF	.250	.866	.500	.887	.750	.375	1.000	.833	.583	.613	.250	.605	.000	.375	.000	.375	.745





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"Complex World, Clear Solutions"

File Name : 30608102
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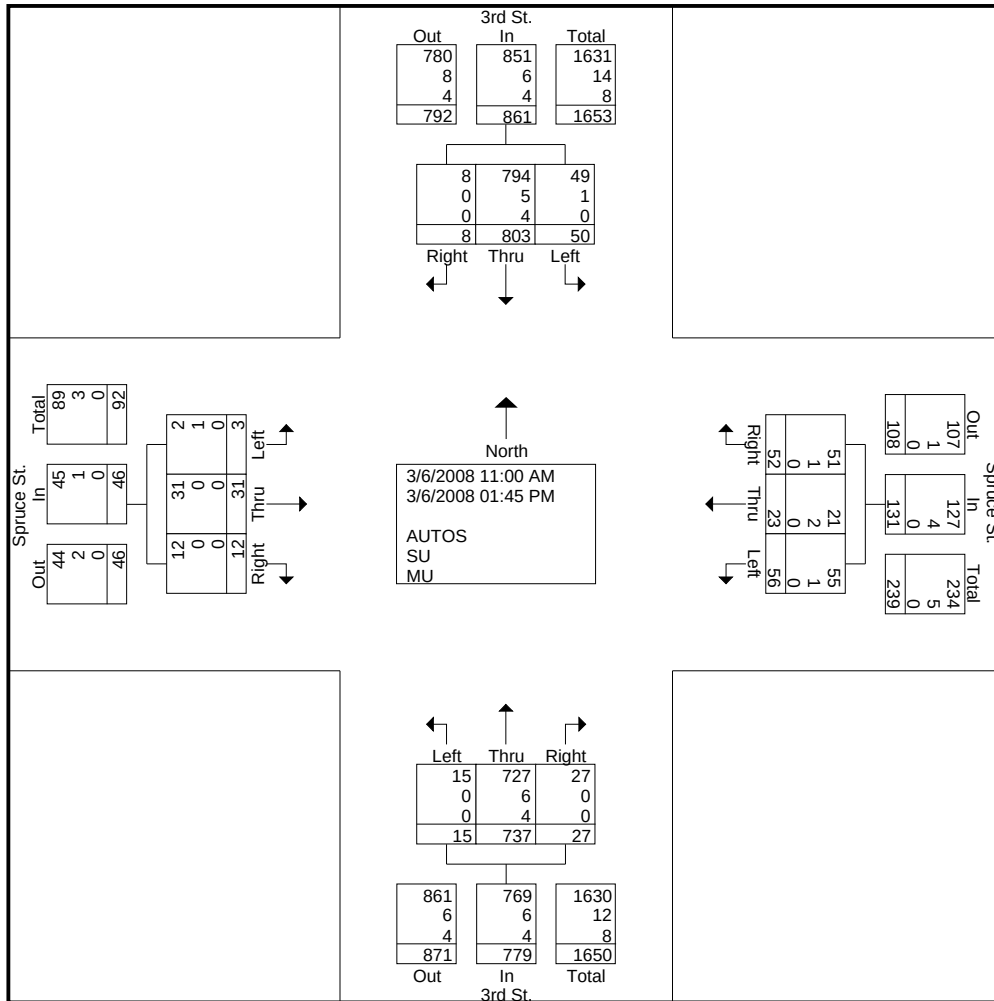
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Spruce St. From East				3rd St. From South				Spruce St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	1	52	2	55	7	5	6	18	1	48	0	49	0	2	0	2	124
11:15 AM	1	60	7	68	3	1	7	11	3	58	2	63	0	0	1	1	143
11:30 AM	1	50	4	55	7	2	3	12	0	54	5	59	0	0	1	1	127
11:45 AM	0	77	5	82	3	2	9	14	3	80	2	85	3	6	0	9	190
Total	3	239	18	260	20	10	25	55	7	240	9	256	3	8	2	13	584
12:00 PM	0	63	2	65	5	2	3	10	3	66	0	69	1	2	0	3	147
12:15 PM	0	73	5	78	5	0	1	6	3	70	0	73	2	3	0	5	162
12:30 PM	1	85	4	90	5	4	4	13	2	63	0	65	3	4	1	8	176
12:45 PM	0	70	5	75	2	2	6	10	0	55	2	57	0	4	0	4	146
Total	1	291	16	308	17	8	14	39	8	254	2	264	6	13	1	20	631
01:00 PM	0	66	7	73	6	2	2	10	2	64	1	67	1	4	0	5	155
01:15 PM	3	67	2	72	3	0	4	7	3	65	2	70	0	1	0	1	150
01:30 PM	1	74	3	78	3	2	6	11	1	51	1	53	1	2	0	3	145
01:45 PM	0	66	4	70	3	1	5	9	6	63	0	69	1	3	0	4	152
Total	4	273	16	293	15	5	17	37	12	243	4	259	3	10	0	13	602
Grand Total	8	803	50	861	52	23	56	131	27	737	15	779	12	31	3	46	1817
Apprch %	0.9	93.3	5.8		39.7	17.6	42.7		3.5	94.6	1.9		26.1	67.4	6.5		
Total %	0.4	44.2	2.8	47.4	2.9	1.3	3.1	7.2	1.5	40.6	0.8	42.9	0.7	1.7	0.2	2.5	
AUTOS	8	794	49	851	51	21	55	127	27	727	15	769	12	31	2	45	1792
% AUTOS	100	98.9	98	98.8	98.1	91.3	98.2	96.9	100	98.6	100	98.7	100	100	66.7	97.8	98.6
SU	0	5	1	6	1	2	1	4	0	6	0	6	0	0	1	1	17
% SU	0	0.6	2	0.7	1.9	8.7	1.8	3.1	0	0.8	0	0.8	0	0	33.3	2.2	0.9
MU	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
% MU	0	0.5	0	0.5	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0.4



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File Name : 30608102
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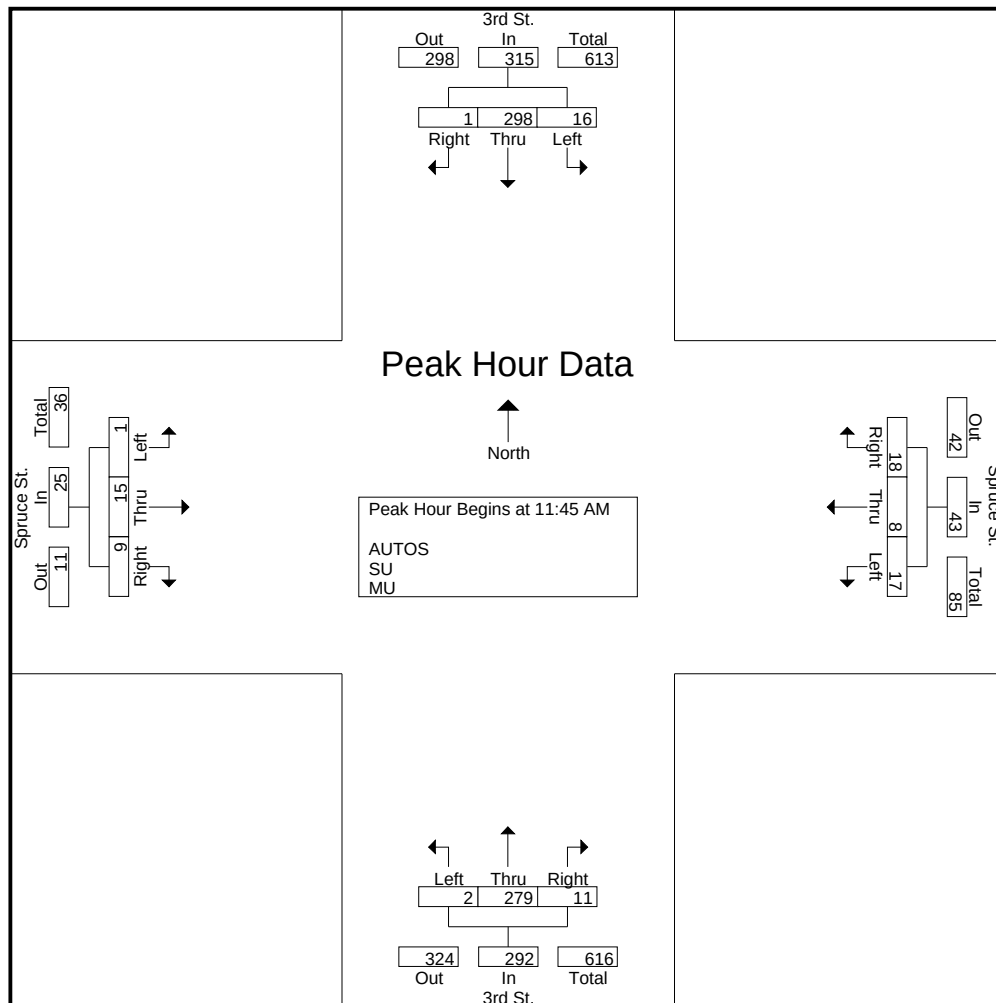


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3366 Riverside Dr., Suite 206
Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 30608102
Site Code : 30608102
Start Date : 3/6/2008
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	3rd St. From North				Spruce St. From East				3rd St. From South				Spruce St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	77	5	82	3	2	9	14	3	80	2	85	3	6	0	9	190
12:00 PM	0	63	2	65	5	2	3	10	3	66	0	69	1	2	0	3	147
12:15 PM	0	73	5	78	5	0	1	6	3	70	0	73	2	3	0	5	162
12:30 PM	1	85	4	90	5	4	4	13	2	63	0	65	3	4	1	8	176
Total Volume	1	298	16	315	18	8	17	43	11	279	2	292	9	15	1	25	675
% App. Total	0.3	94.6	5.1		41.9	18.6	39.5		3.8	95.5	0.7		36	60	4		
PHF	.250	.876	.800	.875	.900	.500	.472	.768	.917	.872	.250	.859	.750	.625	.250	.694	.888





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File Name : 30608103
 Site Code : 30608103
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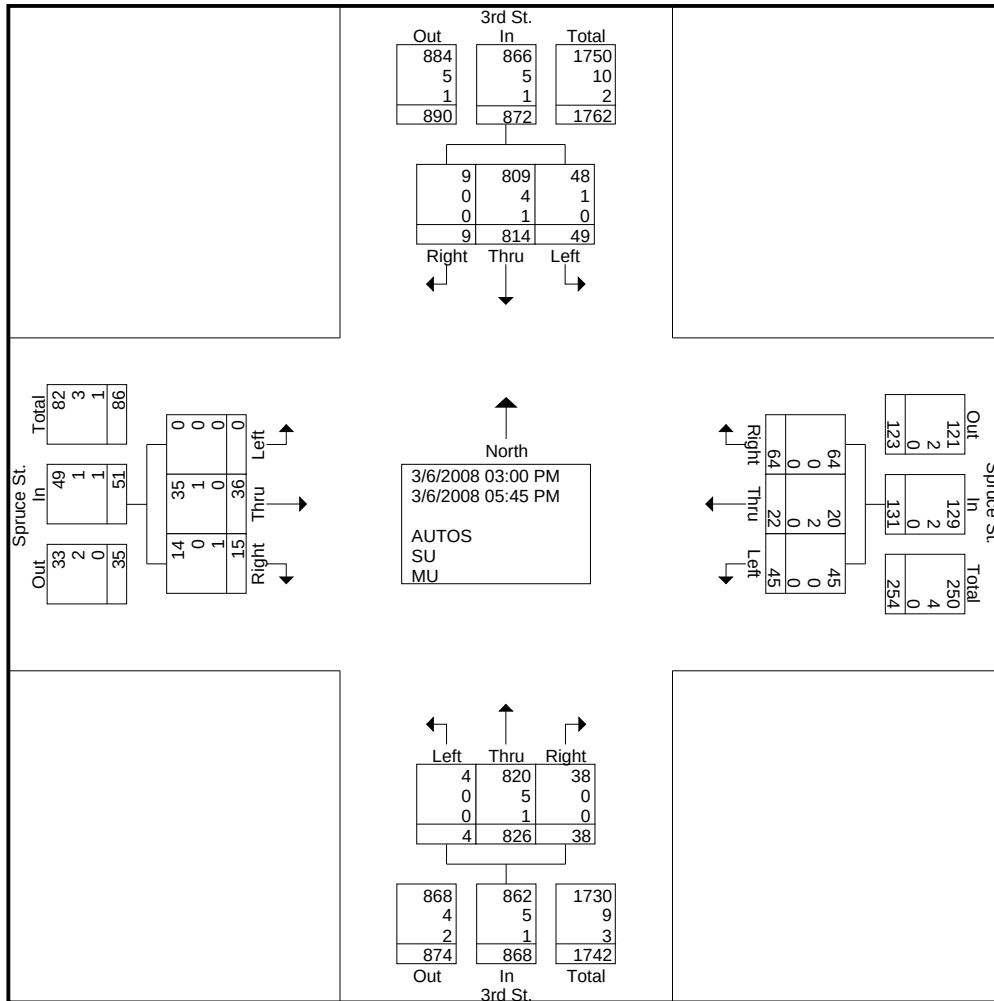
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Spruce St. From East				3rd St. From South				Spruce St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	0	69	4	73	4	5	3	12	5	74	2	81	2	7	0	9	175
03:15 PM	2	72	3	77	8	1	4	13	2	83	0	85	3	3	0	6	181
03:30 PM	1	69	2	72	6	2	6	14	7	80	0	87	0	0	0	0	173
03:45 PM	1	75	3	79	9	2	2	13	3	72	2	77	1	1	0	2	171
Total	4	285	12	301	27	10	15	52	17	309	4	330	6	11	0	17	700
04:00 PM	0	76	8	84	4	5	5	14	2	80	0	82	2	5	0	7	187
04:15 PM	2	66	3	71	5	0	3	8	2	72	0	74	2	4	0	6	159
04:30 PM	0	66	5	71	5	1	8	14	2	57	0	59	1	3	0	4	148
04:45 PM	0	74	6	80	4	2	2	8	4	73	0	77	0	0	0	0	165
Total	2	282	22	306	18	8	18	44	10	282	0	292	5	12	0	17	659
05:00 PM	3	67	6	76	5	2	2	9	1	73	0	74	1	5	0	6	165
05:15 PM	0	66	2	68	4	1	3	8	6	52	0	58	1	4	0	5	139
05:30 PM	0	60	2	62	7	0	3	10	4	56	0	60	1	1	0	2	134
05:45 PM	0	54	5	59	3	1	4	8	0	54	0	54	1	3	0	4	125
Total	3	247	15	265	19	4	12	35	11	235	0	246	4	13	0	17	563
Grand Total	9	814	49	872	64	22	45	131	38	826	4	868	15	36	0	51	1922
Apprch %	1	93.3	5.6		48.9	16.8	34.4		4.4	95.2	0.5		29.4	70.6	0		
Total %	0.5	42.4	2.5	45.4	3.3	1.1	2.3	6.8	2	43	0.2	45.2	0.8	1.9	0	2.7	
AUTOS	9	809	48	866	64	20	45	129	38	820	4	862	14	35	0	49	1906
% AUTOS	100	99.4	98	99.3	100	90.9	100	98.5	100	99.3	100	99.3	93.3	97.2	0	96.1	99.2
SU	0	4	1	5	0	2	0	2	0	5	0	5	0	1	0	1	13
% SU	0	0.5	2	0.6	0	9.1	0	1.5	0	0.6	0	0.6	0	2.8	0	2	0.7
MU	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
% MU	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	6.7	0	0	2	0.2



Tetra Tech
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"Complex World, Clear Solutions"

File Name : 30608103
Site Code : 30608103
Start Date : 3/6/2008
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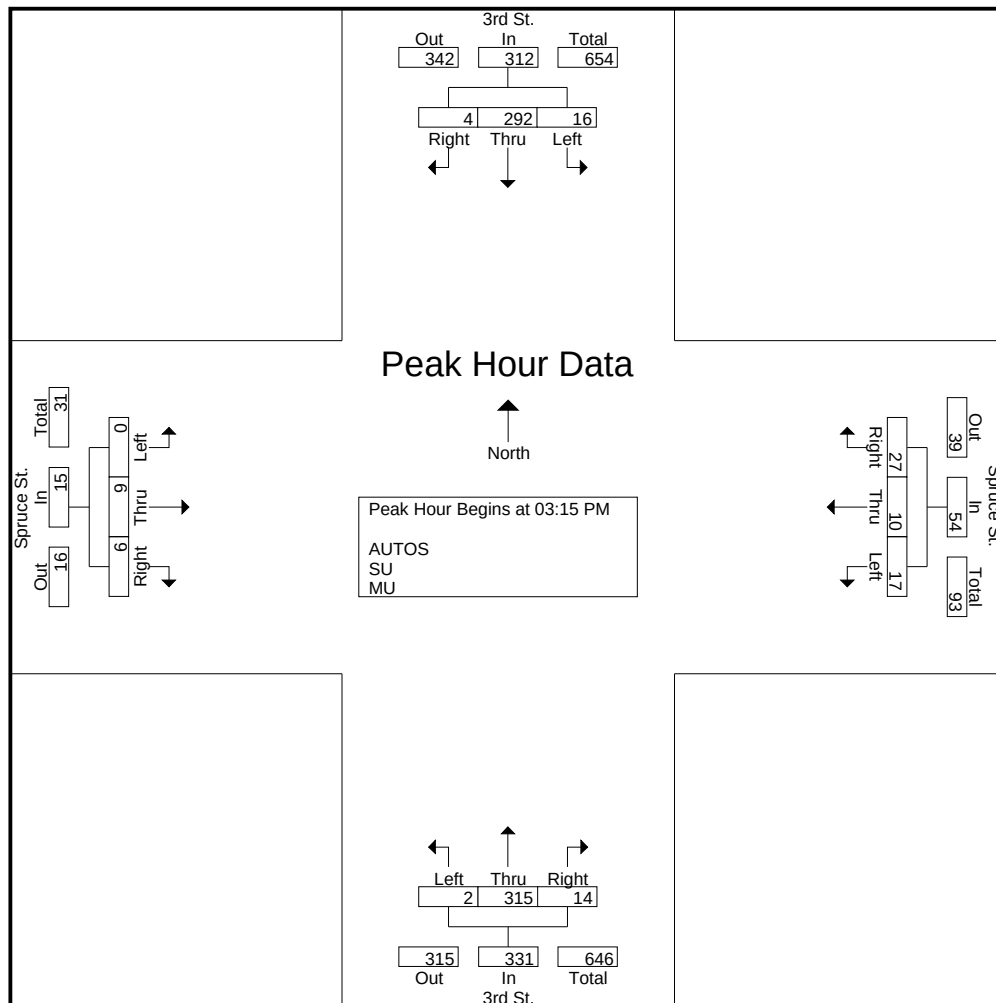




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"Complex World, Clear Solutions"

File Name : 30608103
Site Code : 30608103
Start Date : 3/6/2008
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	3rd St. From North				Spruce St. From East				3rd St. From South				Spruce St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	2	72	3	77	8	1	4	13	2	83	0	85	3	3	0	6	181
03:30 PM	1	69	2	72	6	2	6	14	7	80	0	87	0	0	0	0	173
03:45 PM	1	75	3	79	9	2	2	13	3	72	2	77	1	1	0	2	171
04:00 PM	0	76	8	84	4	5	5	14	2	80	0	82	2	5	0	7	187
Total Volume	4	292	16	312	27	10	17	54	14	315	2	331	6	9	0	15	712
% App. Total	1.3	93.6	5.1		50	18.5	31.5		4.2	95.2	0.6		40	60	0		
PHF	.500	.961	.500	.929	.750	.500	.708	.964	.500	.949	.250	.951	.500	.450	.000	.536	.952



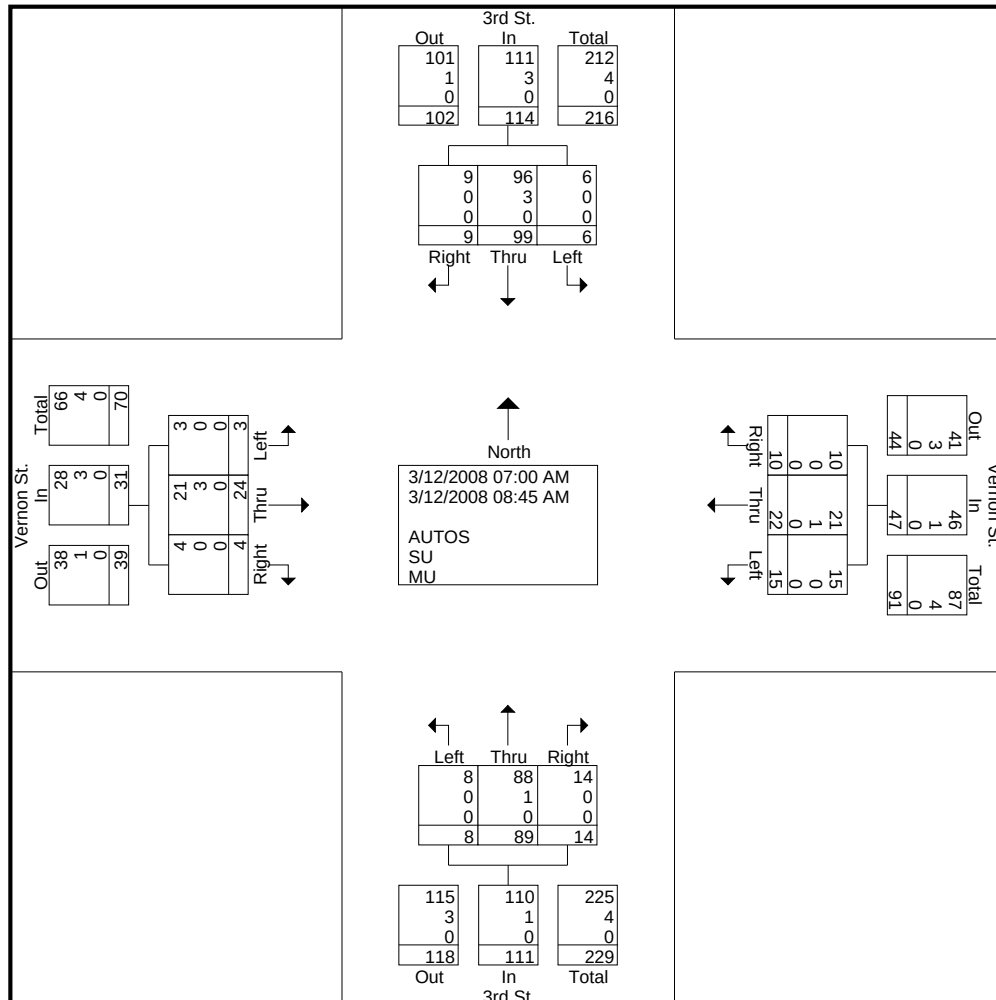


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File Name : 31208071
Site Code : 31208071
Start Date : 3/12/2008
Page No : 1

Groups Printed- AUTOS - SU - MU

	3rd St. From North				Vernon St. From East				3rd St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	1	11	0	12	0	3	0	3	2	5	1	8	0	0	0	0	23
07:15 AM	3	8	0	11	1	2	1	4	0	7	0	7	0	3	0	3	25
07:30 AM	1	10	0	11	1	1	0	2	2	10	2	14	1	1	1	3	30
07:45 AM	0	14	1	15	2	5	3	10	2	16	1	19	1	4	0	5	49
Total	5	43	1	49	4	11	4	19	6	38	4	48	2	8	1	11	127
08:00 AM	2	21	1	24	1	0	1	2	2	11	0	13	1	6	0	7	46
08:15 AM	1	7	2	10	2	5	5	12	3	17	1	21	0	4	0	4	47
08:30 AM	1	14	1	16	1	3	3	7	2	12	2	16	0	2	1	3	42
08:45 AM	0	14	1	15	2	3	2	7	1	11	1	13	1	4	1	6	41
Total	4	56	5	65	6	11	11	28	8	51	4	63	2	16	2	20	176
Grand Total	9	99	6	114	10	22	15	47	14	89	8	111	4	24	3	31	303
Apprch %	7.9	86.8	5.3		21.3	46.8	31.9		12.6	80.2	7.2		12.9	77.4	9.7		
Total %	3	32.7	2	37.6	3.3	7.3	5	15.5	4.6	29.4	2.6	36.6	1.3	7.9	1	10.2	
AUTOS	9	96	6	111	10	21	15	46	14	88	8	110	4	21	3	28	295
% AUTOS	100	97	100	97.4	100	95.5	100	97.9	100	98.9	100	99.1	100	87.5	100	90.3	97.4
SU	0	3	0	3	0	1	0	1	0	1	0	1	0	3	0	3	8
% SU	0	3	0	2.6	0	4.5	0	2.1	0	1.1	0	0.9	0	12.5	0	9.7	2.6
MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



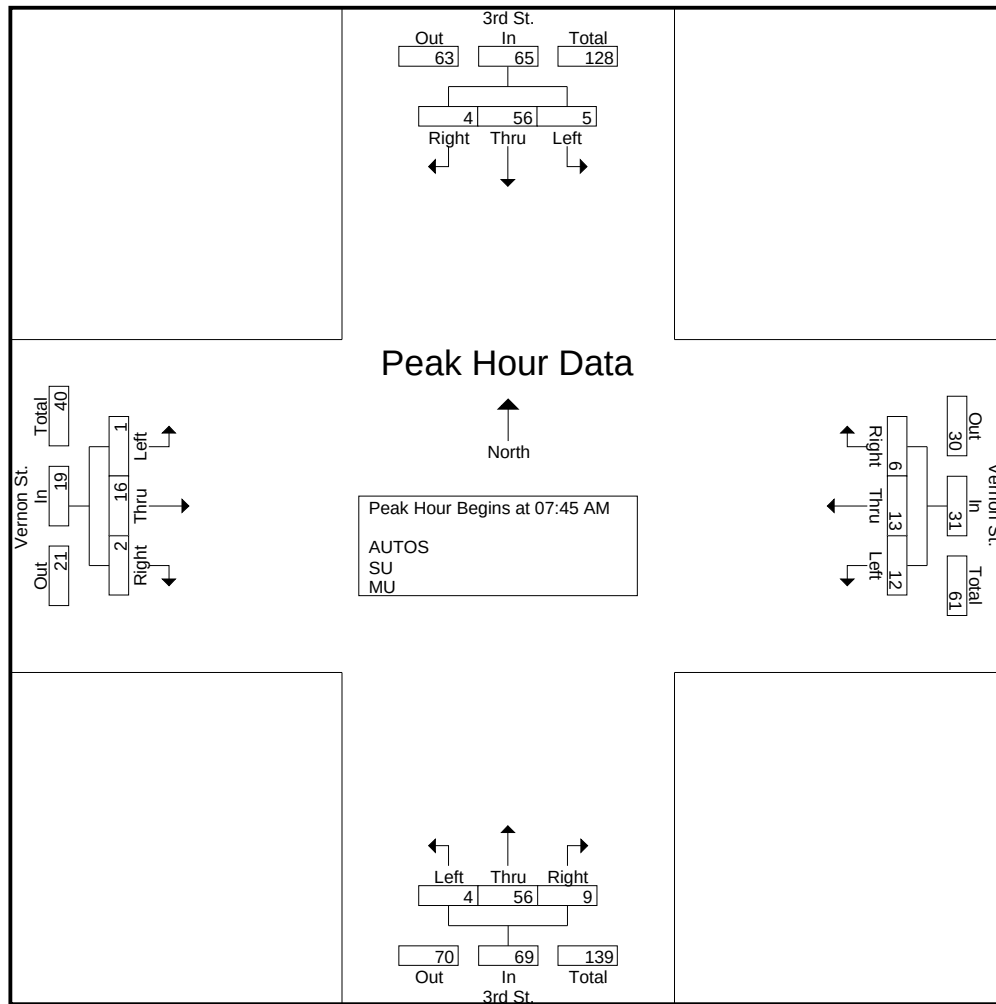


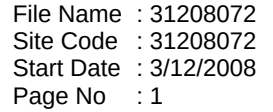
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File Name : 31208071
Site Code : 31208071
Start Date : 3/12/2008
Page No : 2

	3rd St. From North				Vernon St. From East				3rd St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	14	1	15	2	5	3	10	2	16	1	19	1	4	0	5	49
08:00 AM	2	21	1	24	1	0	1	2	2	11	0	13	1	6	0	7	46
08:15 AM	1	7	2	10	2	5	5	12	3	17	1	21	0	4	0	4	47
08:30 AM	1	14	1	16	1	3	3	7	2	12	2	16	0	2	1	3	42
Total Volume	4	56	5	65	6	13	12	31	9	56	4	69	2	16	1	19	184
% App. Total	6.2	86.2	7.7		19.4	41.9	38.7		13	81.2	5.8		10.5	84.2	5.3		
PHF	.500	.667	.625	.677	.750	.650	.600	.646	.750	.824	.500	.821	.500	.667	.250	.679	.939

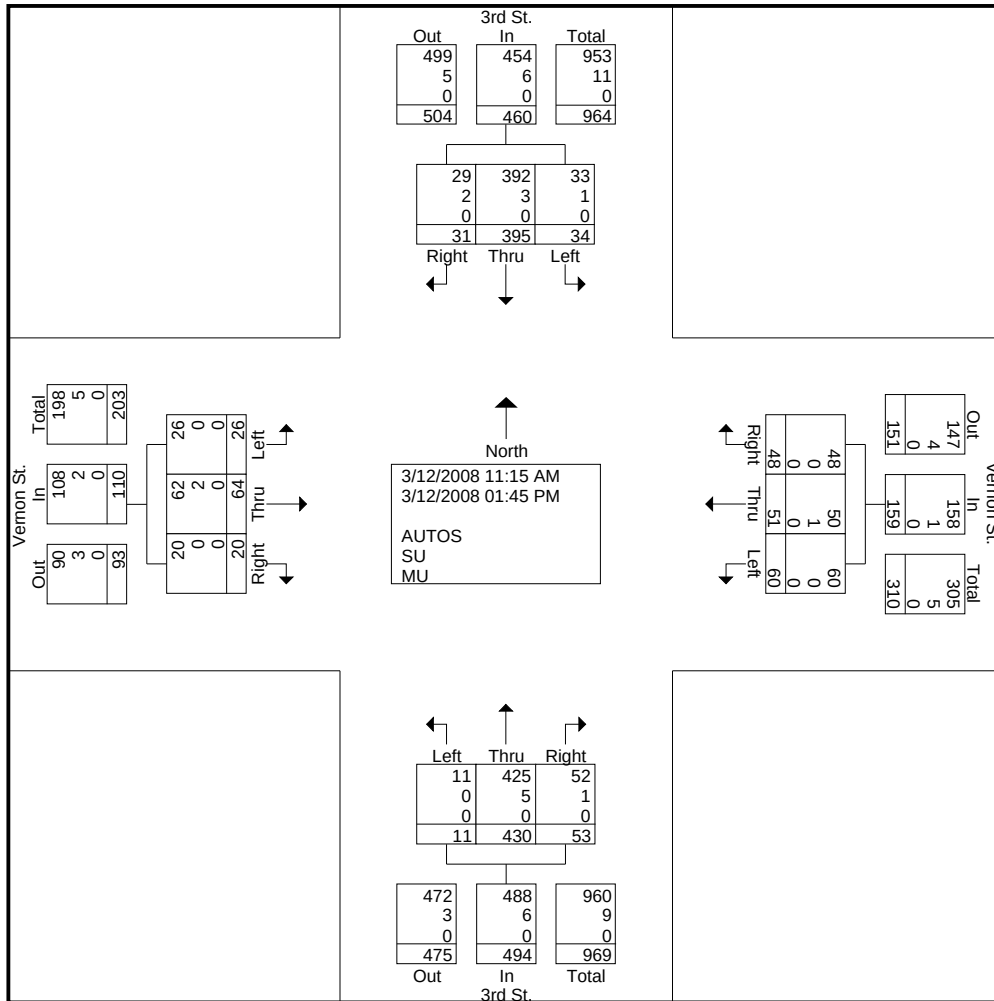






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File Name : 31208072
Site Code : 31208072
Start Date : 3/12/2008
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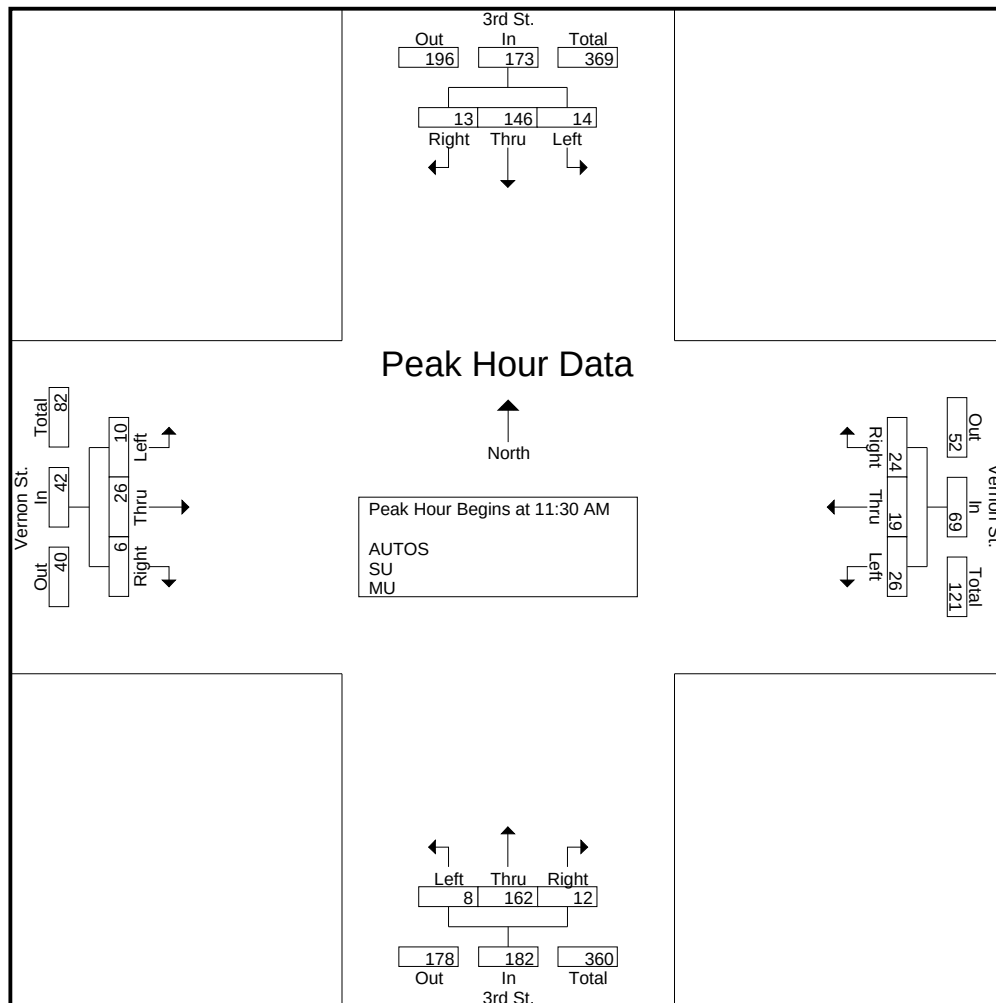




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"Complex World, Clear Solutions"

File Name : 31208072
Site Code : 31208072
Start Date : 3/12/2008
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	3rd St. From North				Vernon St. From East				3rd St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:15 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	3	38	4	45	5	5	9	19	2	38	3	43	0	5	1	6	113
11:45 AM	2	39	3	44	8	5	7	20	5	36	1	42	3	3	4	10	116
12:00 PM	6	42	4	52	5	7	6	18	1	41	1	43	3	12	2	17	130
12:15 PM	2	27	3	32	6	2	4	12	4	47	3	54	0	6	3	9	107
Total Volume	13	146	14	173	24	19	26	69	12	162	8	182	6	26	10	42	466
% App. Total	7.5	84.4	8.1		34.8	27.5	37.7		6.6	89	4.4		14.3	61.9	23.8		
PHF	.542	.869	.875	.832	.750	.679	.722	.863	.600	.862	.667	.843	.500	.542	.625	.618	.896



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File Name : 31208073
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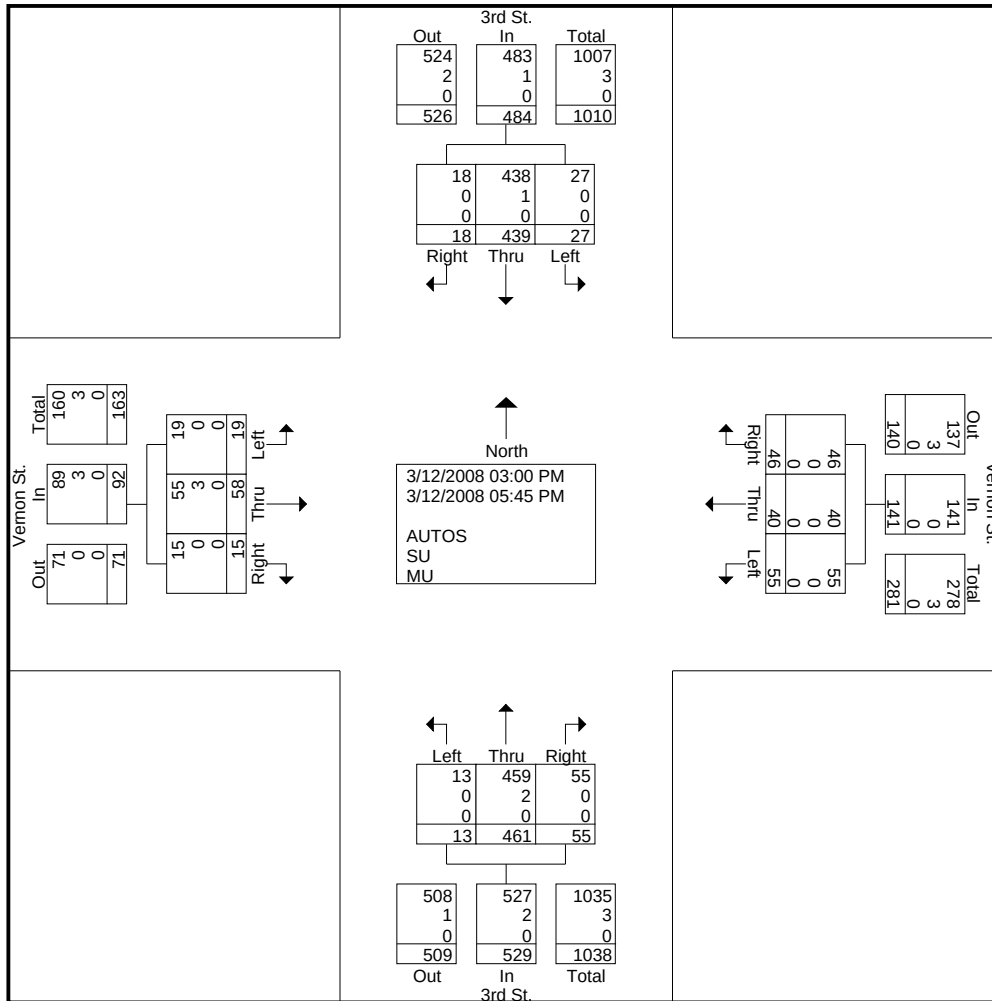
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File Name : 31208073
Site Code : 31208073
Start Date : 3/12/2008
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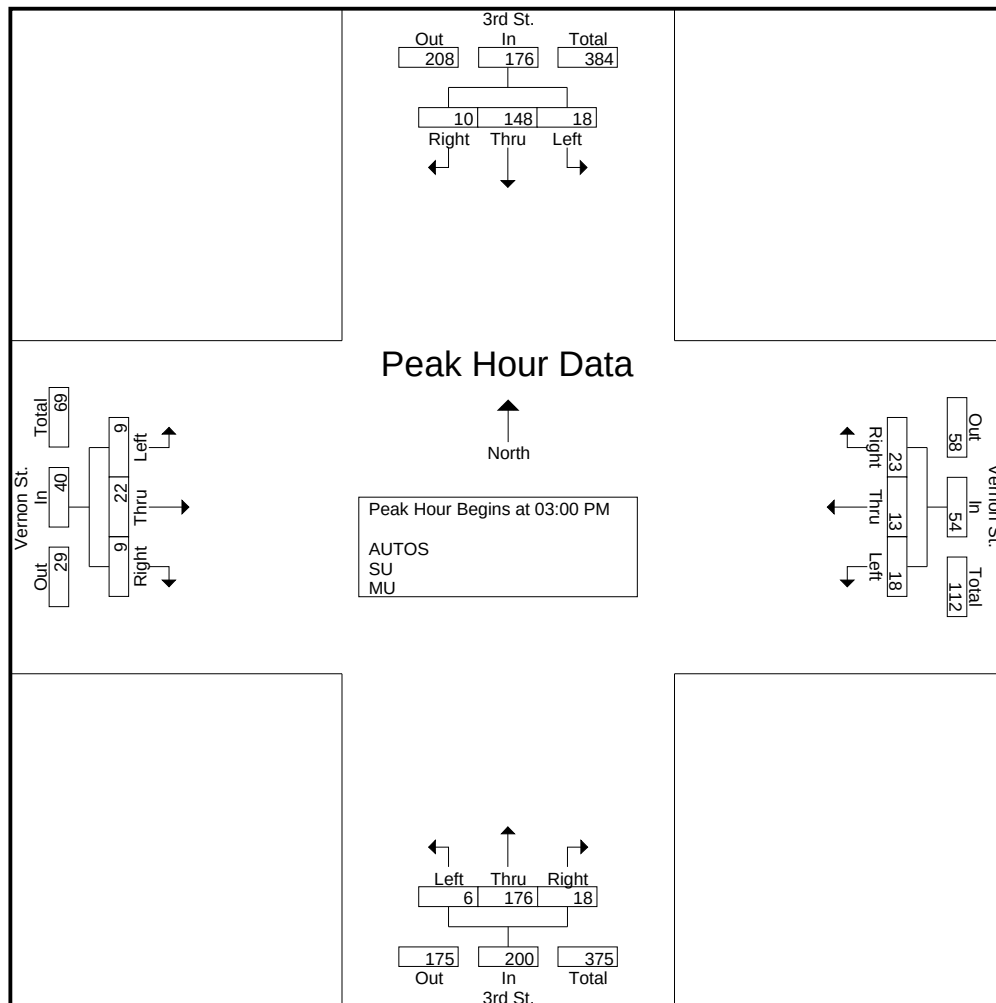




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"Complex World, Clear Solutions"

File Name : 31208073
Site Code : 31208073
Start Date : 3/12/2008
Page No : 3

	3rd St. From North				Vernon St. From East				3rd St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	3	32	8	43	4	2	5	11	7	47	1	55	2	8	2	12	121
03:15 PM	3	37	1	41	11	5	5	21	5	46	1	52	3	6	1	10	124
03:30 PM	0	38	6	44	5	5	5	15	3	41	2	46	0	4	4	8	113
03:45 PM	4	41	3	48	3	1	3	7	3	42	2	47	4	4	2	10	112
Total Volume	10	148	18	176	23	13	18	54	18	176	6	200	9	22	9	40	470
% App. Total	5.7	84.1	10.2		42.6	24.1	33.3		9	88	3		22.5	55	22.5		
PHF	.625	.902	.563	.917	.523	.650	.900	.643	.643	.936	.750	.909	.563	.688	.563	.833	.948



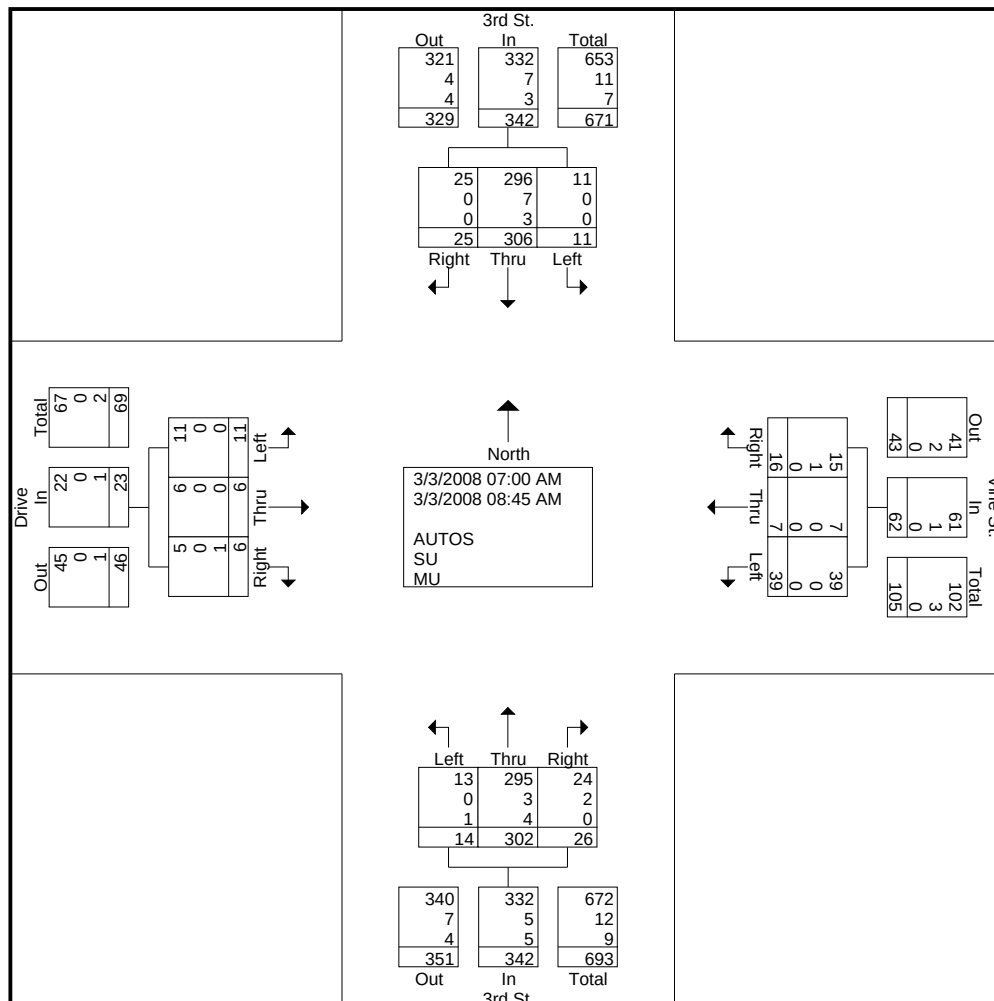


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 "Complex World, Clear Solutions"

File Name : 30308131
 Site Code : 30308131
 Start Date : 3/3/2008
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Groups Printed- AUTOS - SU - MU

	3rd St. From North				Vine St. From East				3rd St. From South				Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	12	2	14	5	0	5	10	2	8	0	10	0	0	0	0	34
07:15 AM	1	26	1	28	0	2	5	7	1	26	0	27	0	0	0	0	62
07:30 AM	2	35	1	38	4	1	7	12	3	29	4	36	0	1	0	1	87
07:45 AM	5	45	2	52	3	0	2	5	2	47	5	54	0	0	0	0	111
Total	8	118	6	132	12	3	19	34	8	110	9	127	0	1	0	1	294
08:00 AM	4	43	1	48	1	1	5	7	5	35	0	40	1	1	0	2	97
08:15 AM	4	51	2	57	0	1	5	6	2	44	1	47	1	0	4	5	115
08:30 AM	7	45	1	53	3	2	4	9	6	50	1	57	1	1	4	6	125
08:45 AM	2	49	1	52	0	0	6	6	5	63	3	71	3	3	3	9	138
Total	17	188	5	210	4	4	20	28	18	192	5	215	6	5	11	22	475
Grand Total	25	306	11	342	16	7	39	62	26	302	14	342	6	6	11	23	769
Apprch %	7.3	89.5	3.2		25.8	11.3	62.9		7.6	88.3	4.1		26.1	26.1	47.8		
Total %	3.3	39.8	1.4	44.5	2.1	0.9	5.1	8.1	3.4	39.3	1.8	44.5	0.8	0.8	1.4	3	
AUTOS	25	296	11	332	15	7	39	61	24	295	13	332	5	6	11	22	747
% AUTOS	100	96.7	100	97.1	93.8	100	100	98.4	92.3	97.7	92.9	97.1	83.3	100	100	95.7	97.1
SU	0	7	0	7	1	0	0	1	2	3	0	5	0	0	0	0	13
% SU	0	2.3	0	2	6.2	0	0	1.6	7.7	1	0	1.5	0	0	0	0	1.7
MU	0	3	0	3	0	0	0	0	0	4	1	5	1	0	0	1	9
% MU	0	1	0	0.9	0	0	0	0	0	1.3	7.1	1.5	16.7	0	0	4.3	1.2



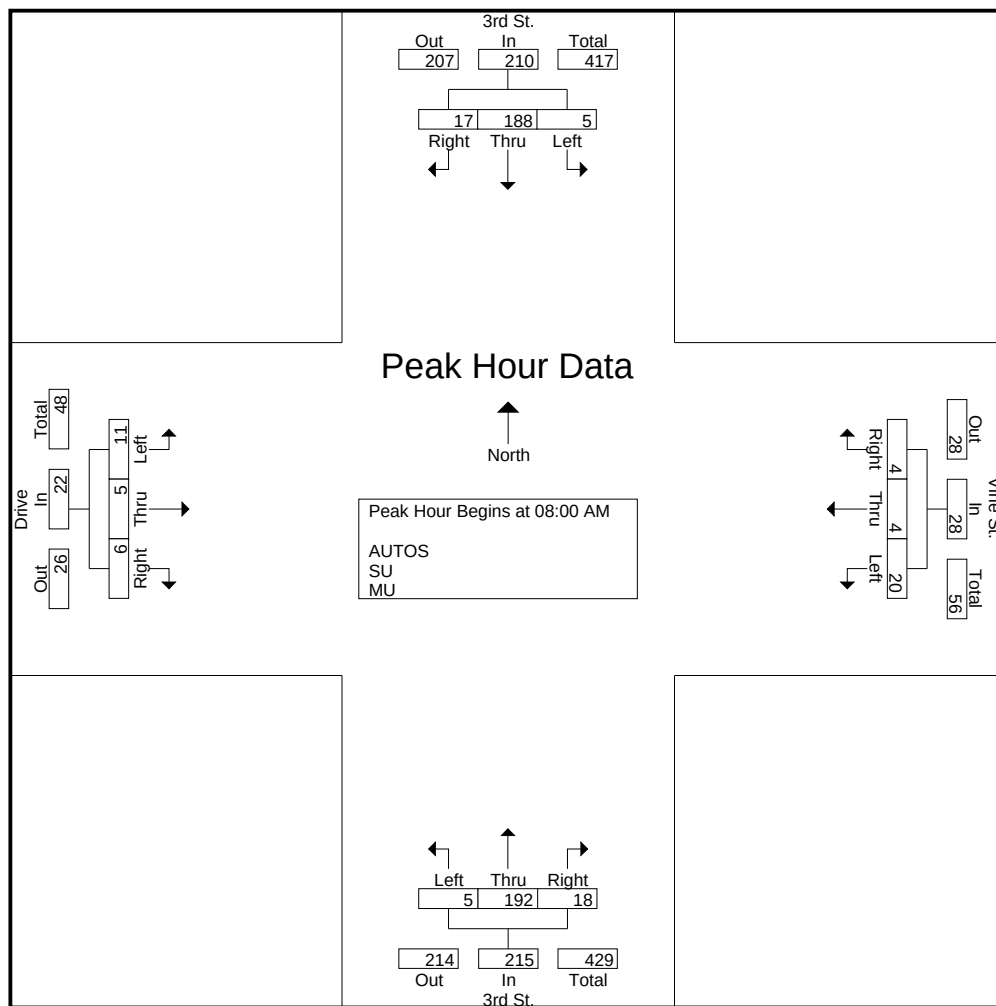


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3366 Riverside Dr., Suite 206
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"Complex World, Clear Solutions"

File Name : 30308131
Site Code : 30308131
Start Date : 3/3/2008
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	3rd St. From North				Vine St. From East				3rd St. From South				Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	43	1	48	1	1	5	7	5	35	0	40	1	1	0	2	97
08:15 AM	4	51	2	57	0	1	5	6	2	44	1	47	1	0	4	5	115
08:30 AM	7	45	1	53	3	2	4	9	6	50	1	57	1	1	4	6	125
08:45 AM	2	49	1	52	0	0	6	6	5	63	3	71	3	3	3	9	138
Total Volume	17	188	5	210	4	4	20	28	18	192	5	215	6	5	11	22	475
% App. Total	8.1	89.5	2.4		14.3	14.3	71.4		8.4	89.3	2.3		27.3	22.7	50		
PHF	.607	.922	.625	.921	.333	.500	.833	.778	.750	.762	.417	.757	.500	.417	.688	.611	.861





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File Name : 30308132
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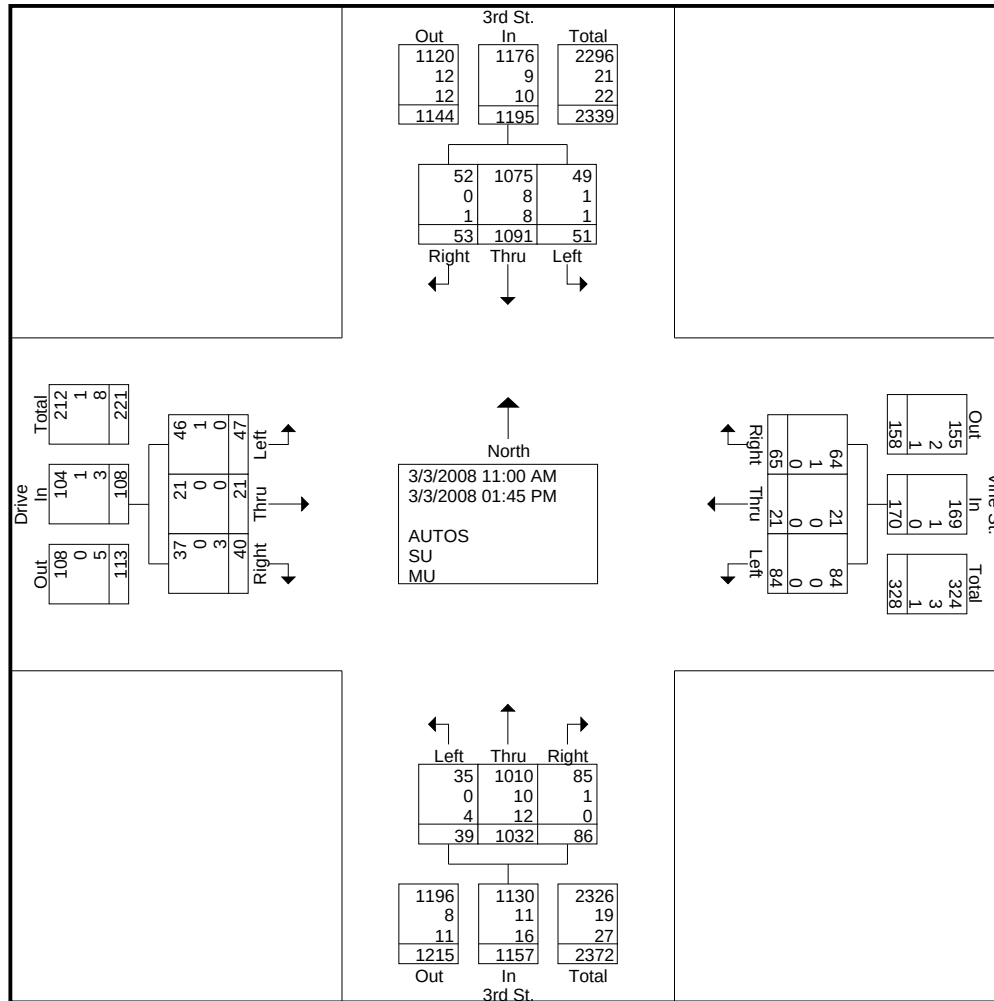
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Vine St. From East				3rd St. From South				Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	3	88	1	92	7	0	8	15	5	86	1	92	2	1	6	9	208
11:15 AM	3	90	5	98	0	1	6	7	5	69	11	85	2	0	3	5	195
11:30 AM	5	81	3	89	1	3	4	8	5	87	2	94	3	6	4	13	204
11:45 AM	2	103	2	107	2	2	14	18	5	96	3	104	1	0	4	5	234
Total	13	362	11	386	10	6	32	48	20	338	17	375	8	7	17	32	841
12:00 PM	4	85	4	93	6	5	9	20	6	96	2	104	3	1	4	8	225
12:15 PM	10	98	10	118	8	2	7	17	10	88	1	99	4	3	4	11	245
12:30 PM	4	88	2	94	4	1	8	13	7	84	4	95	3	4	3	10	212
12:45 PM	1	97	6	104	10	5	6	21	6	84	3	93	2	1	3	6	224
Total	19	368	22	409	28	13	30	71	29	352	10	391	12	9	14	35	906
01:00 PM	6	86	5	97	10	0	5	15	16	84	4	104	6	2	3	11	227
01:15 PM	6	87	2	95	5	1	9	15	6	95	1	102	1	0	6	7	219
01:30 PM	2	94	4	100	5	1	5	11	7	84	5	96	5	2	4	11	218
01:45 PM	7	94	7	108	7	0	3	10	8	79	2	89	8	1	3	12	219
Total	21	361	18	400	27	2	22	51	37	342	12	391	20	5	16	41	883
Grand Total	53	1091	51	1195	65	21	84	170	86	1032	39	1157	40	21	47	108	2630
Apprch %	4.4	91.3	4.3		38.2	12.4	49.4		7.4	89.2	3.4		37	19.4	43.5		
Total %	2	41.5	1.9	45.4	2.5	0.8	3.2	6.5	3.3	39.2	1.5	44	1.5	0.8	1.8	4.1	
AUTOS	52	1075	49	1176	64	21	84	169	85	1010	35	1130	37	21	46	104	2579
% AUTOS	98.1	98.5	96.1	98.4	98.5	100	100	99.4	98.8	97.9	89.7	97.7	92.5	100	97.9	96.3	98.1
SU	0	8	1	9	1	0	0	1	1	10	0	11	0	0	1	1	22
% SU	0	0.7	2	0.8	1.5	0	0	0.6	1.2	1	0	1	0	0	2.1	0.9	0.8
MU	1	8	1	10	0	0	0	0	0	12	4	16	3	0	0	3	29
% MU	1.9	0.7	2	0.8	0	0	0	0	0	1.2	10.3	1.4	7.5	0	0	2.8	1.1



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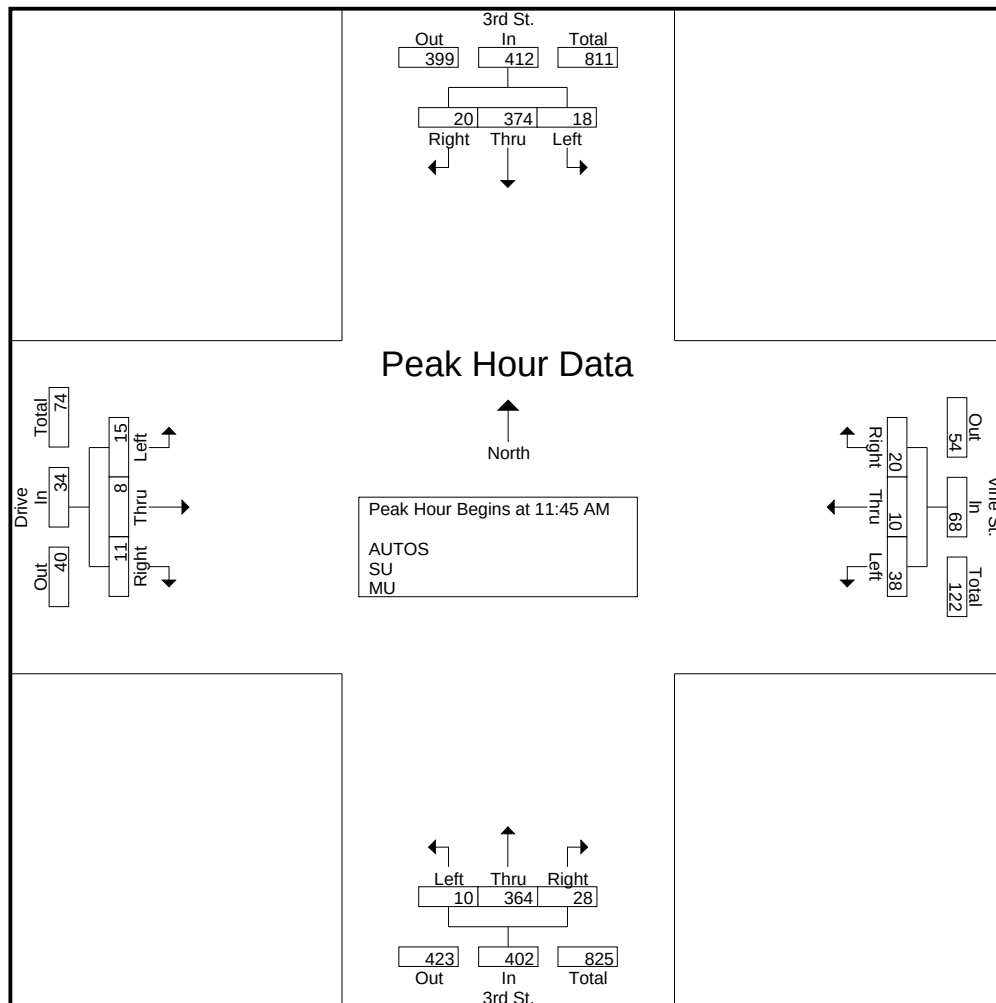




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"Complex World, Clear Solutions"

File Name : 30308132
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	3rd St. From North				Vine St. From East				3rd St. From South				Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	2	103	2	107	2	2	14	18	5	96	3	104	1	0	4	5	234
12:00 PM	4	85	4	93	6	5	9	20	6	96	2	104	3	1	4	8	225
12:15 PM	10	98	10	118	8	2	7	17	10	88	1	99	4	3	4	11	245
12:30 PM	4	88	2	94	4	1	8	13	7	84	4	95	3	4	3	10	212
Total Volume	20	374	18	412	20	10	38	68	28	364	10	402	11	8	15	34	916
% App. Total	4.9	90.8	4.4		29.4	14.7	55.9		7	90.5	2.5		32.4	23.5	44.1		
PHF	.500	.908	.450	.873	.625	.500	.679	.850	.700	.948	.625	.966	.688	.500	.938	.773	.935





Tetra Tech
 3366 Riverside Dr., Suite 206
 Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 30308133
 Site Code : 30308133
 Start Date : 3/3/2008
 Page No : 1

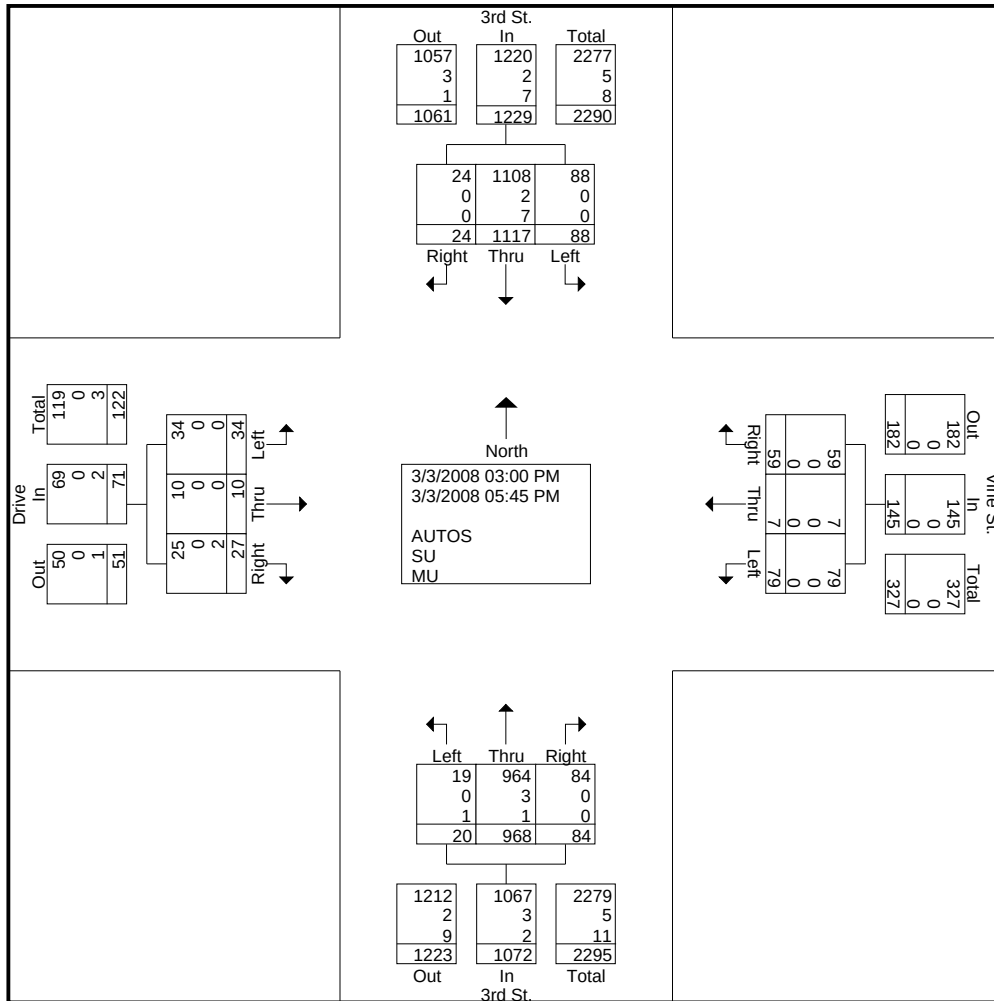
Groups Printed- AUTOS - SU - MU

Start Time	3rd St. From North				Vine St. From East				3rd St. From South				Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	4	101	6	111	5	1	7	13	5	81	2	88	1	0	5	6	218
03:15 PM	1	92	6	99	5	2	9	16	8	91	0	99	3	2	4	9	223
03:30 PM	1	97	4	102	2	0	6	8	7	90	9	106	6	1	2	9	225
03:45 PM	3	88	6	97	8	0	5	13	5	94	1	100	3	0	3	6	216
Total	9	378	22	409	20	3	27	50	25	356	12	393	13	3	14	30	882
04:00 PM	1	96	8	105	3	0	6	9	9	84	2	95	3	0	1	4	213
04:15 PM	6	87	7	100	5	1	9	15	9	81	5	95	1	1	6	8	218
04:30 PM	5	108	6	119	4	2	8	14	2	97	1	100	2	1	4	7	240
04:45 PM	1	95	5	101	6	1	6	13	6	74	0	80	2	1	2	5	199
Total	13	386	26	425	18	4	29	51	26	336	8	370	8	3	13	24	870
05:00 PM	1	100	9	110	4	0	7	11	6	67	0	73	4	4	4	12	206
05:15 PM	1	99	8	108	5	0	7	12	12	75	0	87	2	0	3	5	212
05:30 PM	0	87	7	94	8	0	3	11	7	70	0	77	0	0	0	0	182
05:45 PM	0	67	16	83	4	0	6	10	8	64	0	72	0	0	0	0	165
Total	2	353	40	395	21	0	23	44	33	276	0	309	6	4	7	17	765
Grand Total	24	1117	88	1229	59	7	79	145	84	968	20	1072	27	10	34	71	2517
Apprch %	2	90.9	7.2		40.7	4.8	54.5		7.8	90.3	1.9		38	14.1	47.9		
Total %	1	44.4	3.5	48.8	2.3	0.3	3.1	5.8	3.3	38.5	0.8	42.6	1.1	0.4	1.4	2.8	
AUTOS	24	1108	88	1220	59	7	79	145	84	964	19	1067	25	10	34	69	2501
% AUTOS	100	99.2	100	99.3	100	100	100	100	100	99.6	95	99.5	92.6	100	100	97.2	99.4
SU	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% SU	0	0.2	0	0.2	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0.2
MU	0	7	0	7	0	0	0	0	0	1	1	2	2	0	0	2	11
% MU	0	0.6	0	0.6	0	0	0	0	0	0.1	5	0.2	7.4	0	0	2.8	0.4



Tetra Tech
3366 Riverside Dr., Suite 206
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"Complex World, Clear Solutions"

File Name : 30308133
Site Code : 30308133
Start Date : 3/3/2008
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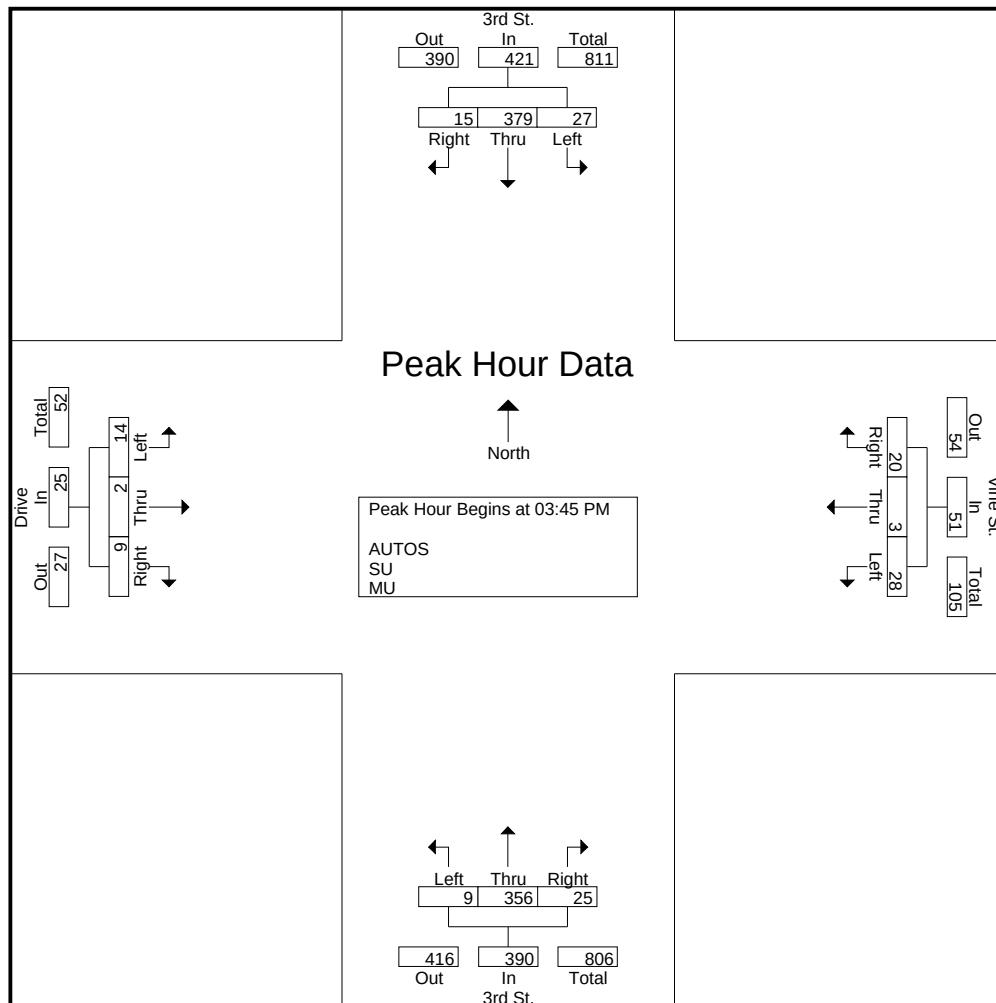




Tetra Tech
3366 Riverside Dr., Suite 206
Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 30308133
Site Code : 30308133
Start Date : 3/3/2008
Page No : 3

	3rd St. From North				Vine St. From East				3rd St. From South				Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	3	88	6	97	8	0	5	13	5	94	1	100	3	0	3	6	216
04:00 PM	1	96	8	105	3	0	6	9	9	84	2	95	3	0	1	4	213
04:15 PM	6	87	7	100	5	1	9	15	9	81	5	95	1	1	6	8	218
04:30 PM	5	108	6	119	4	2	8	14	2	97	1	100	2	1	4	7	240
Total Volume	15	379	27	421	20	3	28	51	25	356	9	390	9	2	14	25	887
% App. Total	3.6	90	6.4		39.2	5.9	54.9		6.4	91.3	2.3		36	8	56		
PHF	.625	.877	.844	.884	.625	.375	.778	.850	.694	.918	.450	.975	.750	.500	.583	.781	.924



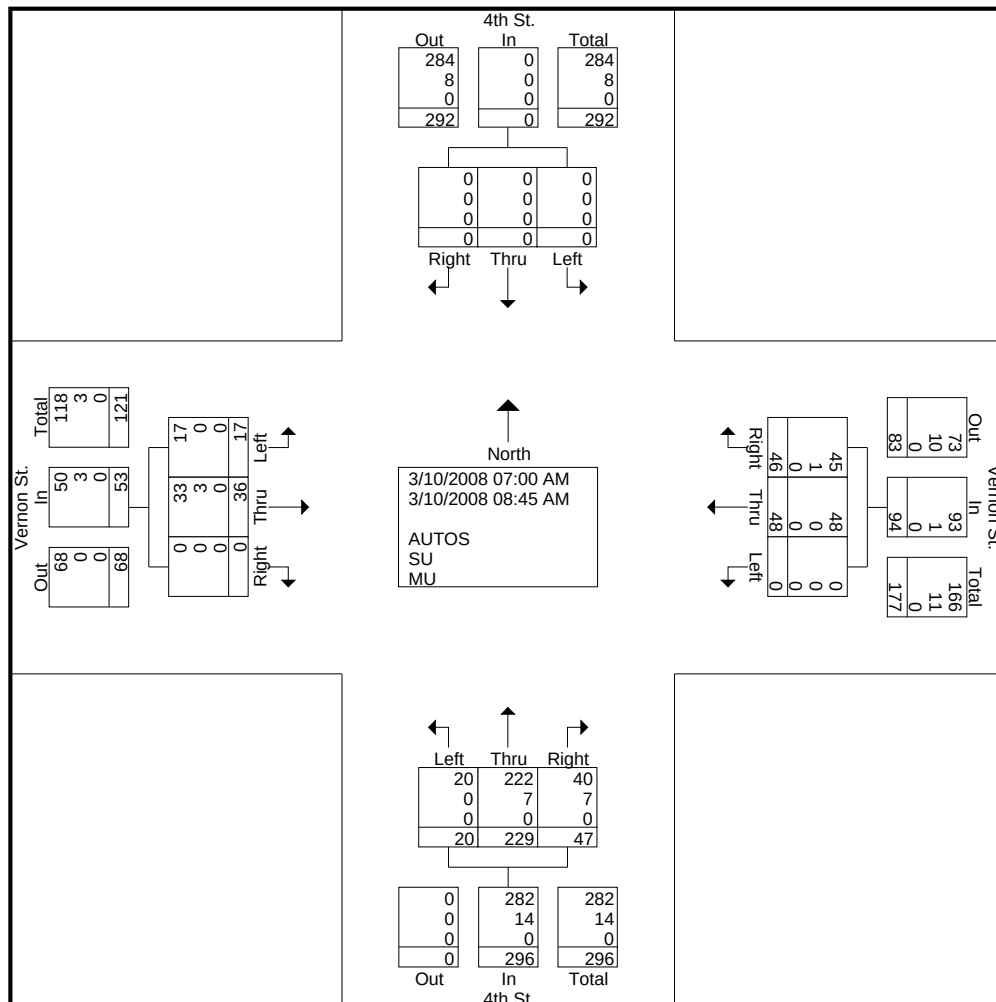


Tetra Tech
3366 Riverside Dr., Suite 206
Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 31008151
Site Code : 31008151
Start Date : 3/10/2008
Page No : 1

Groups Printed- AUTOS - SU - MU

	4th St. From North				Vernon St. From East				4th St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	2	4	0	6	0	0	1	1	8
07:15 AM	0	0	0	0	1	1	0	2	2	9	4	15	0	2	1	3	20
07:30 AM	0	0	0	0	4	3	0	7	4	41	2	47	0	2	1	3	57
07:45 AM	0	0	0	0	7	5	0	12	11	43	7	61	0	7	3	10	83
Total	0	0	0	0	13	9	0	22	19	97	13	129	0	11	6	17	168
08:00 AM	0	0	0	0	9	5	0	14	14	46	3	63	0	4	3	7	84
08:15 AM	0	0	0	0	11	7	0	18	10	26	0	36	0	10	2	12	66
08:30 AM	0	0	0	0	6	11	0	17	1	22	1	24	0	4	3	7	48
08:45 AM	0	0	0	0	7	16	0	23	3	38	3	44	0	7	3	10	77
Total	0	0	0	0	33	39	0	72	28	132	7	167	0	25	11	36	275
Grand Total	0	0	0	0	46	48	0	94	47	229	20	296	0	36	17	53	443
Apprch %	0	0	0		48.9	51.1	0		15.9	77.4	6.8		0	67.9	32.1		
Total %	0	0	0	0	10.4	10.8	0	21.2	10.6	51.7	4.5	66.8	0	8.1	3.8	12	
AUTOS	0	0	0	0	45	48	0	93	40	222	20	282	0	33	17	50	425
% AUTOS	0	0	0	0	97.8	100	0	98.9	85.1	96.9	100	95.3	0	91.7	100	94.3	95.9
SU	0	0	0	0	1	0	0	1	7	7	0	14	0	3	0	3	18
% SU	0	0	0	0	2.2	0	0	1.1	14.9	3.1	0	4.7	0	8.3	0	5.7	4.1
MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



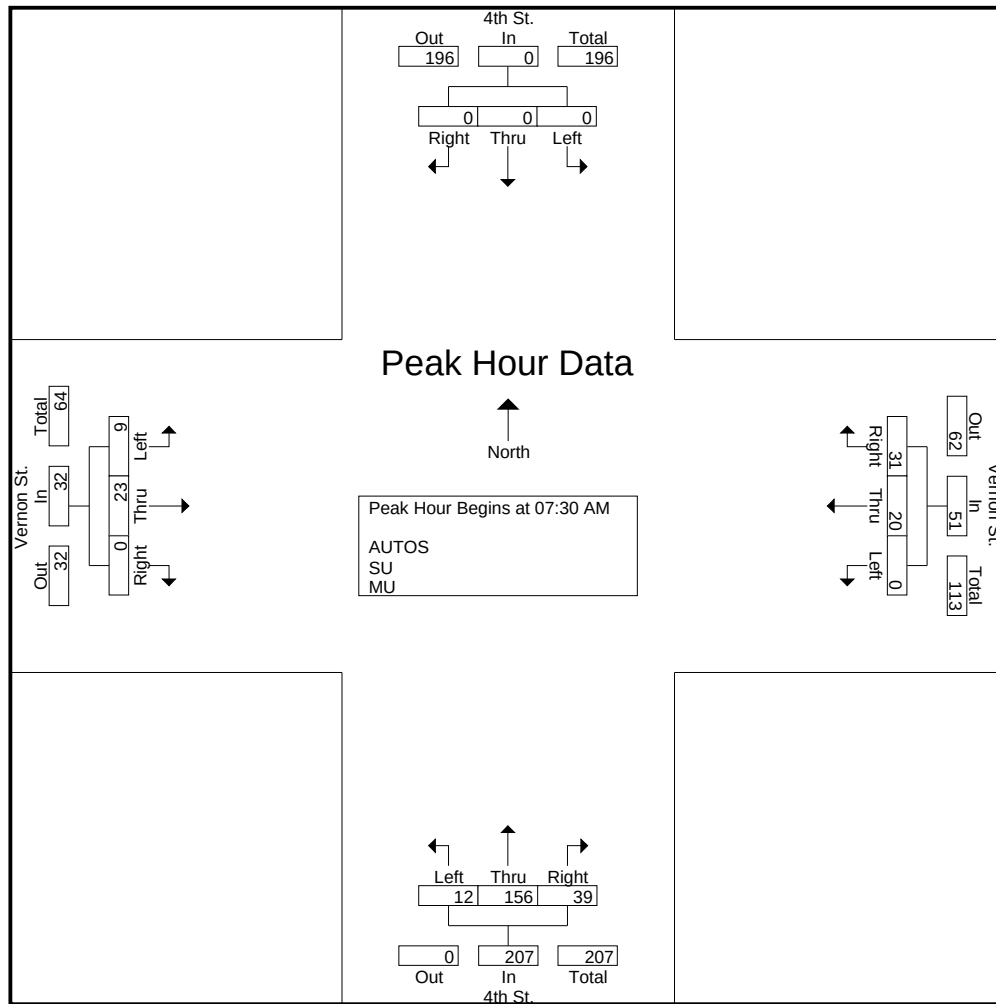


Tetra Tech

3366 Riverside Dr., Suite 206
Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 31008151
Site Code : 31008151
Start Date : 3/10/2008
Page No : 2

	4th St. From North				Vernon St. From East				4th St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	4	3	0	7	4	41	2	47	0	2	1	3	57
07:45 AM	0	0	0	0	7	5	0	12	11	43	7	61	0	7	3	10	83
08:00 AM	0	0	0	0	9	5	0	14	14	46	3	63	0	4	3	7	84
08:15 AM	0	0	0	0	11	7	0	18	10	26	0	36	0	10	2	12	66
Total Volume	0	0	0	0	31	20	0	51	39	156	12	207	0	23	9	32	290
% App. Total	0	0	0	0	60.8	39.2	0		18.8	75.4	5.8		0	71.9	28.1		
PHF	.000	.000	.000	.000	.705	.714	.000	.708	.696	.848	.429	.821	.000	.575	.750	.667	.863





Tetra Tech
 3366 Riverside Dr., Suite 206
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"Complex World, Clear Solutions"

File Name : 31008152
 Site Code : 31008152
 Start Date : 3/10/2008
 Page No : 1

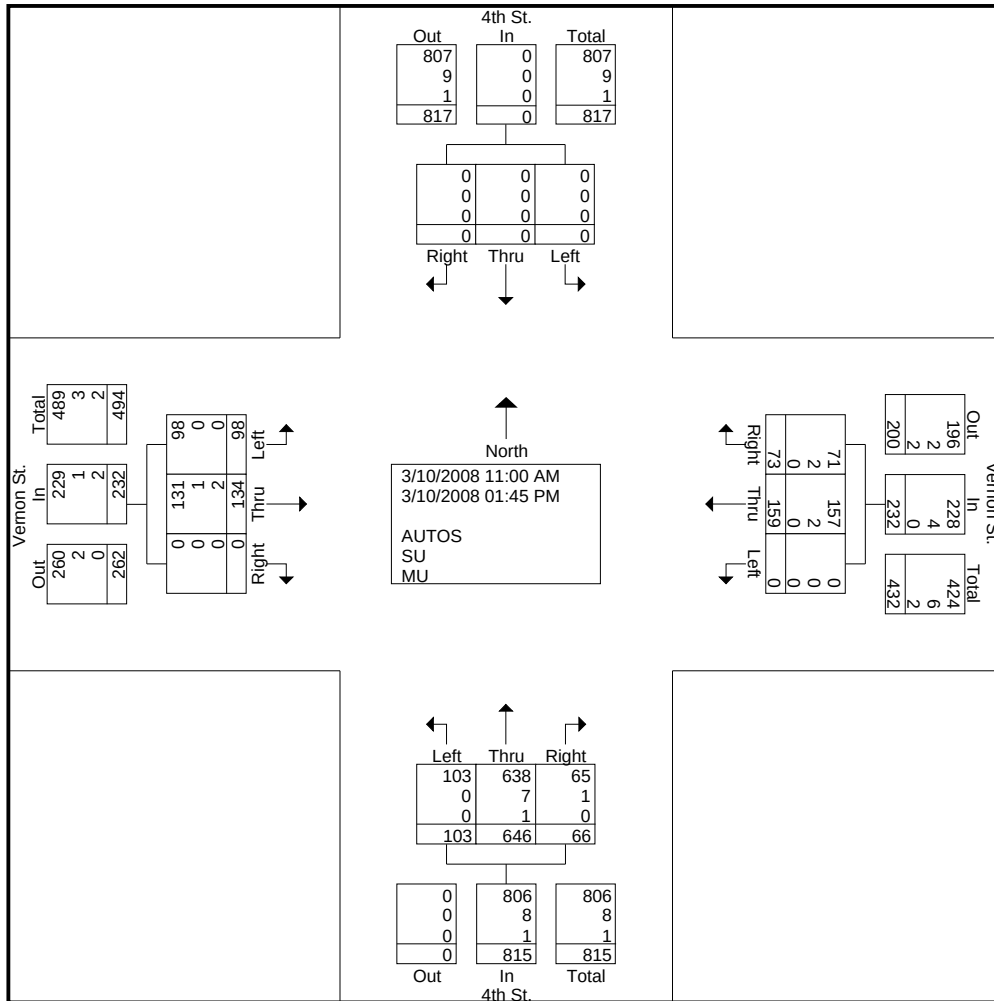
Groups Printed- AUTOS - SU - MU

Start Time	4th St. From North				Vernon St. From East				4th St. From South				Vernon St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	0	0	0	0	9	13	0	22	2	33	9	44	0	10	6	16	82
11:15 AM	0	0	0	0	6	12	0	18	7	40	4	51	0	11	2	13	82
11:30 AM	0	0	0	0	8	12	0	20	8	57	9	74	0	13	5	18	112
11:45 AM	0	0	0	0	8	10	0	18	3	44	8	55	0	7	7	14	87
Total	0	0	0	0	31	47	0	78	20	174	30	224	0	41	20	61	363
12:00 PM	0	0	0	0	6	7	0	13	4	62	9	75	0	11	11	22	110
12:15 PM	0	0	0	0	7	19	0	26	9	64	13	86	0	13	8	21	133
12:30 PM	0	0	0	0	3	13	0	16	4	47	6	57	0	11	12	23	96
12:45 PM	0	0	0	0	9	18	0	27	6	60	8	74	0	12	11	23	124
Total	0	0	0	0	25	57	0	82	23	233	36	292	0	47	42	89	463
01:00 PM	0	0	0	0	2	13	0	15	3	63	6	72	0	7	11	18	105
01:15 PM	0	0	0	0	2	13	0	15	7	59	10	76	0	11	7	18	109
01:30 PM	0	0	0	0	5	12	0	17	6	58	11	75	0	11	9	20	112
01:45 PM	0	0	0	0	8	17	0	25	7	59	10	76	0	17	9	26	127
Total	0	0	0	0	17	55	0	72	23	239	37	299	0	46	36	82	453
Grand Total	0	0	0	0	73	159	0	232	66	646	103	815	0	134	98	232	1279
Apprch %	0	0	0		31.5	68.5	0		8.1	79.3	12.6		0	57.8	42.2		
Total %	0	0	0	0	5.7	12.4	0	18.1	5.2	50.5	8.1	63.7	0	10.5	7.7	18.1	
AUTOS	0	0	0	0	71	157	0	228	65	638	103	806	0	131	98	229	1263
% AUTOS	0	0	0	0	97.3	98.7	0	98.3	98.5	98.8	100	98.9	0	97.8	100	98.7	98.7
SU	0	0	0	0	2	2	0	4	1	7	0	8	0	1	0	1	13
% SU	0	0	0	0	2.7	1.3	0	1.7	1.5	1.1	0	1	0	0.7	0	0.4	1
MU	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
% MU	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0	1.5	0	0.9	0.2



Tetra Tech
3366 Riverside Dr., Suite 206
Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 31008152
Site Code : 31008152
Start Date : 3/10/2008
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Tetra Tech

3366 Riverside Dr., Suite 206

Columbus, OH 43221

"Complex World, Clear Solutions"

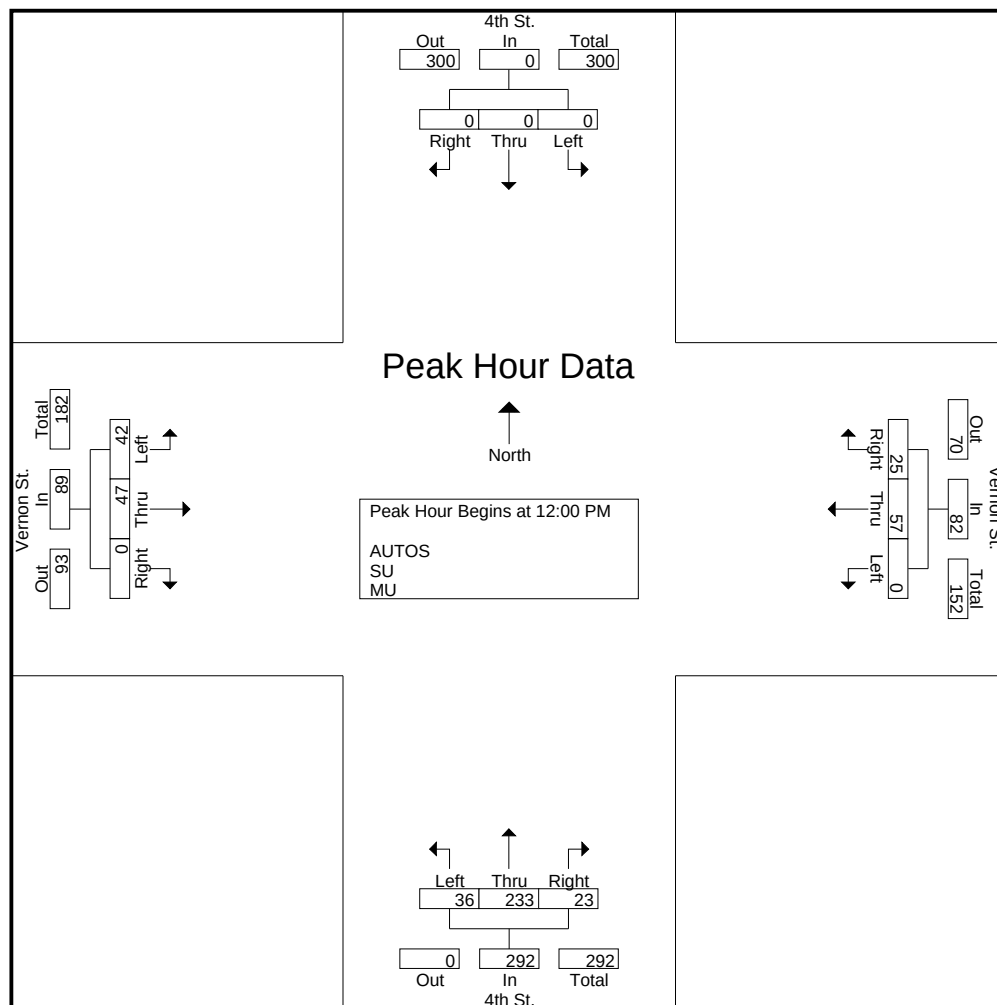
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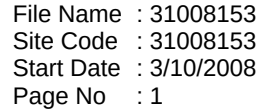
Site Code : 31008152

Start Date : 3/10/2008

Page No : 3

	4th St. From North				Vernon St. From East				4th St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	6	7	0	13	4	62	9	75	0	11	11	22	110
12:15 PM	0	0	0	0	7	19	0	26	9	64	13	86	0	13	8	21	133
12:30 PM	0	0	0	0	3	13	0	16	4	47	6	57	0	11	12	23	96
12:45 PM	0	0	0	0	9	18	0	27	6	60	8	74	0	12	11	23	124
Total Volume	0	0	0	0	25	57	0	82	23	233	36	292	0	47	42	89	463
% App. Total	0	0	0	0	30.5	69.5	0		7.9	79.8	12.3		0	52.8	47.2		
PHF	.000	.000	.000	.000	.694	.750	.000	.759	.639	.910	.692	.849	.000	.904	.875	.967	.870

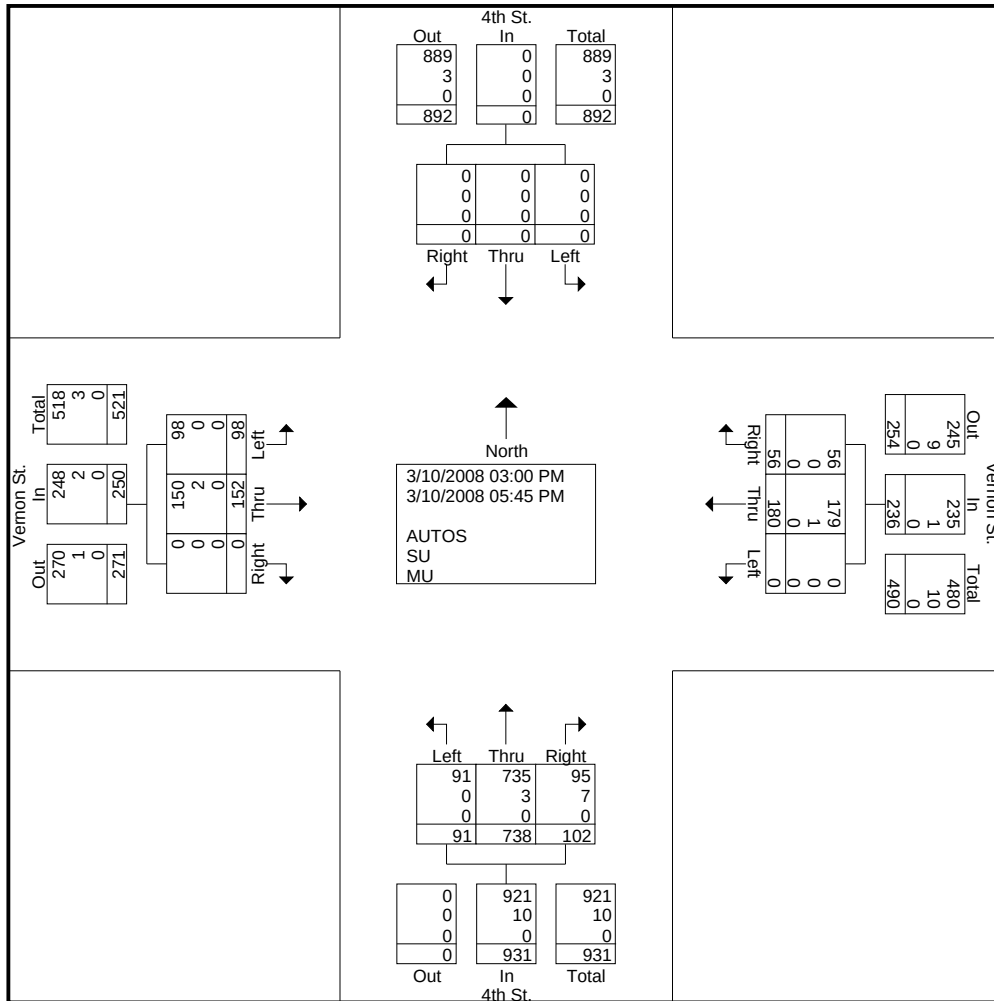






Tetra Tech
3366 Riverside Dr., Suite 206
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"Complex World, Clear Solutions"

File Name : 31008153
Site Code : 31008153
Start Date : 3/10/2008
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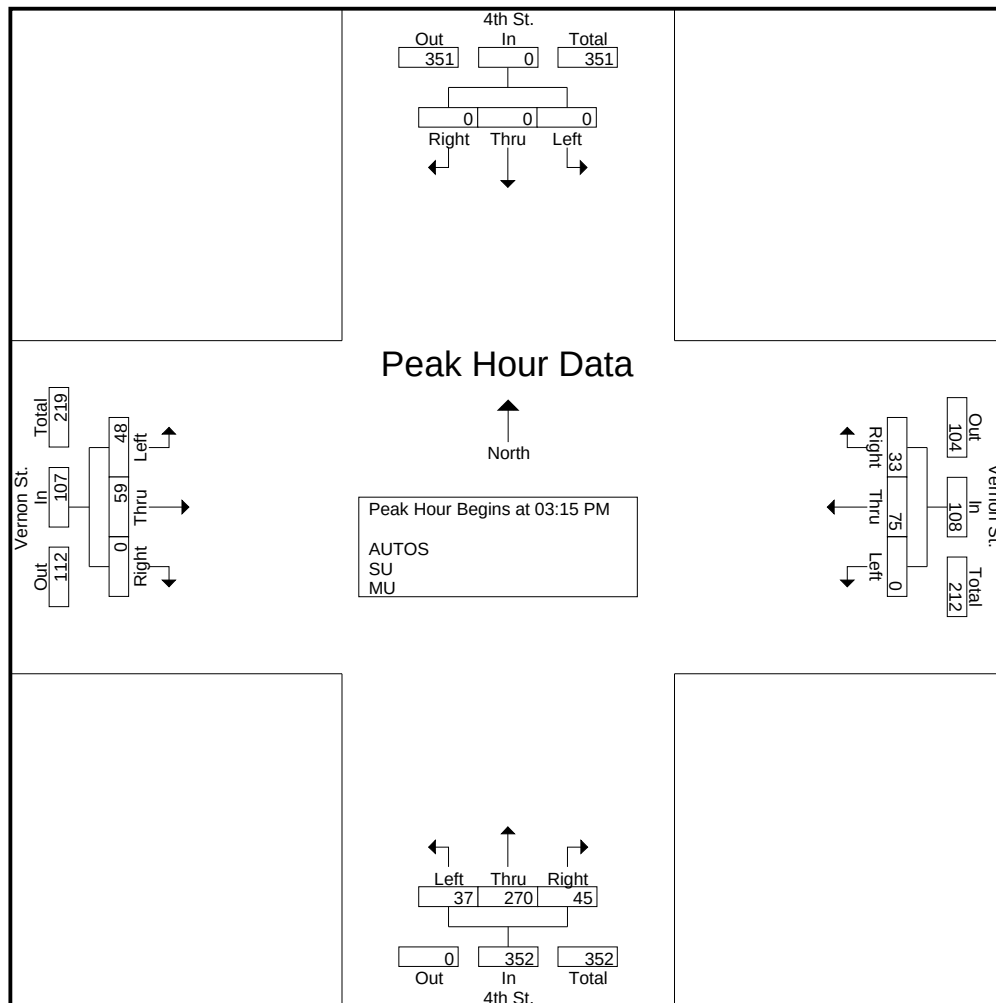




Tetra Tech
 3366 Riverside Dr., Suite 206
 Columbus, OH 43221
 "Complex World, Clear Solutions"

File Name : 31008153
 Site Code : 31008153
 Start Date : 3/10/2008
 Page No : 3

	4th St. From North				Vernon St. From East				4th St. From South				Vernon St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	7	19	0	26	16	77	9	102	0	9	11	20	148
03:30 PM	0	0	0	0	7	15	0	22	9	65	9	83	0	15	5	20	125
03:45 PM	0	0	0	0	12	18	0	30	13	66	6	85	0	18	15	33	148
04:00 PM	0	0	0	0	7	23	0	30	7	62	13	82	0	17	17	34	146
Total Volume	0	0	0	0	33	75	0	108	45	270	37	352	0	59	48	107	567
% App. Total	0	0	0	0	30.6	69.4	0		12.8	76.7	10.5		0	55.1	44.9		
PHF	.000	.000	.000	.000	.688	.815	.000	.900	.703	.877	.712	.863	.000	.819	.706	.787	.958



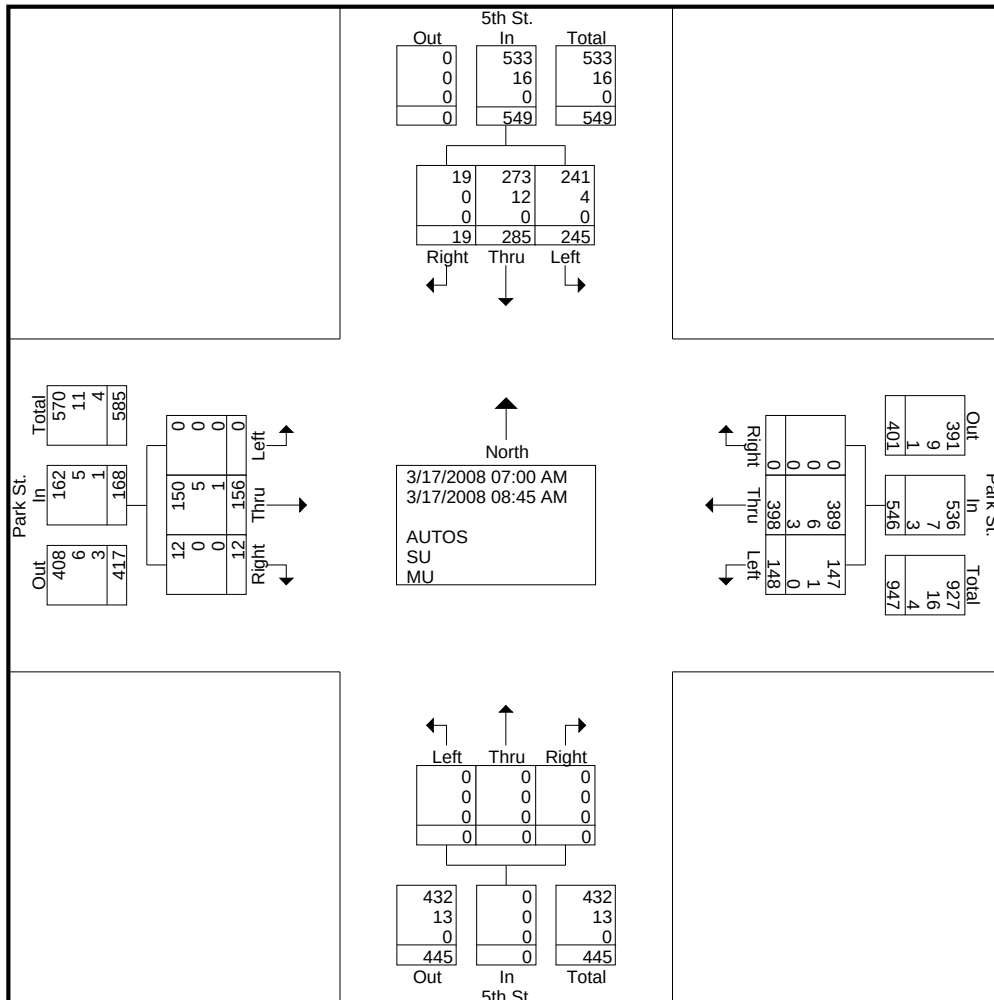


Tetra Tech
 3366 Riverside Dr., Suite 206
 Columbus, OH 43221
 "Complex World, Clear Solutions"

File Name : 31708011
 Site Code : 31708011
 Start Date : 3/17/2008
 Page No : 1

Groups Printed- AUTOS - SU - MU

	5th St. From North				Park St. From East				5th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	10	24	34	0	23	7	30	0	0	0	0	1	11	0	12	76
07:15 AM	2	13	19	34	0	26	8	34	0	0	0	0	1	8	0	9	77
07:30 AM	3	44	23	70	0	41	11	52	0	0	0	0	1	18	0	19	141
07:45 AM	2	79	50	131	0	63	30	93	0	0	0	0	1	18	0	19	243
Total	7	146	116	269	0	153	56	209	0	0	0	0	4	55	0	59	537
08:00 AM	1	55	47	103	0	59	24	83	0	0	0	0	3	23	0	26	212
08:15 AM	3	28	31	62	0	52	22	74	0	0	0	0	4	30	0	34	170
08:30 AM	2	27	26	55	0	64	28	92	0	0	0	0	1	20	0	21	168
08:45 AM	6	29	25	60	0	70	18	88	0	0	0	0	0	28	0	28	176
Total	12	139	129	280	0	245	92	337	0	0	0	0	8	101	0	109	726
Grand Total	19	285	245	549	0	398	148	546	0	0	0	0	12	156	0	168	1263
Apprch %	3.5	51.9	44.6		0	72.9	27.1		0	0	0		7.1	92.9	0		
Total %	1.5	22.6	19.4	43.5	0	31.5	11.7	43.2	0	0	0	0	1	12.4	0	13.3	
AUTOS	19	273	241	533	0	389	147	536	0	0	0	0	12	150	0	162	1231
% AUTOS	100	95.8	98.4	97.1	0	97.7	99.3	98.2	0	0	0	0	100	96.2	0	96.4	97.5
SU	0	12	4	16	0	6	1	7	0	0	0	0	0	5	0	5	28
% SU	0	4.2	1.6	2.9	0	1.5	0.7	1.3	0	0	0	0	0	3.2	0	3	2.2
MU	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
% MU	0	0	0	0	0	0.8	0	0.5	0	0	0	0	0	0.6	0	0.6	0.3

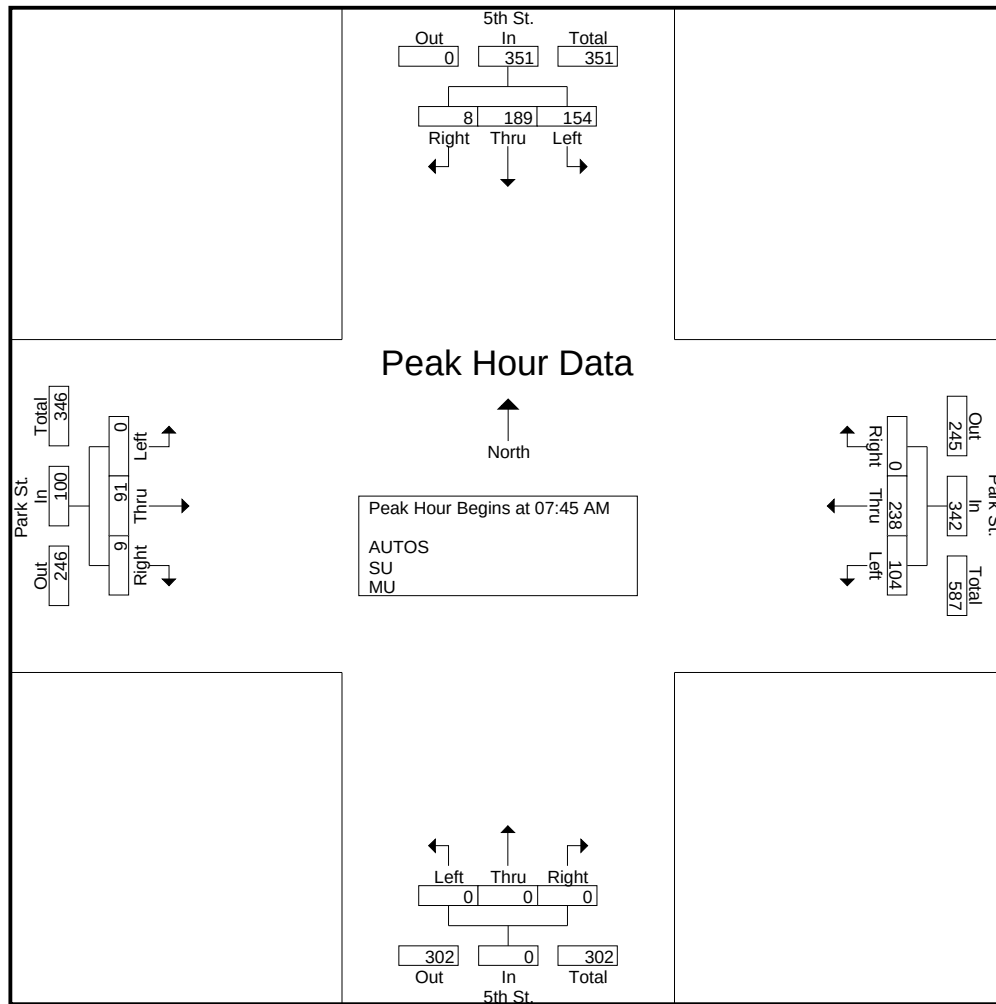




Tetra Tech
 3366 Riverside Dr., Suite 206
 Columbus, OH 43221
 "Complex World, Clear Solutions"

File Name : 31708011
 Site Code : 31708011
 Start Date : 3/17/2008
 Page No : 2

	5th St. From North				Park St. From East				5th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	79	50	131	0	63	30	93	0	0	0	0	1	18	0	19	243
08:00 AM	1	55	47	103	0	59	24	83	0	0	0	0	3	23	0	26	212
08:15 AM	3	28	31	62	0	52	22	74	0	0	0	0	4	30	0	34	170
08:30 AM	2	27	26	55	0	64	28	92	0	0	0	0	1	20	0	21	168
Total Volume	8	189	154	351	0	238	104	342	0	0	0	0	9	91	0	100	793
% App. Total	2.3	53.8	43.9		0	69.6	30.4		0	0	0		9	91	0		
PHF	.667	.598	.770	.670	.000	.930	.867	.919	.000	.000	.000	.000	.563	.758	.000	.735	.816





Tetra Tech
 3366 Riverside Dr., Suite 206
 Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 31708012
 Site Code : 31708012
 Start Date : 3/17/2008
 Page No : 1

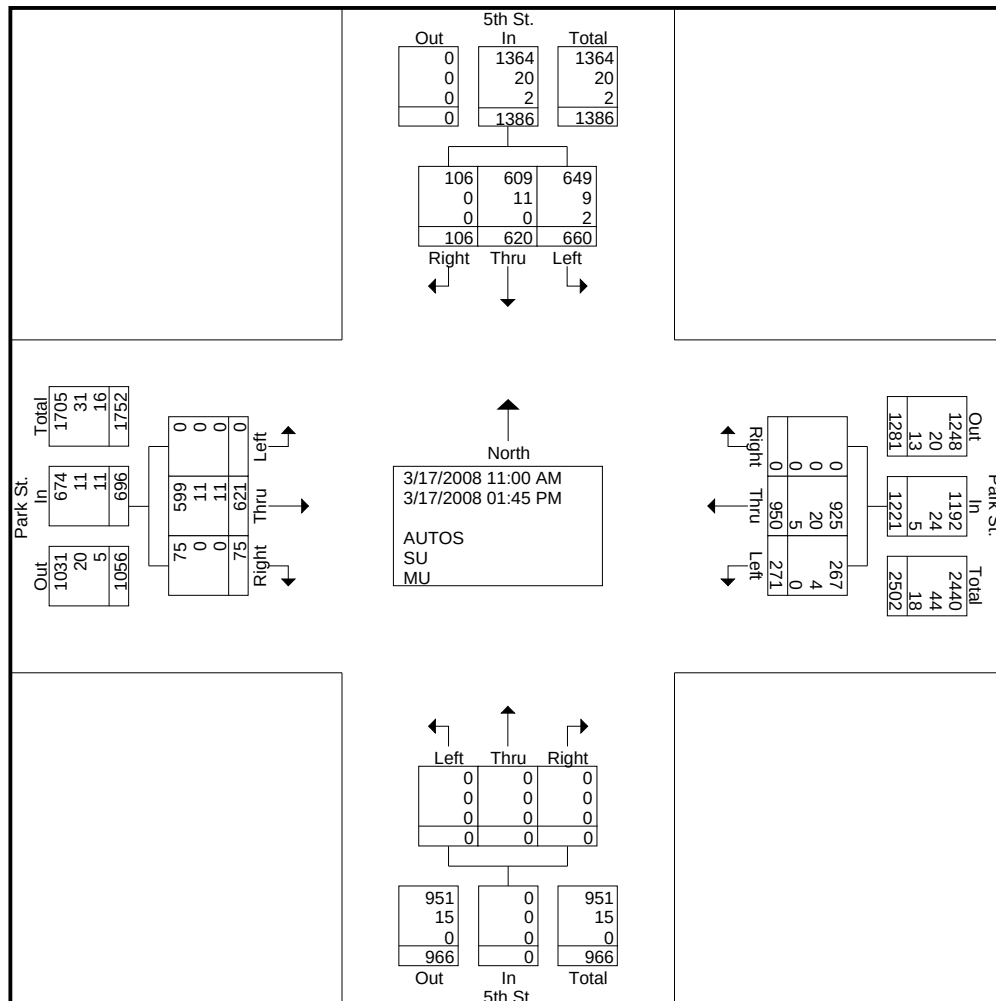
Groups Printed- AUTOS - SU - MU

Start Time	5th St. From North				Park St. From East				5th St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	7	35	57	99	0	84	20	104	0	0	0	0	8	35	0	43	246
11:15 AM	15	47	49	111	0	74	21	95	0	0	0	0	5	48	0	53	259
11:30 AM	4	55	56	115	0	74	29	103	0	0	0	0	6	43	0	49	267
11:45 AM	7	61	52	120	0	64	26	90	0	0	0	0	7	56	0	63	273
Total	33	198	214	445	0	296	96	392	0	0	0	0	26	182	0	208	1045
12:00 PM	4	53	62	119	0	77	17	94	0	0	0	0	6	60	0	66	279
12:15 PM	15	38	59	112	0	92	30	122	0	0	0	0	5	53	0	58	292
12:30 PM	7	52	53	112	0	76	30	106	0	0	0	0	6	54	0	60	278
12:45 PM	10	68	60	138	0	87	19	106	0	0	0	0	7	54	0	61	305
Total	36	211	234	481	0	332	96	428	0	0	0	0	24	221	0	245	1154
01:00 PM	9	61	53	123	0	74	20	94	0	0	0	0	8	49	0	57	274
01:15 PM	10	46	50	106	0	88	21	109	0	0	0	0	6	60	0	66	281
01:30 PM	10	46	46	102	0	86	22	108	0	0	0	0	5	47	0	52	262
01:45 PM	8	58	63	129	0	74	16	90	0	0	0	0	6	62	0	68	287
Total	37	211	212	460	0	322	79	401	0	0	0	0	25	218	0	243	1104
Grand Total	106	620	660	1386	0	950	271	1221	0	0	0	0	75	621	0	696	3303
Apprch %	7.6	44.7	47.6		0	77.8	22.2		0	0	0		10.8	89.2	0		
Total %	3.2	18.8	20	42	0	28.8	8.2	37	0	0	0	0	2.3	18.8	0	21.1	
AUTOS	106	609	649	1364	0	925	267	1192	0	0	0	0	75	599	0	674	3230
% AUTOS	100	98.2	98.3	98.4	0	97.4	98.5	97.6	0	0	0	0	100	96.5	0	96.8	97.8
SU	0	11	9	20	0	20	4	24	0	0	0	0	0	11	0	11	55
% SU	0	1.8	1.4	1.4	0	2.1	1.5	2	0	0	0	0	0	1.8	0	1.6	1.7
MU	0	0	2	2	0	5	0	5	0	0	0	0	0	11	0	11	18
% MU	0	0	0.3	0.1	0	0.5	0	0.4	0	0	0	0	0	1.8	0	1.6	0.5



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File Name : 31708012
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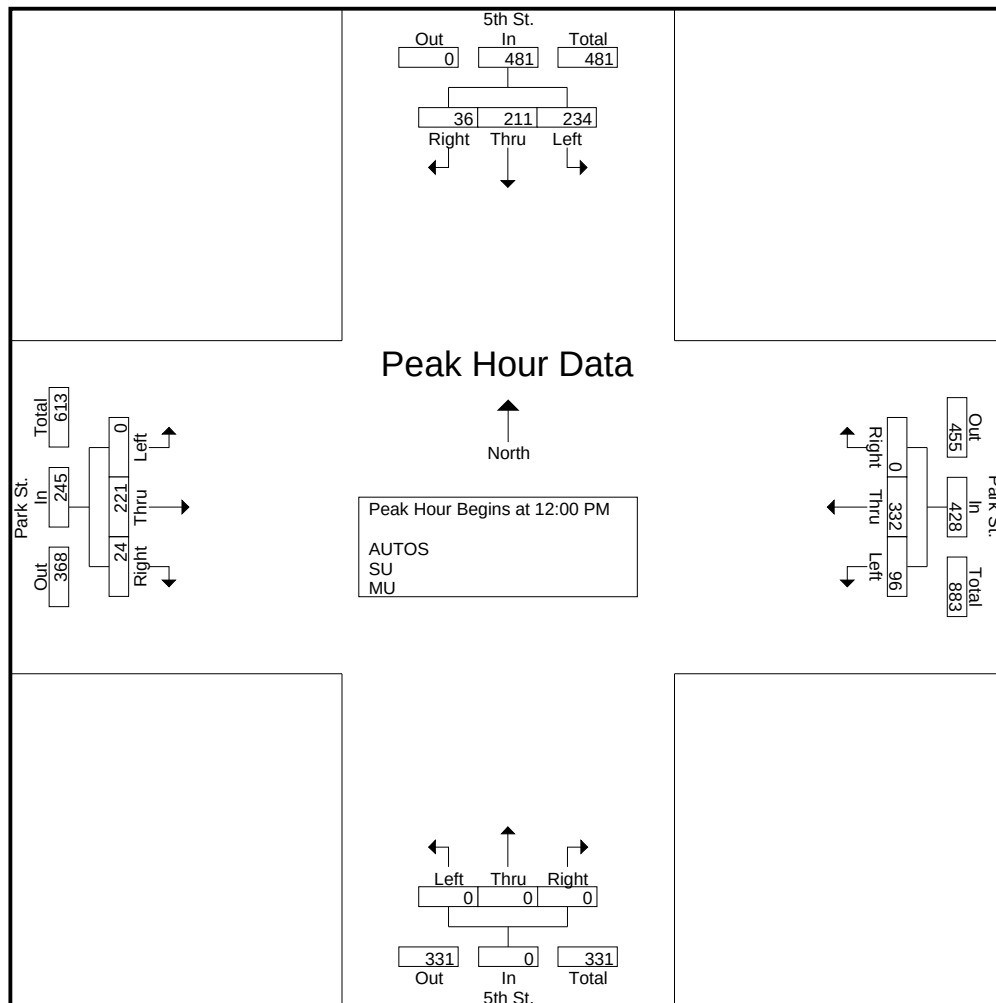




Tetra Tech
3366 Riverside Dr., Suite 206
Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 31708012
Site Code : 31708012
Start Date : 3/17/2008
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	5th St. From North				Park St. From East				5th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	4	53	62	119	0	77	17	94	0	0	0	0	6	60	0	66	279
12:15 PM	15	38	59	112	0	92	30	122	0	0	0	0	5	53	0	58	292
12:30 PM	7	52	53	112	0	76	30	106	0	0	0	0	6	54	0	60	278
12:45 PM	10	68	60	138	0	87	19	106	0	0	0	0	7	54	0	61	305
Total Volume	36	211	234	481	0	332	96	428	0	0	0	0	24	221	0	245	1154
% App. Total	7.5	43.9	48.6		0	77.6	22.4		0	0	0		9.8	90.2	0		
PHF	.600	.776	.944	.871	.000	.902	.800	.877	.000	.000	.000	.000	.857	.921	.000	.928	.946





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"Complex World, Clear Solutions"

File Name : 31708013
 Site Code : 31708013
 Start Date : 3/17/2008
 Page No : 1

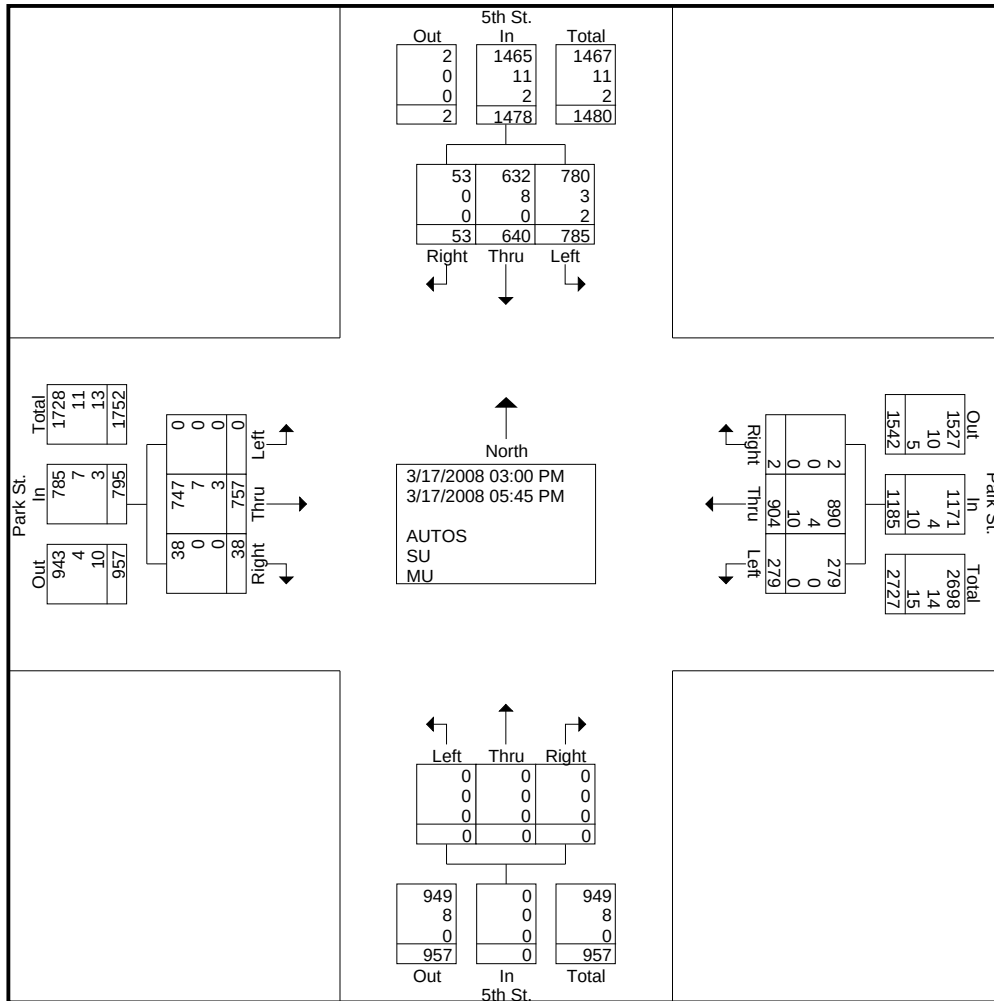
Groups Printed- AUTOS - SU - MU

Start Time	5th St. From North				Park St. From East				5th St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	5	58	57	120	0	81	27	108	0	0	0	0	3	56	0	59	287
03:15 PM	10	61	63	134	0	83	28	111	0	0	0	0	3	66	0	69	314
03:30 PM	3	42	76	121	1	81	20	102	0	0	0	0	4	65	0	69	292
03:45 PM	3	52	48	103	0	90	25	115	0	0	0	0	2	56	0	58	276
Total	21	213	244	478	1	335	100	436	0	0	0	0	12	243	0	255	1169
04:00 PM	7	74	87	168	0	103	28	131	0	0	0	0	3	70	0	73	372
04:15 PM	5	58	65	128	1	67	21	89	0	0	0	0	6	63	0	69	286
04:30 PM	8	48	77	133	0	74	20	94	0	0	0	0	3	67	0	70	297
04:45 PM	3	45	63	111	0	64	21	85	0	0	0	0	4	75	0	79	275
Total	23	225	292	540	1	308	90	399	0	0	0	0	16	275	0	291	1230
05:00 PM	4	52	73	129	0	63	26	89	0	0	0	0	4	77	0	81	299
05:15 PM	1	54	55	110	0	74	32	106	0	0	0	0	3	59	0	62	278
05:30 PM	2	54	70	126	0	72	21	93	0	0	0	0	2	65	0	67	286
05:45 PM	2	42	51	95	0	52	10	62	0	0	0	0	1	38	0	39	196
Total	9	202	249	460	0	261	89	350	0	0	0	0	10	239	0	249	1059
Grand Total	53	640	785	1478	2	904	279	1185	0	0	0	0	38	757	0	795	3458
Apprch %	3.6	43.3	53.1		0.2	76.3	23.5		0	0	0		4.8	95.2	0		
Total %	1.5	18.5	22.7	42.7	0.1	26.1	8.1	34.3	0	0	0	0	1.1	21.9	0	23	
AUTOS	53	632	780	1465	2	890	279	1171	0	0	0	0	38	747	0	785	3421
% AUTOS	100	98.8	99.4	99.1	100	98.5	100	98.8	0	0	0	0	100	98.7	0	98.7	98.9
SU	0	8	3	11	0	4	0	4	0	0	0	0	0	7	0	7	22
% SU	0	1.2	0.4	0.7	0	0.4	0	0.3	0	0	0	0	0	0.9	0	0.9	0.6
MU	0	0	2	2	0	10	0	10	0	0	0	0	0	3	0	3	15
% MU	0	0	0.3	0.1	0	1.1	0	0.8	0	0	0	0	0	0.4	0	0.4	0.4



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"Complex World, Clear Solutions"

File Name : 31708013
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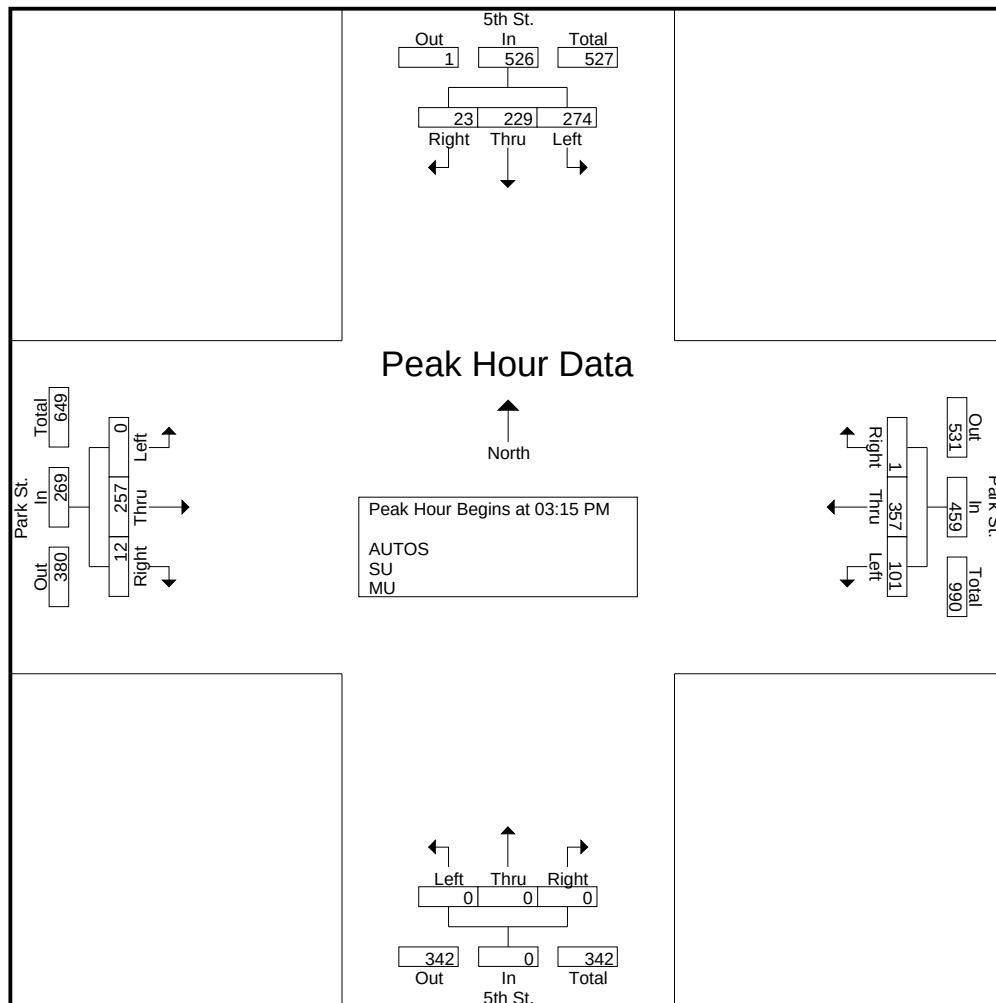


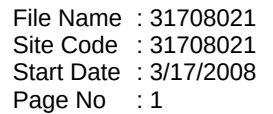


Tetra Tech
3366 Riverside Dr., Suite 206
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"Complex World, Clear Solutions"

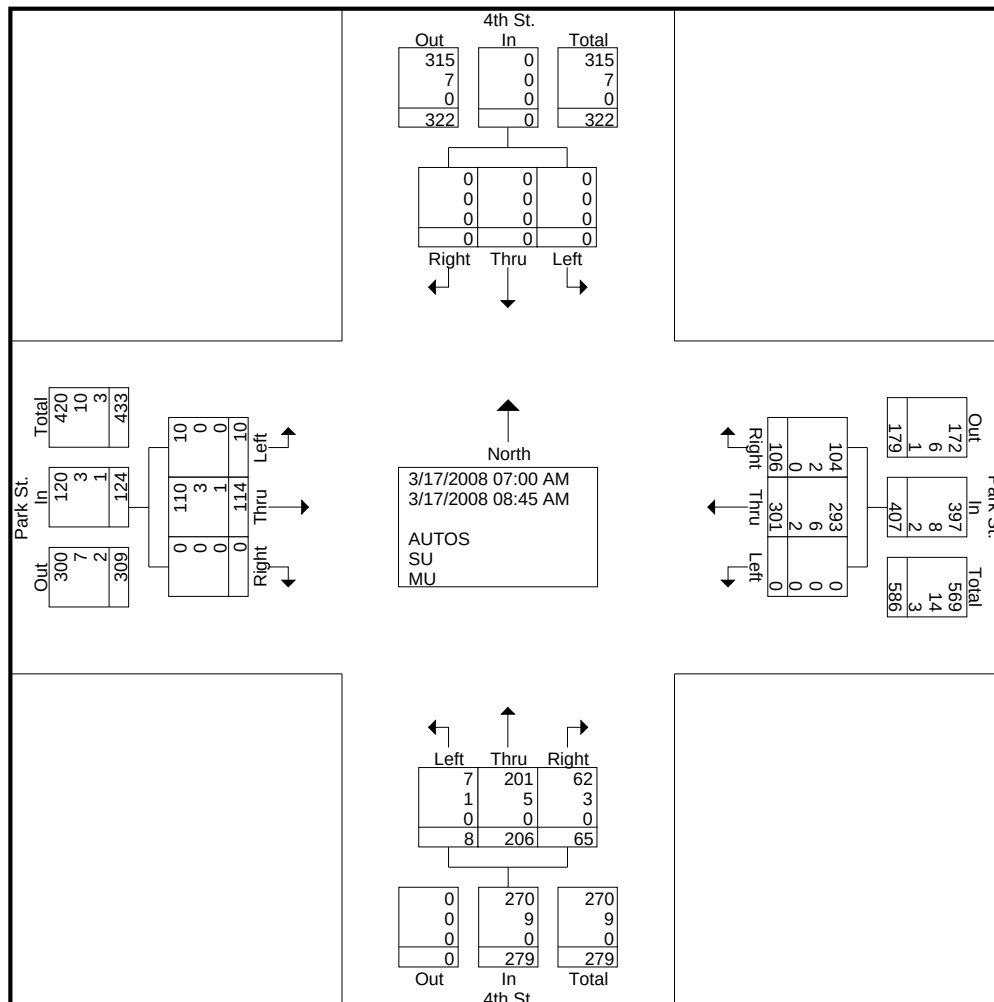
File Name : 31708013
Site Code : 31708013
Start Date : 3/17/2008
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	5th St. From North				Park St. From East				5th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	10	61	63	134	0	83	28	111	0	0	0	0	3	66	0	69	314
03:30 PM	3	42	76	121	1	81	20	102	0	0	0	0	4	65	0	69	292
03:45 PM	3	52	48	103	0	90	25	115	0	0	0	0	2	56	0	58	276
04:00 PM	7	74	87	168	0	103	28	131	0	0	0	0	3	70	0	73	372
Total Volume	23	229	274	526	1	357	101	459	0	0	0	0	12	257	0	269	1254
% App. Total	4.4	43.5	52.1		0.2	77.8	22		0	0	0		4.5	95.5	0		
PHF	.575	.774	.787	.783	.250	.867	.902	.876	.000	.000	.000	.000	.750	.918	.000	.921	.843





	4th St. From North				Park St. From East				4th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	3	20	0	23	7	9	0	16	0	5	0	5	44
07:15 AM	0	0	0	0	4	24	0	28	2	11	0	13	0	12	0	12	53
07:30 AM	0	0	0	0	12	32	0	44	4	34	1	39	0	11	1	12	95
07:45 AM	0	0	0	0	16	47	0	63	10	37	1	48	0	15	1	16	127
Total	0	0	0	0	35	123	0	158	23	91	2	116	0	43	2	45	319
08:00 AM	0	0	0	0	17	44	0	61	13	34	0	47	0	12	1	13	121
08:15 AM	0	0	0	0	16	36	0	52	15	26	0	41	0	19	0	19	112
08:30 AM	0	0	0	0	20	46	0	66	6	28	2	36	0	17	1	18	120
08:45 AM	0	0	0	0	18	52	0	70	8	27	4	39	0	23	6	29	138
Total	0	0	0	0	71	178	0	249	42	115	6	163	0	71	8	79	491
Grand Total	0	0	0	0	106	301	0	407	65	206	8	279	0	114	10	124	810
Apprch %	0	0	0		26	74	0		23.3	73.8	2.9		0	91.9	8.1		
Total %	0	0	0	0	13.1	37.2	0	50.2	8	25.4	1	34.4	0	14.1	1.2	15.3	
AUTOS	0	0	0	0	104	293	0	397	62	201	7	270	0	110	10	120	787
% AUTOS	0	0	0	0	98.1	97.3	0	97.5	95.4	97.6	87.5	96.8	0	96.5	100	96.8	97.2
SU	0	0	0	0	2	6	0	8	3	5	1	9	0	3	0	3	20
% SU	0	0	0	0	1.9	2	0	2	4.6	2.4	12.5	3.2	0	2.6	0	2.4	2.5
MU	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% MU	0	0	0	0	0	0.7	0	0.5	0	0	0	0	0	0.9	0	0.8	0.4



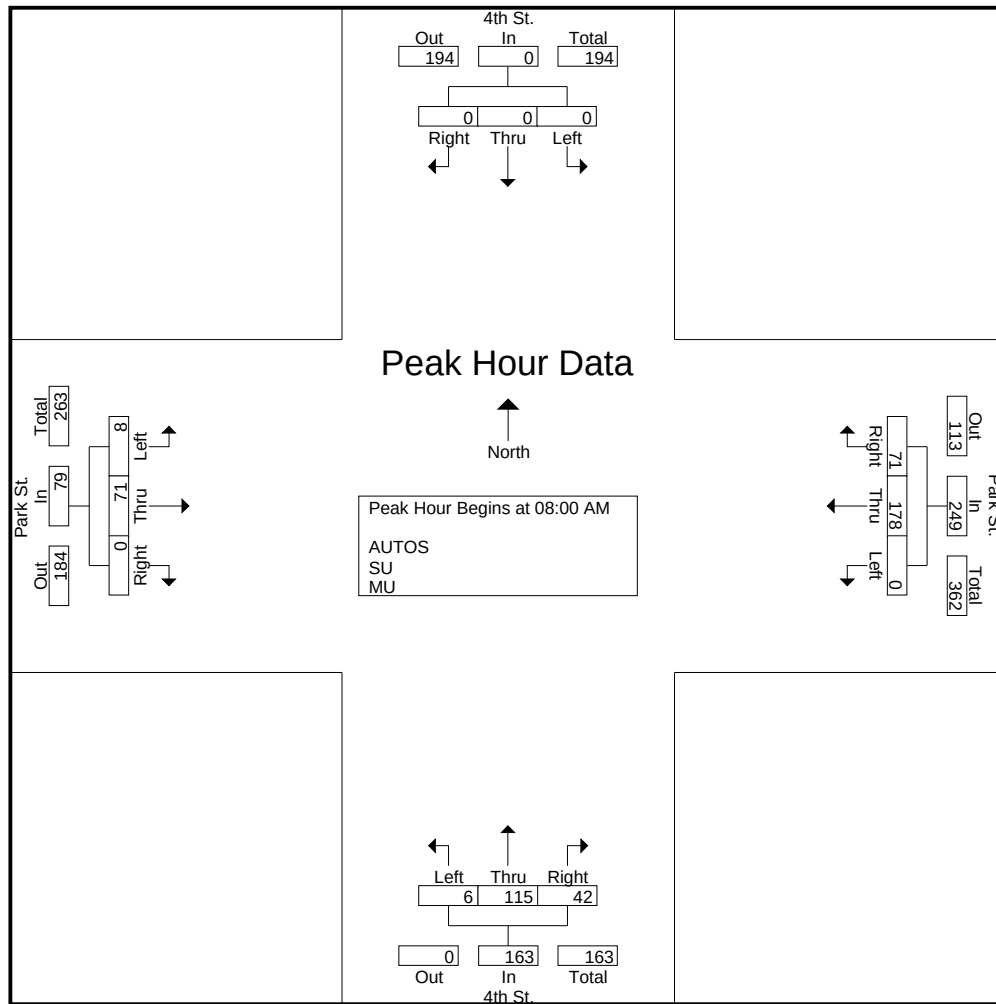


Tetra Tech

3366 Riverside Dr., Suite 206
Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 31708021
Site Code : 31708021
Start Date : 3/17/2008
Page No : 2

	4th St. From North				Park St. From East				4th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	17	44	0	61	13	34	0	47	0	12	1	13	121
08:15 AM	0	0	0	0	16	36	0	52	15	26	0	41	0	19	0	19	112
08:30 AM	0	0	0	0	20	46	0	66	6	28	2	36	0	17	1	18	120
08:45 AM	0	0	0	0	18	52	0	70	8	27	4	39	0	23	6	29	138
Total Volume	0	0	0	0	71	178	0	249	42	115	6	163	0	71	8	79	491
% App. Total	0	0	0	0	28.5	71.5	0		25.8	70.6	3.7		0	89.9	10.1		
PHF	.000	.000	.000	.000	.888	.856	.000	.889	.700	.846	.375	.867	.000	.772	.333	.681	.889





Tetra Tech
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"Complex World, Clear Solutions"

File Name : 31708022
 Site Code : 31708022
 Start Date : 3/17/2008
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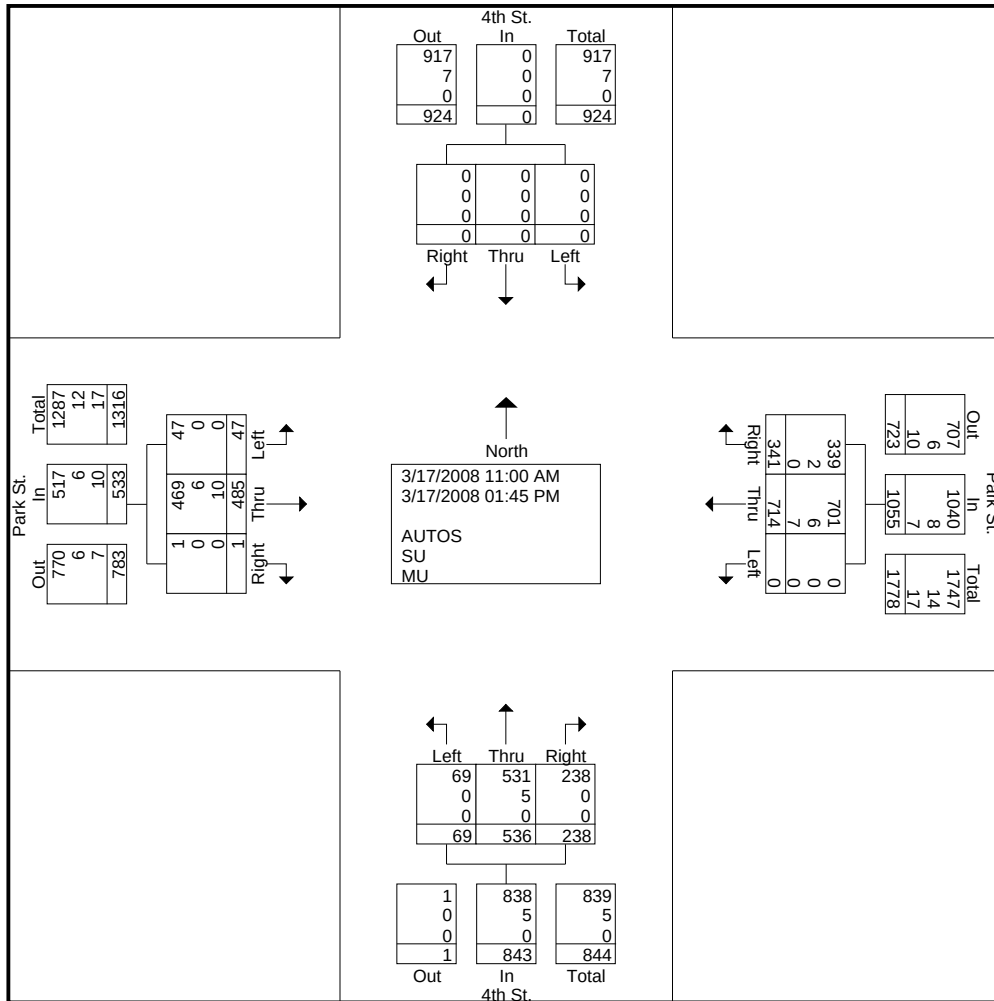
Groups Printed- AUTOS - SU - MU

Start Time	4th St. From North				Park St. From East				4th St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	0	0	0	0	31	58	0	89	13	30	7	50	1	29	2	32	171
11:15 AM	0	0	0	0	34	52	0	86	18	45	1	64	0	36	4	40	190
11:30 AM	0	0	0	0	23	60	0	83	19	44	5	68	0	35	3	38	189
11:45 AM	0	0	0	0	23	47	0	70	28	44	8	80	0	39	3	42	192
Total	0	0	0	0	111	217	0	328	78	163	21	262	1	139	12	152	742
12:00 PM	0	0	0	0	23	58	0	81	19	48	9	76	0	47	2	49	206
12:15 PM	0	0	0	0	30	73	0	103	30	48	3	81	0	33	1	34	218
12:30 PM	0	0	0	0	26	56	0	82	17	55	4	76	0	38	7	45	203
12:45 PM	0	0	0	0	38	64	0	102	22	41	8	71	0	45	5	50	223
Total	0	0	0	0	117	251	0	368	88	192	24	304	0	163	15	178	850
01:00 PM	0	0	0	0	26	57	0	83	13	52	9	74	0	44	3	47	204
01:15 PM	0	0	0	0	33	67	0	100	23	39	7	69	0	48	3	51	220
01:30 PM	0	0	0	0	30	62	0	92	14	41	6	61	0	42	9	51	204
01:45 PM	0	0	0	0	24	60	0	84	22	49	2	73	0	49	5	54	211
Total	0	0	0	0	113	246	0	359	72	181	24	277	0	183	20	203	839
Grand Total	0	0	0	0	341	714	0	1055	238	536	69	843	1	485	47	533	2431
Apprch %	0	0	0		32.3	67.7	0		28.2	63.6	8.2		0.2	91	8.8		
Total %	0	0	0	0	14	29.4	0	43.4	9.8	22	2.8	34.7	0	20	1.9	21.9	
AUTOS	0	0	0	0	339	701	0	1040	238	531	69	838	1	469	47	517	2395
% AUTOS	0	0	0	0	99.4	98.2	0	98.6	100	99.1	100	99.4	100	96.7	100	97	98.5
SU	0	0	0	0	2	6	0	8	0	5	0	5	0	6	0	6	19
% SU	0	0	0	0	0.6	0.8	0	0.8	0	0.9	0	0.6	0	1.2	0	1.1	0.8
MU	0	0	0	0	0	7	0	7	0	0	0	0	0	10	0	10	17
% MU	0	0	0	0	0	1	0	0.7	0	0	0	0	0	2.1	0	1.9	0.7



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"Complex World, Clear Solutions"

File Name : 31708022
Site Code : 31708022
Start Date : 3/17/2008
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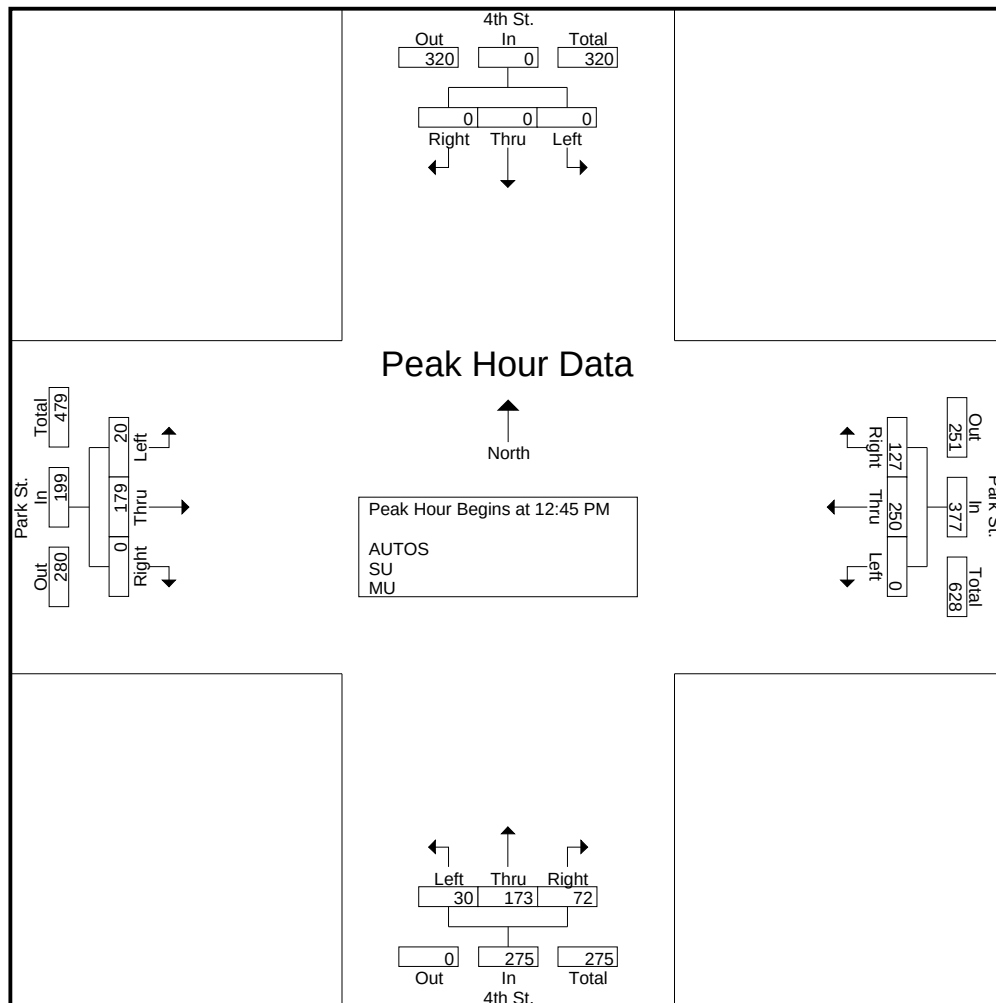




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3366 Riverside Dr., Suite 206
Columbus, OH 43221
"Complex World, Clear Solutions"

File Name : 31708022
Site Code : 31708022
Start Date : 3/17/2008
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	4th St. From North				Park St. From East				4th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	38	64	0	102	22	41	8	71	0	45	5	50	223
01:00 PM	0	0	0	0	26	57	0	83	13	52	9	74	0	44	3	47	204
01:15 PM	0	0	0	0	33	67	0	100	23	39	7	69	0	48	3	51	220
01:30 PM	0	0	0	0	30	62	0	92	14	41	6	61	0	42	9	51	204
Total Volume	0	0	0	0	127	250	0	377	72	173	30	275	0	179	20	199	851
% App. Total	0	0	0	0	33.7	66.3	0		26.2	62.9	10.9		0	89.9	10.1		
PHF	.000	.000	.000	.000	.836	.933	.000	.924	.783	.832	.833	.929	.000	.932	.556	.975	.954





Tetra Tech
 3366 Riverside Dr., Suite 206
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File Name : 31708023
 Site Code : 31708823
 Start Date : 3/17/2008
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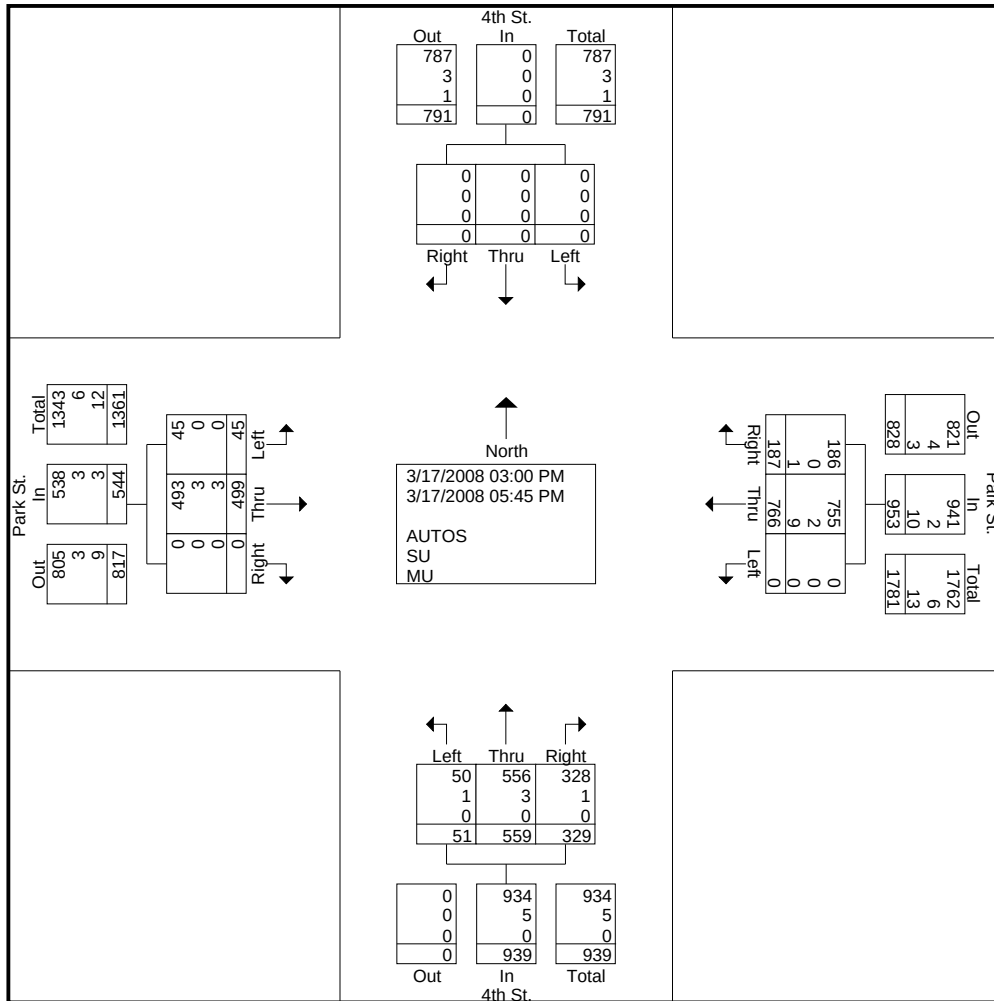
Groups Printed- AUTOS - SU - MU

Start Time	4th St. From North				Park St. From East				4th St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	0	0	0	0	20	66	0	86	32	67	7	106	0	33	2	35	227
03:15 PM	0	0	0	0	36	56	0	92	33	69	1	103	0	39	6	45	240
03:30 PM	0	0	0	0	21	64	0	85	28	46	5	79	0	36	8	44	208
03:45 PM	0	0	0	0	21	73	0	94	19	54	9	82	0	50	6	56	232
Total	0	0	0	0	98	259	0	357	112	236	22	370	0	158	22	180	907
04:00 PM	0	0	0	0	12	98	0	110	30	52	6	88	0	48	4	52	250
04:15 PM	0	0	0	0	15	56	0	71	30	36	3	69	0	45	0	45	185
04:30 PM	0	0	0	0	9	71	0	80	25	43	8	76	0	53	7	60	216
04:45 PM	0	0	0	0	12	56	0	68	33	51	1	85	0	43	4	47	200
Total	0	0	0	0	48	281	0	329	118	182	18	318	0	189	15	204	851
05:00 PM	0	0	0	0	8	60	0	68	38	44	6	88	0	40	3	43	199
05:15 PM	0	0	0	0	17	55	0	72	24	26	3	53	0	41	2	43	168
05:30 PM	0	0	0	0	8	68	0	76	24	37	1	62	0	40	1	41	179
05:45 PM	0	0	0	0	8	43	0	51	13	34	1	48	0	31	2	33	132
Total	0	0	0	0	41	226	0	267	99	141	11	251	0	152	8	160	678
Grand Total	0	0	0	0	187	766	0	953	329	559	51	939	0	499	45	544	2436
Apprch %	0	0	0		19.6	80.4	0		35	59.5	5.4		0	91.7	8.3		
Total %	0	0	0	0	7.7	31.4	0	39.1	13.5	22.9	2.1	38.5	0	20.5	1.8	22.3	
AUTOS	0	0	0	0	186	755	0	941	328	556	50	934	0	493	45	538	2413
% AUTOS	0	0	0	0	99.5	98.6	0	98.7	99.7	99.5	98	99.5	0	98.8	100	98.9	99.1
SU	0	0	0	0	0	2	0	2	1	3	1	5	0	3	0	3	10
% SU	0	0	0	0	0	0.3	0	0.2	0.3	0.5	2	0.5	0	0.6	0	0.6	0.4
MU	0	0	0	0	1	9	0	10	0	0	0	0	0	3	0	3	13
% MU	0	0	0	0	0.5	1.2	0	1	0	0	0	0	0	0.6	0	0.6	0.5



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File Name : 31708023
Site Code : 31708823
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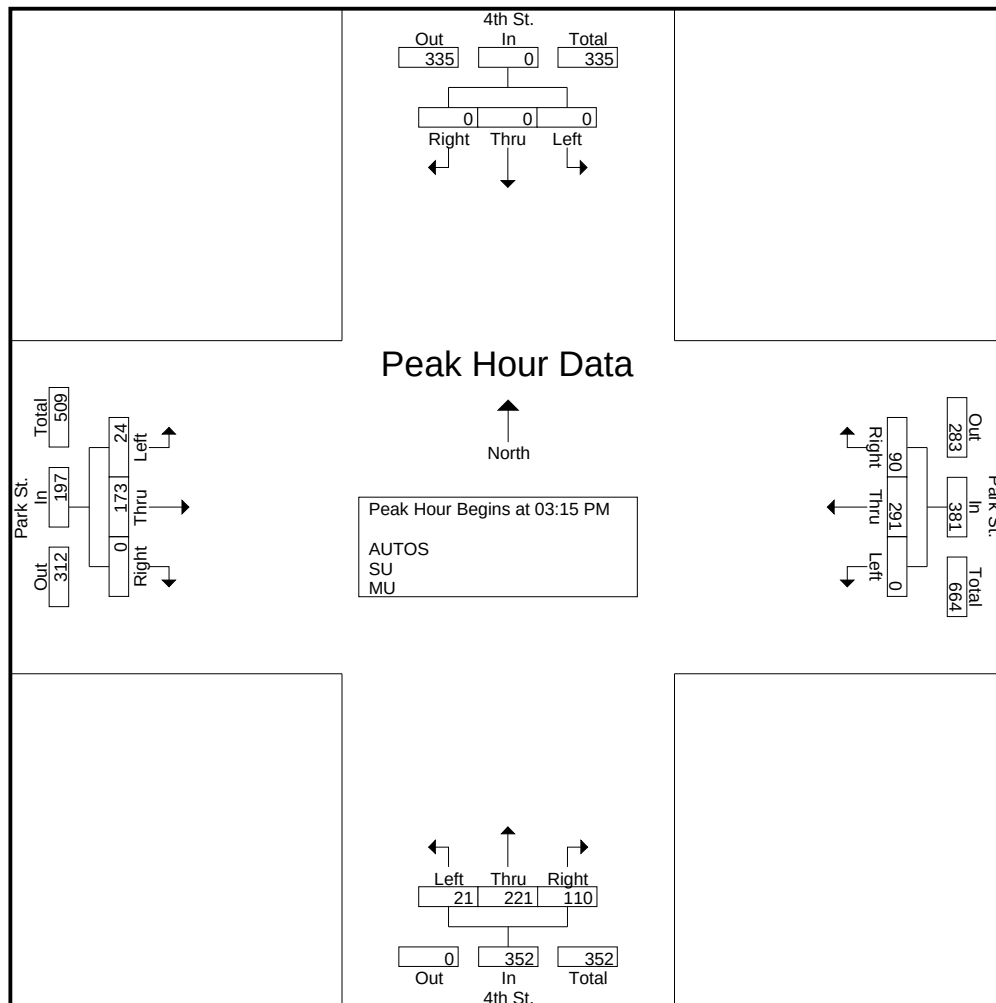


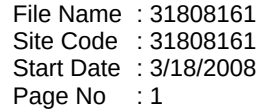


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File Name : 31708023
 Site Code : 31708823
 Start Date : 3/17/2008
 Page No : 3

	4th St. From North				Park St. From East				4th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	36	56	0	92	33	69	1	103	0	39	6	45	240
03:30 PM	0	0	0	0	21	64	0	85	28	46	5	79	0	36	8	44	208
03:45 PM	0	0	0	0	21	73	0	94	19	54	9	82	0	50	6	56	232
04:00 PM	0	0	0	0	12	98	0	110	30	52	6	88	0	48	4	52	250
Total Volume	0	0	0	0	90	291	0	381	110	221	21	352	0	173	24	197	930
% App. Total	0	0	0	0	23.6	76.4	0		31.2	62.8	6		0	87.8	12.2		
PHF	.000	.000	.000	.000	.625	.742	.000	.866	.833	.801	.583	.854	.000	.865	.750	.879	.930



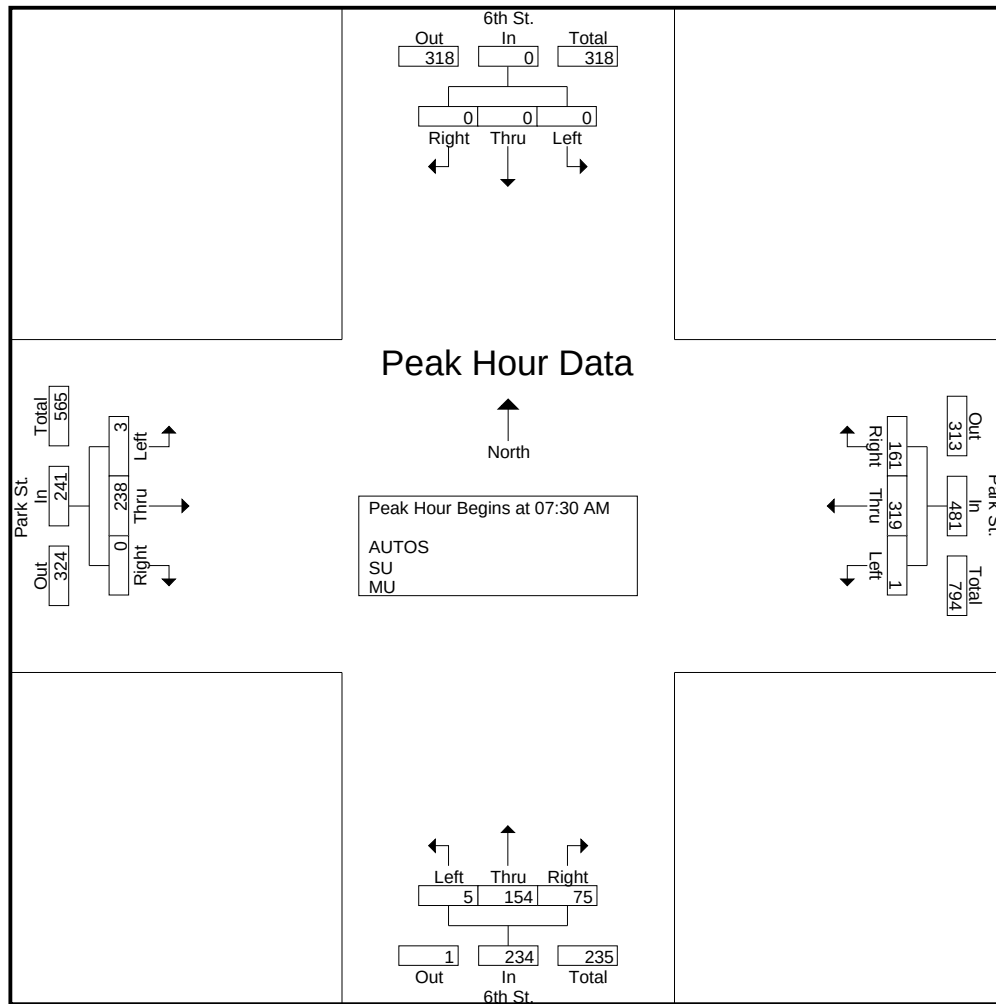




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File Name : 31808161
 Site Code : 31808161
 Start Date : 3/18/2008
 Page No : 2

	6th St. From North				Park St. From East				6th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	43	66	0	109	23	54	2	79	0	58	1	59	247
07:45 AM	0	0	0	0	56	84	0	140	18	52	0	70	0	50	2	52	262
08:00 AM	0	0	0	0	33	88	0	121	18	30	2	50	0	71	0	71	242
08:15 AM	0	0	0	0	29	81	1	111	16	18	1	35	0	59	0	59	205
Total Volume	0	0	0	0	161	319	1	481	75	154	5	234	0	238	3	241	956
% App. Total	0	0	0	0	33.5	66.3	0.2		32.1	65.8	2.1		0	98.8	1.2		
PHF	.000	.000	.000	.000	.719	.906	.250	.859	.815	.713	.625	.741	.000	.838	.375	.849	.912





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File Name : 31808162
 Site Code : 13080162
 Start Date : 3/18/2008
 Page No : 1

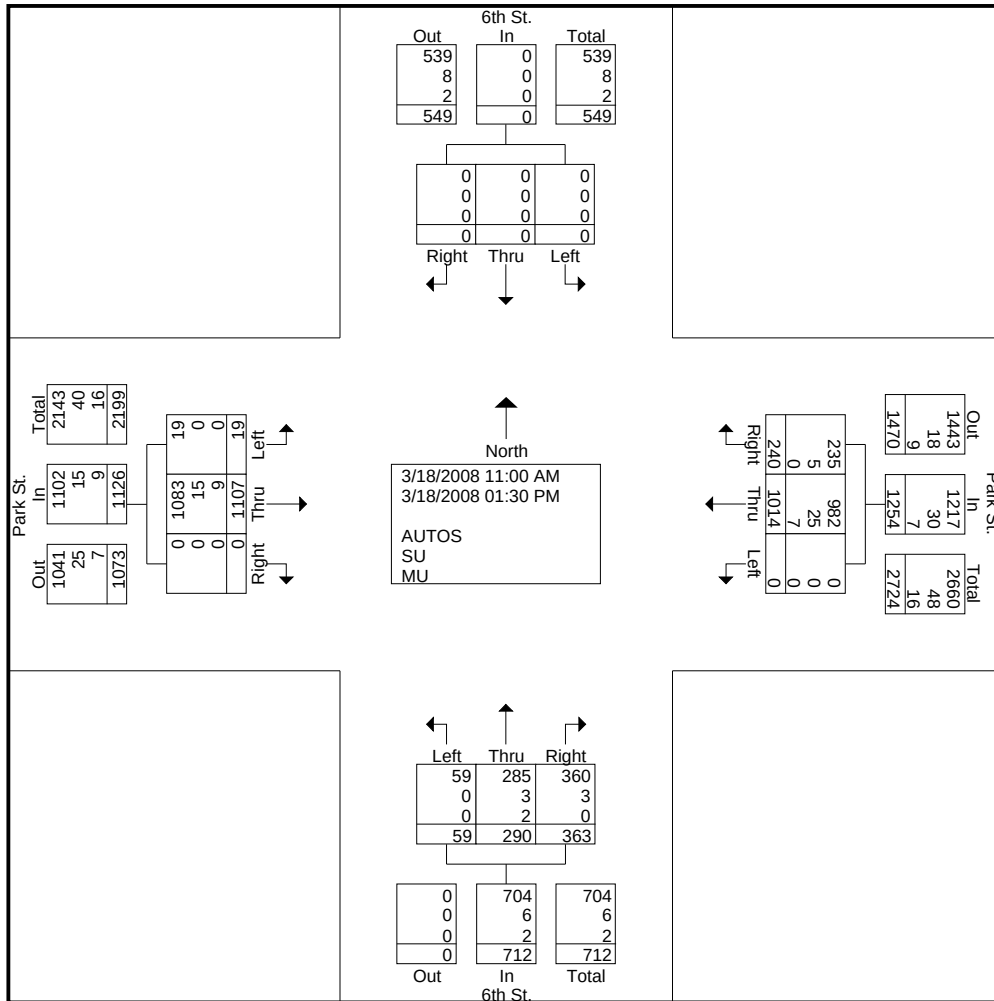
Groups Printed- AUTOS - SU - MU

Start Time	6th St. From North				Park St. From East				6th St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
11:00 AM	0	0	0	0	15	81	0	96	45	31	9	85	0	84	2	86	267
11:15 AM	0	0	0	0	16	75	0	91	29	22	4	55	0	100	2	102	248
11:30 AM	0	0	0	0	20	91	0	111	43	19	3	65	0	120	1	121	297
11:45 AM	0	0	0	0	25	90	0	115	28	26	6	60	0	85	3	88	263
Total	0	0	0	0	76	337	0	413	145	98	22	265	0	389	8	397	1075
12:00 PM	0	0	0	0	23	98	0	121	44	34	4	82	0	126	3	129	332
12:15 PM	0	0	0	0	28	86	0	114	36	27	4	67	0	103	2	105	286
12:30 PM	0	0	0	0	21	93	0	114	36	26	4	66	0	88	0	88	268
12:45 PM	0	0	0	0	27	117	0	144	30	30	1	61	0	102	2	104	309
Total	0	0	0	0	99	394	0	493	146	117	13	276	0	419	7	426	1195
01:00 PM	0	0	0	0	24	76	0	100	28	28	8	64	0	110	2	112	276
01:15 PM	0	0	0	0	19	104	0	123	27	21	8	56	0	96	1	97	276
01:30 PM	0	0	0	0	22	103	0	125	17	26	8	51	0	93	1	94	270
Grand Total	0	0	0	0	240	1014	0	1254	363	290	59	712	0	1107	19	1126	3092
Apprch %	0	0	0		19.1	80.9	0		51	40.7	8.3		0	98.3	1.7		
Total %	0	0	0	0	7.8	32.8	0	40.6	11.7	9.4	1.9	23	0	35.8	0.6	36.4	
AUTOS	0	0	0	0	235	982	0	1217	360	285	59	704	0	1083	19	1102	3023
% AUTOS	0	0	0	0	97.9	96.8	0	97	99.2	98.3	100	98.9	0	97.8	100	97.9	97.8
SU	0	0	0	0	5	25	0	30	3	3	0	6	0	15	0	15	51
% SU	0	0	0	0	2.1	2.5	0	2.4	0.8	1	0	0.8	0	1.4	0	1.3	1.6
MU	0	0	0	0	0	7	0	7	0	2	0	2	0	9	0	9	18
% MU	0	0	0	0	0	0.7	0	0.6	0	0.7	0	0.3	0	0.8	0	0.8	0.6



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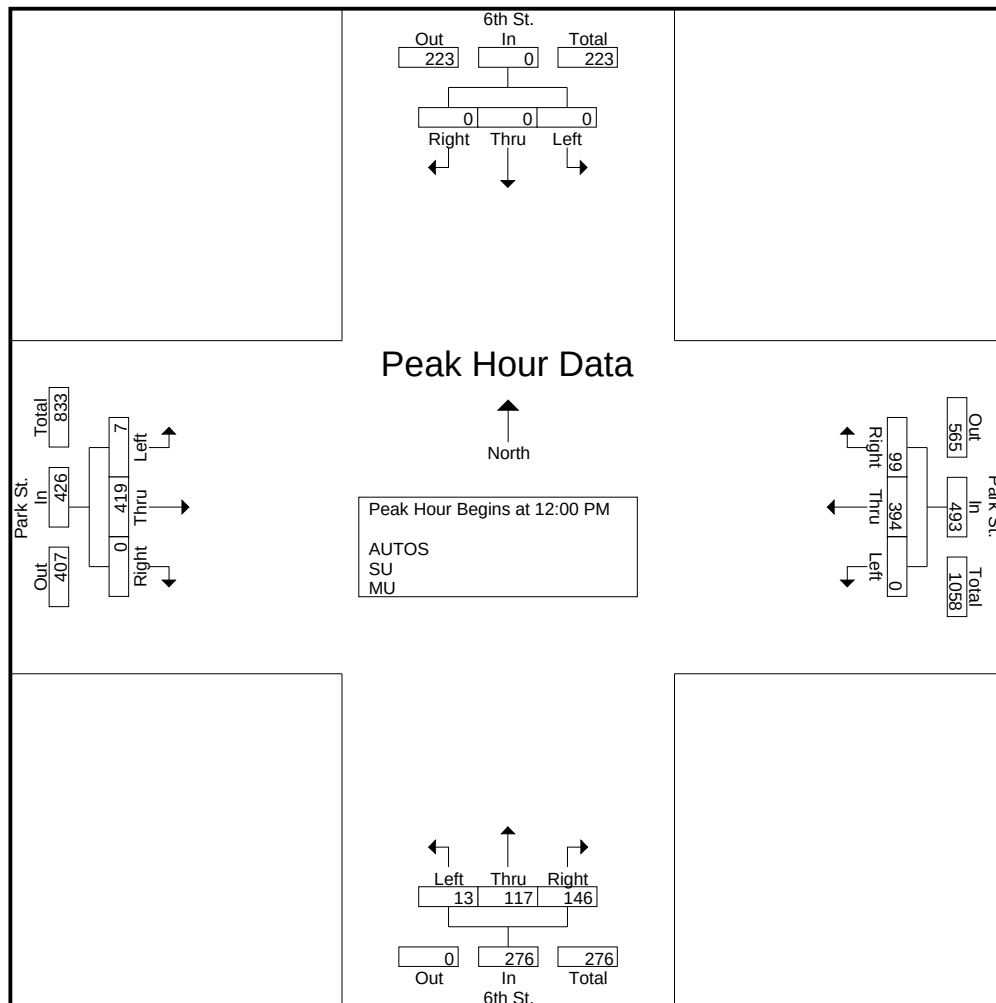




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File Name : 31808162
 Site Code : 13080162
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	6th St. From North				Park St. From East				6th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	23	98	0	121	44	34	4	82	0	126	3	129	332
12:15 PM	0	0	0	0	28	86	0	114	36	27	4	67	0	103	2	105	286
12:30 PM	0	0	0	0	21	93	0	114	36	26	4	66	0	88	0	88	268
12:45 PM	0	0	0	0	27	117	0	144	30	30	1	61	0	102	2	104	309
Total Volume	0	0	0	0	99	394	0	493	146	117	13	276	0	419	7	426	1195
% App. Total	0	0	0	0	20.1	79.9	0		52.9	42.4	4.7		0	98.4	1.6		
PHF	.000	.000	.000	.000	.884	.842	.000	.856	.830	.860	.813	.841	.000	.831	.583	.826	.900





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File Name : 31808163
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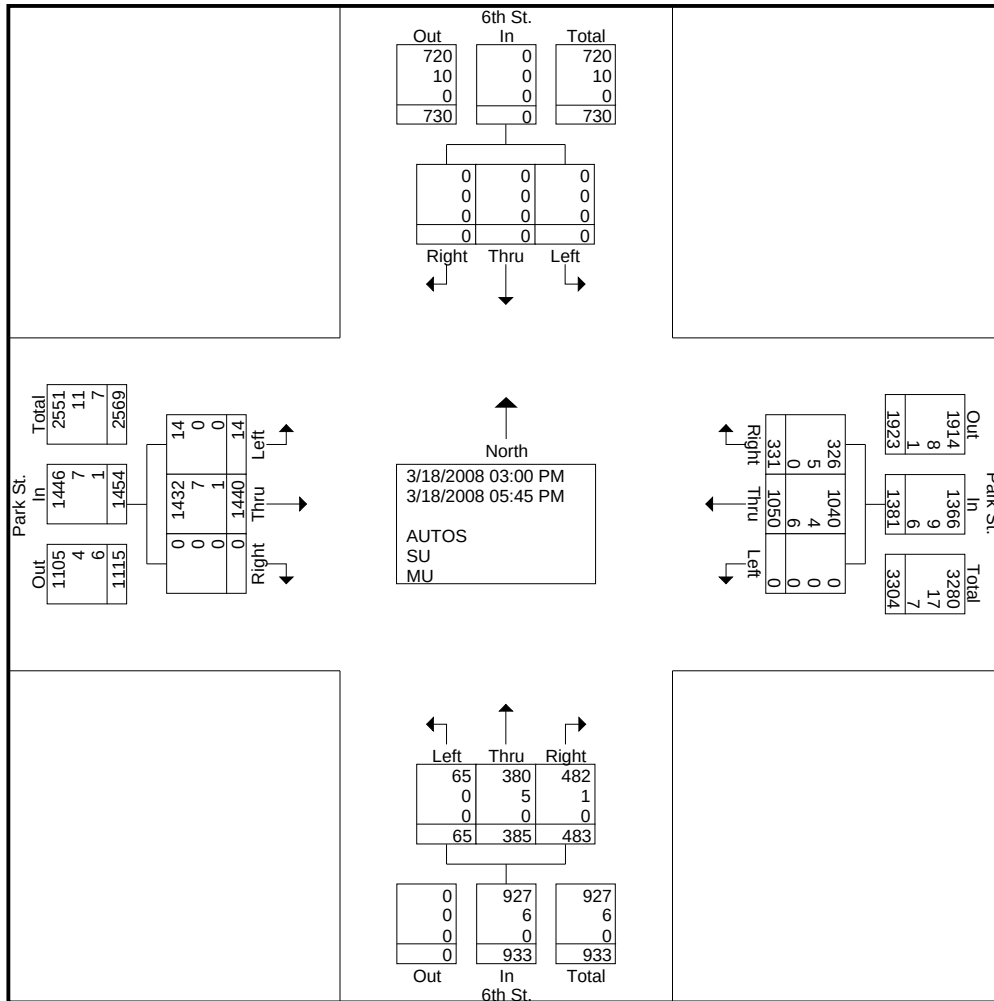
Groups Printed- AUTOS - SU - MU

Start Time	6th St. From North				Park St. From East				6th St. From South				Park St. From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:00 PM	0	0	0	0	30	90	0	120	37	50	10	97	0	123	1	124	341
03:15 PM	0	0	0	0	43	88	0	131	31	32	5	68	0	124	5	129	328
03:30 PM	0	0	0	0	29	108	0	137	34	36	4	74	0	115	0	115	326
03:45 PM	0	0	0	0	30	88	0	118	40	21	7	68	0	110	2	112	298
Total	0	0	0	0	132	374	0	506	142	139	26	307	0	472	8	480	1293
04:00 PM	0	0	0	0	24	88	0	112	58	35	8	101	0	163	1	164	377
04:15 PM	0	0	0	0	26	95	0	121	57	42	2	101	0	107	0	107	329
04:30 PM	0	0	0	0	24	91	0	115	33	32	7	72	0	148	0	148	335
04:45 PM	0	0	0	0	34	82	0	116	38	25	6	69	0	117	0	117	302
Total	0	0	0	0	108	356	0	464	186	134	23	343	0	535	1	536	1343
05:00 PM	0	0	0	0	22	68	0	90	58	24	8	90	0	104	1	105	285
05:15 PM	0	0	0	0	26	92	0	118	35	29	2	66	0	111	1	112	296
05:30 PM	0	0	0	0	21	74	0	95	29	24	2	55	0	108	0	108	258
05:45 PM	0	0	0	0	22	86	0	108	33	35	4	72	0	110	3	113	293
Total	0	0	0	0	91	320	0	411	155	112	16	283	0	433	5	438	1132
Grand Total	0	0	0	0	331	1050	0	1381	483	385	65	933	0	1440	14	1454	3768
Apprch %	0	0	0		24	76	0		51.8	41.3	7		0	99	1		
Total %	0	0	0	0	8.8	27.9	0	36.7	12.8	10.2	1.7	24.8	0	38.2	0.4	38.6	
AUTOS	0	0	0	0	326	1040	0	1366	482	380	65	927	0	1432	14	1446	3739
% AUTOS	0	0	0	0	98.5	99	0	98.9	99.8	98.7	100	99.4	0	99.4	100	99.4	99.2
SU	0	0	0	0	5	4	0	9	1	5	0	6	0	7	0	7	22
% SU	0	0	0	0	1.5	0.4	0	0.7	0.2	1.3	0	0.6	0	0.5	0	0.5	0.6
MU	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
% MU	0	0	0	0	0	0.6	0	0.4	0	0	0	0	0	0.1	0	0.1	0.2



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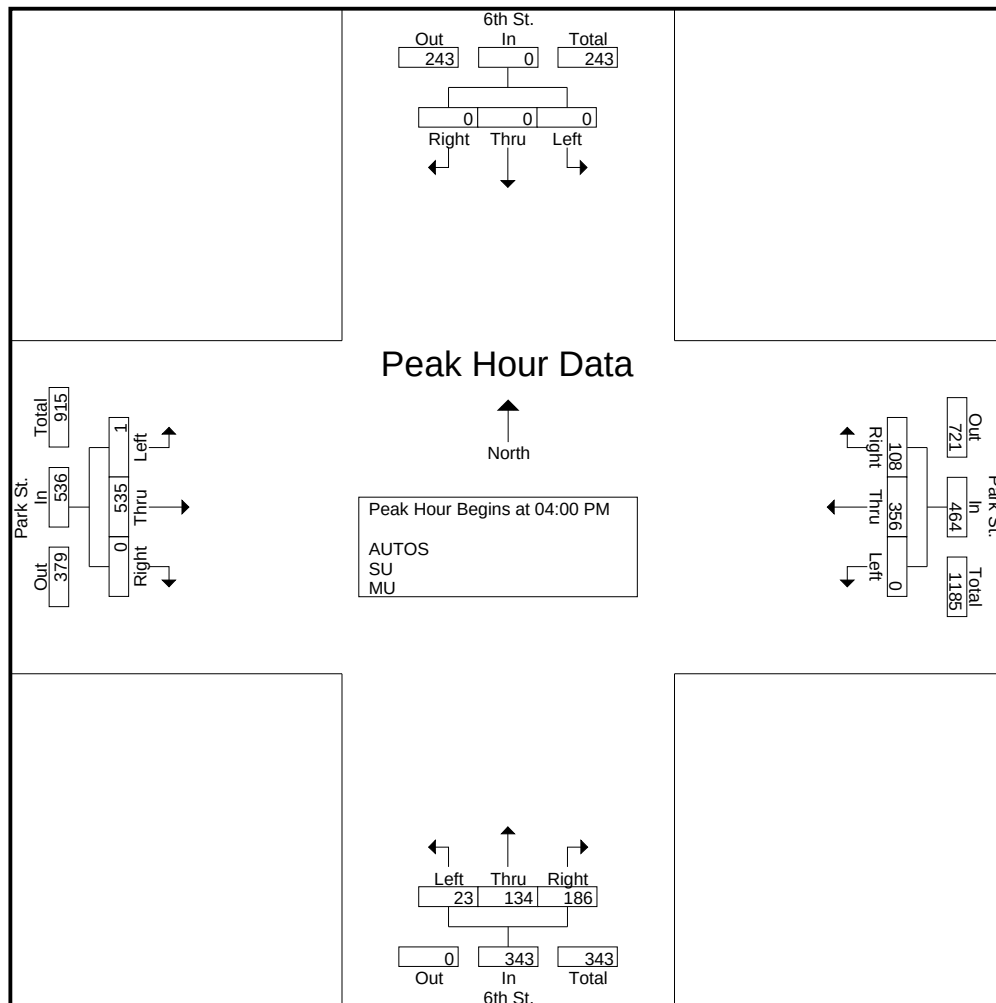




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	6th St. From North				Park St. From East				6th St. From South				Park St. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	24	88	0	112	58	35	8	101	0	163	1	164	377
04:15 PM	0	0	0	0	26	95	0	121	57	42	2	101	0	107	0	107	329
04:30 PM	0	0	0	0	24	91	0	115	33	32	7	72	0	148	0	148	335
04:45 PM	0	0	0	0	34	82	0	116	38	25	6	69	0	117	0	117	302
Total Volume	0	0	0	0	108	356	0	464	186	134	23	343	0	535	1	536	1343
% App. Total	0	0	0	0	23.3	76.7	0		54.2	39.1	6.7		0	99.8	0.2		
PHF	.000	.000	.000	.000	.794	.937	.000	.959	.802	.798	.719	.849	.000	.821	.250	.817	.891



Appendix B: Travel Time Study

AM Peak Hour Travel Time Study

	Park St.			3rd St.			2nd St.	
	EB	WB		SB	NB		SB	NB
2nd	Start	2:13	Center	Start	5:37	Center	Start	1:10
3rd	1:10	2:08	Park	1:14	5:26	Park	0:09	0:59
4th	1:47	1:58	Vernon	1:42	5:00	Vernon	0:17	0:32
5th	2:06	1:49	Washington	1:52	4:46	Washington	0:24	0:24
6th	2:16	1:41	Adams	2:18	4:38	Adams	0:32	0:17
7th	2:25	1:30	Jefferson	2:29	4:28	Jefferson	0:40	0:07
8th	2:34	1:21	Madison	2:36	4:22	Madison	0:47	Start
9th	2:43	1:12	Monroe	2:44	4:13			
EB ramp	2:53	1:00	Quincy	2:51	4:03			
WB ramp	3:03	0:43	Spruce	3:33	3:21			
Shopping center	3:18	Start	Oak	4:31	2:47			
			Kemp	5:18	2:15			
			Vine	5:57	1:24			
			Lorain	6:57	0:24			
			Commerce	7:21	Start			
	Park St.			3rd St.			2nd St.	
	EB	WB		SB	NB		SB	NB
2nd	Start	3:34	Center	Start	5:21	Center	Start	1:31
3rd	0:47	3:28	Park	0:09	5:13	Park	0:10	1:18
4th	1:13	3:16	Vernon	0:20	5:03	Vernon	0:29	0:55
5th	1:42	3:04	Washington	0:28	4:52	Washington	0:39	0:47
6th	1:55	2:34	Adams	0:42	4:41	Adams	0:47	0:37
7th	2:04	2:01	Jefferson	0:52	4:32	Jefferson	0:55	0:07
8th	2:12	1:50	Madison	0:59	4:25	Madison	1:02	Start
9th	2:20	1:38	Monroe	1:06	4:18			
EB ramp	2:33	1:24	Quincy	1:25	4:08			
WB ramp	2:47	0:46	Spruce	2:15	3:32			
Shopping center	3:02	Start	Oak	3:11	2:52			
			Kemp	3:48	2:07			
			Vine	4:36	1:31			
			Lorain	5:36	0:22			
			Commerce	6:14	Start			
	Park St.			3rd St.			2nd St.	
	EB	WB		SB	NB		SB	NB
2nd	Start	2:05	Center	Start	6:13	Center	Start	1:23
3rd	0:07	1:53	Park	0:09	6:02	Park	0:09	1:12
4th	0:21	1:41	Vernon	0:24	5:30	Vernon	0:17	0:52
5th	0:43	1:11	Washington	0:34	4:43	Washington	0:24	0:44
6th	0:59	1:02	Adams	0:44	4:35	Adams	0:27	0:34
7th	1:11	0:54	Jefferson	0:53	4:24	Jefferson	0:33	0:06
8th	1:23	0:45	Madison	0:59	4:17	Madison	0:40	Start
9th	1:34	0:36	Monroe	1:07	4:10			
EB ramp	1:43	0:27	Quincy	1:29	4:03			
WB ramp	1:55	0:17	Spruce	2:20	3:33			
Shopping center	2:09	Start	Oak	3:12	3:01			
			Kemp	3:44	2:26			
			Vine	4:38	1:46			
			Lorain	5:39	0:31			
			Commerce	6:00	Start			

	Madison			Adams			Truck Rt.	
	<i>EB</i>	<i>WB</i>		<i>EB</i>	<i>WB</i>		<i>EB</i>	<i>WB</i>
Campbell	Start	0:37	2nd	Start	0:17	SB ramp	Start	3:14
2nd	0:09	0:29	3rd	0:06	0:12	Liberty	0:06	3:07
3rd	0:21	0:18	4th	0:20	Start	11th/Maple	0:40	2:30
4th	0:39	Start				Maple/9th	1:01	2:06
						9th/Spruce	1:26	1:40
						Spruce/8th	1:40	1:25
						Spruce/7th	1:56	1:09
						Spruce/6th	2:18	0:52
						Spruce/5th	2:33	0:33
						Spruce/4th	2:47	0:17
						Spruce/3rd	0.126389	Start

Midday Peak Hour Travel Time Study

	Park St.			3rd St.			2nd St.	
	EB	WB		SB	NB		SB	NB
2nd	Start	2:51	Center	Start	6:25	Center	Start	1:26
3rd	0:35	2:23	Park	0:10	6:12	Park	0:15	1:15
4th	1:00	1:55	Vernon	0:18	5:47	Vernon	0:50	1:05
5th	1:49	1:44	Washington	0:27	5:38	Washington	1:01	0:53
6th	2:15	1:33	Adams	1:12	5:27	Adams	1:48	0:43
7th	2:26	1:13	Jefferson	1:23	5:03	Jefferson	1:58	0:07
8th	2:33	1:05	Madison	1:30	4:56	Madison	2:05	Start
9th	2:39	0:57	Monroe	1:37	4:49			
EB ramp	2:48	0:48	Quincy	1:45	4:39			
WB ramp	2:59	0:33	Spruce	2:14	4:01			
Shopping center	3:14	Start	Oak	2:45	3:24			
			Kemp	3:20	2:24			
			Vine	3:57	1:49			
			Lorain	5:16	0:34			
			Commerce	5:40	Start			
	Park St.			3rd St.			2nd St.	
	EB	WB		SB	NB		SB	NB
2nd	Start	2:58	Center	Start	7:07	Center	Start	0:50
3rd	0:14	2:46	Park	0:29	6:56	Park	0:10	0:40
4th	0:32	2:33	Vernon	0:59	6:32	Vernon	0:19	0:32
5th	1:25	2:10	Washington	1:10	6:23	Washington	0:29	0:24
6th	1:53	2:00	Adams	1:37	6:14	Adams	1:13	0:16
7th	2:06	1:30	Jefferson	1:49	5:32	Jefferson	1:24	0:07
8th	2:16	1:19	Madison	1:57	5:23	Madison	1:31	Start
9th	2:25	1:08	Monroe	2:04	5:14			
EB ramp	2:35	0:53	Quincy	2:12	5:04			
WB ramp	2:50	0:33	Spruce	2:41	4:21			
Shopping center	3:13	Start	Oak	3:13	3:31			
			Kemp	3:57	2:53			
			Vine	4:34	1:52			
			Lorain	5:58	0:32			
			Commerce	6:21	Start			
	Park St.			3rd St.			2nd St.	
	EB	WB		SB	NB		SB	NB
2nd	Start	3:39	Center	Start	7:19	Center	Start	2:01
3rd	0:42	3:17	Park	0:22	6:45	Park	0:13	1:48
4th	1:07	3:04	Vernon	0:55	5:45	Vernon	0:31	1:13
5th	1:56	2:27	Washington	1:06	5:29	Washington	0:40	0:52
6th	2:20	2:00	Adams	2:05	5:19	Adams	1:17	0:41
7th	2:31	1:31	Jefferson	2:16	4:25	Jefferson	1:27	0:08
8th	2:39	1:20	Madison	2:23	4:18	Madison	1:34	Start
9th	2:46	1:07	Monroe	2:30	4:10			
EB ramp	2:54	0:56	Quincy	2:44	4:00			
WB ramp	3:06	0:41	Spruce	3:21	3:22			
Shopping center	3:22	Start	Oak	3:56	2:48			
			Kemp	4:35	2:15			
			Vine	5:15	1:22			
			Lorain	6:39	0:20			
			Commerce	7:02	Start			

	Madison			Adams			Truck Rt.	
	<i>EB</i>	<i>WB</i>		<i>EB</i>	<i>WB</i>		<i>EB</i>	<i>WB</i>
Campbell	Start	0:35	2nd	Start	0:20	SB ramp	Start	3:09
2nd	0:11	0:27	3rd	0:05	0:13	Liberty	0:06	3:03
3rd	0:36	0:17	4th	0:24	Start	11th/Maple	0:37	2:21
4th	0:53	Start				Maple/9th	1:00	2:01
						9th/Spruce	1:23	1:38
						Spruce/8th	1:37	1:23
						Spruce/7th	1:51	1:08
						Spruce/6th	2:12	0:52
						Spruce/5th	2:28	0:32
						Spruce/4th	2:43	0:17
						Spruce/3rd	2:57	Start

PM Peak Hour Travel Time Study

	Park St.			3rd St.			2nd St.	
	<i>EB</i>	<i>WB</i>		<i>SB</i>	<i>NB</i>		<i>SB</i>	<i>NB</i>
2nd	Start	2:35	Center	Start	7:13	Center	Start	1:27
3rd	0:35	2:04	Park	0:49	6:58	Park	0:32	1:03
4th	1:07	1:30	Vernon	1:12	6:28	Vernon	0:47	0:45
5th	1:46	1:17	Washington	1:23	5:32	Washington	0:58	0:29
6th	2:06	1:02	Adams	2:09	5:21	Adams	1:13	0:20
7th	2:16	0:50	Jefferson	2:21	4:59	Jefferson	1:23	0:08
8th	2:27	0:41	Madison	2:28	4:48	Madison	1:32	Start
9th	2:40	0:33	Monroe	2:36	4:38			
EB ramp	2:58	0:26	Quincy	2:43	4:28			
WB ramp	3:24	0:15	Spruce	3:23	3:52			
Shopping center	3:42	Start	Oak	4:09	2:47			
			Kemp	4:47	2:14			
			Vine	5:39	1:37			
			Lorain	6:44	0:28			
			Commerce	7:08	Start			
	Park St.			3rd St.			2nd St.	
	<i>EB</i>	<i>WB</i>		<i>SB</i>	<i>NB</i>		<i>SB</i>	<i>NB</i>
2nd	Start	2:19	Center	Start	7:09	Center	Start	1:40
3rd	0:47	1:54	Park	0:43	6:56	Park	0:28	1:02
4th	1:11	1:21	Vernon	1:13	6:22	Vernon	0:46	0:37
5th	2:00	1:12	Washington	1:23	6:03	Washington	0:55	0:24
6th	2:24	1:03	Adams	1:46	5:53	Adams	1:17	0:17
7th	2:34	0:55	Jefferson	1:57	5:06	Jefferson	1:30	0:08
8th	2:43	0:46	Madison	2:05	4:58	Madison	1:38	Start
9th	2:50	0:37	Monroe	2:13	4:50			
EB ramp	3:14	0:27	Quincy	2:21	4:43			
WB ramp	3:42	0:16	Spruce	2:52	4:14			
Shopping center	4:00	Start	Oak	3:43	3:16			
			Kemp	4:38	2:24			
			Vine	5:36	1:38			
			Lorain	6:45	0:28			
			Commerce	7:06	Start			
	Park St.			3rd St.			2nd St.	
	<i>EB</i>	<i>WB</i>		<i>SB</i>	<i>NB</i>		<i>SB</i>	<i>NB</i>
2nd	Start	3:00	Center	Start	6:16	Center	Start	1:52
3rd	0:09	2:48	Park	0:24	5:59	Park	0:20	1:37
4th	0:29	2:33	Vernon	0:52	5:37	Vernon	0:34	1:02
5th	1:25	2:17	Washington	1:02	5:27	Washington	0:43	0:38
6th	2:01	2:06	Adams	1:48	5:18	Adams	1:14	0:28
7th	2:12	1:30	Jefferson	1:58	4:28	Jefferson	1:24	0:08
8th	2:20	1:18	Madison	2:09	4:21	Madison	1:32	Start
9th	2:28	1:06	Monroe	2:16	4:12			
EB ramp	2:44	0:54	Quincy	2:24	4:03			
WB ramp	2:58	0:32	Spruce	3:04	3:29			
Shopping center	3:16	Start	Oak	3:44	2:49			
			Kemp	4:30	2:12			
			Vine	5:12	1:38			
			Lorain	6:11	0:27			
			Commerce	6:32	Start			

	Madison			Adams			Truck Rt.	
	<i>EB</i>	<i>WB</i>		<i>EB</i>	<i>WB</i>		<i>EB</i>	<i>WB</i>
Campbell	Start	0:36	2nd	Start	0:21	SB ramp	Start	3:11
2nd	0:10	0:29	3rd	0:06	0:13	Liberty	0:07	3:15
3rd	0:20	0:19	4th	0:22	Start	11th/Maple	0:38	2:24
4th	0:38	Start				Maple/9th	1:00	2:04
						9th/Spruce	1:25	1:40
						Spruce/8th	1:39	1:24
						Spruce/7th	1:54	1:08
						Spruce/6th	2:13	0:52
						Spruce/5th	2:28	0:33
						Spruce/4th	2:44	0:18
						Spruce/3rd	2:58	Start